

6 October 2015
Reference: F0002477

Dear XXXX

I am writing in respect of your recent request of 15 September 2015 for the release of information held by the Civil Aviation Authority (CAA).

Your request:

I would like to know the following information regarding aircraft flying over or through London airspace. I am researching an article about the importance of having multiple engines in fixed and rotary winged aircraft when flying over built up areas.

Can you please tell me:

- 1. How many times since 1995 an aircraft has suffered an engine failure whilst flying over London. Please include detail of each event including aircraft type and outcome.*
- 2. How many times since 1995 a single engine aircraft has strayed into London designated airspace. Please include detail of each event including aircraft type and outcome.*

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 report made is reviewed and, where appropriate, further investigation carried out and action taken.

The location of 'London' is not defined within the CAA MOR database, and we are unable to search the database for reports within a certain radius, so the location of reports cannot be isolated to 'over London' without manually reviewing all relevant reports. Therefore, to ensure that we captured relevant events, the London Flight Information Region (FIR)/Upper Information Region (UIR) has been used within the search criteria. This provides results much wider than 'over London' but the exported data includes location name and location information fields that you will be able to filter as required.

In relation to question 1, we have carried out a search of the CAA MOR database for any engine failure for any aircraft type and operation for the period 1 January 1995 to all processed reports as at 29 September 2015 and provided a summary in attachment 1.

For question 2, we have searched the CAA MOR database for all occurrences involving a single engine aircraft infringement whilst in the London FIR regardless of aircraft type, operation or nationality. Due to the large volume of infringement reports, we have provided a 10 year period of data commencing from 1 January 2005 to all processed reports as at 29 September 2015 in attachment 2.

We have not provided identifying information in these reports provided as this information is exempt from disclosure under section 44(1)(a) of the FOIA.

Section 44(1)(a) 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).

Additionally, two reports in attachment 2 have been removed as they were specifically provided to us in confidence. Under Section 41 of the FOIA, information provided to us under those circumstances is exempt from disclosure. A copy of this exemption can also be found below.

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

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

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

caroline.chalk@caa.co.uk

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

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

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

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

Yours sincerely

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

Mark Stevens
External Response Manager

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

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

Freedom of Information Act: Section 44

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

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

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

Freedom of Information Act: Section 41

(1) Information is exempt information if-

- (a) it was obtained by the public authority from any other person (including another public authority), and
- (b) the disclosure of the information to the public (otherwise than under this Act) by the public authority holding it would constitute a breach of confidence actionable by that or any other person.

(2) The duty to confirm or deny does not arise if, or to the extent that, the confirmation or denial that would have to be given to comply with section 1(1)(a) would (apart from this Act) constitute an actionable breach of confidence.

File number	UTC date	FIR/UIR name	Location name	Location Information	Airspace class	Airspace type	Manufacturer/model [Make]	Propulsion type	Number of engines	Headline	Narrative text
200500023	02/01/2005	EGTT : London (FIR)	London-Gatwick - LGW	8 E	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a DR400. Traffic info was given to an inbound A320. Pilot phoned and apologised for the incident.	A320 broke off its approach. A report was received from the pilot which stated that the DR400 routed overhead Redhill, en route back to Headcorn. Although the pilot was following the railway line, it appears he allowed the aircraftto drift further south than desired, allowing the aircraft to penetrate the Gatwick CTR. Appropriate advice given. See also occ 200408798. ☐ CAA Closure: No further CAA action required at this time.
200500023	02/01/2005	EGTT : London (FIR)	London-Gatwick - LGW	8 E	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a DR400. Traffic info was given to an inbound A320. Pilot phoned and apologised for the incident.	A320 broke off its approach. A report was received from the pilot which stated that the DR400 routed overhead Redhill, en route back to Headcorn. Although the pilot was following the railway line, it appears he allowed the aircraftto drift further south than desired, allowing the aircraft to penetrate the Gatwick CTR. Appropriate advice given. See also occ 200408798. ☐ CAA Closure: No further CAA action required at this time.
200500159	09/01/2005	EGTT : London (FIR)	Stansted	5 N	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a C152. A/c tracked to landing at Stapleford. Pilot reported being lost in the vicinity of Colchester. Standard separation maintained.	See also occ 200008189.
200500213	12/01/2005	EGTT : London (FIR)	Shoeburyness		G	Danger area	PIPER	Reciprocating	1	Alleged infringement of active Danger Area EG D138 (Shoeburyness) by a PA28. Danger Area active to 13000ft.	The pilot reported that the navigational error was unintentional and apologised for the error.☐ CAA Closure: A letter has been sent reminding the pilot of the serious consequences of infringing a Danger Area.

200500261	11/01/2005	EGTT : London (FIR)	Farnborough		G	ATZ	DE HAVILLAND	Reciprocating	1	D&D informed Farnborough ATC that a DHC1 infringing the ATZ had declared a PAN as it was lost. An a/c being vectored for ILS was broken off and repositioned. DHC1 visual with R/W was cleared to land.	
200500500	22/01/2005	EGTT : London (FIR)	Luton (LUT)	3 S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) South of the airport by a C172. Pilot reported drifting North during general handling. Standard separation maintained.	The instructor's comprehensive report into this incident states that he was in a high workload exercise with his student, which was being flown in poor daylight conditions near CAS. He failed to allow for sufficient position checks in an exercise that required a lot of turning. He accepted that at some point he must have misidentified Harpenden for St Albans despite being familiar with the area. He also accepts that he should have contacted Luton ATC at the start of the exercise.
200500541	21/01/2005	EGTT : London (FIR)	Manchester (MCT)	18 NE	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by a PA28. An inbound FK100 was given an extended routeing to maintain separation.	
200500541	21/01/2005	EGTT : London (FIR)	Manchester (MCT)	18 NE	D	CTR	FOKKER	Turbofan	2	Alleged infringement of the Manchester CTR (Class D) by a PA28. An inbound FK100 was given an extended routeing to maintain separation.	
200500548	23/01/2005	EGTT : London (FIR)	Manchester (MCT)		D	CTR	GROB	Reciprocating	1	Squawk observed infringing the Manchester CTR (Class D) and identified as a Grob that was unsure of its position. A routeing was given to leave CAS as it was approaching final approach for R/W06R.	Standard separation maintained.

200500611	26/01/2005	EGTT : London (FIR)	Halton	0.5E	G	ATZ	OTHER	Other	0	UK AIRPROX 10/2005 - Glider and an Extra EA300 at 1300ft,0.5nm East of Halton.	
200500611	26/01/2005	EGTT : London (FIR)	Halton	0.5E	G	ATZ	EXTRA	Reciprocating	1	UK AIRPROX 10/2005 - Glider and an Extra EA300 at 1300ft,0.5nm East of Halton.	
200500686	29/01/2005	EGTT : London (FIR)	Dunstable		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C172 receiving a FIS. C172 was given a heading to clear the final approach track for R/W08. Standard separation maintained.	C172 40nm Northwest of Luton at 1500ft, free called requesting to route direct to LAM enroute to destination. ATC were unable to identify C172 and considered the request mayconflict with R/W08 departure tracks. C172 was briefed onATC's planned route to the West of Luton, but no clearance to cross was issued. Controller's attention was divertedto other tasks and subsequently C172 was identified inside CAS and instructed to take up a Southerly heading to clear final approach track for R/W08. When the C172 was identified by ATC the pilot thought he was at Leighton Buzzad when he was actually abeam the Dunstable Gliding site.
200500784	06/02/2005	EGTT : London (FIR)	London-Heathrow - LHR	12nm	A	CTR	ROCKWELL	Reciprocating	1	Infringement of the London CTR (Class A) by a Rockwell 114. Two a/c inbound to Heathrow, an A320 and a B737, were both broken off the approach to R/W09L.	Separation lost. Appropriate CAA action is being taken asa result of this incident. See also occ 200405667.
200500784	06/02/2005	EGTT : London (FIR)	London-Heathrow - LHR	12nm	A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by a Rockwell 114. Two a/c inbound to Heathrow, an A320 and a B737, were both broken off the approach to R/W09L.	Separation lost. Appropriate CAA action is being taken asa result of this incident. See also occ 200405667.

200500847	06/02/2005	EGTT : London (FIR)	Manchester (MCT)		D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by PA28. Three a/c were broken off the approach and the next three a/c were delayed by holding. Traffic info given. Standard separation maintained.	Appropriate CAA action has been taken.
200500847	06/02/2005	EGTT : London (FIR)	Manchester (MCT)		D	CTR	AIRBUS	Turbofan	2	Alleged infringement of the Manchester CTR (Class D) by PA28. Three a/c were broken off the approach and the next three a/c were delayed by holding. Traffic info given. Standard separation maintained.	Appropriate CAA action has been taken.
200500858	04/02/2005	EGTT : London (FIR)	Luton (LUT)	2 S	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28. No traffic was affected by the a/c.	
200500864	05/02/2005	EGTT : London (FIR)	Stansted	10	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Stansted CTA (Class D) by two DiamondDA40Ds on delivery flights at 1900ft and 2000ft.	The two foreign ferry pilots have been contacted and appear to have believed that by talking to London Information they did not need to request a further clearance to cross Stansted CAS. UK procedures have now been fully explained.
200500864	05/02/2005	EGTT : London (FIR)	Stansted	10	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Stansted CTA (Class D) by two DiamondDA40Ds on delivery flights at 1900ft and 2000ft.	The two foreign ferry pilots have been contacted and appear to have believed that by talking to London Information they did not need to request a further clearance to cross Stansted CAS. UK procedures have now been fully explained.

200500874	05/02/2005	EGTT : London (FIR)	Duxford		G	ATZ	GRUMMAN	Reciprocating	1	Alleged infringement of the Duxford ATZ (Class G) by an AA1. No RT comms with Duxford.	
200500915	08/02/2005	EGTT : London (FIR)	Dover (DVR)	15 SE	A		CESSNA	Reciprocating	1	Alleged infringement of Worthing CTA (Class A) by a C182.	
200500968	08/02/2005	EGTT : London (FIR)	Portsmouth		G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area EG D036 (Portsmouth) by PA32 at FL50, which was active with helicopter flying. Danger Area active from surface to 19000ft.	The pilot had planned two routes, one to avoid D036 and the other using recommended VFR route. Prior to departure, the pilot asked Cherbourg ATC if D036 was active. The pilot interpreted the response as negative, and subsequently flew through D036. The pilot did not contact Plymouth Mil, Jersey, Southampton or London to check the activity statusprior to entry of D036. The pilot has now been reminded of this requirement. ☐ CAA Closure: No further CAA action required at this time.
200501197	13/02/2005	EGTT : London (FIR)	Halton		G	ATZ	OTHER	Unknown		UK AIRPROX 18/2005 - ASK 21 glider and AS350 at RAF Halton at 600ft.	Alleged infringement of ATZ by AS350.
200501197	13/02/2005	EGTT : London (FIR)	Halton		G	ATZ	AEROSPATIALE	Turboshaft	1	UK AIRPROX 18/2005 - ASK 21 glider and AS350 at RAF Halton at 600ft.	Alleged infringement of ATZ by AS350.

200501334	16/02/2005	EGTT : London (FIR)	Portsmouth		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D036 (Portsmouth) and alleged infringement of active Danger Areas EG D026 Lulworth and EGD 031 Portland by a PA28. Pilot apologised forinfringing EG D036.	The pilot supplied a report detailing the incident as he saw it and apologising to the military authorities concerned.
200501436	27/02/2005	EGTT : London (FIR)	Rivar Hill		G		PIPER	Reciprocating	1	Alleged infringement of the Shalbourne Soaring Society Cable Hazard at Rivar Hill Airfield by unidentified PA28 at approximately 1800-2000ft, immediately after winch launch.	
200501552	27/02/2005	EGTT : London (FIR)	Bristol International		D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTR/CTA (Class D) by PA28. Aninbound FK70 was given traffic info and a heading to remain clear of PA28.	The PA28 was identified and the pilot called after landing, and the incident was discussed.
200501552	27/02/2005	EGTT : London (FIR)	Bristol International		D	CTA	FOKKER	Turbofan	2	Infringement of the Bristol CTR/CTA (Class D) by PA28. Aninbound FK70 was given traffic info and a heading to remain clear of PA28.	The PA28 was identified and the pilot called after landing, and the incident was discussed.
200501616	07/03/2005	EGTT : London (FIR)	London-Gatwick - LGW	13 NE	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Gatwick CTA (Class D) by PA28.	Appropriate CAA action is being taken as a result of thisincident. See also 200202435, 200308323 and 200402230.

200501618	06/03/2005	EGTT : London (FIR)	Stansted	8 SW	D	CTR	PIPER	Reciprocating	1	PA28 allegedly infringed Stansted CTR (Class D) and lost separation with a B737 being vectored for R/W05. B737 given traffic info and avoiding action. TCAS activated.	See also occs 200107342 and 200401757. Appropriate CAA action is being taken as a result of this incident.
200501618	06/03/2005	EGTT : London (FIR)	Stansted	8 SW	D	CTR	BOEING	Turbofan	2	PA28 allegedly infringed Stansted CTR (Class D) and lost separation with a B737 being vectored for R/W05. B737 given traffic info and avoiding action. TCAS activated.	See also occs 200107342 and 200401757. Appropriate CAA action is being taken as a result of this incident.
200501622	06/03/2005	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C172. Luton departures were stopped. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200501648	07/03/2005	EGTT : London (FIR)	London-Gatwick - LGW	13 NE	D	CTA	SOCATA	Turboprop	1	Infringement of the Gatwick CTA (Class D) by a TBM700. Standard separation maintained.	The pilot has been briefed accordingly and was aware of his error. The pilot reported that he had difficulty in managing the high speed of the aircraft with the requirement of maintaining runway heading for 2nm before commencing the turn as required by local procedures. Appropriate guidance has been given to the pilot and the operator has undertaken to provide guidance to the all of their TBM700 pilots.
200501674	07/03/2005	EGTT : London (FIR)	Norwich		G	ATZ	MOONEY	Reciprocating	1	Infringement of the Norwich ATZ by Mooney 20.	At 1440hrs, Norwich was advised of a radar contact 5nm south of airport heading north. A/c observed entering the ATZ and overflew the airport maintaining 1400ft. No R/T communications were received from the a/c at this time. A/c was identified as a Mooney 20, for which ATC had a flight plan, enroute to France via Norwich. The Mooney 20 then turned onto an easterly heading and appeared to be joining downwind RH for R/W27. As there was no R/T contact, it was assumed the a/c had a problem and could have been intending to land at Norwich. A local standby was initiated. The Mooney 20 continued on an easterly heading and crossed the coast at 1450hrs. Local standby was cancelled. At 1504hrs, the Mooney 20 called Norwich approach. The pilot has since reported that he had been vectored around Lakenheath and was then told to 'resume navigation'. The pilot reports passing Norwich airfield to the South, but he was not aware of having infringed the ATZ. After passing Norwich, the pilot contacted Norwich ATC. The pilot has been sent a letterreminding him of the importance of not entering controlled airspace without permission. See also occ 200301919.□ CAA Closure: No further CAA action required at this time.

200501699	09/03/2005	EGTT : London (FIR)	London-Heathrow - LHR	4nm N			PIPER	Reciprocating	1	D&D Cell Report - Pilot lost. PAN declared.	The pilot of the subject aircraft called D&D as he was unsure of his position due to possible equipment failure. Initially the aircraft's position appeared on VDF as close to Amersham but clear of CAS. To ensure that this was accurate the pilot was instructed to squawk 3305; this identified the aircraft as being 2nm inside CAS. After establishing that the pilot was VMC and visual with the surface, he was turned onto a northerly track to vacate CAS. On leavingCAS he was handed to Northolt to resume his flight to Biggin Hill.
200501721	09/03/2005	EGTT : London (FIR)	Birmingham	7S	D	CTR	ROBINSON	Reciprocating	1	Infringement of Birmingham CTR (Class D) by R22 at 2500ft, 7nm South of Birmingham. Avoiding action issued to B737 on approach. B737 received TCAS TA. SMF activated.	The pilot was under instruction during the flight. Whilsttracking toward the Honiley VOR, the instructor and the student were discussing the progress of the exercise. Due to this distraction, the aircraft made a late turn at Leamington Spa on the edge of the CTA. The late westerly heading took the aircraft into the stepped down CTA (1500ft to FL45) at an altitude of 2500ft. The instructor phoned Birmingham ATC to apologise, and has been counselled accordingly.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200501721	09/03/2005	EGTT : London (FIR)	Birmingham	7S	D	CTR	BOEING	Turbofan	2	Infringement of Birmingham CTR (Class D) by R22 at 2500ft, 7nm South of Birmingham. Avoiding action issued to B737 on approach. B737 received TCAS TA. SMF activated.	The pilot was under instruction during the flight. Whilsttracking toward the Honiley VOR, the instructor and the student were discussing the progress of the exercise. Due to this distraction, the aircraft made a late turn at Leamington Spa on the edge of the CTA. The late westerly heading took the aircraft into the stepped down CTA (1500ft to FL45) at an altitude of 2500ft. The instructor phoned Birmingham ATC to apologise, and has been counselled accordingly.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200501786	13/03/2005	EGTT : London (FIR)	Manchester (MCT)	8	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) allegedly bya PA28R. Three inbound airliners were vectored around theinfringing a/c.	Traffic information given. Occurrence "Opened" 12/04/05 to facilitate an investigation. After investigation, it wasnot possible to confirm which aircraft infringed the Manchester CTR. ☐ CAA Closure: No further CAA action practicable.
200501786	13/03/2005	EGTT : London (FIR)	Manchester (MCT)	8	D	CTR	AIRBUS	Turbofan	2	Infringement of the Manchester CTR (Class D) allegedly bya PA28R. Three inbound airliners were vectored around theinfringing a/c.	Traffic information given. Occurrence "Opened" 12/04/05 to facilitate an investigation. After investigation, it wasnot possible to confirm which aircraft infringed the Manchester CTR. ☐ CAA Closure: No further CAA action practicable.

200501798	05/03/2005	EGTT : London (FIR)	Little Rissington		G		SOCATA	Reciprocating	1	Alleged two infringements of the Little Rissington notified gliding area (Class G) at 300 feet by an unidentified TB10. Three motor gliders were airborne at the time of thesecond infringement.	
200501809	11/03/2005	EGTT : London (FIR)	London- Heathrow - LHR		A	CTR	PIPER	Reciprocating	1	Infringement of Heathrow CTR (Class A) by PA32 at 2400ft.Northbound departures stopped. Pilot subsequently contacted ATC to apologise for his error.	
200501853	15/03/2005	EGTT : London (FIR)	Luton (LUT)	4 S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C182. Traffic info and avoiding action was given to an inbound BD700, which was broken off the ILS with a non standard go around.	The pilot has since reported that she obtained a RIS and elected to route around the Western edge of the Luton CTR,in view of the reduced visibility. She was instructed to remain North of the M25 and to report the golf course visual reference point positioned on the map at the four mile final approach for runway 26 at Elstree. Due to the additional workload of flying in reduced visibility, the pilot inadvertently turned the wrong way, having mistaken the motorways. As the visual cues were incorrect, she turned South to regain the M25. The pilot has apologised for the resulting infringement and has learned from the experience. See also 200005460 and 200403135. □ CAA Closure: No further CAA action required at this time.
200501853	15/03/2005	EGTT : London (FIR)	Luton (LUT)	4 S	D	CTR	BOMBARDIER	Turbofan	2	Infringement of the Luton CTR (Class D) by a C182. Traffic info and avoiding action was given to an inbound BD700, which was broken off the ILS with a non standard go around.	The pilot has since reported that she obtained a RIS and elected to route around the Western edge of the Luton CTR,in view of the reduced visibility. She was instructed to remain North of the M25 and to report the golf course visual reference point positioned on the map at the four mile final approach for runway 26 at Elstree. Due to the additional workload of flying in reduced visibility, the pilot inadvertently turned the wrong way, having mistaken the motorways. As the visual cues were incorrect, she turned South to regain the M25. The pilot has apologised for the resulting infringement and has learned from the experience. See also 200005460 and 200403135. □ CAA Closure: No further CAA action required at this time.
200501916	18/03/2005	EGTT : London (FIR)	Lee On Solent		G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 32/2005 - PA28 and an R44 in the Lee-on-Solentcircuit.	

200501916	18/03/2005	EGTT : London (FIR)	Lee On Solent		G	ATZ	ROBINSON	Reciprocating	1	UK AIRPROX 32/2005 - PA28 and an R44 in the Lee-on-Solentcircuit.	
200501977	18/03/2005	EGTT : London (FIR)	Biggin (BIG)	15 NE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28, resulting in a loss of separation with a Fokker 50 inbound to London City.	STCA/SMF activated. Traffic information and avoiding action given. The PA28 was a training flight passing below theLTMA step down (3,500ft to 2,500ft). The instructor was busy explaining how to recognise their position by looking from the map to the ground. He then realised that the aircraft was climbing through 2,650ft, so he lowered the nose immediately and expedited descent. The instructor has beencounselled accordingly. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200501977	18/03/2005	EGTT : London (FIR)	Biggin (BIG)	15 NE	A	TMA	FOKKER	Turboprop	2	Infringement of the LTMA (Class A) by a PA28, resulting in a loss of separation with a Fokker 50 inbound to London City.	STCA/SMF activated. Traffic information and avoiding action given. The PA28 was a training flight passing below theLTMA step down (3,500ft to 2,500ft). The instructor was busy explaining how to recognise their position by looking from the map to the ground. He then realised that the aircraft was climbing through 2,650ft, so he lowered the nose immediately and expedited descent. The instructor has beencounselled accordingly. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200501981	18/03/2005	EGTT : London (FIR)	Luton (LUT)	8NE	D	CTR	ROBINSON	Reciprocating	1	Alleged infringement of Luton CTR (Class D) by R22 at 3000ft, 8nm Northeast of Luton. Traffic info passed to A320 on approach. R22 receiving a FIS at time of incident.	
200501981	18/03/2005	EGTT : London (FIR)	Luton (LUT)	8NE	D	CTR	AIRBUS	Turbofan	2	Alleged infringement of Luton CTR (Class D) by R22 at 3000ft, 8nm Northeast of Luton. Traffic info passed to A320 on approach. R22 receiving a FIS at time of incident.	

200502051	21/03/2005	EGTT : London (FIR)	Stansted	8 SW	D	CTA	PIPER	Reciprocating	1	Infringement of Stansted CTA (Class D) by PA28 at 2000ft,8nm Southwest of Stansted. Traffic info and avoiding action issued to B737 on approach to R/W05.	Another B737 inbound to Stansted was also delayed by infringing a/c. The pilot has since reported that he had navigation problems, and was blown several miles off his intended course. Having been under a RIS, he transferred to Elstree but was unable to obtain an air traffic service. The pilot changed plans at this point, and decided to fly direct to North Weald. However, during this part of the flight,he was unable to identify the M11 motorway. Although in contact with North Weald, he elected to climb to 2000ft to assess the situation. He then spotted North Weald and landed without further incident. Once the pilot realised he had infringed the Stansted CTA, he called them and apologised. □ CAA Closure: No further CAA action required at this time.
200502051	21/03/2005	EGTT : London (FIR)	Stansted	8 SW	D	CTA	BOEING	Turbofan	2	Infringement of Stansted CTA (Class D) by PA28 at 2000ft,8nm Southwest of Stansted. Traffic info and avoiding action issued to B737 on approach to R/W05.	Another B737 inbound to Stansted was also delayed by infringing a/c. The pilot has since reported that he had navigation problems, and was blown several miles off his intended course. Having been under a RIS, he transferred to Elstree but was unable to obtain an air traffic service. The pilot changed plans at this point, and decided to fly direct to North Weald. However, during this part of the flight,he was unable to identify the M11 motorway. Although in contact with North Weald, he elected to climb to 2000ft to assess the situation. He then spotted North Weald and landed without further incident. Once the pilot realised he had infringed the Stansted CTA, he called them and apologised. □ CAA Closure: No further CAA action required at this time.
200502100	24/03/2005	EGTT : London (FIR)	Shoeburyness		G	Danger area	YAKOVLEV	Reciprocating	1	Infringement of active Danger Area EG D138 by a Yak 52.	The pilot has since reported that the flight plan involved flying to Germany, via Dover. The flight was VMC, at around 1200ft, circum-navigating clouds and rain in order to remain VMC. The pilot was using GPS as a means of navigation and cross-referring against the CAA and Jeppesen charts, which were slightly different. The pilot did not get a warning from the GPS to indicate the proximity of the Danger Area and has since apologised for the navigation error. The pilot has been reminded not to over-rely on GPS for navigation, and to ensure that the latest CAA charts are used.□ CAA Closure: No further CAA action required at this time.
200502175	24/03/2005	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Extensive infringement of Luton CTR (Class D) by PA28 at 2700ft caused significant disruption. Traffic info passed to inbound a/c, two of which were given extensive vectoring to delay approach.	At 1649, the student pilot called D&D cell, stating that she was lost, and was advised of her position. Pilot called D&D cell again at 1709 and was instructed to squawk 7700to aid quick identification. Aircraft turned onto a heading and handed to Brize Radar for transit back to destination airfield.□ CAA Closure: Appropriate CAA action taken.
200502176	24/03/2005	EGTT : London (FIR)	PEPIS		A	TMA	PIPER	Reciprocating	1	Alleged infringement of LTMA (Class A) by PA28 at 6000ft at PEPIS. No other a/c affected. See also occ 200301637.	

200502361	02/04/2005	EGTT : London (FIR)	Stansted	4 N	D	CTR	GRUMMAN	Reciprocating	1	AA1 allegedly infringed the Stansted CTR (Class D) and lost separation with a departing B737. Traffic info given toB737 which was visual with AA1. AA1 called Luton and was given heading to leave CAS.	The pilot had originally planned to route Bassingbourn, Stevenage, BPK. However, in flight, the pilot decided to route direct to BPK. The pilot unsuccessfully reprogrammed the GPS which continued to give information relative to theoriginal track. At this point, the pilot attempted to navigate directly to BPK and became disorientated. The inflight visibility was hazy, 4-5km. The pilot called Luton, thinking he had infringed Luton, when in reality he had infringed Stansted. The pilot has since been reminded of the importance of accurate navigation around CAS, and the dangers of over-reliance on GPS. The pilot has also discussed the event with his CFI.□ CAA Closure: No further CAA action required at this time.
200502361	02/04/2005	EGTT : London (FIR)	Stansted	4 N	D	CTR	BOEING	Turbofan	2	AA1 allegedly infringed the Stansted CTR (Class D) and lost separation with a departing B737. Traffic info given toB737 which was visual with AA1. AA1 called Luton and was given heading to leave CAS.	The pilot had originally planned to route Bassingbourn, Stevenage, BPK. However, in flight, the pilot decided to route direct to BPK. The pilot unsuccessfully reprogrammed the GPS which continued to give information relative to theoriginal track. At this point, the pilot attempted to navigate directly to BPK and became disorientated. The inflight visibility was hazy, 4-5km. The pilot called Luton, thinking he had infringed Luton, when in reality he had infringed Stansted. The pilot has since been reminded of the importance of accurate navigation around CAS, and the dangers of over-reliance on GPS. The pilot has also discussed the event with his CFI.□ CAA Closure: No further CAA action required at this time.
200502412	02/04/2005	EGTT : London (FIR)	Bridgwater Bay		A		PIPER	Reciprocating	1	Alleged infringement of Airway N864 by PA28. PA28 observed on radar passing EXMOR, travelling along coast then climbing from FL55 to FL63. Standard separation maintained.	The pilot has since reported that he was well aware of the presence of N864 and had planned to fly underneath. However, on inspection of the GPS track after the flight, he found that he had infringed the corner and that the Airway was lower than he had realised. He admitted that he had overlooked the airspace restriction line during pre-flight planning, and has since apologised for the infringement. The pilot has been counselled accordingly.□ CAA Closure: No further CAA action required at this time.
200502413	02/04/2005	EGTT : London (FIR)	Brecon (BCN)	5 S	A		CESSNA	Reciprocating	1	Alleged infringement of Airway N864 by C182. C182 observed on radar passing EXMOR, travelling along coast, then climbing from FL55 to FL63. Standard separation maintained.	C182 called ATC and was instructed to squawk 3622. C182 identified 5nms South of BCN VOR and asked to confirm its level. C182 reported FL60. This placed it within Airway N864, the base of which was FL55. ATC advised C182 it was in the Airway, then asked if it could accept an IFR clearance. C182 replied that it could not, and elected to descend beneath airway. A/c was subsequently given a VFR clearance through the Cardiff CTZ at FL50.
200502425	31/03/2005	EGTT : London (FIR)	Ballykinler		G	Danger area	ROBINSON	Reciprocating	1	Alleged infringement of active Danger Area EG D401 (Ballykinler) by R44 at unspecified altitude. Live firing in progress.	The pilot encountered deteriorating weather conditions and relied upon his GPS for navigation. The pilot has been sent a letter reminding him of the serious consequences ofinfringing danger areas.□ CAA Closure: No further CAA action required.

200502576	06/04/2005	EGTT : London (FIR)	Southampton (SAM)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a lost C152. Traffic info was given to an inbound EMB145. Standardseparation maintained.	Unknown traffic was observed in the Southampton CTR (Class D) and an inbound EMB145 was given traffic info. Subsequently, Bournemouth ATC called to ask if Southampton ATC could help with a lost a/c they were trying to assist. C152 was transferred to Southampton and identified using turn method and then vectored out of CAS. Once clear, C152 was transferred back to Bournemouth.
200502576	06/04/2005	EGTT : London (FIR)	Southampton (SAM)		D	CTR	EMBRAER	Turbofan	2	Infringement of the Southampton CTR (Class D) by a lost C152. Traffic info was given to an inbound EMB145. Standardseparation maintained.	Unknown traffic was observed in the Southampton CTR (Class D) and an inbound EMB145 was given traffic info. Subsequently, Bournemouth ATC called to ask if Southampton ATC could help with a lost a/c they were trying to assist. C152 was transferred to Southampton and identified using turn method and then vectored out of CAS. Once clear, C152 was transferred back to Bournemouth.
200502603	11/04/2005	EGTT : London (FIR)	Luton (LUT)	2 E	D	CTR		Reciprocating	1	Schweizer 269C called Stansted INT giving its details andwas told to remain clear of CAS and given a FIS. Subsequently 269C infringed the Luton CTR (Class D). Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200502605	09/04/2005	EGTT : London (FIR)	Barkway (BKY)	2ESE	D	CTA	VANS	Reciprocating	1	Infringement of Luton CTA (Class D) by RV4 at 3500ft, 2nmESE of BKY, resulted in a loss of separation with a C550 inbound to Luton.	RV4 Mode C observed climbing and descending rapidly. Suspected that a/c was carrying out aerobatics. The pilot questioned the magnitude of the infringement, and confirmed that he was carrying out aerobatics at the time. The pilot has been sent a letter confirming the infringement from theradar traces and reminding him of the need to allow sufficient separation from restricted airspace during aerobatics. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200502605	09/04/2005	EGTT : London (FIR)	Barkway (BKY)	2ESE	D	CTA	CESSNA	Turbofan	2	Infringement of Luton CTA (Class D) by RV4 at 3500ft, 2nmESE of BKY, resulted in a loss of separation with a C550 inbound to Luton.	RV4 Mode C observed climbing and descending rapidly. Suspected that a/c was carrying out aerobatics. The pilot questioned the magnitude of the infringement, and confirmed that he was carrying out aerobatics at the time. The pilot has been sent a letter confirming the infringement from theradar traces and reminding him of the need to allow sufficient separation from restricted airspace during aerobatics. □ CAA Closure: The hazard is adequately controlled by the actions stated above.

200502659	13/04/2005	EGTT : London (FIR)	Old Warden		G	ATZ	ANTONOV	Reciprocating	1	Alleged infringement of a Temporary ATZ (Class G) at Old Warden by an AN2, whilst an Avro 504 was carrying out a practice display and operating non radio. AN2 contacted ATC and left the area.	Pilot phoned and apologised for the incident stating being unaware of any NOTAMs relating to Old Warden.
200502668	09/04/2005	EGTT : London (FIR)	Honiley (HON)	1	D	CTA	ROBINSON	Reciprocating	1	Alleged infringement of Birmingham CTR/CTA (Class D) by an R22 on a Navex to Redditch. R22 called ATC and given a turn away from final approach and vectors to Redditch. Standard separation maintained.	Traffic info and avoiding action given.
200502728	16/04/2005	EGTT : London (FIR)	Luton (LUT)	S	D	CTR	OTHER	Reciprocating	1	AIRPROX 49/2005 - TB20 and Microlight South of Luton at 2000ft.	TB20 was given traffic info. Following AIRPROX the microlight allegedly infringed the Luton CTR (Class D).
200502728	16/04/2005	EGTT : London (FIR)	Luton (LUT)	S	D	CTR	SOCATA	Reciprocating	1	AIRPROX 49/2005 - TB20 and Microlight South of Luton at 2000ft.	TB20 was given traffic info. Following AIRPROX the microlight allegedly infringed the Luton CTR (Class D).
200502780	16/04/2005	EGTT : London (FIR)	Great Dunmow	3 W	D	CTR	DIAMOND	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a Diamond Star. ATC attempted to make contact with the a/c, but no response was achieved. Standard separation maintained.	

200502783	16/04/2005	EGTT : London (FIR)	Stansted	3 SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172 that was 'uncertain of its position'. Standard separation maintained.	
200502964	22/04/2005	EGTT : London (FIR)	Northolt		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA38 whose pilot had become disorientated during a local flight.	Heathrow departures suspended. Appropriate CAA action is being taken as a result of this incident.
200503026	21/04/2005	EGTT : London (FIR)	Leeds Bradford (LBA)		D	CTR	PIPER	Reciprocating	1	Infringement of Leeds CTR (Class D) by a/c that subsequently squawked 0031 and identified by D&D as a PA28 flown by a student pilot. Traffic info given to inbound a/c. Standard separation maintained.	Inbound Jetstream was broken off the approach.
200503026	21/04/2005	EGTT : London (FIR)	Leeds Bradford (LBA)		D	CTR	BAE	Turboprop	2	Infringement of Leeds CTR (Class D) by a/c that subsequently squawked 0031 and identified by D&D as a PA28 flown by a student pilot. Traffic info given to inbound a/c. Standard separation maintained.	Inbound Jetstream was broken off the approach.
200503079	26/04/2005	EGTT : London (FIR)	Shoeburyness		G	Danger area	YAKOVLEV	Reciprocating	1	Infringement of active Danger Areas EG D138 and D138A (Shoeburyness) by a formation of two YAK52s. The two a/c had also been manoeuvring within the Southend instrument approach area.	The CAA have contacted the pilot leading the formation to advise of the serious consequences of infringing a Danger Area. The pilot subsequently apologised for his actions. See also 200007644. ☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200503079	26/04/2005	EGTT : London (FIR)	Shoeburyness		G	Danger area	YAKOVLEV	Reciprocating	1	Infringement of active Danger Areas EG D138 and D138A (Shoeburyness) by a formation of two YAK52s. The two a/c had also been manoeuvring within the Southend instrument approach area.	The CAA have contacted the pilot leading the formation toadvise of the serious consequences of infringing a DangerArea. The pilot subsequently apologised for his actions. See also 200007644. □ CAA Closure: The hazard is adequatelycontrolled by existing requirements, procedures and documentation.
200503094	23/04/2005	EGTT : London (FIR)	Liverpool		D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) and the active gliding site at RAF Sealand by a PA32 at 2500 feet.	The pilot has since reported that he was talking to London Information and attempted to contact them for a frequency change to Liverpool Radar. The pilot states that the frequency was congested and he could not contact the controller, who was busy dealing with another pilot. He intended to remain outside of the Liverpool CTR and when he realisedhe was close to the boundary, he changed frequency and contacted Liverpool. The pilot thought he was further south than he actually was, and has apologised for this navigation error. The pilot was not aware that the gliding site was active above 2100ft. He has been reminded of the importance of pre-flight planning and the need to check all relevant information, including NOTAMs. □ CAA Closure: No further CAA action required at this time.
200503098	27/04/2005	EGTT : London (FIR)	Woodley (WOD)	7 W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA by a PA28 led to a technical loss of separation with a PC12 7nm West of WOD. Avoiding action and traffic information given.	The instructor of the PA28 later rang ATC and stated thathe became distracted whilst on a sortie with a student.
200503098	27/04/2005	EGTT : London (FIR)	Woodley (WOD)	7 W	A	TMA	PILATUS	Turboprop	1	Infringement of the LTMA by a PA28 led to a technical loss of separation with a PC12 7nm West of WOD. Avoiding action and traffic information given.	The instructor of the PA28 later rang ATC and stated thathe became distracted whilst on a sortie with a student.
200503113	27/04/2005	EGTT : London (FIR)	KENET	10 SSE	A		SLINGSBY	Reciprocating	1	Infringement of CAS (Class A) at FL75, 10 SSE of KENET bya Slingsby T67M. LTCC had to stop an inbound descending due to this traffic.	

200503156	01/05/2005	EGTT : London (FIR)	London-Heathrow - LHR	6WSW	A	CTR	CESSNA	Reciprocating	1	Infringement of Heathrow CTR (Class A) by C172 at 2600ft,6nm WSW of Heathrow. Avoiding action and traffic info passed to two recently departed A319s. Further departures stopped. Separation lost.	Investigation established that C172 was a training flight. One of the pilots on board has admitted to and apologised for the infringement. Appropriate action taken.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200503156	01/05/2005	EGTT : London (FIR)	London-Heathrow - LHR	6WSW	A	CTR	AIRBUS	Turbofan	2	Infringement of Heathrow CTR (Class A) by C172 at 2600ft,6nm WSW of Heathrow. Avoiding action and traffic info passed to two recently departed A319s. Further departures stopped. Separation lost.	Investigation established that C172 was a training flight. One of the pilots on board has admitted to and apologised for the infringement. Appropriate action taken.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200503157	01/05/2005	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	SOCATA	Reciprocating	1	Infringement of Heathrow CTR (Class A) by TB21 at 2000ft,Northwest of Heathrow. Departures stopped. Separation lost.	On seeing infringing a/c, SVFR controller advised that departures should be stopped. A DC10, which had already beengiven take-off clearance, was issued an early left turn to avoid potential conflict.☐ CAA Closure: Appropriate CAA action has been taken as a result of this incident.
200503157	01/05/2005	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	MCDONNELL DOUGLAS	Turbofan	3	Infringement of Heathrow CTR (Class A) by TB21 at 2000ft,Northwest of Heathrow. Departures stopped. Separation lost.	On seeing infringing a/c, SVFR controller advised that departures should be stopped. A DC10, which had already beengiven take-off clearance, was issued an early left turn to avoid potential conflict.☐ CAA Closure: Appropriate CAA action has been taken as a result of this incident.
200503179	02/05/2005	EGTT : London (FIR)	Lydd (LYD)	9 SW	A	TMA	GRUMMAN	Reciprocating	1	Loss of separation between an AA5 and a Fokker 50, 10nm SW of Lydd at FL60. STCA activated. Traffic information given. Believed Fokker 50 received a TCAS RA.	The AA5 pilot has since reported that he had trouble contacting ATC on his radio. He suspects that his transponder was not working at the time as the radio reception was notgood. The pilot has been reminded of his responsibility to maintain contact with ATC and the importance of following correct procedures with regard to entering controlled airspace. The ATC investigation found that the lack of radarcover in the vicinity meant that the sector controller received degraded information on the infringing aircraft, and delayed the D&D cell in locating the position of the AA5. Appropriate local ATC action taken, with a reminder to ATC staff concerning coverage of FIS frequencies.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200503179	02/05/2005	EGTT : London (FIR)	Lydd (LYD)	9 SW	A	TMA	FOKKER	Turboprop	2	Loss of separation between an AA5 and a Fokker 50, 10nm SW of Lydd at FL60. STCA activated. Traffic information given. Believed Fokker 50 received a TCAS RA.	The AA5 pilot has since reported that he had trouble contacting ATC on his radio. He suspects that his transponder was not working at the time as the radio reception was notgood. The pilot has been reminded of his responsibility to maintain contact with ATC and the importance of following correct procedures with regard to entering controlled airspace. The ATC investigation found that the lack of radarcover in the vicinity meant that the sector controller received degraded information on the infringing aircraft, and delayed the D&D cell in locating the position of the AA5. Appropriate local ATC action taken, with a reminder to ATC staff concerning coverage of FIS frequencies.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200503181	02/05/2005	EGTT : London (FIR)	London City - LCY		D	CTR	PIPER	Reciprocating	1	Infringement of London City CTR (Class D) by PA32. Pilot had called ATC to request a FIS before entering CAS. ATC subsequently offered navigational assistance which was declined.	The P1 states that they had planned to make a call for the zone crossing. Thames were busy and the a/c was instructed to standby. By the time two-way RT was established withthis high performance a/c, it was in the zone. He acceptsthat a better practice would have been to plan to route around the zone. The pilot accepts the seriousness of this incident.
200503183	30/04/2005	EGTT : London (FIR)	London City - LCY	4NE	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of London City CTR (Class D) by a C182 at unknown altitude, 4nm Northeast of London City.	
200503193	30/04/2005	EGTT : London (FIR)	Barkway (BKY)	8N	A	TMA	CIRRUS	Reciprocating	1	Alleged infringement of LTMA (Class A) by SR22 at FL90, 8nm North of BKY.	SR22 called ATC for a RAS, claiming to be North of BKY. ATC instructed a/c to squawk ident and ascertained that a/cwas 8nm North of BKY at FL90 and, therefore, inside CAS. ATC subsequently gave SR22 appropriate instructions to vacate CAS.
200503283	03/05/2005	EGTT : London (FIR)	Manchester (MCT)	4W	D	CTR	AVIONS ROBIN	Reciprocating	1	Alleged infringement of Manchester CTR (Class D) by DR400at 1250ft, 4nm West of Manchester. No other a/c affected.	

200503346	08/05/2005	EGTT : London (FIR)	London-Gatwick - LGW	2 NE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an R44 whichled to a loss of separation with an A319 on approach to R/W26L at Gatwick.	A319 was broken off its approach and re-positioned. The R44 pilot subsequently questioned the infringement but it would appear to have occurred during his arrival and not during his circuit practise as he had surmised. A letter hasbeen sent explaining the seriousness of any infringement.See also 200603213.□ CAA Closure: Appropriate CAA action has been taken as a result of this incident.
200503346	08/05/2005	EGTT : London (FIR)	London-Gatwick - LGW	2 NE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by an R44 whichled to a loss of separation with an A319 on approach to R/W26L at Gatwick.	A319 was broken off its approach and re-positioned. The R44 pilot subsequently questioned the infringement but it would appear to have occurred during his arrival and not during his circuit practise as he had surmised. A letter hasbeen sent explaining the seriousness of any infringement.See also 200603213.□ CAA Closure: Appropriate CAA action has been taken as a result of this incident.
200503347	07/05/2005	EGTT : London (FIR)	London-Gatwick - LGW	11S	A	TMA	CEA	Reciprocating	1	Alleged infringement of London TMA (Class A) by a DR340 at 3000ft, 11nm South of Gatwick. Standard separation maintained.	
200503349	09/05/2005	EGTT : London (FIR)	Stansted	12.5 S	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a PA28. Standard separation maintained.	
200503350	08/05/2005	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a PA28 at 2000ft and a C177 at 2500ft flying approximately 3-4nms apart. An inbound a/c was given traffic info and headings to avoid the two a/c.	

200503350	08/05/2005	EGTT : London (FIR)	Stansted		D	CTA	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a PA28 at 2000ft and a C177 at 2500ft flying approximately 3-4nms apart. An inbound a/c was given traffic info and headings to avoid the two a/c.	
200503379	27/04/2005	EGTT : London (FIR)	Ambleside		G	Restrict ed area	OTHER	Unknown		Alleged infringement of a CANP established for helicopteroperations at Ambleside by a military transport a/c.	
200503379	27/04/2005	EGTT : London (FIR)	Ambleside		G	Restrict ed area	AEROSPATIALE	Turboshaft	1	Alleged infringement of a CANP established for helicopteroperations at Ambleside by a military transport a/c.	
200503395	08/05/2005	EGTT : London (FIR)	Cardiff (CDF)	W	A		CESSNA	Reciprocating	1	Infringement of the Cardiff CTA (Class D) and Airway N864(Class A) by a Cessna 172. Traffic information and avoiding action given to an ATR climbing out of Cardiff. Standard separation maintained.	The pilot subsequently reported having trouble with the GPS, shortly after take-off from Swansea. The pilot became distracted in trying to get the GPS to work, and then received a call from ATC about the infringement. The pilot hasapologised for this infringement, and has been reminded about checking the aircraft systems and equipment before take-off.☐ CAA Closure: No further CAA action required at this time.
200503395	08/05/2005	EGTT : London (FIR)	Cardiff (CDF)	W	A		ATR	Turboprop	2	Infringement of the Cardiff CTA (Class D) and Airway N864(Class A) by a Cessna 172. Traffic information and avoiding action given to an ATR climbing out of Cardiff. Standard separation maintained.	The pilot subsequently reported having trouble with the GPS, shortly after take-off from Swansea. The pilot became distracted in trying to get the GPS to work, and then received a call from ATC about the infringement. The pilot hasapologised for this infringement, and has been reminded about checking the aircraft systems and equipment before take-off.☐ CAA Closure: No further CAA action required at this time.

200503430	09/05/2005	EGTT : London (FIR)	London City - LCY		D	CTR	BEECH	Reciprocating	1	Infringement of London City CTR (Class D) and the Stansted CTA (Class D) by a BE36. Standard separation maintained.	The pilot that was flying the aircraft has apologised forthis navigation error, stating that he was over-reliant on the second pilot's navigation skills. The pilot has debriefed his flying club in order that others may learn from this occurrence.□ CAA Closure: No further CAA action required at this time.
200503465	01/05/2005	EGTT : London (FIR)	Old Warden		G	ATZ	PIPER	Reciprocating	1	PA28 allegedly infringed the temporary ATZ at Old Warden during a NOTAMed Air Display.	It could not be confirmed whether an infringement actually occurred, as there were differences in opinion regardingthe height of the aircraft at the time. The pilot had checked the NOTAMs but missed the one for Old Warden. A letter has been sent to the pilot advising him to treat Old Warden as always being active. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200503566	14/05/2005	EGTT : London (FIR)	Holmes Chapel		D	CTR	MOONEY	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Mooney 20 inbound to Manchester that had been told to route via Low Level Route (LLR) to Stretton. Pilot appeared uncertainof routeing.	Investigation established that the pilot was approaching Manchester from the Southeast for an arrival on R/W06R andwas expecting to position for a right base join, but had not specifically requested this. Consequently, the pilot has been reminded that he must follow standard joining procedures and that any requests for a more direct routeing should be made to ATC in good time.□ CAA Closure: The hazardis adequately controlled by existing requirements, procedures and documentation.
200503567	12/05/2005	EGTT : London (FIR)	Manchester (MCT)	7 NW	D	CTR	WESTLAND	Turboshaft	1	Alleged infringement of the Manchester CTR (Class D) by aGazelle helicopter that had requested a FIS whilst transiting the Low Level Route (LLR). Standard separation maintained.	On the helicopter's inbound flight the pilot reported passing Sandbach (and reconfirmed his position as such) when helicopter was in fact passing Congleton northbound. The pilot has subsequently reported that he flew East of Stoke on Trent, instead of West as was planned. This took the aircraft into the Manchester CTR and the pilot tried to makecontact with Manchester, making several calls on the wrong frequency. The pilot had a debrief of the flight with his instructor, and has been counselled accordingly.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200503569	14/05/2005	EGTT : London (FIR)	Stansted	5 SW	D	CTA	PIPER	Reciprocating	1	Alleged infringement of Stansted CTA (Class D) by unidentified PA28 at 2000ft, 5nm Southwest of Stansted. Traffic info and avoiding action issued to two inbound a/c.	

200503570	13/05/2005	EGTT : London (FIR)	Midhurst (MID)	5NE	A	TMA	AVIONS ROBIN	Reciprocating	1	A DR400 at 3400ft allegedly infringed the London TMA (Class A) and lost separation with an A320 inbound to Gatwick.	Subsequent correspondence with the DR400 pilot has identified a possible misidentification. Unable to reconcile the differing reports. □ CAA Closure: No further CAA action practicable.
200503570	13/05/2005	EGTT : London (FIR)	Midhurst (MID)	5NE	A	TMA	AIRBUS	Turbofan	2	A DR400 at 3400ft allegedly infringed the London TMA (Class A) and lost separation with an A320 inbound to Gatwick.	Subsequent correspondence with the DR400 pilot has identified a possible misidentification. Unable to reconcile the differing reports. □ CAA Closure: No further CAA action practicable.
200503576	09/05/2005	EGTT : London (FIR)	Honiley (HON)	3 S	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Birmingham CTA (Class D) by aPA28. Standard separation maintained.	
200503584	15/05/2005	EGTT : London (FIR)	Lambourne (LAM) - Southend (SND)		A	TMA	PIPER	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a PA28. STCA activated against a BAe146. Traffic info and avoiding action given. Standard separation maintained.	See also 200205026 and 200408089. □ CAA Closure: No further CAA action practicable.
200503594	09/05/2005	EGTT : London (FIR)	EGD004 Plymouth		G	Danger area	SOCATA	Reciprocating	1	Alleged infringement of active Danger Area EG D004 (Plymouth) by a TB9 at FL44.	Foreign Authority were requested to obtain a report from the TB9 pilot but, as of 1 Nov 2006, had not been able to do so. □ CAA Closure: No further CAA action practicable due to elapsed time.

200503595	09/05/2005	EGTT : London (FIR)	Lyme Bay and Portland		G	Danger area	AVIONS ROBIN	Reciprocating	1	Infringement of active Danger Areas EG D012 (Lyme Bay) and EG D017 and D023 (Portland) by a DR400 at 3000ft.	DR400 pilot subsequently admitted to infringement. He hadintended to contact London FIR to establish whether or not the Danger Areas were active but concedes that he eitherforgot or did not understand the controller's response. Pilot has been reminded of the importance of adequate pre-flight planning and the potentially serious consequences ofinfringing Danger Areas.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200503596	09/05/2005	EGTT : London (FIR)	Portsmouth		G	Danger area	AVIONS ROBIN	Reciprocating	1	Infringement of active Danger Area EG D036 (Portsmouth) by a DR400 at 2500ft.	DR400 pilot subsequently admitted to infringement and hasbeen reminded of the importance of adequate pre-flight planning and the potentially serious consequences of infringing Danger Areas.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200503614	15/05/2005	EGTT : London (FIR)	East Midlands	N	A		PIPER	Reciprocating	1	After PA28 departed Tatenhill it reported climbing through 6500ft. PA28 informed it had infringed the East MidlandsCTA (Class D) and the Daventry CTA (Class A), and instructed to descend to 6000ft.	See also occ 200303474.
200503615	15/05/2005	EGTT : London (FIR)	East Midlands	10 E	D	CTR	SOCATA	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by a TB20at FL50. When contact was established and pilot informed of his position he stated that he thought he "was well to the East".	Traffic information given. Standard separation maintained.
200503616	17/05/2005	EGTT : London (FIR)	London-Heathrow - LHR	8 NW	A	CTR	GRUMMAN	Reciprocating	1	Alleged infringement of the London CTR (Class A) by an AA5.	Unable to locate pilot in command.□ CAA Closure: No further CAA action practicable.

200503617	15/05/2005	EGTT : London (FIR)	Southampton (SAM)		D	CTA	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) and the Solent CTA (Class D) by a Team Eurostar microlight. A pendingdeparture was held on the ground and an inbound was givena go around.	Appropriate CAA action is being taken as a result of thisincident.
200503617	15/05/2005	EGTT : London (FIR)	Southampton (SAM)		D	CTA	BAE	Turbofan	4	Infringement of the Southampton CTR (Class D) and the Solent CTA (Class D) by a Team Eurostar microlight. A pendingdeparture was held on the ground and an inbound was givena go around.	Appropriate CAA action is being taken as a result of thisincident.
200503629	16/05/2005	EGTT : London (FIR)	Southampton (SAM)	5 S	D	CTR	AUSTER	Reciprocating	1	Alleged infringement of the Southampton CTR (Class D) by an Auster. Traffic info was given to a 'calibrator' just outbound for the NDB DME approach on R/W02, who reported visual with the Auster.	Appropriate CAA action is being taken as a result of thisincident.
200503649	17/05/2005	EGTT : London (FIR)	London City - LCY	2 NE	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the London City CTR (Class D) by a PA32. Departures were stopped immediately. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200503682	18/05/2005	EGTT : London (FIR)	Stansted	7 N	A	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a C172 with a student pilot on a solo NAVEX. An inbound airliner was given traffic info and elected to continue after reporting visual with C172.	Standard separation maintained.

200503682	18/05/2005	EGTT : London (FIR)	Stansted	7 N	A	CTR	UNKNOWN	Unknown		Alleged infringement of the Stansted CTR (Class D) by a C172 with a student pilot on a solo NAVEX. An inbound airliner was given traffic info and elected to continue after reporting visual with C172.	Standard separation maintained.
200503683	18/05/2005	EGTT : London (FIR)	Stansted	7 NE	D	CTR	CESSNA	Reciprocating	1	C172 infringed the Stansted CTR (Class D). An inbound a/c was given traffic info and a radar heading to break off the approach at 3000ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of this incident.
200503683	18/05/2005	EGTT : London (FIR)	Stansted	7 NE	D	CTR	BOEING	Turbofan	2	C172 infringed the Stansted CTR (Class D). An inbound a/c was given traffic info and a radar heading to break off the approach at 3000ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of this incident.
200503687	18/05/2005	EGTT : London (FIR)	Shoeburyness		G	Danger area	EXTRA	Reciprocating	1	Alleged infringement of active Danger Areas EG D138 and D138A (Shoeburyness) by two Extra 300s at 2000ft. Danger Area D138 active to 13000ft and D138A to 6000ft. Firing was stopped.	See also occ 200503079. Appropriate CAA action taken.
200503687	18/05/2005	EGTT : London (FIR)	Shoeburyness		G	Danger area	EXTRA	Reciprocating	1	Alleged infringement of active Danger Areas EG D138 and D138A (Shoeburyness) by two Extra 300s at 2000ft. Danger Area D138 active to 13000ft and D138A to 6000ft. Firing was stopped.	See also occ 200503079. Appropriate CAA action taken.

200503688	17/05/2005	EGTT : London (FIR)	Birmingham	5SE	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of Birmingham CTA (Class D) by C152 at 2800ft, 5nm Southeast of Birmingham. A/c, speaking to East Midlands ATC, was lost. Transferred to Birmingham ATC,instructed to vacate CAS.	
200503715	17/05/2005	EGTT : London (FIR)	Spadeadam		G		CESSNA	Reciprocating	1	Infringement of Spadeadam Range by C210, resulting in conflict with military jet.	C210 pilot reported that, due to an increased Westerly wind, a/c drifted and clipped the Spadeadam AIAA (Area of Intense Aerial Activity). C210 pilot apologised for the infringement, and stated that they did not see the military aircraft.
200503715	17/05/2005	EGTT : London (FIR)	Spadeadam		G		OTHER	Unknown		Infringement of Spadeadam Range by C210, resulting in conflict with military jet.	C210 pilot reported that, due to an increased Westerly wind, a/c drifted and clipped the Spadeadam AIAA (Area of Intense Aerial Activity). C210 pilot apologised for the infringement, and stated that they did not see the military aircraft.
200503816	21/05/2005	EGTT : London (FIR)	ABBOT	3 N	A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a C182. Traffic info and extended routeing given to an inbound a/c. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident. See also occ 200302245.
200503914	25/05/2005	EGTT : London (FIR)	Stansted	6 N	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a C152. Traffic info and avoiding action was given to an inbound G5.	

200503914	25/05/2005	EGTT : London (FIR)	Stansted	6 N	D	CTA	GULFSTREAM	Turbofan	2	Alleged infringement of the Stansted CTA (Class D) by a C152. Traffic info and avoiding action was given to an inbound G5.	
200503917	26/05/2005	EGTT : London (FIR)	Stansted		D	CTR	UNKNOWN	Unknown		Infringement of the Stansted CTR/CTA (Class D) at 1059hrsby unidentified a/c and at 1108hrs by a possible Europa. An inbound a/c was vectored off normal course to go aroundthe unidentified a/c.	
200503917	26/05/2005	EGTT : London (FIR)	Stansted		D	CTR	EUROPA	Reciprocating	1	Infringement of the Stansted CTR/CTA (Class D) at 1059hrsby unidentified a/c and at 1108hrs by a possible Europa. An inbound a/c was vectored off normal course to go aroundthe unidentified a/c.	
200503940	29/05/2005	EGTT : London (FIR)	Luton (LUT)	15NE	A	TMA	CESSNA	Reciprocating	1	UK AIRPROX 74/2005 - FK100 and a C172 15nm Northeast of Luton at 5000ft. STCA activated.	FK100, on a closing heading to ILS R/W26, received a TCASRA and was given avoiding action on a C172. Investigationconfirmed that C172 had infringed the LTMA by climbing without clearance to 4700ft where the base of CAS is 4500ft.This AIRPROX has been subject to a separate review by UKAB (refer to UKAB report 074/05), which concluded that the conflict occurred at the base of the LTMA and was resolvedby a combination of the controller's avoiding action and the FK100 crew responding to TCAS.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200503940	29/05/2005	EGTT : London (FIR)	Luton (LUT)	15NE	A	TMA	FOKKER	Turbofan	2	UK AIRPROX 74/2005 - FK100 and a C172 15nm Northeast of Luton at 5000ft. STCA activated.	FK100, on a closing heading to ILS R/W26, received a TCASRA and was given avoiding action on a C172. Investigationconfirmed that C172 had infringed the LTMA by climbing without clearance to 4700ft where the base of CAS is 4500ft.This AIRPROX has been subject to a separate review by UKAB (refer to UKAB report 074/05), which concluded that the conflict occurred at the base of the LTMA and was resolvedby a combination of the controller's avoiding action and the FK100 crew responding to TCAS.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200503978	29/05/2005	EGTT : London (FIR)	Cardiff (CDF)	3 N	D	CTR	ROBINSON	Reciprocating	1	Infringement of Cardiff CTR (Class D) by a R44. Inbound R44 called Approach when in the zone, without clearance andtold to orbit in present position, then transferred to Tower. Separation maintained.	See also occ 200301001.
200504008	28/05/2005	EGTT : London (FIR)	London-Gatwick - LGW	12E	A	TMA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA38 at 2300ft, 12nm East of Gatwick. Inbound A320 at 3000ft received TCAS RA. STCA and SMF activated. Separation lost.	The controller concerned did not provide any avoiding action to the A320. PA38 pilot has apologised for the infringement and has been reminded of the importance of remainingoutside CAS.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200504008	28/05/2005	EGTT : London (FIR)	London-Gatwick - LGW	12E	A	TMA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA38 at 2300ft, 12nm East of Gatwick. Inbound A320 at 3000ft received TCAS RA. STCA and SMF activated. Separation lost.	The controller concerned did not provide any avoiding action to the A320. PA38 pilot has apologised for the infringement and has been reminded of the importance of remainingoutside CAS.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200504033	29/05/2005	EGTT : London (FIR)	Nottingham East Midlands		D	CTA	SOCATA	Reciprocating	1	Infringement of the East Midlands (CTA) Class D by a TB200. Traffic information given. A/c called and was identified already within CAS without a clearance. Appropriate advice given by ATC.	Standard separation maintained.
200504049	31/05/2005	EGTT : London (FIR)	London City - LCY	10E	A	TMA	PIPER	Reciprocating	1	Alleged infringement of LTMA by PA28 at 2800ft, 10nm Eastof London City. Traffic info passed to inbound Fokker 50,which was kept at 4000ft as a precaution.	Additionally, a London City outbound was issued an early climb to 4000ft to remain clear of infringing a/c.

200504049	31/05/2005	EGTT : London (FIR)	London City - LCY	10E	A	TMA	FOKKER	Turboprop	2	Alleged infringement of LTMA by PA28 at 2800ft, 10nm Eastof London City. Traffic info passed to inbound Fokker 50,which was kept at 4000ft as a precaution.	Additionally, a London City outbound was issued an early climb to 4000ft to remain clear of infringing a/c.
200504053	28/05/2005	EGTT : London (FIR)	Liverpool	5 ENE	D	CTR	HUGHES	Turboshaft	1	Hughes 500, receiving a FIS, allegedly strayed from confines of the Low Level Route (LLR) and infringed the Liverpool CTR (Class D). Given a heading back to LLR and transferred to Liverpool.	Liverpool ATC provided avoiding action and traffic information to an inbound B737 with standard separation being maintained. The pilot of the Hughes later rang Liverpool ATCto apologise citing a map reading error as a cause of theinfringement.
200504053	28/05/2005	EGTT : London (FIR)	Liverpool	5 ENE	D	CTR	BOEING	Turbofan	2	Hughes 500, receiving a FIS, allegedly strayed from confines of the Low Level Route (LLR) and infringed the Liverpool CTR (Class D). Given a heading back to LLR and transferred to Liverpool.	Liverpool ATC provided avoiding action and traffic information to an inbound B737 with standard separation being maintained. The pilot of the Hughes later rang Liverpool ATCto apologise citing a map reading error as a cause of theinfringement.
200504123	31/05/2005	EGTT : London (FIR)	Woodley (WOD)		A	TMA	PIPER	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a PA28. Standard separation maintained.	
200504174	05/06/2005	EGTT : London (FIR)	Old Warden		G	ATZ	DIAMOND	Reciprocating	1	Alleged infringement of Old Warden ATZ by a DA40 whilst the Shuttleworth collection was carrying out its notified display. NOTAM was in force.	CAA Closure: Appropriate CAA action is being taken as a result of this incident.

200504209	05/06/2005	EGTT : London (FIR)	Luton (LUT)	6S	D	CTR	PIPER	Reciprocating	1	Alleged infringement of Luton CTR (Class D) by PA28 at 2200ft, 6nm South of Luton. Separation lost with 2 Luton R/W26 departures.	One of the a/c in the process of departing R/W26 was instructed to climb straight ahead (usual procedure is for a/cto turn left immediately) to avoid infringing a/c, resulting in non-compliance with noise abatement procedures. Seealso 200305184 and 200406467.□ CAA Closure: Appropriate CAA action has been taken as a result of this incident.
200504209	05/06/2005	EGTT : London (FIR)	Luton (LUT)	6S	D	CTR	CESSNA	Turbofan	2	Alleged infringement of Luton CTR (Class D) by PA28 at 2200ft, 6nm South of Luton. Separation lost with 2 Luton R/W26 departures.	One of the a/c in the process of departing R/W26 was instructed to climb straight ahead (usual procedure is for a/cto turn left immediately) to avoid infringing a/c, resulting in non-compliance with noise abatement procedures. Seealso 200305184 and 200406467.□ CAA Closure: Appropriate CAA action has been taken as a result of this incident.
200504211	03/06/2005	EGTT : London (FIR)	London-Heathrow - LHR	8 NW	A	CTR	PIPER	Reciprocating	1	Alleged infringement of the London CTR (Class A) by a PA28. Separation was lost, but no avoiding action was given by ATC.	Despite writing to the operator no further information has been obtained. If further information becomes availablethe investigation will be reopened. See also 200204416.□ CAA Closure: No further CAA action practicable.
200504211	03/06/2005	EGTT : London (FIR)	London-Heathrow - LHR	8 NW	A	CTR	AIRBUS	Turbofan	2	Alleged infringement of the London CTR (Class A) by a PA28. Separation was lost, but no avoiding action was given by ATC.	Despite writing to the operator no further information has been obtained. If further information becomes availablethe investigation will be reopened. See also 200204416.□ CAA Closure: No further CAA action practicable.
200504237	05/06/2005	EGTT : London (FIR)	London-Heathrow - LHR	4 NW	A	CTR	PIPER	Reciprocating	1	Alleged infringement of the London CTR (Class A) and the Luton CTR (Class D) by a PA28. Standard separation maintained.	See also occs 200203656, 200206946, 200300516, 200307271 and 200500858. Appropriate CAA action is being taken as a result of this incident.

200504261	07/06/2005	EGTT : London (FIR)	Shoeburyness		G	Danger area	PIPER	Reciprocating	1	Alleged infringement of active Danger Area EG D138 (Shoeburyness) by PA28 at 3000ft. Danger Area D138 active to 6000ft. Pilot was informed D138 was active.	CAA Closure: Appropriate CAA action has been taken as a result of this occurrence.
200504290	05/06/2005	EGTT : London (FIR)	Old Warden		G	ATZ	BEAGLE	Reciprocating	1	Alleged infringement of Old Warden Temporary ATZ by Beagle 121 and C152 at approximately 2000ft. Air display in progress. Traffic info passed to Spitfire performing aerobatics.	Non-compliance with NOTAM which stated that display area was a 3nm radius of Old Warden up to 3500ft.□ CAA Closure:Appropriate CAA action has been taken as a result of thisincident.
200504290	05/06/2005	EGTT : London (FIR)	Old Warden		G	ATZ	CESSNA	Reciprocating	1	Alleged infringement of Old Warden Temporary ATZ by Beagle 121 and C152 at approximately 2000ft. Air display in progress. Traffic info passed to Spitfire performing aerobatics.	Non-compliance with NOTAM which stated that display area was a 3nm radius of Old Warden up to 3500ft.□ CAA Closure:Appropriate CAA action has been taken as a result of thisincident.
200504446	12/06/2005	EGTT : London (FIR)	London (LON)		A	CTR	PILATUS	Turboprop	1	Infringement of the London CTR (Class A) by a PC12. Standard separation maintained.	
200504448	12/06/2005	EGTT : London (FIR)	Stansted	3 E	D	CTR	SCHLEICHER	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D). Departures were held on the ground. After a/c departed CAS it is believed that the transponder was switched off.	Pilot subsequently reported being unaware that control airspace had been infringed, claiming to have been in contact with numerous ATC agencies but not informed of an infringement. Unable to reconcile differing reports due to elapsed time.□ CAA Closure: No further CAA action practicable.

200504472	11/06/2005	EGTT : London (FIR)	Luton (LUT)	8 SW	A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a C152. STCA activated against a BD700, which was given traffinfo and avoiding action. Standard separation maintained.	Appropriate CAA action has been taken as a result of thisincident. Believed that the transponder on the C152 was unserviceable and producing an over reading on the SSR.
200504472	11/06/2005	EGTT : London (FIR)	Luton (LUT)	8 SW	A	TMA	BOMBARDIER	Turbofan	2	Alleged infringement of the London TMA (Class A) by a C152. STCA activated against a BD700, which was given traffinfo and avoiding action. Standard separation maintained.	Appropriate CAA action has been taken as a result of thisincident. Believed that the transponder on the C152 was unserviceable and producing an over reading on the SSR.
200504473	13/06/2005	EGTT : London (FIR)	Biggin (BIG)	7NE	A	TMA	PIPER	Reciprocating	1	Repeated infringements of the LTMA. Standard separation maintained.	The pilot had requested a vector for MAY from the Southend controller. In a subsequent phone conversation with Southend ATC the pilot stated that he had become distracted whilst having problems with his GPS equipment. The CAA has sent a letter to the pilot, copied to the syndicate leader,suggesting further navigation training. See also 200504865.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200504495	07/06/2005	EGTT : London (FIR)	Cardiff (CDF)				AESL	Reciprocating	1	VFR traffic zone clearance deviation.	The aircraft was cleared through Cardiff CTR at 2.5A VFR via Flat Holm. The pilot read back the clearance and requested to stay with the controller for FIS for approx 20 minutes (at this time the aircraft was approx 3 miles south of the S E corner of the CTR). The controller informed the pilot that he could stay with him as he had been cleared through his CAS and shortly after the aircraft entered CAS.The controller had to co-ordinate with Bristol radar as they had 2 inbound IFR aircraft (from north and west) that would be near the subject aircraft's track. The subject aircraft had already been observed climbing to 2.9A (his mode C was verified), which was not in compliance with his clearance. The Bristol controller was advised to keep one ofthe aircraft above 4A until clear of Cardiff CTR. The subject aircraft was no longer answering calls, had squawked 7000, and climbed to 3A whilst still in the CTR - no further contact was made. Further co-ordination was required with Bristol for the IFR traffic from BCN. Shobdon were requested to get the pilot to contact Cardiff ATC on arrival.
200504545	09/06/2005	EGTT : London (FIR)	Aylesbury	0.5 E	G	ATZ	OTHER	Reciprocating	1	UK AIRPROX 85/2005 - Microlight and Spitfire 0.5nm East of Aylesbury at 1000ft.	

200504545	09/06/2005	EGTT : London (FIR)	Aylesbury	0.5 E	G	ATZ	SUPERMARINE	Reciprocating	1	UK AIRPROX 85/2005 - Microlight and Spitfire 0.5nm East of Aylesbury at 1000ft.	
200504618	12/06/2005	EGTT : London (FIR)	London City - LCY	10nm	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA by a DR400. Separation lost witha Fokker 50 inbound to London City. Traffic information and avoiding action passed to the Fokker 50.	Investigation established that DR400 pilot had incorrect QNH selected and that pilot subsequently discussed the incident with ATC and apologised for his actions. CAA have given appropriate advice to the DR400 pilot.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200504618	12/06/2005	EGTT : London (FIR)	London City - LCY	10nm	A	TMA	FOKKER	Turboprop	2	Infringement of the LTMA by a DR400. Separation lost witha Fokker 50 inbound to London City. Traffic information and avoiding action passed to the Fokker 50.	Investigation established that DR400 pilot had incorrect QNH selected and that pilot subsequently discussed the incident with ATC and apologised for his actions. CAA have given appropriate advice to the DR400 pilot.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200504621	14/06/2005	EGTT : London (FIR)	Stansted	SW	D	CTA	PIPER	Reciprocating	1	PA28 inbound to Stansted infringed the Stansted CTA (Class D). Standard separation maintained.	
200504648	19/06/2005	EGTT : London (FIR)	Southampton (SAM)	8NNW	D	CTA	CESSNA	Reciprocating	1	UK AIRPROX 88/2005 - C152 and a DHC8, 8nm NNW of Southampton, at approx 3500ft within the Solent CTA (Class D).	Airspace infringement by C152, which flew into CAS without a clearance and then into conflict with the DHC8 (which the pilot did not see). DHC8 received a TCAS TA. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB), see UKAB report 88/2005.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200504648	19/06/2005	EGTT : London (FIR)	Southampton (SAM)	8NNW	D	CTA	DE HAVILLAND	Turboprop	2	UK AIRPROX 88/2005 - C152 and a DHC8, 8nm NNW of Southampton, at approx 3500ft within the Solent CTA (Class D).	Airspace infringement by C152, which flew into CAS without a clearance and then into conflict with the DHC8 (which the pilot did not see). DHC8 received a TCAS TA. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB), see UKAB report 88/2005.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200504705	20/06/2005	EGTT : London (FIR)	London City - LCY	2NE	D	CTR	MORANE SAULNIER	Reciprocating	1	Alleged infringement of London City CTR (Class D) by Raleigh at unspecified altitude (no Mode C), 2nm Northeast of London City. Traffic info and avoiding action issued to inbound Fokker 50.	Fokker 50 broken off of approach as a precaution. Appropriate CAA action has been taken as a result of this incident.
200504705	20/06/2005	EGTT : London (FIR)	London City - LCY	2NE	D	CTR	FOKKER	Turboprop	2	Alleged infringement of London City CTR (Class D) by Raleigh at unspecified altitude (no Mode C), 2nm Northeast of London City. Traffic info and avoiding action issued to inbound Fokker 50.	Fokker 50 broken off of approach as a precaution. Appropriate CAA action has been taken as a result of this incident.
200504719	19/06/2005	EGTT : London (FIR)	London City - LCY	15ENE	A	TMA	BEECH	Reciprocating	1	Alleged infringement of LTMA (Class A) by BE35 at FL70, 15nm ENE of London City.	Appropriate CAA action has been taken as a result of thisincident.
200504721	19/06/2005	EGTT : London (FIR)	London-Heathrow - LHR	SW	A	CTR	PIPER	Reciprocating	1	Infringement of South West corner of London CTR (Class A)by PA28 at 3000ft. Heathrow inbound a/c descent stopped and appropriate vectors issued to avoid potential conflict.	See also 200103504 and 200409486. Subsequent investigation confirmed that, as a result of this infringement, separation was lost with a B767 and that the STCA was activated.Pilot subsequently admitted to infringement and apologised for his actions. PA28 entered CAS while taking avoiding action against other light a/c. Following this incident, pilot is planning a greater margin between his track and CAS.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200504745	19/06/2005	EGTT : London (FIR)	Glossop	1 W	D	CTR	BELL	Turboshaft	1	Infringement of the Manchester CTR (Class D) by a Bell 206. Traffic info was given to the Bell 206 and a B777 established on R/W24R ILS. Standard separation maintained.	Bell 206 called ATC requesting clearance through the Zone. A return was observed on radar approximately 1nm West ofGlossop tracking Northwest. ATC requested Bell 206's level and told it to take up a LH orbit. Traffic info was given to the Bell 206 and a B777 established on R/W24R ILS. Bell 206 reported visual with B777, but appeared to continuetracking Northwest. Bell 206 was again instructed to orbit left, which it did and was then given a VFR clearance toposition behind the B777.
200504745	19/06/2005	EGTT : London (FIR)	Glossop	1 W	D	CTR	BOEING	Turbofan	2	Infringement of the Manchester CTR (Class D) by a Bell 206. Traffic info was given to the Bell 206 and a B777 established on R/W24R ILS. Standard separation maintained.	Bell 206 called ATC requesting clearance through the Zone. A return was observed on radar approximately 1nm West ofGlossop tracking Northwest. ATC requested Bell 206's level and told it to take up a LH orbit. Traffic info was given to the Bell 206 and a B777 established on R/W24R ILS. Bell 206 reported visual with B777, but appeared to continuetracking Northwest. Bell 206 was again instructed to orbit left, which it did and was then given a VFR clearance toposition behind the B777.
200504798	22/06/2005	EGTT : London (FIR)	EXMOR	S	A		CESSNA	Reciprocating	1	Infringement of Airway N864 (Class A) by a C172. Traffic info and avoiding action given to an IFR Beech 76. Standard separation maintained.	C172 pilot subsequently admitted to infringement, which was attributed to a/c climbing to maintain VMC conditions. Pilot apologised for his actions.☐ CAA Closure: The hazardis adequately controlled by the actions stated above.
200504798	22/06/2005	EGTT : London (FIR)	EXMOR	S	A		BEECH	Reciprocating	2	Infringement of Airway N864 (Class A) by a C172. Traffic info and avoiding action given to an IFR Beech 76. Standard separation maintained.	C172 pilot subsequently admitted to infringement, which was attributed to a/c climbing to maintain VMC conditions. Pilot apologised for his actions.☐ CAA Closure: The hazardis adequately controlled by the actions stated above.
200504854	22/06/2005	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	PIPER	Reciprocating	1	PA28 infringed the London CTR (Class A) and came into conflict with a B767.	CAA have given appropriate advice to the PA28 pilot.☐ CAAClosure: The hazard is adequately controlled by the actions stated above.

200504854	22/06/2005	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	BOEING	Turbofan	2	PA28 infringed the London CTR (Class A) and came into conflict with a B767.	CAA have given appropriate advice to the PA28 pilot. ☐ CAAClosure: The hazard is adequately controlled by the actions stated above.
200504865	21/06/2005	EGTT : London (FIR)	Shoeburyness		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Areas D138A/D138 by a PA28.Investigations continue under occ 200504473.	Investigations indicate that the pilot was unaware of danger area status, how they are promulgated or how they are activated and Notamed. The CAA has sent a letter to the pilot suggesting further navigation training.
200504885	23/06/2005	EGTT : London (FIR)	Bovingdon (BNN)		A	TMA	CIRRUS	Reciprocating	1	Infringement of the London TMA (Class A) by a SR22. Lutonand Heathrow traffic was stopped. An a/c departing Heathrow reported visual with SR22.	Technical loss of separation with an airliner outbound from Heathrow. STCA activated. Subsequent investigation attributed infringement to pilot being severely distracted by his passenger's sudden medical condition. This distractionwas further compounded by a temporary failure of the primary flight display (PFD). Pilot has apologised for his actions and been given appropriate advice. ☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200504885	23/06/2005	EGTT : London (FIR)	Bovingdon (BNN)		A	TMA	UNKNOWN	Unknown		Infringement of the London TMA (Class A) by a SR22. Lutonand Heathrow traffic was stopped. An a/c departing Heathrow reported visual with SR22.	Technical loss of separation with an airliner outbound from Heathrow. STCA activated. Subsequent investigation attributed infringement to pilot being severely distracted by his passenger's sudden medical condition. This distractionwas further compounded by a temporary failure of the primary flight display (PFD). Pilot has apologised for his actions and been given appropriate advice. ☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200504906	25/06/2005	EGTT : London (FIR)	Cardiff (CDF)	4 N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by a C150. Standard separation maintained. Pilot apologised for the incident.	See also occ 200102966.

200504909	22/06/2005	EGTT : London (FIR)	Manchester (MCT)	28 NE	A		CESSNA	Reciprocating	1	Alleged infringement of the Manchester CTA (Class A) by aC172. Standard separation maintained.	
200504916	22/06/2005	EGTT : London (FIR)	Birmingham	1.5E	D	CTR	AVIONS ROBIN	Reciprocating	1	Alleged infringement of the Birmingham CTR (Class D) by an HR200. Birmingham departures were stopped.	Several attempts have been made to contact the HR200 operator. However, as at 1 Mar 2006, no response had been received. □ CAA Closure: No further CAA action practicable.
200504924	23/06/2005	EGTT : London (FIR)	Stansted	4 E	D	CTR	PIPER	Reciprocating	1	PA28 infringed the Stansted CTR/CTA (Class D) resulting in an inbound B737 and A319 being broken off the approach and repositioned. Standard separation maintained.	Appropriate follow up action has been taken as a result of this infringement.
200504924	23/06/2005	EGTT : London (FIR)	Stansted	4 E	D	CTR	BOEING	Turbofan	2	PA28 infringed the Stansted CTR/CTA (Class D) resulting in an inbound B737 and A319 being broken off the approach and repositioned. Standard separation maintained.	Appropriate follow up action has been taken as a result of this infringement.
200504925	22/06/2005	EGTT : London (FIR)	Elstree		A	TMA	OTHER	Reciprocating	1	Infringement of Class A airspace by microlight, resulted in loss of separation with a F900 at 3000ft.	A microlight infringed the London TMA and came into conflict with the F900. The F900 crew had sight of the infringing microlight, which passed the F900 in the opposite direction, about 200ft above and to the left hand side. The microlight was not transponding and could not be traced. □ CAA Closure: No further CAA action practicable.

200504925	22/06/2005	EGTT : London (FIR)	Elstree		A	TMA	DASSAULT	Turbofan	3	Infringement of Class A airspace by microlight, resulted in loss of separation with a F900 at 3000ft.	A microlight infringed the London TMA and came into conflict with the F900. The F900 crew had sight of the infringing microlight, which passed the F900 in the opposite direction, about 200ft above and to the left hand side. The microlight was not transponding and could not be traced. □ CAA Closure: No further CAA action practicable.
200504966	26/06/2005	EGTT : London (FIR)	Honiley (HON)		D	CTR	OTHER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a microlight. Traffic information given to an inbound EMB 145.	
200504966	26/06/2005	EGTT : London (FIR)	Honiley (HON)		D	CTR	EMBRAER	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a microlight. Traffic information given to an inbound EMB 145.	
200504967	26/06/2005	EGTT : London (FIR)	Honiley (HON)	6 W	D	CTR	BEAGLE	Reciprocating	1	B121 infringed the Birmingham CTR (Class D). B121 called Birmingham and was vectored to the East of the approach. When safe B121 was told to resume own navigation. Standard separation maintained.	
200504985	20/06/2005	EGTT : London (FIR)	Lulworth		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EGD 026 (Lulworth) by a PA28 at 1800ft. Live firing activities had to be stoppedfor 10mins.	The controller involved had just taken over the APR position. The traffic level was reported as moderately busy. The pilot of the PA28 called for a FIS whilst routeing from Compton Abbas towards Wareham and Corfe Castle (SW of Bournemouth and outside of their CTR). The pilot requested theactivity state of D026 and the controller checked her information strip. This advised that D031 was active but had nothing indicated in respect of D026. The pilot was advised that there was 'no reported activity'. The PA28 was operating VFR and, at times, below radar cover and so the infringement was not observed by Bournemouth ATC. Shortly afterwards, the range authorities advised ATC that firing had been stopped. Investigations revealed that ATC had been advised, at 0820, that D026 was active between 0930-1700. Although the UK AIP states that the range is active from 0800-2259, Bournemouth is not promulgated as a DAAIS as London Information fulfils this role. Additionally, pre-flight information can be obtained from Plymouth Operations. Procedures have been revised at Bournemouth to ensure that such activity is displayed prominently to controllers. However, this does not replace the fundamental requirement that the pilot must ascertain the activity state from the promulgated sources. Appropriate ATC action taken.□ CAA Closure: The hazard is adequately controlled by the actions stated above.

200505037	26/06/2005	EGTT : London (FIR)	Redhill		G	ATZ	PIPER	Reciprocating	1	PA28 called ATC but, due to workload, was told to standby. PA28 subsequently entered ATZ (Class G) without a clearance. Traffic info was given to a/c in the circuit.	CAA have written to the PA28 pilot to highlight the requirement to be certain of ATC clearance before proceeding.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200505094	29/06/2005	EGTT : London (FIR)	Durham Tees Valley (TD)		D	CTR	RANS	Reciprocating	1	Alleged infringement of the Durham Tees Valley (TD) CTR/CTA (Class D) by a microlight flying with another a/c. Traffic info given to inbound a/c. Standard separation maintained.	Microlight flying with another a/c level 1500ft at Northallerton VRP called ATC requesting zone crossing. Nothing was seen at Northallerton so microlight was asked to standby, due to inbound traffic and lack of radar contact. Microlight then requested a routeing not above 1000ft to remainclear of CAS. Traffic info was passed to inbound a/c. Subsequently a contact was observed Northeast of Durham Tees Valley (TD), which was believed to be the microlight and other a/c.
200505115	27/06/2005	EGTT : London (FIR)	Honiley (HON)	2 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28 receiving a FIS. PA28 was transferred to Birmingham Approachand identified. Standard separation maintained.	
200505206	01/07/2005	EGTT : London (FIR)	London City - LCY		D	CTA	CESSNA	Reciprocating	1	C172 infringed the London City CTR (Class D) and came into conflict with an inbound FK50. FK50 was given traffic info and obtained the C172 visually. SMF and STCA activated.	Appropriate CAA action is being taken as a result of thisincident.
200505206	01/07/2005	EGTT : London (FIR)	London City - LCY		D	CTA	FOKKER	Turboprop	2	C172 infringed the London City CTR (Class D) and came into conflict with an inbound FK50. FK50 was given traffic info and obtained the C172 visually. SMF and STCA activated.	Appropriate CAA action is being taken as a result of thisincident.

200505252	02/07/2005	EGTT : London (FIR)	STAF A		A		CESSNA	Reciprocating	1	Infringement of Daventry CTA (Class A) by a C152 at FL65.Pilot believed a/c to be at FL55. Transponder fault.	Mode C check, carried out during next flight by another ATC unit, confirmed transponder malfunction. Fault traced to a defective height encoder (p/n D.120), which has been changed.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200505304	04/07/2005	EGTT : London (FIR)	Luton (LUT)	6NE	D	CTR		Reciprocating	1	Infringement of Luton CTR (Class D) by a Schweizer 269C at 1700ft, 6nm Northeast of Luton. Three inbound a/c delayed by extra vectoring to avoid a/c. Pilot apologised. Attributed to weather avoidance.	Helicopter also infringed the Stansted CTA. The pilot subsequently apologised stating that he had encountered very bad weather and was inexperienced. He stated that he had the relevant RT frequencies written down but dealing with the weather conditions absorbed all of his time. Appropriate advice was passed to the pilot concerned.
200505310	03/07/2005	EGTT : London (FIR)	Honiley (HON)	Nr	A		PIPER	Reciprocating	1	Infringement of Airway (Class A) by PA28 at FL55 in vicinity of HON. Avoiding action and traffic info issued to B737 within Airway. B737 visual with PA28.	
200505310	03/07/2005	EGTT : London (FIR)	Honiley (HON)	Nr	A		BOEING	Turbofan	2	Infringement of Airway (Class A) by PA28 at FL55 in vicinity of HON. Avoiding action and traffic info issued to B737 within Airway. B737 visual with PA28.	
200505313	03/07/2005	EGTT : London (FIR)	Midhurst (MID)	4SW	A	TMA	BEECH	Reciprocating	1	Infringement of LTMA (Class A) by BE36 at FL60, 4nm Southwest of Midhurst. ATC gave BE36 appropriate instructions to vacate CAS. No other a/c affected.	See also occ 200106772.

200505315	30/06/2005	EGTT : London (FIR)	Farnborough	1.2N	G	ATZ	CESSNA	Reciprocating	1	Alleged infringement of Farnborough ATZ (Class G) by unidentified C172, 1.2nm North of Farnborough. Traffic info passed to Westbound helicopters. Biggin Hill ATC also advised as a precaution.	
200505321	29/06/2005	EGTT : London (FIR)	Farnborough	0.5N	G	ATZ	CESSNA	Reciprocating	1	Alleged infringement of Farnborough ATZ (Class G) by two unidentified C152s at 2000ft, 1/2nm North of Farnborough. Traffic info passed to departing helicopter.	
200505321	29/06/2005	EGTT : London (FIR)	Farnborough	0.5N	G	ATZ	CESSNA	Reciprocating	1	Alleged infringement of Farnborough ATZ (Class G) by two unidentified C152s at 2000ft, 1/2nm North of Farnborough. Traffic info passed to departing helicopter.	
200505325	01/07/2005	EGTT : London (FIR)	Durham Tees Valley (TD)	1W	D	CTR	PIPER	Reciprocating	1	Infringement of Durham Tees Valley CTR (Class D) by PA28 at 2000ft, 1nm West of Durham Tees Valley. ATC had been advised of possible infringement by Military ATC. No other a/c affected.	
200505353	02/07/2005	EGTT : London (FIR)	Gloucester-Staverton		G		CESSNA	Reciprocating	1	Alleged infringement of Gloucester ATZ (Class G) by unidentified a/c, possibly C150, at 1000ft 1nm East of airfield. Traffic info passed to C402 on approach.	

200505353	02/07/2005	EGTT : London (FIR)	Gloucester-Staverton		G		CESSNA	Reciprocating	2	Alleged infringement of Gloucester ATZ (Class G) by unidentified a/c, possibly C150, at 1000ft 1nm East of airfield. Traffic info passed to C402 on approach.	
200505400	06/07/2005	EGTT : London (FIR)	Luton (LUT)	5NE	D	CTR	CESSNA	Reciprocating	1	C152 infringed the Luton CTR (Class D) and lost separation with an inbound ATR72, who was given traffic info and avoiding action.	Pilot has subsequently discussed the event with his localflying instructor, and has been reminded of the importance of accurate navigation, especially around controlled airspace.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200505400	06/07/2005	EGTT : London (FIR)	Luton (LUT)	5NE	D	CTR	ATR	Turboprop	2	C152 infringed the Luton CTR (Class D) and lost separation with an inbound ATR72, who was given traffic info and avoiding action.	Pilot has subsequently discussed the event with his localflying instructor, and has been reminded of the importance of accurate navigation, especially around controlled airspace.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200505451	05/07/2005	EGTT : London (FIR)	Ascot		A	CTR	GRUMMAN	Reciprocating	1	Alleged infringement of London CTR (Class A) by an AA5 receiving a FIS. Standard separation maintained.	See also occ 200505462.
200505462	04/07/2005	EGTT : London (FIR)	London-Gatwick - LGW	SW	D	CTR	GRUMMAN	Reciprocating	1	Infringement of Gatwick CTR/CTA (Class D) by an AA5 receiving a FIS. Separation lost with a departing B757.	The instructor misidentified Dunsfold for Lasham and apologised for the error. See also 200505451.☐ CAA Closure: Nofurther CAA action practicable.

200505462	04/07/2005	EGTT : London (FIR)	London-Gatwick - LGW	SW	D	CTR	BOEING	Turbofan	2	Infringement of Gatwick CTR/CTA (Class D) by an AA5 receiving a FIS. Separation lost with a departing B757.	The instructor misidentified Dunsfold for Lasham and apologised for the error. See also 200505451.☐ CAA Closure: Nofurther CAA action practicable.
200505466	09/07/2005	EGTT : London (FIR)	Halton	1E	G	ATZ	OTHER	Unknown		UK AIRPROX 106/2005 - Military glider and an AS350B at 1000ft, 1nm East of Halton. Both a/c took evasive action (LHturns).	Investigation established that the AS350B pilot entered the Halton ATZ without receiving an appropriate response tohis request and then came into conflict with the militaryglider. Non-compliance with the relevant procedures.☐ CAAClosure: No further CAA action required at this time. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). See UKAB Report 106/05.
200505466	09/07/2005	EGTT : London (FIR)	Halton	1E	G	ATZ	AEROSPATIALE	Turboshaft	1	UK AIRPROX 106/2005 - Military glider and an AS350B at 1000ft, 1nm East of Halton. Both a/c took evasive action (LHturns).	Investigation established that the AS350B pilot entered the Halton ATZ without receiving an appropriate response tohis request and then came into conflict with the militaryglider. Non-compliance with the relevant procedures.☐ CAAClosure: No further CAA action required at this time. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). See UKAB Report 106/05.
200505473	02/07/2005	EGTT : London (FIR)	Stansted	7 W	D	CTR	PIPER	Reciprocating	1	PA32 allegedly infringed the Stansted CTR (Class D). Departing B737 was given traffic info and avoiding action. PA32 did not come into close proximity with B737, but 5nms separation was not achieved.	See also 200705044, 200607544, 200607334 and 200604321.
200505473	02/07/2005	EGTT : London (FIR)	Stansted	7 W	D	CTR	BOEING	Turbofan	2	PA32 allegedly infringed the Stansted CTR (Class D). Departing B737 was given traffic info and avoiding action. PA32 did not come into close proximity with B737, but 5nms separation was not achieved.	See also 200705044, 200607544, 200607334 and 200604321.

200505476	10/07/2005	EGTT : London (FIR)	London-Heathrow - LHR		A	Restricted area	PIPER	Reciprocating	1	Infringement of London City CTR (Class D) and then Heathrow CTR (Class A) by PA28 at 2000ft resulted in both LondonCity and Heathrow departures being stopped.	PA28 also infringed London TRA. A/c followed and subsequently identified by a Police helicopter. Pilot allegedly distracted by operating recently installed GPS equipment. See also 200504211 (same a/c) and 200505451, 200505462 and 200505499 (same operator). CAA Closure: Appropriate CAA action is being taken as a result of this incident.
200505491	10/07/2005	EGTT : London (FIR)	Honiley (HON)		D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a DR400. An a/c was broken off the approach for ILS R/W33 and traffic info given to a B737. Pilot phoned and apologised for the incident.	Pilot of the infringing DR400 phoned to apologise and explain that the a/c's satellite navigation was set up on high level, also that he had turned to avoid the B737. It was pointed out to the pilot that as soon as he realised that he had infringed CAS he should have called on the appropriate frequency.
200505496	10/07/2005	EGTT : London (FIR)	London-Gatwick - LGW	10 S	A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a C206. A/c being vectored for ILS approaches on R/W08R were given additional headings, but separation was lost.	
200505499	11/07/2005	EGTT : London (FIR)	London-Gatwick - LGW	7W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by C172 at 1600ft, 7nm West of Gatwick. Traffic info passed to inbound A320 which was then broken off approach. Separation lost.	Additionally, C172 had selected the incorrect SSR code (3435 instead of 0435). Pilot had become distracted by a problem with the comms and navigation equipment and, by the time the problem was resolved, a/c had infringed the Gatwick CTR. Pilot has been reminded of the serious consequences of infringing controlled airspace. See also 200406769. CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200505499	11/07/2005	EGTT : London (FIR)	London-Gatwick - LGW	7W	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by C172 at 1600ft, 7nm West of Gatwick. Traffic info passed to inbound A320 which was then broken off approach. Separation lost.	Additionally, C172 had selected the incorrect SSR code (3435 instead of 0435). Pilot had become distracted by a problem with the comms and navigation equipment and, by the time the problem was resolved, a/c had infringed the Gatwick CTR. Pilot has been reminded of the serious consequences of infringing controlled airspace. See also 200406769. CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200505501	09/07/2005	EGTT : London (FIR)	BRAIN		A	TMA	UNKNOWN	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a Katana. A Stansted departure was given vectors around the Katana.	See also 200505613. Foreign Authority requested to provide further information but, as at 17 Jan 2006, had not done so. □ CAA Closure: No further CAA action practicable due to elapsed time.
200505501	09/07/2005	EGTT : London (FIR)	BRAIN		A	TMA	UNKNOWN	Unknown		Alleged infringement of the London TMA (Class A) by a Katana. A Stansted departure was given vectors around the Katana.	See also 200505613. Foreign Authority requested to provide further information but, as at 17 Jan 2006, had not done so. □ CAA Closure: No further CAA action practicable due to elapsed time.
200505502	09/07/2005	EGTT : London (FIR)	Stansted	4	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR/CTA (Class D) by a PA32.Stansted departures were stopped.	Pilot subsequently admitted to infringement and apologised for his actions. This was the first time that the pilot had flown in England, which contributed to navigational difficulties. He has been reminded of the importance of adequate pre-flight planning. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200505503	09/07/2005	EGTT : London (FIR)	Newmills		D	CTA	CESSNA	Reciprocating	1	C172 requested transit through Manchester's airspace and told to standby and remain outside CAS. Subsequently C172 was identified inside Manchester CTA and given appropriate headings.	
200505512	09/07/2005	EGTT : London (FIR)	Luton (LUT)	6 W	D	CTR	AVIONS ROBIN	Reciprocating	1	DR400 called ATC and was told to standby, but subsequently infringed the Luton CTR (Class D). Traffic info and avoiding action was given to an inbound B737. Pilot phoned and acknowledged the error.	

200505512	09/07/2005	EGTT : London (FIR)	Luton (LUT)	6 W	D	CTR	BOEING	Turbofan	2	DR400 called ATC and was told to standby, but subsequently infringed the Luton CTR (Class D). Traffic info and avoiding action was given to an inbound B737. Pilot phoned andacknowledged the error.	
200505557	10/07/2005	EGTT : London (FIR)	Durham Tees Valley (TD)	4 SW	D	CTR	UNKNOWN	Reciprocating	1	Multiple infringements of the Durham Tees Valley CTR/CTA (Class D) between 1245-1445hrs, by microlights (10+) taking part in a rally held at Great Smeaton. Separation lost.	Traffic info and avoiding action was given to inbound traffic. The event was not notified to Durham Tees Valley ATC.
200505557	10/07/2005	EGTT : London (FIR)	Durham Tees Valley (TD)	4 SW	D	CTR	UNKNOWN	Unknown		Multiple infringements of the Durham Tees Valley CTR/CTA (Class D) between 1245-1445hrs, by microlights (10+) taking part in a rally held at Great Smeaton. Separation lost.	Traffic info and avoiding action was given to inbound traffic. The event was not notified to Durham Tees Valley ATC.
200505571	12/07/2005	EGTT : London (FIR)	Rochester	5 S			CESSNA	Reciprocating	1	D&D Cell Report: Aircraft observed to squawk 7600 (radio failure).	A radio failure squawk was observed 5nm south of Rochester, southbound, with NMC. The subject aircraft had departedRochester a few minutes earlier with known R/T problems, en-route to Blackbushe. Attempts made to contact the aircraft on 121.5MHz were unsuccessful. TC Sup, Swanwick (Mil) Sup and the Boulmer Surveillance Director were all informed. The subject aircraft penetrated Heathrow Zone in the south eastern corner by 3nm before turning back out. Surrey Police Air Support Unit were launched to follow the aircraft and landed with it at Blackbushe at 1721hrs. The D&D controller reported the content of a conversation that he had had with the CFI at Blackbushe, once he had identified the aircraft and its destination. It transpires that the pilot of the subject aircraft was a solo student who had diverted into Rochester with an R/T failure earlier in the day. The student had spoken to the CFI on the phone from Rochester, and the CFI had advised him to get airborne from Rochester, squawking 3A 7600 and to route between the Gatwick and Heathrow Zones. From the ground track that the aircraft had flown, it seemed to the D&D controller that the student pilot got lost on the way back to Blackbushe. The aircraft tracked towards Biggin Hill, turned north-westerlytowards Croydon, before turning southwest towards Kenley.Approaching Kenley, the aircraft then turned back onto north and entered the Heathrow Zone. No action, student pilot lost. D&D spoke to CFI. ☐ CAA Closure: No further CAA action practicable.
200505607	13/07/2005	EGTT : London (FIR)	Stansted	6	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172. An inbound a/c was passed traffic info and broken off the approach to be repositioned. Standard separation maintained.	CAA have written to the pilots concerned and offered appropriate advice.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200505607	13/07/2005	EGTT : London (FIR)	Stansted	6	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C172. An inbound a/c was passed traffic info and broken off the approach to be repositioned. Standard separation maintained.	CAA have written to the pilots concerned and offered appropriate advice.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200505611	11/07/2005	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	CESSNA	Reciprocating	1	Infringement of London CTR (Class A) by student pilot in a C152 that had an RT failure. Police helicopter was sent to track/escort C152 to its destination. Heathrow departures were stopped for 6mins.	See also 200504648.☐ CAA Closure: No further CAA action practicable due to elapsed time.
200505613	11/07/2005	EGTT : London (FIR)	Lulworth		G	Danger area	OTHER	Reciprocating	1	Alleged infringement of the active Danger Area EG D026 (Lulworth) by a Katana at 1600ft. Firing was stopped for 5mins.	Investigation progressed under 200505501.
200505635	13/07/2005	EGTT : London (FIR)	Nottingham East Midlands	12 E	D	CTA	PIPER	Reciprocating	1	Infringement of the Nottingham East Midlands CTR/CTA (Class D) by PA28. An A340 and an A319 doing visual circuits were both given tactical headings to remain clear of PA28. Pilot apologised.	
200505637	08/06/2005	EGTT : London (FIR)	Bournemouth		D	CTR	CESSNA	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a C172 that also blocked frequency and subsequently squawked 'RT fail'.	Frequency 119.475 was blocked by a permanent transmissioninitially thought to be an a/c on the ground. An unknown 7000 squawk was then observed tracking North/Northwest. Traffic info was given to an a/c which reported visual with the unknown traffic, a C172, which then turned onto final approach at approximately 6nms until 4nm, where it turned North and routed out of the CTR. C172 subsequently squawked 'RT fail' and was tracked to its destination, where ATC also reported that a/c blocked their frequency. The pilot telephoned Bournemouth ATC after landing at his destination to discuss and apologise for the incident.☐ CAA Closure:The hazard is adequately controlled by existing requirements, procedures and documentation.

200505694	15/07/2005	EGTT : London (FIR)	White Waltham	E	A	CTR	EUROPA	Reciprocating	1	Alleged infringement of the London CTR (Class A) by a Europa. Heathrow South and Westbound departures were stopped for 2mins. Standard separation maintained.	Several attempts have been made to contact the Europa operator. However, as at 1 Mar 2006, no response had been received.☐ CAA Closure: No further CAA action practicable.
200505732	17/07/2005	EGTT : London (FIR)	LISTO		A		CIRRUS	Reciprocating	1	Infringement of the Daventry CTA (Class A) and Airway N864 by an SR20.	Pilot suspects that a possible incorrect QNH setting contributed to the infringement of the Daventry CTA. SR20 was reported between 4600-4900ft (CAS base is FL45) and, although pilot claims not to have climbed above 4500ft, he concedes that an incorrect QNH setting would account for the discrepancy. The transponder has been removed from the a/c to be recalibrated as a precaution. Pilot admitted that, despite being familiar with the area, Airway N684 was infringed and has apologised for both incidents. See also 200709598, 200704916, 200606229, 200606150 and 200504706.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200505734	17/07/2005	EGTT : London (FIR)	ORTAC		A		CESSNA	Reciprocating	1	Alleged infringement of Airway N866 (Class A) and the Jersey Zone (Class A) by a C172. Standard separation maintained. Traffic information given.	
200505734	17/07/2005	EGTT : London (FIR)	ORTAC		A		BRITTEN NORMAN	Reciprocating	3	Alleged infringement of Airway N866 (Class A) and the Jersey Zone (Class A) by a C172. Standard separation maintained. Traffic information given.	
200505739	17/07/2005	EGTT : London (FIR)	Stansted	6SE	A	TMA	CESSNA	Reciprocating	1	Infringement of London TMA (Class A) and the Stansted CTR/CTA (Class D) by a C172. All Stansted departures were stopped. Standard separation maintained.	Investigation ascertained that infringement was caused by a navigation error by the C172 pilot, who subsequently apologised for his actions.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200505740	16/07/2005	EGTT : London (FIR)	Stansted	6SW	D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a microlight. Departures were stopped and a B737 carrying out a go-around was turned early to maintain separation with the infringer.	CAA have reminded microlight pilot of the requirement for careful pre-flight planning. <input type="checkbox"/> CAA Closure: The hazard is adequately controlled by the actions stated above.
200505740	16/07/2005	EGTT : London (FIR)	Stansted	6SW	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a microlight. Departures were stopped and a B737 carrying out a go-around was turned early to maintain separation with the infringer.	CAA have reminded microlight pilot of the requirement for careful pre-flight planning. <input type="checkbox"/> CAA Closure: The hazard is adequately controlled by the actions stated above.
200505742	16/07/2005	EGTT : London (FIR)	Stansted		D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Robin 400 at 3400ft. All Stansted departures were stopped as a/c passed overhead the airfield.	Robin 400 pilot subsequently admitted to infringement and apologised for his actions. Pilot had incorrectly assumed that London FIR were assisting with navigation, as opposed to providing a FIS, and he has been reminded of the importance of adequate pre-flight planning. <input type="checkbox"/> CAA Closure: The hazard is adequately controlled by the actions stated above.
200505794	11/07/2005	EGTT : London (FIR)	Durham Tees Valley (TD)	8 SW	D	CTA	OTHER	Unknown		UK AIRPROX 118/2005 - PA28 and military jet, 6nms Southwest of Teesside at 2000ft.	Separation lost when a military a/c climbed through the level of a PA28. Traffic info given. The UKAB review of this AIRPROX concluded that it was a controller perceived conflict. A UKAB recommendation was made as a result of the AIRPROX. <input type="checkbox"/> CAA Closure: No further CAA action required. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB)
200505794	11/07/2005	EGTT : London (FIR)	Durham Tees Valley (TD)	8 SW	D	CTA	PIPER	Reciprocating	1	UK AIRPROX 118/2005 - PA28 and military jet, 6nms Southwest of Teesside at 2000ft.	Separation lost when a military a/c climbed through the level of a PA28. Traffic info given. The UKAB review of this AIRPROX concluded that it was a controller perceived conflict. A UKAB recommendation was made as a result of the AIRPROX. <input type="checkbox"/> CAA Closure: No further CAA action required. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB)

200505799	17/07/2005	EGTT : London (FIR)	Birmingham		D	CTR	ROBINSON	Reciprocating	1	Alleged infringement of Birmingham CTR/CTA (Class D) by aR44. Standard separation maintained.	
200505800	17/07/2005	EGTT : London (FIR)	Southampton (SAM)	4 N	D	CTA	CESSNA	Reciprocating	1	C152 became lost whilst taking part in a navigation exercise and infringed the Solent CTA (Class D). Pilot apologised. An outbound BAe146's take off was delayed until C152 had cleared the area.	
200505800	17/07/2005	EGTT : London (FIR)	Southampton (SAM)	4 N	D	CTA	BAE	Turbofan	4	C152 became lost whilst taking part in a navigation exercise and infringed the Solent CTA (Class D). Pilot apologised. An outbound BAe146's take off was delayed until C152 had cleared the area.	
200505806	09/07/2005	EGTT : London (FIR)	Stansted	4	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28. Alldepartures were stopped. Traffic info given.	The pilot subsequently contacted Stansted ATC after the event to apologise. He had been distracted by an emergency at Duxford and was trying to avoid the Duxford ATZ when hestrayed into the Stansted CTR.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200505822	17/07/2005	EGTT : London (FIR)	Woodley (WOD)		A	TMA	GRUMMAN	Reciprocating	1	AA5B infringed the LTMA (Class A) airspace at WOD at 3000feet.	The northbound a/c, which was working Farnborough, requested climb 10nm before Odiham to 3000 feet to pass over theOdiham ATZ. The climb was approved. In retrospect, the pilot appreciates that immediately after passing Odiham he should have descended back to 2000 feet to remain clear of CAS.

200505833	15/07/2005	EGTT : London (FIR)	Southampton (SAM)	10N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28. Inbound DHC8 affected. Standard separation maintained. Traffic info given.	Pilot subsequently admitted to error and has undertaken appropriate re-training as a result of this incident.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200505833	15/07/2005	EGTT : London (FIR)	Southampton (SAM)	10N	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a PA28. Inbound DHC8 affected. Standard separation maintained. Traffic info given.	Pilot subsequently admitted to error and has undertaken appropriate re-training as a result of this incident.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200505896	21/07/2005	EGTT : London (FIR)	Burnham	1 NW	A	CTR	PIPER	Reciprocating	1	Alleged infringement of the London CTR (Class A) by a PA28. PA28 subsequently contacted SVFR and was informed of its position. Traffic info was given.	
200505927	16/07/2005	EGTT : London (FIR)	Old Warden		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the Old Warden ATZ (Class G) by aPA32, shortly prior to commencement of a display.	
200505929	21/07/2005	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	Alleged infringement of Luton CTR (Class D) by C152 on PPL Skills Test with examiner on board. Examiner stated there was an 'inop' sticker on transponder, but did not noticethat ALT was switched on.	The Mode C of the C152, that allegedly infringed the Luton CTR (Class D), indicated between 3800ft and FL80. However, the examiner states that the maximum altitude the C152 reached was 3200ft in the Aylesbury Tring area.

200505973	25/07/2005	EGTT : London (FIR)	Stansted	6 NE	D	CTA	LANCAIR	Reciprocating	1	Alleged infringement of the Stansted CTR/CTA (Class D) bya Lancair. An inbound a/c was broken off intermediate approach. Traffic info given.	Lancair pilot subsequently provided his recollection of events and maintained that controlled airspace was not infringed. Unable to reconcile differing reports due to elapsed time involved.☐ CAA Closure: No further CAA action practicable.
200506043	13/07/2005	EGTT : London (FIR)	Blackbushe		G	ATZ	ROBINSON	Reciprocating	1	Alleged infringement of the Blackbushe ATZ by a R44. Conflict with a PA28 within the ATZ.	Farnborough ATC had been working the R44 and had instructed it to remain outside the Blackbushe ATZ. See also 200202058 and 200406064.☐ CAA Closure: Appropriate CAA action is being taken as a result of this incident.
200506043	13/07/2005	EGTT : London (FIR)	Blackbushe		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the Blackbushe ATZ by a R44. Conflict with a PA28 within the ATZ.	Farnborough ATC had been working the R44 and had instructed it to remain outside the Blackbushe ATZ. See also 200202058 and 200406064.☐ CAA Closure: Appropriate CAA action is being taken as a result of this incident.
200506046	23/07/2005	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28. ATC informed PA28 of its position and gave a left turn to leaveCAS. Standard separation maintained.	
200506092	26/07/2005	EGTT : London (FIR)	Stansted	W	D	CTR	MOONEY	Reciprocating	1	An M20T infringed the Stansted CTR (Class D) at 1200ft. Airliner given extended routeing to avoid M20T. Pilot phoned and admitted making a navigational error. Appropriate advice given to pilot.	

200506110	29/07/2005	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 at 1500ft, West of Panshanger. Standard separation maintained. Pilot phoned and apologised, stating being lost and having the wrong frequency.	
200506118	28/07/2005	EGTT : London (FIR)	Dunstable	2N	D	CTR	GARDAN	Reciprocating	1	ATC had no RT contact with a Horizon that infringed the Luton CTR (Class D). Subsequently the Horizon landed at Dunstable Downs gliding site without any RT contact or prior notification.	Investigation established that confusion arose as a result of the main Luton frequency suffering from interference.The secondary frequency was in use, but the pilot was unable to establish contact. The CFI and Luton ATC have now clarified the procedures for a/c operating into Dunstable.CAA Closure: The hazard is adequately controlled by the actions stated above.
200506168	13/07/2005	EGTT : London (FIR)	Weston On The Green		G	Danger area	MOONEY	Reciprocating	1	Infringement of the active Danger Area EG D129 (Weston onthe Green) by an M20 at 2500ft. A/c flew across the drop zone whilst canopies were in the air and the Skyvan was descending.	See also 200506092, 200506598 and 200508204. M20 pilot has been given appropriate advice concerning remaining clearof CAS and the importance of adequate pre-flight planning.□ CAA Closure: The hazard is adequately controlled by theactions stated above.
200506184	31/07/2005	EGTT : London (FIR)	Luton (LUT)	3SW	D	CTA	PIPER	Reciprocating	1	Alleged infringement of Luton CTA (Class D) by PA28 at 2000ft, 3nm Southwest of Luton. Controller immediately checked all departures and gave PA28 a turn to leave CAS. Standard separation maintained.	Attempts to elicit a response from the pilot concerned have been unsuccessful. See also 200701766, 200701633, 200606754, 200606423, 200402304 and 200203925.□ CAA Closure: Nofurther CAA action practicable.
200506220	02/08/2005	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	PIPER	Reciprocating	1	Alleged infringement of the London CTR (Class A) by a PA24 at 1900ft. No other a/c affected.	

200506253	03/08/2005	EGTT : London (FIR)	Cardiff (CDF)		D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Cardiff CTR (Class D) by a PA28 at 2000ft. PA28 called Cardiff and was given a heading to leave CAS. No other a/c affected.	
200506298	07/08/2005	EGTT : London (FIR)	Burnham	NDB	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA46 at 2400ft overhead BUR. Northbound departures were stopped until PA46 left the zone. Traffic info and avoiding action given to A319.	Investigation ascertained that the PA46 had been cleared to leave CAS and freecall Farnborough, who were unable to offer a RIS due to workload. The pilot accepted a FIS and, upon gaining VMC, misidentified Maidenhead as Reading. When the pilot realised his error, he started to turn to leave CAS. Simultaneously, ATC contacted PA46 to advise of the infringement, to which pilot apologised and vacated CAS accordingly. □ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200506298	07/08/2005	EGTT : London (FIR)	Burnham	NDB	A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by a PA46 at 2400ft overhead BUR. Northbound departures were stopped until PA46 left the zone. Traffic info and avoiding action given to A319.	Investigation ascertained that the PA46 had been cleared to leave CAS and freecall Farnborough, who were unable to offer a RIS due to workload. The pilot accepted a FIS and, upon gaining VMC, misidentified Maidenhead as Reading. When the pilot realised his error, he started to turn to leave CAS. Simultaneously, ATC contacted PA46 to advise of the infringement, to which pilot apologised and vacated CAS accordingly. □ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200506326	07/08/2005	EGTT : London (FIR)	Old Warden		G	Restricted area	PIPER	Reciprocating	1	Alleged infringement of Old Warden Temporary ATZ by a PA28 at approximately 2000ft during a NOTAMed Air Display and whilst display was in progress. No R/T comms.	Display pilot reported curtailing a manoeuvre due to conflicting traffic, although this was believed to be a second unidentified PA28. Several attempts have been made to contact the identified PA28 operator. However, as at 30 Jan 2006, no responses had been received. □ CAA Closure: No further CAA action practicable.
200506343	05/08/2005	EGTT : London (FIR)	Stansted	8S	D	CTR	OTHER	Reciprocating	1	Motor glider infringed the Stansted CTR/CTA (Class D) at 2700ft. Westbound departures were stopped for duration of infringement. Pilot apologised for incident and was given appropriate advice.	

200506353	07/08/2005	EGTT : London (FIR)	Burnham		A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the London TMA (Class A) by C182 at 5000ft. All Northbound departures were stopped until the a/c cleared the climb out. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200506374	07/08/2005	EGTT : London (FIR)	MIRSI	3 E	A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the Manchester TMA (Class A) by aC172 at 5000ft diverting into Blackpool. Standard separation maintained.	
200506421	09/08/2005	EGTT : London (FIR)	London-Gatwick - LGW	NE	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 at 2800ft. Two a/c were vectored around the PA28. Standard separation maintained. Pilot phoned and apologised for the error.	Pilot inadvertently allowed his a/c to climb into CAS.
200506433	09/08/2005	EGTT : London (FIR)	Stansted	12NNE	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 at 3800ft. Westbound departures stopped until a/c had cleared the area.	During the flight, the pilot realised that he had infringed the LTMA and so contacted ATC on landing. Pilot also subsequently discussed this event with his CFI, and is now fully aware of the airspace changes around this area.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200506481	11/08/2005	EGTT : London (FIR)	Stansted	10 NE	D	CTR	ROBINSON	Reciprocating	1	Alleged infringement of the Stansted CTR/CTA (Class D) byan R44. A B737 was given vectors to maintain standard separation.	Traffic information and avoiding action given. Three a/c were delayed. Appropriate CAA action is being taken as a result of this incident.

200506481	11/08/2005	EGTT : London (FIR)	Stansted	10 NE	D	CTR	BOEING	Turbofan	2	Alleged infringement of the Stansted CTR/CTA (Class D) byan R44. A B737 was given vectors to maintain standard separation.	Traffic information and avoiding action given. Three a/c were delayed. Appropriate CAA action is being taken as a result of this incident.
200506489	10/08/2005	EGTT : London (FIR)	Birmingham		D	CTR	VANS	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a RV6. Aninbound RJ100 was given traffic info and avoiding action.Standard separation maintained.	
200506489	10/08/2005	EGTT : London (FIR)	Birmingham		D	CTR	BAE	Turbofan	4	Infringement of the Birmingham CTR (Class D) by a RV6. Aninbound RJ100 was given traffic info and avoiding action.Standard separation maintained.	
200506529	11/08/2005	EGTT : London (FIR)	Manchester (MCT)	2NW	D	CTR	BELL	Reciprocating	1	Bell 47J infringed the Manchester CTR (Class D). All Manchester Northwest departures were stopped and traffic info given. Standard separation maintained.	Investigation confirmed a navigation error, as the pilot was following the M60 motorway instead of the M6. Pilot subsequently discussed the incident with ATC and apologised for his actions.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200506573	14/08/2005	EGTT : London (FIR)	Stansted	5 NW	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a PA28. Standard separation maintained.	The pilot experienced two distractions, firstly intercom headset problems and then a distressed passenger. The pilot realised his mistake and turned to exit controlled airspace by the most direct route. The pilot is aware of the serious consequences of infringing controlled airspace. See also occ 200402518.

200506580	12/08/2005	EGTT : London (FIR)	Doncaster Sheffield		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Doncaster Sheffield ATZ (Class G) by unidentified R22 that flew over R/W20's mid point at low level.	
200506598	11/08/2005	EGTT : London (FIR)	THRED	5 S	A		MOONEY	Reciprocating	1	Alleged infringement of Airway N566 (Class A) by a Mooney20. Standard separation maintained. See also occs 200506092 and "master" 200506168.	
200506620	14/08/2005	EGTT : London (FIR)	Southampton (SAM)		D	CTR	GARDAN	Reciprocating	1	Alleged infringement of the Southampton CTA and Solent CTR (Class D) by a GY80. Standard separation maintained.	See also occ 200205933.
200506623	16/08/2005	EGTT : London (FIR)	Stansted	2 W	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a PA28. Standard separation maintained.	The inexperienced PPL involved has been de-briefed on hisnavigational deficiencies by the CFI concerned.
200506654	16/08/2005	EGTT : London (FIR)	Duxford				CESSNA	Reciprocating	1	D&D Cell Report: Pilot lost. PAN declared. Position fixed, discrete squawk given and vectors provided for Duxford.	Luton ATC subsequently reported that the subject aircraft had previously infringed their zone.

200506682	17/08/2005	EGTT : London (FIR)	London-Gatwick - LGW	4 NM	D	CTR	PIPER	Reciprocating	1	A PA28 allegedly infringed the Gatwick CTR (Class D) and came into conflict with an inbound B737. The next two arrivals were vectored clear of the PA28.	See also occ 200506421.□ CAA Closure: Appropriate CAA action is being taken as a result of this incident.
200506682	17/08/2005	EGTT : London (FIR)	London-Gatwick - LGW	4 NM	D	CTR	BOEING	Turbofan	2	A PA28 allegedly infringed the Gatwick CTR (Class D) and came into conflict with an inbound B737. The next two arrivals were vectored clear of the PA28.	See also occ 200506421.□ CAA Closure: Appropriate CAA action is being taken as a result of this incident.
200506683	16/08/2005	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28, which subsequently lost separation with a departing B737. Another a/c inbound to R/W08 was given extended routeing around the PA28.	Luton departures were halted until the a/c left the zone.Appropriate CAA action is being taken as a result of thisincident.
200506683	16/08/2005	EGTT : London (FIR)	Luton (LUT)		D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28, which subsequently lost separation with a departing B737. Another a/c inbound to R/W08 was given extended routeing around the PA28.	Luton departures were halted until the a/c left the zone.Appropriate CAA action is being taken as a result of thisincident.
200506709	16/08/2005	EGTT : London (FIR)	Glossop	E	D	CTR	OTHER	Reciprocating	1	Alleged infringement of Manchester CTR (Class D) by Microlight at 1500ft, East of Glossop. B737 vectored around intruder.	

200506711	17/08/2005	EGTT : London (FIR)	Whitegate (WHI)	Nr	D	CTR	OTHER	Reciprocating	1	Alleged infringement of Liverpool CTR (Class D) by microlight at unknown altitude. No other a/c affected.	
200506713	11/08/2005	EGTT : London (FIR)	Eastbourne		G	Restrict ed area	BOLKOW	Reciprocating	1	Alleged infringement of Eastbourne TRA International Airshow by Bolkow 209 at approximately 1000ft. Traffic info passed to a/c involved in display.	
200506715	11/08/2005	EGTT : London (FIR)	Eastbourne		G	Restrict ed area	CESSNA	Reciprocating	1	Alleged infringement of Eastbourne TRA International Airshow by C152 at approximately 2500ft. Two display a/c were waiting to be called in at time of incident.	
200506719	17/08/2005	EGTT : London (FIR)	Nottingham East Midlands	7 WSW	D	CTA	PIPER	Reciprocating	1	Infringement of Nottingham East Midlands CTA (Class D) byPA28 (student pilot) at FL35, 7nm WSW of airfield. Departing a/c (which had completed line-up and was ready to go) held on ground.	CAA Closure: No further CAA action practicable.
200506749	19/08/2005	EGTT : London (FIR)	Bridgend		D	CTA	LAKE	Reciprocating	1	Alleged infringement of Cardiff CTA (Class D) by a Lake LA4 at 2200ft, overhead Bridgend. No other a/c affected.	

200506759	19/08/2005	EGTT : London (FIR)	Panshanger	3NW	D	CTR	PIPER	Reciprocating	1	Infringement of Luton CTR (Class D) by PA28 at approx 700ft, necessitating a Luton a/c to be issued headings and traffic info to remain clear. PA28 allegedly infringed Panshanger ATZ earlier.	See also 200508611. Investigation established that the PA28 pilot had initially planned to fly VFR and then continue IFR. However, prior to entering cloud, the passenger became distressed. As a result, the pilot elected to continue below cloud and the infringement occurred while he was distracted by the passenger. Pilot subsequently apologised to ATC and has been given appropriate advice by the CAA.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200506767	18/08/2005	EGTT : London (FIR)	West Malling		A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA32. A Falcon 2000 at 4000ft was given traffic info and avoiding action during which separation was lost.	PA32 pilot was making his first visit to the UK and, therefore, had a high workload navigating. He misunderstood the level of ATC service provided when receiving a FIS and incorrectly assumed that ATC would issue appropriate instructions to ensure that he remained clear of CAS. Pilot has been advised of the level of service provided by a FIS and reminded of the importance of adequate pre-flight planning and his responsibility to remain clear of CAS.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200506767	18/08/2005	EGTT : London (FIR)	West Malling		A	TMA	DASSAULT	Turbofan	2	Infringement of the London TMA (Class A) by a PA32. A Falcon 2000 at 4000ft was given traffic info and avoiding action during which separation was lost.	PA32 pilot was making his first visit to the UK and, therefore, had a high workload navigating. He misunderstood the level of ATC service provided when receiving a FIS and incorrectly assumed that ATC would issue appropriate instructions to ensure that he remained clear of CAS. Pilot has been advised of the level of service provided by a FIS and reminded of the importance of adequate pre-flight planning and his responsibility to remain clear of CAS.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200506768	18/08/2005	EGTT : London (FIR)	Rochester		A	TMA	PIPER	Reciprocating	1	PA28RT allegedly infringed the London TMA (Class A) and lost separation with a BE200, which was given traffic info and avoiding action.	Shortly after departing Lydd, PA28 requested a joining clearance. Believing a/c was outside CAS, PA28 was told to remain clear and contact Frequency 120.17 for join. The PA28 now at 3400ft called Frequency 120.17 LTCC BIG. Thames Radar then called LTCC BIG to ask what the a/c was doing as the base of CAS is 2500ft. PA28 was instructed to leave CAS and given traffic info. Traffic info and avoiding action was also given to a BE200 at 3000ft.
200506768	18/08/2005	EGTT : London (FIR)	Rochester		A	TMA	BEECH	Turboprop	2	PA28RT allegedly infringed the London TMA (Class A) and lost separation with a BE200, which was given traffic info and avoiding action.	Shortly after departing Lydd, PA28 requested a joining clearance. Believing a/c was outside CAS, PA28 was told to remain clear and contact Frequency 120.17 for join. The PA28 now at 3400ft called Frequency 120.17 LTCC BIG. Thames Radar then called LTCC BIG to ask what the a/c was doing as the base of CAS is 2500ft. PA28 was instructed to leave CAS and given traffic info. Traffic info and avoiding action was also given to a BE200 at 3000ft.

200506805	21/08/2005	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	PIPER	Reciprocating	1	Alleged infringement of Heathrow CTR (Class A) by PA28 at2000ft necessitated Heathrow departures to be stopped.	Appropriate CAA action is being taken as a result of thisincident. See also 200205026, 200408089 and 200503584.
200506825	16/08/2005	EGTT : London (FIR)	Manchester (MCT)	10 SW	D	CTR	ENSTROM	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by an Enstrom receiving a FIS. Standard separation maintained.	This incident together with several other VFR flights operating on frequency outside CAS caused excessive distraction and workload for ATC.
200506852	23/08/2005	EGTT : London (FIR)	Barkway (BKY)	6 NW	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA by a C172 at 4800 feet 6nm NW ofBKY. Traffic information and avoiding action given to a B737 inbound to Luton. The avoiding action resulted in the B737 leaving CAS.	
200506852	23/08/2005	EGTT : London (FIR)	Barkway (BKY)	6 NW	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA by a C172 at 4800 feet 6nm NW ofBKY. Traffic information and avoiding action given to a B737 inbound to Luton. The avoiding action resulted in the B737 leaving CAS.	
200506859	21/08/2005	EGTT : London (FIR)	Warwick Racecourse		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Robin 200. Traffic info and avoiding action was given to an inbound EMB145. Standard separation lost.	Investigation established that infringement was committedby a student pilot. Retraining instruction agreed and completed.☐ CAA Closure: No further CAA action practicable.

200506859	21/08/2005	EGTT : London (FIR)	Warwick Racecourse		D	CTA	EMBRAER	Turbofan	2	Infringement of the Birmingham CTA (Class D) by a Robin 200. Traffic info and avoiding action was given to an inbound EMB145. Standard separation lost.	Investigation established that infringement was committedby a student pilot. Retraining instruction agreed and completed.☐ CAA Closure: No further CAA action practicable.
200506905	23/08/2005	EGTT : London (FIR)	Luton (LUT)	7 W	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28. An inbound B737 was given traffic info and an extended routing. Standard separation maintained.	
200506905	23/08/2005	EGTT : London (FIR)	Luton (LUT)	7 W	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28. An inbound B737 was given traffic info and an extended routing. Standard separation maintained.	
200506942	25/08/2005	EGTT : London (FIR)	Stansted	5 W	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a PA28. Departures were stopped. Traffic info was given to a B737 that had just become airborne.	No further information available.☐ CAA Closure: No further CAA action practicable due to elapsed time.
200506970	26/08/2005	EGTT : London (FIR)	Southend (SND)		A	TMA	DIAMOND	Reciprocating	1	Infringement of the London TMA (Class A) by a DA40 at FL43. DA40 instructed to descend immediately to 3400ft, whichis below CAS. Appropriate advice was given to pilot.	

200506993	26/08/2005	EGTT : London (FIR)	ALVIN-WOTON		A		VANS	Reciprocating	1	Alleged infringement of Airway L9 (Class A) by a RV4. An a/c that had departed Bristol was given a tactical turn and a higher level. Standard separation maintained.	
200507041	28/08/2005	EGTT : London (FIR)	Stansted	8 nm final	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a C152. Traffic info and avoiding action was given to two inbound a/c, a B747 and an A319. A319 subsequently carried out a go around.	A319 carried out a go around from 3nms due to an unstableapproach whilst being distracted by the C152. The Cessna had called D&D at 1620 reporting lost and short of fuel and requesting a steer for Andrewsfield.
200507041	28/08/2005	EGTT : London (FIR)	Stansted	8 nm final	D	CTR	AIRBUS	Turbofan	2	Alleged infringement of the Stansted CTR (Class D) by a C152. Traffic info and avoiding action was given to two inbound a/c, a B747 and an A319. A319 subsequently carried out a go around.	A319 carried out a go around from 3nms due to an unstableapproach whilst being distracted by the C152. The Cessna had called D&D at 1620 reporting lost and short of fuel and requesting a steer for Andrewsfield.
200507120	31/08/2005	EGTT : London (FIR)	White Waltham	3 S	A	CTR	WESTLAND	Turboshaft	1	Infringement of the London CTR (Class A) by a Gazelle helicopter. Standard separation maintained.	Pilot subsequently phoned ATC and the incident was discussed.
200507168	28/08/2005	EGTT : London (FIR)	Birmingham	10SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28. It became apparent that pilot was unaware of his correct position. Standard separation maintained.	Pilot apologised for infringement, attributing incident to increased workload caused by transponder fault and subsequent disorientation while trying to recycle the Mode C. Appropriate remedial action taken by both the pilot and CFI.☐ CAA Closure: The hazard is acceptable provided the frequency remains low.

200507190	27/08/2005	EGTT : London (FIR)	Honiley (HON)	3 S	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Birmingham CTR (Class D) by a PA28. Standard separation maintained.	
200507265	04/09/2005	EGTT : London (FIR)	Luton (LUT)	5SE	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Luton CTR (Class D) by C172 at unknown altitude, 5nm Southeast of Luton. A Departure was delayed until infringer clear of vicinity. Standard separation maintained.	
200507267	03/09/2005	EGTT : London (FIR)	London-Gatwick - LGW	6NE	D	CTA	PILATUS	Turboprop	1	Alleged infringement of Gatwick CTA (Class D) by PC12 at 2000ft, 6nm Northeast of Gatwick. Standard separation maintained.	Pilot stated that after departing Redhill he headed East to avoid the Gatwick CTR, but possibly forgot the CTA.
200507270	03/09/2005	EGTT : London (FIR)	London-Gatwick - LGW	8 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28. Traffic info and avoiding action was given to an outbound B757. Separation lost.	
200507270	03/09/2005	EGTT : London (FIR)	London-Gatwick - LGW	8 E	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a PA28. Traffic info and avoiding action was given to an outbound B757. Separation lost.	

200507281	03/09/2005	EGTT : London (FIR)	London-Gatwick - LGW	4 nm	D	CTA	OTHER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a microlightthat crossed the climb out for R/W08R. Pilot reported being lost. Departures stopped.	Investigation ascertained that the pilot had decided to fly low level at 800ft to avoid the airshow traffic betweenBiggin Hill and Shoreham, and subsequently misidentified the Bough Beach reservoir as Weir Wood reservoir. Appropriate CAA action taken. □ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200507319	03/09/2005	EGTT : London (FIR)	Manchester (MCT)	SW	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by aVFR PA28. Pilot apologised stating having problems with his navigation equipment.	
200507329	05/09/2005	EGTT : London (FIR)	Detling (DET)	10NW	A	TMA	BAE	Turbofan	4	UK AIRPROX 158/2005 - RJ100 and a Fournier RF5 at 3000ft,10nm Northwest of DET.	While on a radar heading at 3000ft to intercept the localiser at London City, the RJ100 pilot received a TCAS TA. The RJ100 pilot saw the opposite direction traffic taking avoiding action, so the RJ100 continued as cleared by ATC. No avoiding action was issued by ATC. The Fournier RF5 wasreceiving a FIS at the time, but had misread his chart and was using 3500ft as the LTMA upper limit instead of 2500ft. The RF5 had penetrated the LTMA without clearance and had flown into conflict with the RJ100, then taken avoiding action. This occurrence was the subject of a separate review by the UK Airprox Board - see Airprox Report 158/05.CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200507329	05/09/2005	EGTT : London (FIR)	Detling (DET)	10NW	A	TMA	FOURNIER	Reciprocating	1	UK AIRPROX 158/2005 - RJ100 and a Fournier RF5 at 3000ft,10nm Northwest of DET.	While on a radar heading at 3000ft to intercept the localiser at London City, the RJ100 pilot received a TCAS TA. The RJ100 pilot saw the opposite direction traffic taking avoiding action, so the RJ100 continued as cleared by ATC. No avoiding action was issued by ATC. The Fournier RF5 wasreceiving a FIS at the time, but had misread his chart and was using 3500ft as the LTMA upper limit instead of 2500ft. The RF5 had penetrated the LTMA without clearance and had flown into conflict with the RJ100, then taken avoiding action. This occurrence was the subject of a separate review by the UK Airprox Board - see Airprox Report 158/05.CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200507381	28/08/2005	EGTT : London (FIR)	Hythe Ranges		G	Danger area	OTHER	Reciprocating	1	Alleged infringement of the active Danger Area EG D0141 (Hythe Ranges) by a unidentified Microlight. Firing was stopped.	

200507384	01/09/2005	EGTT : London (FIR)	Shoeburyness		G	Danger area	JODEL	Reciprocating	1	Infringement of active Danger Area EG D138 (Shoeburyness)by DR1050 at 2400ft. Danger Area D138 active to 6000ft.	DR1050 pilot subsequently admitted to the infringement and apologised for his actions. He claims to have been unaware that the Danger Area was active. Pilot has been advisedthat a NOTAM was available and reminded of the importanceof adequate pre-flight planning.☐ CAA Closure: The hazardis adequately controlled by the actions stated above.
200507391	06/09/2005	EGTT : London (FIR)	Stansted	10 S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C177. Standard separation maintained. Pilot telephoned ATC and apologised for the incident. Appropriate advice has been given.	
200507392	06/09/2005	EGTT : London (FIR)	London-Gatwick - LGW	8 SW	D	CTA	ROCKWELL	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a RC114. AllSeaford (SFD) departures were stopped for 5mins as the RC114 tracked through the SFD departure track. Standard separation maintained.	
200507430	06/09/2005	EGTT : London (FIR)	Brecon (BCN)	2W	A		CESSNA	Reciprocating	1	Alleged infringement of Airway N864 (Class A) by a C152. Standard separation maintained.	C152 free called ATC, but the radio was very poor with a loud background mush. Several attempts were required to gain necessary information of the flight in order to offer aFIS. C152 was identified and initially reported at 5500ft. ATC then became distracted by other a/c on frequency andsubsequently advised C152 of Airway N864 having a base ofFL55 and asked if it could accept an IFR crossing clearance. C152 replied no, but then reported climbing to 6000ft.ATC informed C152 that it was within Class A airspace andconfirmed it could not accept an IFR clearance. C152 was instructed to descend to FL55, which it did.
200507450	08/09/2005	EGTT : London (FIR)	London-Gatwick - LGW	15 SW	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C172. One Gatwick BOGNA departure was delayed. Standard separation maintained.	Appropriate advice will be given to the pilot.

200507527	10/09/2005	EGTT : London (FIR)	TIMBA	4 N	A	TMA	CIRRUS	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a SR22. At time of incident SR22 was unknown and separation waslost with an A320 inbound to Gatwick, which was given traffic info.	
200507527	10/09/2005	EGTT : London (FIR)	TIMBA	4 N	A	TMA	AIRBUS	Turbofan	2	Alleged infringement of the London TMA (Class A) by a SR22. At time of incident SR22 was unknown and separation waslost with an A320 inbound to Gatwick, which was given traffic info.	
200507530	09/09/2005	EGTT : London (FIR)	Stansted		D	CTR	WESTLAND	Turboshaft	1	Infringement of the Stansted CTR (Class D) by a Gazelle. At time of incident Gazelle was unknown and separation waslost with an outbound a/c, which was given traffic info.	The pilot has been contacted and appropriate advice has been given.
200507530	09/09/2005	EGTT : London (FIR)	Stansted		D	CTR	UNKNOWN	Unknown		Infringement of the Stansted CTR (Class D) by a Gazelle. At time of incident Gazelle was unknown and separation waslost with an outbound a/c, which was given traffic info.	The pilot has been contacted and appropriate advice has been given.
200507558	12/09/2005	EGTT : London (FIR)	Southend (SND)		G	ATZ	SUPERMARINE	Reciprocating	1	Alleged infringement of Southend ATZ (Class G) by a Spitfire working the London FIR. Subsequently Spitfire called Southend requesting radar to route towards DVR.	

200507562	10/09/2005	EGTT : London (FIR)	Southport		G	Restrict ed area	PIPER	Reciprocating	1	Infringement of the Southport TRA. Later pilot phoned Blackpool stating being unaware of the TRA but, seeing the activity in the area, flew away from Southport.	
200507568	13/09/2005	EGTT : London (FIR)	Cardiff (CDF)		D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Cardiff CTR (Class D) by C182. A/c also blocked the frequency on two occasions. Standard separation maintained.	
200507639	14/09/2005	EGTT : London (FIR)	London-Gatwick - LGW	2 E	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a R44. Standard separation maintained. Pilot has been contacted by ATC and given appropriate advice. Pilot apologised for the incident.	Apparent poor pre-flight planning.
200507724	10/09/2005	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the London CTR (Class A) by an AS350. DVRSID departures were stopped.	Pilot admitted to the infringement. AS350 vacated CAS as soon as crew became aware of infringement and they subsequently telephoned ATC to apologise for their actions. ☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200507793	18/09/2005	EGTT : London (FIR)	London City - LCY	SE	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the London City CTR (Class D) by a C152. Traffic info was given to a C525, who obtained the a/c visually. Standard separation maintained.	Appropriate follow up action is to be taken by the flyingclub CFI.

200507793	18/09/2005	EGTT : London (FIR)	London City - LCY	SE	D	CTR	CESSNA	Turbofan	2	Alleged infringement of the London City CTR (Class D) by a C152. Traffic info was given to a C525, who obtained thea/c visually. Standard separation maintained.	Appropriate follow up action is to be taken by the flyingclub CFI.
200507804	17/09/2005	EGTT : London (FIR)	Trent (TNT)	W 5	A	TMA	PIPER	Reciprocating	1	Infringement of Manchester TMA (Class A) by PA28 at 7000ft. Inbound a/c were given traffic info and put onto headings. Pilot phoned and admitted to neglecting checking base of CAS.	
200507841	18/09/2005	EGTT : London (FIR)	Bournemouth	2 N	D	CTA	ROCKWELL	Reciprocating	1	Infringement of the Solent CTA (Class D) by a RC114, which had called Southampton for a transit, but was subsequently identified already inside CAS. Standard separation maintained.	
200507882	01/09/2005	EGTT : London (FIR)	Bournemouth	8 W	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Bournemouth CTR (Class D) by a PA28. Traffic information given. See also occ 200506683.	
200507910	22/09/2005	EGTT : London (FIR)	Manchester (MCT)		D	CTR	ROBINSON	Reciprocating	1	R22 called Manchester requesting a FIS for transit and cleared not above 1250ft. R22 subsequently infringed the Manchester CTR (Class D), was identified and told to fly North to leave CAS.	Standard separation maintained.

200507943	24/09/2005	EGTT : London (FIR)	Southampton (SAM)		D	CTA	OTHER	Reciprocating	1	Infringement of the Solent/Southampton CTA/CTR by an untraced Shadow aircraft. Traffic information given. Standard separation maintained.	
200507944	25/09/2005	EGTT : London (FIR)	Stansted	11 NE	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a C172. Standard separation maintained.	
200507945	24/09/2005	EGTT : London (FIR)	London-Gatwick - LGW	11 NE	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Gatwick CTA (Class D) by a PA28. Standard separation maintained. Appropriate action hasbeen taken by the Flying Club's CFI.	
200507946	25/09/2005	EGTT : London (FIR)	Stansted	6.5 S	D	CTR	PIPER	Reciprocating	1	PA28 allegedly twice infringed the Stansted CTR/CTA (Class D). Pilot stated being lost and attempting to return to Panshanger. Stansted westbound departures were stopped.	As at 7 Sep 2006, attempts to contact the PA28 operator had been unsuccessful.☐ CAA Closure: No further CAA action practicable.
200507947	24/09/2005	EGTT : London (FIR)	Stansted	SW	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a PA28. Subsequently PA28 was observed heading towards the Luton CTR and given a heading to remain outside CAS. Standard separation maintained.	

200507948	24/09/2005	EGTT : London (FIR)	Stansted	10 S	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28. Twoa/c inbound to R/W05 were given vectors to avoid the PA28. Standard separation maintained. Operator alerted to the incident.	
200507950	24/09/2005	EGTT : London (FIR)	Stansted	10 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172. Traffic info given to an inbound a/c. Standard separation maintained. Pilot has been given appropriate advice and apologises for the incident.	
200507953	24/09/2005	EGTT : London (FIR)	London-Gatwick - LGW	10SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28. Traffic info and vectors were given to a departing A320 to remain clear of PA28.	The pilot has subsequently discussed this event with the CFI (Chief Flying Instructor) and has been reminded of theimportance of accurate navigation around controlled airspace.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200507953	24/09/2005	EGTT : London (FIR)	London-Gatwick - LGW	10SE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28. Traffic info and vectors were given to a departing A320 to remain clear of PA28.	The pilot has subsequently discussed this event with the CFI (Chief Flying Instructor) and has been reminded of theimportance of accurate navigation around controlled airspace.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200507961	23/09/2005	EGTT : London (FIR)	Stansted		D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28. Pilot was on his first Navigational Cross Country sortie and was given assistance to destination. Traffic info given toan outbound A319.	

200507961	23/09/2005	EGTT : London (FIR)	Stansted		D	CTR	AIRBUS	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA28. Pilot was on his first Navigational Cross Country sortie and was given assistance to destination. Traffic info given toan outbound A319.	
200508056	25/09/2005	EGTT : London (FIR)	Oldham		D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by aPA28. Traffic info was given to an a/c operating in the area. Standard separation maintained.	
200508057	28/09/2005	EGTT : London (FIR)	Stansted		D	CTR	BELL	Reciprocating	1	Infringement of Stansted CTR (Class D) by a Bell 47. Departures were stopped. Pilot apologised for incident statingthat he was concentrating on engine overheat warnings. Appropriate ATC advice given.	
200508074	24/09/2005	EGTT : London (FIR)	Old Warden		G	ATZ	YAKOVLEV	Reciprocating	1	Infringement of Old Warden ATZ (Class G) by YAK 18 duringa notified air display. Two a/c were giving a display at the time of the incident.	Pilot subsequently admitted to and apologised for infringement, which was attributed to a failure to check the relevant NOTAM. Pilot advised of the importance of adequate pre-flight planning.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200508077	24/09/2005	EGTT : London (FIR)	Old Warden		G	Restrictedd area	PIPER	Reciprocating	1	Infringement of Old Warden Air Display Area by a PA28 during a notified air display. An a/c was giving a display atthe time of the incident.	PA28 pilot subsequently admitted to infringement and apologised for his actions. He had checked the NOTAMs, but failed to read the Old Warden Display NOTAM. Appropriate advice has been given concerning the importance of accurately checking the NOTAMs.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200508085	27/09/2005	EGTT : London (FIR)	Southend (SND)		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Southend ATZ by a R44 receiving a FIS. R44 called Southend Approach overhead airfield and in conflict with two other a/c.	Traffic information given by Southend ATC. Pilot has received appropriate advice by phone after landing.
200508103	25/09/2005	EGTT : London (FIR)	LOREL	10 N	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28. PA28 was informed that it was inside of CAS and told to descend. Standard separation maintained.	
200508111	29/09/2005	EGTT : London (FIR)	Birmingham	9 S	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of the Birmingham CTA (Class D) by C172. C172 had called ATC and instructed to remain outside CAS. Subsequently an a/c reported traffic showing on its TCAS and given traffic info.	
200508169	02/10/2005	EGTT : London (FIR)	Luton (LUT)	6 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C150. Traffic information and avoiding action given to a Learjet inbound to Luton whose approach was broken off.	Several attempts have been made to contact the C150 operator. However, as at 30 Jan 2006, no response had been received.☐ CAA Closure: No further CAA action practicable.
200508169	02/10/2005	EGTT : London (FIR)	Luton (LUT)	6 E	D	CTR	LEARJET	Turbofan	2	Infringement of the Luton CTR (Class D) by a C150. Traffic information and avoiding action given to a Learjet inbound to Luton whose approach was broken off.	Several attempts have been made to contact the C150 operator. However, as at 30 Jan 2006, no response had been received.☐ CAA Closure: No further CAA action practicable.

200508172	02/10/2005	EGTT : London (FIR)	Old Warden		G	ATZ	CESSNA	Reciprocating	1	Infringement of a temporary ATZ surrounding Old Warden Aerodrome by a C182 at an estimated 1500 feet.	The a/c could not be contacted at the time but 37 minuteslater it called and requested traffic information. The pilot then apologised for the earlier infringement stating that he had called several times on frequency 123.05 without response. When informed that the frequency had changed approximately 5 years ago the pilot stated he was using a 2002 flight guide.
200508173	02/10/2005	EGTT : London (FIR)	Old Warden		G	ATZ	JODEL	Reciprocating	1	Infringement of the temporary ATZ surrounding Old Warden Aerodrome for an air display. Jodel passed over R/W21 threshold on a westerly track at an estimated 2000 feet. Traffic information given.	
200508193	01/10/2005	EGTT : London (FIR)	London-Gatwick - LGW	NW	D	CTR		Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Schweizer269C. The a/c which was receiving FIS from Farnborough, was given appropriate instructions to vacate the CTR. Standard separation maintained.	
200508194	28/09/2005	EGTT : London (FIR)	Honiley (HON)	5 S	D	CTR	SOCATA	Reciprocating	1	Two infringements of the Birmingham CTR (Class D) by a TB10. Standard separation maintained.	The a/c was initially identified by the previous controller at altitude 2500 feet inside the Zone, 5 miles South ofHoniley. The pilot was instructed to descend and remain clear of Birmingham airspace, at which point it descended and turned back towards the South. The oncoming controller continued to monitor the a/c which had now turned back towards Honiley and climbed. The a/c intentions were requested with no response. On calling again, the pilot responded by saying that he was having problems with his radio. He was told that he was in CAS again without permission and was asked about his intentions. The a/c requested a routeing via HON and WAL but, due traffic, the pilot was instructed to fly a heading of 280 to remain clear of CAS. Once the a/c was clear of CAS, the pilot was asked to confirm that he had been instructed to remain clear by the previous controller. He responded that he was instructed to route via HON. The pilot was told that the controller concerned had heard the previous controller's instructions.
200508196	03/10/2005	EGTT : London (FIR)	Beaconsfield		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C182. Standard separation maintained. Heathrow northbound departures stopped.	The foreign registered a/c had planned IFR and was then instructed to descend clear of the Airway. It would appear at this point that Thames/SVFR were too busy to offer a service to the a/c.

200508204	02/10/2005	EGTT : London (FIR)	ALVIN		A		MOONEY	Reciprocating	1	Infringement of Class A airspace Airway L9, allegedly by a Mooney 20 at FL125. Considerable extra ATC workload/complexity resulted from this infringement.	Investigation progressed under 200506168. See also occs 200506092 and 200506598.
200508284	03/10/2005	EGTT : London (FIR)	Nottingham East Midlands	6.5 E	D	CTR	CESSNA	Reciprocating	1	Infringement of Nottingham East Midlands CTR/CTA (Class D) by C152 on solo qualifying cross country. Traffic info and avoiding action was given to inbound B767. Standard separation maintained.	Investigation confirmed that the relevant retraining has been specified by the Head of Training at the flying school involved. ☐ CAA Closure: No further CAA action required at this time.
200508284	03/10/2005	EGTT : London (FIR)	Nottingham East Midlands	6.5 E	D	CTR	BOEING	Turbofan	2	Infringement of Nottingham East Midlands CTR/CTA (Class D) by C152 on solo qualifying cross country. Traffic info and avoiding action was given to inbound B767. Standard separation maintained.	Investigation confirmed that the relevant retraining has been specified by the Head of Training at the flying school involved. ☐ CAA Closure: No further CAA action required at this time.
200508361	09/10/2005	EGTT : London (FIR)	Luton (LUT)	10 E	D	CTR	PIPER	Reciprocating	1	PA28 allegedly infringed the Luton CTR (Class D) and loststandard separation with an inbound C560, who was given traffic info and avoiding action. Appropriate advice will be given to the PA28 pilot.	
200508361	09/10/2005	EGTT : London (FIR)	Luton (LUT)	10 E	D	CTR	CESSNA	Turbofan	2	PA28 allegedly infringed the Luton CTR (Class D) and loststandard separation with an inbound C560, who was given traffic info and avoiding action. Appropriate advice will be given to the PA28 pilot.	

200508362	10/10/2005	EGTT : London (FIR)	Bagshot	2 N	A	TMA	ROBINSON	Reciprocating	1	R22 infringed the London CTR (Class A) and lost separation with a EC135. Traffic info given. ATC could hear the R22, but R22 could not hear ATC. Traffic info given to EC135.	A report from the low hour PPL indicates that due to poorpre-flight planning the became unsure of his position whilst inbound to a hotel site and put down in a field insidethe CTR. The appropriate lessons have been learnt by the pilot concerned.
200508362	10/10/2005	EGTT : London (FIR)	Bagshot	2 N	A	TMA	EUROCOPTER	Turboshaft	2	R22 infringed the London CTR (Class A) and lost separation with a EC135. Traffic info given. ATC could hear the R22, but R22 could not hear ATC. Traffic info given to EC135.	A report from the low hour PPL indicates that due to poorpre-flight planning the became unsure of his position whilst inbound to a hotel site and put down in a field insidethe CTR. The appropriate lessons have been learnt by the pilot concerned.
200508377	08/10/2005	EGTT : London (FIR)	Luton (LUT)	6-7 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 and unidentified a/c. An inbound C550 was given traffic info on both a/c. Standard separation maintained. Subsequently PA28apologised for the error.	
200508377	08/10/2005	EGTT : London (FIR)	Luton (LUT)	6-7 E	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by a PA28 and unidentified a/c. An inbound C550 was given traffic info on both a/c. Standard separation maintained. Subsequently PA28apologised for the error.	
200508388	30/09/2005	EGTT : London (FIR)	Salisbury Plain		G	Danger area	HUGHES	Turboshaft	1	VFR Hughes 500 at 250ft infringed active Danger Areas EG D125 (Larkhill), EG D126 (Bulford) and EG D128 (Everleigh), also Upavon and Netheravon ATZs during poor weather conditions.	As a result of this incident, Hughes 500 pilot has been given appropriate advice concerning pre-flight planning.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200508396	10/10/2005	EGTT : London (FIR)	Stansted	4E	D	CTR	ARV	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an ARV. Traffic info was given to an inbound BAe146, which was brokenoff the approach. Other a/c delayed. Standard separation maintained.	Investigation ascertained that ARV pilot decided to divert due to adverse weather (rain and clouds) and was unawarethat the infringement had taken place. He has been reminded of the importance of adequate pre-flight planning and remaining clear of CAS.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200508396	10/10/2005	EGTT : London (FIR)	Stansted	4E	D	CTR	BAE	Turbofan	4	Infringement of the Stansted CTR (Class D) by an ARV. Traffic info was given to an inbound BAe146, which was brokenoff the approach. Other a/c delayed. Standard separation maintained.	Investigation ascertained that ARV pilot decided to divert due to adverse weather (rain and clouds) and was unawarethat the infringement had taken place. He has been reminded of the importance of adequate pre-flight planning and remaining clear of CAS.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200508464	11/10/2005	EGTT : London (FIR)	Airway R41		A		AEROSPATIALE	Turboshaft	1	Alleged infringement of Airway R41 (Class A) by a SA350 receiving a LARS. SA350 was instructed to descend immediately to leave CAS, which it did. Standard separation maintained.	
200508473	13/10/2005	EGTT : London (FIR)	Shoeburyness		G	Danger area	PIPER	Reciprocating	1	Alleged infringement of active Danger Areas EG D138 and D138A (Shoeburyness) by PA32 at 3400ft during live gunnery firing. Danger Area D138 was active to 13000ft and D138A to 6000ft.	CAA Closure: Appropriate CAA action is to be taken as a result of this incident.
200508516	12/10/2005	EGTT : London (FIR)	Edenbridge		D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Gatwick CTR (Class D) by a C172. Standard separation maintained.	

200508519	14/10/2005	EGTT : London (FIR)	Stansted	NW	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a PA28. An inbound B737 being vectored for R/W05 was given traffic info and avoiding action. Standard separation maintained.	See 200608748.
200508519	14/10/2005	EGTT : London (FIR)	Stansted	NW	D	CTR	BOEING	Turbofan	2	Alleged infringement of the Stansted CTR (Class D) by a PA28. An inbound B737 being vectored for R/W05 was given traffic info and avoiding action. Standard separation maintained.	See 200608748.
200508559	15/10/2005	EGTT : London (FIR)	London-Gatwick - LGW	18 SE	A	TMA	PIPER	Reciprocating	1	Alleged infringement of the London TMA (Class A) 18nm Southeast of Gatwick by a PA28 at an indicated 4800 ft. Traffic info given. Standard separation maintained.	
200508572	16/10/2005	EGTT : London (FIR)	Northolt	6nm ENE	A	CTR	OTHER	Reciprocating	1	Infringement of London Control Zone causing disruption tonorthbound departures for 90 seconds. The pilot had only 'low hours' experience and had become lost in reduced visibility.	Unknown traffic was observed entering the London Control Zone northeast corner on a 7000 squawk, Mode C indicating 1700 QNH. The unknown aircraft was on a south-westerly track so the LHR northbound departures from R/W 09R were stopped and NE DEPS were also advised as other traffic was in the vicinity. The unknown aircraft then turned away northbound and exited the zone. LHR northbound departures were re-commenced 90 seconds after they had been stopped. The unknown aircraft eventually landed at Elstree and was identified. Investigation found that the pilot had only 'low hours' experience and had become lost near Elstree during a period of reduced visibility. Consequently, the aircraft infringed controlled airspace. The pilot has been reminded of the serious consequences of infringing controlled airspace and has since undertaken further local area familiarisation flights.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200508609	14/10/2005	EGTT : London (FIR)	Manchester (MCT)	SSW	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by aPA28. Two inbound a/c were given traffic info and were slightly delayed whilst maintaining lateral separation.	

200508611	14/10/2005	EGTT : London (FIR)	ORTAC	15 NE	A		PIPER	Reciprocating	1	Alleged infringement of Airway N866 (Class A) by a PA28. Standard separation maintained.	See also 200506759.
200508635	19/09/2005	EGTT : London (FIR)	Sherburn in Elmet		G	ATZ	CESSNA	Turboprop	2	UK AIRPROX 187/2005 - PA28 and a Cessna 441 overhead Sherburn at 1500ft.	The C441, a 'Calibrator' in contact with Church Fenton, had been expected to turn left on going around (as it had done during a previous go-around), but turned right and consequently flew through the Sherburn ATZ whilst the PA28 was carrying out a standard overhead join. PA28 took appropriate evasive action. □ CAA Closure: The hazard is adequately controlled by the actions stated above. This AIRPROX hasbeen subject to a separate review by the United Kingdom AIRPROX Board (UKAB). See UKAB Report 187/05.
200508635	19/09/2005	EGTT : London (FIR)	Sherburn in Elmet		G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 187/2005 - PA28 and a Cessna 441 overhead Sherburn at 1500ft.	The C441, a 'Calibrator' in contact with Church Fenton, had been expected to turn left on going around (as it had done during a previous go-around), but turned right and consequently flew through the Sherburn ATZ whilst the PA28 was carrying out a standard overhead join. PA28 took appropriate evasive action. □ CAA Closure: The hazard is adequately controlled by the actions stated above. This AIRPROX hasbeen subject to a separate review by the United Kingdom AIRPROX Board (UKAB). See UKAB Report 187/05.
200508679	20/10/2005	EGTT : London (FIR)	Stansted	6 NE	D	CTR	WESTLAND	Turboshaft	1	Alleged infringement of the Stansted CTR (Class D) by a Gazelle. An inbound Gulfstream 4 was given traffic info andvectors around the Gazelle onto the ILS to maintain standard separation.	
200508679	20/10/2005	EGTT : London (FIR)	Stansted	6 NE	D	CTR	GULFSTREAM	Turbofan	2	Alleged infringement of the Stansted CTR (Class D) by a Gazelle. An inbound Gulfstream 4 was given traffic info andvectors around the Gazelle onto the ILS to maintain standard separation.	

200508680	20/10/2005	EGTT : London (FIR)	Luton (LUT)	5 S	D	CTR	PIPER	Reciprocating	1	PA28R unsure of its position infringed the Luton CTR. An inbound a/c's approach was discontinued to maintain separation. PA28 called LTCC and was given navigational assistance.	After landing, PA28 pilot telephoned LTCC and explained that he had become uncertain of his position and requested help from Biggin Hill. Pilot thought he had positively identified Biggin Hill, but was then advised it was Luton. Biggin had turned the a/c and instructed it to contact LTCC.ATC advised pilot that if there should be a similar incident the he should consider calling D&D.
200508680	20/10/2005	EGTT : London (FIR)	Luton (LUT)	5 S	D	CTR	UNKNOWN	Unknown		PA28R unsure of its position infringed the Luton CTR. An inbound a/c's approach was discontinued to maintain separation. PA28 called LTCC and was given navigational assistance.	After landing, PA28 pilot telephoned LTCC and explained that he had become uncertain of his position and requested help from Biggin Hill. Pilot thought he had positively identified Biggin Hill, but was then advised it was Luton. Biggin had turned the a/c and instructed it to contact LTCC.ATC advised pilot that if there should be a similar incident the he should consider calling D&D.
200508762	23/10/2005	EGTT : London (FIR)	Stansted	14 NE	A	TMA	MOONEY	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a Mooney. Standard separation maintained.	
200508765	22/10/2005	EGTT : London (FIR)	Stansted		D	CTA	WESTLAND	Turboshaft	1	Alleged infringement of the Luton CTA (Class D) and the Stansted CTA/CTR (Class D) by a Gazelle. Traffic info passed and Stansted stopped their departures. Standard separation maintained.	CAA Closure: Appropriate CAA action is to be taken as a result of this incident.
200508791	23/10/2005	EGTT : London (FIR)	Luton (LUT)	2 WSW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C150 that had called ATC asking for assistance in finding its position. A/c located inside CAS and given a heading to leave CAS to its destination.	

200508818	23/10/2005	EGTT : London (FIR)	Nottingham East Midlands	11 N	D	CTA	PIPER	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a PA28 that became lost during deteriorating weather and called D&D. Pilot phoned and apologised. Traffic info was given to inbound B757.	
200508818	23/10/2005	EGTT : London (FIR)	Nottingham East Midlands	11 N	D	CTA	BOEING	Turbofan	2	Infringement of the Nottingham East Midlands CTA (Class D) by a PA28 that became lost during deteriorating weather and called D&D. Pilot phoned and apologised. Traffic info was given to inbound B757.	
200508958	21/10/2005	EGTT : London (FIR)	Cheltenham	10SE	A		AVIONS ROBIN	Reciprocating	1	R2112 infringed the Purple Airspace (Class A) and lost separation with a military a/c. Traffic info was given.	The pilot was conducting a trial lesson and forgot the presence of the Purple Airspace. The pilot has been made aware of the seriousness of this infringement and given appropriate advice to avoid recurrence.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200508958	21/10/2005	EGTT : London (FIR)	Cheltenham	10SE	A		OTHER	Unknown		R2112 infringed the Purple Airspace (Class A) and lost separation with a military a/c. Traffic info was given.	The pilot was conducting a trial lesson and forgot the presence of the Purple Airspace. The pilot has been made aware of the seriousness of this infringement and given appropriate advice to avoid recurrence.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200509007	27/10/2005	EGTT : London (FIR)	Southampton (SAM)	8 N	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of the Solent CTA (Class D) by a C172. Traffic info and avoiding action was given to two DHC8sinbound to Southampton. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.

200509007	27/10/2005	EGTT : London (FIR)	Southampton (SAM)	8 N	D	CTA	DE HAVILLAND	Turboprop	2	Alleged infringement of the Solent CTA (Class D) by a C172. Traffic info and avoiding action was given to two DHC8sinbound to Southampton. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200509077	01/11/2005	EGTT : London (FIR)	Bristol International	9 ESE	D	CTR	ROBINSON	Reciprocating	1	Alleged infringement of the Bristol CTA (Class D) by an R22. Two inbound a/c were given traffic info and shortened circuits to achieve 3nms separation.	
200509085	01/11/2005	EGTT : London (FIR)	Fairoaks	NW	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28. Traffic information given. The a/c had originally called for a Zone transit, which had been refused due traffic.	Separation lost with a helicopter inbound to Fairoaks.
200509085	01/11/2005	EGTT : London (FIR)	Fairoaks	NW	A	CTR	OTHER	Other		Infringement of the Heathrow CTR (Class A) by a PA28. Traffic information given. The a/c had originally called for a Zone transit, which had been refused due traffic.	Separation lost with a helicopter inbound to Fairoaks.
200509087	29/10/2005	EGTT : London (FIR)	St Helens		D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Liverpool CTR (Class D) by a PA28R. Traffic information given. Standard separation maintained.	The a/c had called Liverpool requesting a transit, which had been refused due to traffic. Subsequently a return, believed to be the a/c, was observed over St Helens, a town within the CTR. When advised that ATC thought he was in the zone the pilot responded "sorry, turning to the North". The pilot later advised ATC that he was abandoning his cross country flight and returning to Barton.

200509089	29/10/2005	EGTT : London (FIR)	Burtonwood	2 W	D	CTR	PIPER	Reciprocating	1	Infringement of Liverpool CTR (Class D) by a PA28. The a/c called and was told to stand by. The controller then subsequently identified the a/c already within the CTR.	The pilot was reminded of the requirement to ROCAS until cleared in by ATC. Standard separation maintained.
200509113	01/11/2005	EGTT : London (FIR)	CHASE	8 NNW	A		CESSNA	Reciprocating	1	Alleged infringement of the Daventry CTA (Class A) by a C175 and a Bulldog working the London FIR. A/c were operating in the path of Birmingham outbounds, but no a/c were airborne at this time.	
200509113	01/11/2005	EGTT : London (FIR)	CHASE	8 NNW	A		SCOTTISH AVIATION	Reciprocating	1	Alleged infringement of the Daventry CTA (Class A) by a C175 and a Bulldog working the London FIR. A/c were operating in the path of Birmingham outbounds, but no a/c were airborne at this time.	
200509229	08/11/2005	EGTT : London (FIR)	Luton (LUT)	10 W	D	CTR	ROCKWELL	Reciprocating	1	Infringement of the Luton CTR (Class D) by a RC114B. Traffic info and avoiding action given. All departures were stopped and four a/c were delayed. Standard separation maintained.	As at 7 Sep 2006, attempts to contact the RC114B operatorhad been unsuccessful.☐ CAA Closure: No further CAA action practicable.
200509229	08/11/2005	EGTT : London (FIR)	Luton (LUT)	10 W	D	CTR	FOKKER	Turbofan	2	Infringement of the Luton CTR (Class D) by a RC114B. Traffic info and avoiding action given. All departures were stopped and four a/c were delayed. Standard separation maintained.	As at 7 Sep 2006, attempts to contact the RC114B operatorhad been unsuccessful.☐ CAA Closure: No further CAA action practicable.

200509238	04/11/2005	EGTT : London (FIR)	London-Heathrow - LHR	8 WNW	A	CTR	CESSNA	Reciprocating	1	Alleged infringement of the London CTR (Class A). Heathrow departures were stopped and a B747 was given traffic info. Standard separation lost.	Appropriate CAA action is being taken as a result of thisincident.
200509238	04/11/2005	EGTT : London (FIR)	London-Heathrow - LHR	8 WNW	A	CTR	BOEING	Turbofan	4	Alleged infringement of the London CTR (Class A). Heathrow departures were stopped and a B747 was given traffic info. Standard separation lost.	Appropriate CAA action is being taken as a result of thisincident.
200509240	03/11/2005	EGTT : London (FIR)	Stansted	NE	D	CTA	SOCATA	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a TB20. Traffic info was given to an inbound airliner. Standard separation maintained.	
200509272	09/11/2005	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C172. All Heathrow departures were stopped. Standard separation maintained.	CAA Closure: Appropriate CAA action is to be taken as a result of this incident.
200509290	09/11/2005	EGTT : London (FIR)	London-Gatwick - LGW	10 S	A	TMA	PIPER	Reciprocating	1	PA28 allegedly infringed the London TMA (Class A) and lost standard separation with a B737 inbound to Gatwick. Traffic info and avoiding action was given to B737.	The operator of the PA28 has been fully alerted to this incident and has taken extensive remedial action.

200509290	09/11/2005	EGTT : London (FIR)	London-Gatwick - LGW	10 S	A	TMA	BOEING	Turbofan	2	PA28 allegedly infringed the London TMA (Class A) and lost standard separation with a B737 inbound to Gatwick. Traffic info and avoiding action was given to B737.	The operator of the PA28 has been fully alerted to this incident and has taken extensive remedial action.
200509291	09/11/2005	EGTT : London (FIR)	London-Gatwick - LGW	4.5 E	D	CTR	ROBINSON	Reciprocating	1	Alleged infringement of the Gatwick CTR (Class D) by a R22. An inbound a/c was extended on base leg. Standard separation maintained.	The operator of the R22 has been identified and has been fully alerted to the incident.
200509291	09/11/2005	EGTT : London (FIR)	London-Gatwick - LGW	4.5 E	D	CTR	AIRBUS	Turbofan	2	Alleged infringement of the Gatwick CTR (Class D) by a R22. An inbound a/c was extended on base leg. Standard separation maintained.	The operator of the R22 has been identified and has been fully alerted to the incident.
200509381	23/10/2005	EGTT : London (FIR)	Manchester (MCT)		D	CTR	BOEING	Turbofan	2	UK AIRPROX 197/2005 - B737 and a Hughes 500 at ManchesterAirport at 1800ft.	B737 on ILS approach to R/W24R at 2000ft received/complied with a TCAS RA of monitor vertical speed. B737 had no visual contact and subsequently continued the approach. The Hughes 500 pilot entered the Manchester CTR without clearance and then did not comply with ATC instructions and flewinto conflict with the B737.□ CAA Closure: The pilot has been fully alerted to the findings of the UKAB review of this AIRPROX. No further CAA action at this time.
200509381	23/10/2005	EGTT : London (FIR)	Manchester (MCT)		D	CTR	HUGHES	Turboshaft	1	UK AIRPROX 197/2005 - B737 and a Hughes 500 at ManchesterAirport at 1800ft.	B737 on ILS approach to R/W24R at 2000ft received/complied with a TCAS RA of monitor vertical speed. B737 had no visual contact and subsequently continued the approach. The Hughes 500 pilot entered the Manchester CTR without clearance and then did not comply with ATC instructions and flewinto conflict with the B737.□ CAA Closure: The pilot has been fully alerted to the findings of the UKAB review of this AIRPROX. No further CAA action at this time.

200509419	05/11/2005	EGTT : London (FIR)	Halton		G	ATZ	PZL OKECIE	Reciprocating	1	Alleged infringement of RAF Halton Air Cadets Gliding Site ATZ by a PZL-Koliber. A/c was on a delivery flight and pilot was unfamiliar with the avionics set up. Pilot apologised for the incident.	
200509439	14/11/2005	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	PIPER	Reciprocating	1	PA28 infringed the Nottingham East Midlands CTR (Class D). An inbound Jetstream 41 was given traffic info. Standardseparation maintained. Pilot phoned after landing and apologised for the incident.	Pilot of PA28 that infringed the Nottingham East MidlandsCTR (Class D) phoned after landing stating that he was blown off track after PA28 departed Tatenhill; also, on selecting Nottingham East Midlands frequency he could hear ATC's blind transmissions, but could not communicate with ATC.
200509439	14/11/2005	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	BAE	Turboprop	2	PA28 infringed the Nottingham East Midlands CTR (Class D). An inbound Jetstream 41 was given traffic info. Standardseparation maintained. Pilot phoned after landing and apologised for the incident.	Pilot of PA28 that infringed the Nottingham East MidlandsCTR (Class D) phoned after landing stating that he was blown off track after PA28 departed Tatenhill; also, on selecting Nottingham East Midlands frequency he could hear ATC's blind transmissions, but could not communicate with ATC.
200509442	16/11/2005	EGTT : London (FIR)	Biggin (BIG)		A	CTR	ROBINSON	Reciprocating	1	R44 infringed the London CTR (Class A) and subsequently landed at Biggin Hill prior to opening and whilst airfield inspection/checks were being carried out.	R44 pilot subsequently admitted to infringement, having failed to allow for a strong tail wind and momentarily becoming uncertain of his position. On realising that he had infringed the London CTR, he left immediately by the most direct track. R44 then arrived earlier than expected at Biggin Hill (again attributed to strong tail wind), when the pilot incorrectly decided to land before the published opening time with the intention of explaining his actions to the controller after landing. Pilot has apologised and been reminded of the importance of remaining clear of CAS andalso of complying with the Rules of the Air.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200509444	13/11/2005	EGTT : London (FIR)	London-Heathrow - LHR	4 NW	A	CTR	CESSNA	Reciprocating	1	C172 infringed the London CTR (Class A) and lost separation with an IL96 that had departed R/W27R. Departures from R/W27R were stopped.	Appropriate CAA action is being taken as a result of thisincident.

200509444	13/11/2005	EGTT : London (FIR)	London-Heathrow - LHR	4 NW	A	CTR	ILYUSHIN	Turbofan	4	C172 infringed the London CTR (Class A) and lost separation with an IL96 that had departed R/W27R. Departures from R/W27R were stopped.	Appropriate CAA action is being taken as a result of thisincident.
200509517	17/11/2005	EGTT : London (FIR)	Shoeburyness		G	Danger area	BEECH	Reciprocating	1	Infringement of active Danger Area EG D138 (Shoeburyness)by a formation of a Beech 17 and a Yak 52 on a photo detail. Pilot of Yak 52 was not aware that D138 was active.	Yak 52 pilot subsequently admitted to infringement, having mistaken the Airway base as the base of the Danger Area.He has been advised on map reading techniques.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200509517	17/11/2005	EGTT : London (FIR)	Shoeburyness		G	Danger area	YAKOVLEV	Reciprocating	1	Infringement of active Danger Area EG D138 (Shoeburyness)by a formation of a Beech 17 and a Yak 52 on a photo detail. Pilot of Yak 52 was not aware that D138 was active.	Yak 52 pilot subsequently admitted to infringement, having mistaken the Airway base as the base of the Danger Area.He has been advised on map reading techniques.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200509537	18/11/2005	EGTT : London (FIR)	Stansted	12 NE	A	TMA	PIPER	Reciprocating	1	Alleged infringement of the London TMA (Class A), 12nm Northeast of Stansted by a PA28. Standard separation maintained.	
200509575	18/11/2005	EGTT : London (FIR)	Haverhill	SW	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a PA28. Standard separation maintained.	

200509576	19/11/2005	EGTT : London (FIR)	White Waltham		A	CTR	PIPER	Reciprocating	1	Infringement of the London Heathrow CTR (Class A) by a PA28. Standard separation maintained. Subsequently pilot phoned and apologised for the incident.	
200509577	19/11/2005	EGTT : London (FIR)	London-Gatwick - LGW	14 SW	A	TMA	YAKOVLEV	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a YAK18. Traffic info was given to a B737 inbound to Gatwick. Standard separation maintained.	
200509577	19/11/2005	EGTT : London (FIR)	London-Gatwick - LGW	14 SW	A	TMA	BOEING	Turbofan	2	Alleged infringement of the London TMA (Class A) by a YAK18. Traffic info was given to a B737 inbound to Gatwick. Standard separation maintained.	
200509580	20/11/2005	EGTT : London (FIR)	Doncaster Sheffield	1W	G	ATZ	WESTLAND	Turboshaft	1	Infringement of Doncaster ATZ by unidentified Gazelle at 1000ft, 1nm west of Doncaster.	
200509656	18/11/2005	EGTT : London (FIR)	Manchester (MCT)		D	CTR	CESSNA	Reciprocating	1	C152 left the low level corridor and infringed the Manchester CTR (Class D) airspace. Standard separation maintained.	

200509794	27/11/2005	EGTT : London (FIR)	Bristol International	5E	D	CTA	GROB	Reciprocating	1	Alleged infringement of Bristol CTA (Class D) by a G115. Traffic info was given to an inbound a/c. Standard separation maintained.	
200509794	27/11/2005	EGTT : London (FIR)	Bristol International	5E	D	CTA	UNKNOWN	Unknown		Alleged infringement of Bristol CTA (Class D) by a G115. Traffic info was given to an inbound a/c. Standard separation maintained.	
200509816	05/08/2005	EGTT : London (FIR)	GURLU	N	A		CESSNA	Reciprocating	1	Alleged infringement of the Worthing CTA (Class A) by a C182 at FL85. C182 called FIS and after checking, was told to descend to FL74 or below to remain clear of CAS. Standard separation maintained.	
200509883	29/11/2005	EGTT : London (FIR)	Stansted	10SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2400ft. Traffic info and avoiding action was given to an inbound C560 and an A319. Separation was lost.	See also 200407591. Investigation ascertained that the PA28 pilot experienced a radio failure and subsequently landed non-radio at Elstree. The pilot discussed this occurrence with his CFI and, additionally, has undertaken a dual flight with his CFI.☐ CAA Closure: The hazard is adequatelycontrolled by existing requirements, procedures and documentation.
200509883	29/11/2005	EGTT : London (FIR)	Stansted	10SW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 at 2400ft. Traffic info and avoiding action was given to an inbound C560 and an A319. Separation was lost.	See also 200407591. Investigation ascertained that the PA28 pilot experienced a radio failure and subsequently landed non-radio at Elstree. The pilot discussed this occurrence with his CFI and, additionally, has undertaken a dual flight with his CFI.☐ CAA Closure: The hazard is adequatelycontrolled by existing requirements, procedures and documentation.

200509964	04/12/2005	EGTT : London (FIR)	Stansted				CESSNA	Reciprocating	1	Aircraft attempted to land at wrong airfield, having mistaken Stansted for Cambridge. Student pilot briefed accordingly by CFI.	The subject aircraft was VFR inbound to Cambridge and hadbeen instructed to carry out a standard overhead join forR/W23 LH. A Cessna 172 (C172) was also joining the overhead at that time and traffic information was passed. The subject aircraft did not call descending dead side and the next call received from the pilot was downwind. ATC instructed the pilot to call final nr1 but the aircraft was not visual and had not activated the DF. The C172 was also not visual with the aircraft. The subject aircraft's position was requested numerous times before being advised that he was not in the Cambridge circuit. Stansted then phoned to advise that the aircraft was there and had been instructedto go around. Investigation concluded that the a/c was being piloted by a student who had mistaken Stansted for Cambridge. A full debrief was undertaken by the student's CFland relevant en-route ATC units. □ CAA Closure: No furtherCAA action practicable.
200509990	04/12/2005	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Alleged infringement of Luton CTR (Class D) by unidentified PA28 at unknown altitude. Two departing a/c were vectored around the PA28 and then departures stopped until PA28 vacated CAS.	
200510026	04/12/2005	EGTT : London (FIR)	London-Gatwick - LGW	7 W	D	CTR	JABIRU	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Jabiru pilot using a GPS and flying close to the zone boundary. An outbound B757 was vectored early off the SAM SID to obtain standard separation.	Pilot has been alerted to the incident.
200510026	04/12/2005	EGTT : London (FIR)	London-Gatwick - LGW	7 W	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a Jabiru pilot using a GPS and flying close to the zone boundary. An outbound B757 was vectored early off the SAM SID to obtain standard separation.	Pilot has been alerted to the incident.
200510161	10/12/2005	EGTT : London (FIR)	Stansted	10 NE	D	CTR	CESSNA	Reciprocating	1	C152 on a cross country exercise became lost and infringed the Stansted CTR (Class D), subsequently losing separation with an inbound B737. C152 was given navigational assistance.	Student pilot on solo cross country flight. Training organisation instructed to give at least 4 more hours of remedial training prior to next solo navigation flight. □ CAA Closure: No further CAA action practicable.

200510161	10/12/2005	EGTT : London (FIR)	Stansted	10 NE	D	CTR	BOEING	Turbofan	2	C152 on a cross country exercise became lost and infringed the Stansted CTR (Class D), subsequently losing separation with an inbound B737. C152 was given navigational assistance.	Student pilot on solo cross country flight. Training organisation instructed to give at least 4 more hours of remedial training prior to next solo navigation flight. ☐ CAA Closure: No further CAA action practicable.
200510166	28/11/2005	EGTT : London (FIR)	Portsmouth		G	Danger area	YAKOVLEV	Reciprocating	1	Infringement of active Danger Areas EG D036 and D038 (Portsmouth) by a Yak 18 at 2000ft that had encountered icing conditions and elected to remain VFR. Pilot phoned and apologised for the incident.	
200510356	14/12/2005	EGTT : London (FIR)	Manchester Barton A/F		G	ATZ	CESSNA	Reciprocating	1	Alleged infringement of the Manchester Barton ATZ (Class G) by a Cessna 206. Standard separation maintained.	
200510384	18/12/2005	EGTT : London (FIR)	London-Gatwick - LGW	W	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Gatwick CTA (Class D) by a PA28. A departing A319 was given a heading off the SID to maintain standard separation.	
200510384	18/12/2005	EGTT : London (FIR)	London-Gatwick - LGW	W	D	CTA	AIRBUS	Turbofan	2	Alleged infringement of the Gatwick CTA (Class D) by a PA28. A departing A319 was given a heading off the SID to maintain standard separation.	

200510385	17/12/2005	EGTT : London (FIR)	Banstead	2.5 NE	A	CTR	GRUMMAN	Reciprocating	1	Infringement of the London CTR (Class A) by an AA5 at 2000ft. All Heathrow Southbound departures were stopped until a/c was clear of CAS.	Investigation ascertained that the pilot mis-selected the 278 Radial from Biggin Hill VOR, instead of the 268 Radial. He realised his error after setting up box two on Ockham, but had already infringed the Southeast corner of the CTR. The pilot is now aware of the importance of accurate navigation, particularly around CAS, and has been reminded of the serious consequences of infringing CAS.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200510393	18/12/2005	EGTT : London (FIR)	Gravesend	W	A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a C172. Traffic info and avoiding action was given to an RJ85 inbound to London City. Standard separation maintain.	See also occ 200800990, 200602816, 200509852. Operator alerted.
200510393	18/12/2005	EGTT : London (FIR)	Gravesend	W	A	TMA	BAE	Turbofan	4	Alleged infringement of the London TMA (Class A) by a C172. Traffic info and avoiding action was given to an RJ85 inbound to London City. Standard separation maintain.	See also occ 200800990, 200602816, 200509852. Operator alerted.
200510394	19/12/2005	EGTT : London (FIR)	Bovingdon (BNN)	3N	A	TMA	SLINGSBY	Reciprocating	1	Infringement of the LTMA and Stansted CTR (Class D) by a Slingsby T67. Disruption caused to air traffic. A/c subsequently diverted to Cambridge. Separation lost	Investigation established that the Slingsby T67 was captained by a solo student pilot on a syllabus solo navigation sortie along a pre-planned standard navigation route. The pilot subsequently became lost at some point around the first turning point on the low level phase and, despite attempting to resolve the issue using training fixes, he infringed CAS. The pilot was properly prepared and authorised for the sortie and the route was not particularly complex, with its closest point to CAS being 9nm. It was ascertained that the pilot did not formally announce to ATC that he was lost, but merely obtained steers and training fixes as he tried to recover the situation. D&D took charge when the pilot called within CAS. Positive action has been taken to ensure that this type of incident does not occur again.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200510441	21/12/2005	EGTT : London (FIR)	Cardiff (CDF)		D	CTA	ROBINSON	Reciprocating	1	Alleged infringement of the Cardiff CTA (Class D) by a R44. An a/c that had departed R/W30 was given an avoiding turn to maintain separation.	

200510441	21/12/2005	EGTT : London (FIR)	Cardiff (CDF)		D	CTA	UNKNOWN	Unknown		Alleged infringement of the Cardiff CTA (Class D) by a R44. An a/c that had departed R/W30 was given an avoiding turn to maintain separation.	
200510617	20/12/2005	EGTT : London (FIR)	Luton (LUT)	5 SW	D	CTR	ROBINSON	Reciprocating	1	Alleged infringement of the Luton CTR (Class D) by a R44.An outbound a/c was taken off the SID. Standard separation maintained.	
200510618	27/12/2005	EGTT : London (FIR)	Luton (LUT)	SW	D	CTA	MOONEY	Reciprocating	1	Mooney 20J infringed the Luton CTA (Class D) and lost separation with an inbound B737, which was given traffic info.	Mooney 20J pilot subsequently admitted to and apologised for the infringement. He was flying an unfamiliar route due to poor weather being forecast along his normal route. However, it transpired that the weather was also bad along this route, with snow, freezing rain and icing apparent. The a/c was flown at varying altitudes between 1000-6000ft to avoid cloud as much as possible and to prevent icing. Despite this, significant ice build up was observed on the wings and brief frosting of the windscreen evident. The pilot's attempts to avoid bad weather, and concern at the ice build up, resulted in an increase in the workload and contributed to the error and subsequent infringement of the Luton CTA. Pilot has been reminded of the importance of adequate pre-flight planning.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200510618	27/12/2005	EGTT : London (FIR)	Luton (LUT)	SW	D	CTA	BOEING	Turbofan	2	Mooney 20J infringed the Luton CTA (Class D) and lost separation with an inbound B737, which was given traffic info.	Mooney 20J pilot subsequently admitted to and apologised for the infringement. He was flying an unfamiliar route due to poor weather being forecast along his normal route. However, it transpired that the weather was also bad along this route, with snow, freezing rain and icing apparent. The a/c was flown at varying altitudes between 1000-6000ft to avoid cloud as much as possible and to prevent icing. Despite this, significant ice build up was observed on the wings and brief frosting of the windscreen evident. The pilot's attempts to avoid bad weather, and concern at the ice build up, resulted in an increase in the workload and contributed to the error and subsequent infringement of the Luton CTA. Pilot has been reminded of the importance of adequate pre-flight planning.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200510646	21/12/2005	EGTT : London (FIR)	Southampton (SAM)	9 SW	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Solent CTA (Class D) by a PA28R. Traffic info was given to the PA28R and a DHC8 inboundto Southampton that was broken off the approach.	Appropriate CAA action is being taken as a result of thisincident.

200510646	21/12/2005	EGTT : London (FIR)	Southampton (SAM)	9 SW	D	CTA	DE HAVILLAND	Turboprop	2	Alleged infringement of the Solent CTA (Class D) by a PA28R. Traffic info was given to the PA28R and a DHC8 inboundto Southampton that was broken off the approach.	Appropriate CAA action is being taken as a result of thisincident.
200510667	22/12/2005	EGTT : London (FIR)	Nottingham East Midlands	7 E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Nottingham East Midlands CTR/CTA (Class D) by a C172. Standard separation maintained.	
200510689	31/12/2005	EGTT : London (FIR)	Luton (LUT)	8 NW	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Luton CTR (Class D) by a PA28. Traffic info was given. Standard separation maintained.	See also occ 200401757.
200600044	02/01/2006	EGTT : London (FIR)	Stansted	5 NE BPK VOR	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a PA32R at 2400ft. An inbound a/c was given traffic info and radar headings. Standard separation maintained.	
200600044	02/01/2006	EGTT : London (FIR)	Stansted	5 NE BPK VOR	D	CTA	UNKNOWN	Unknown		Alleged infringement of the Stansted CTA (Class D) by a PA32R at 2400ft. An inbound a/c was given traffic info and radar headings. Standard separation maintained.	

200600246	12/01/2006	EGTT : London (FIR)	Luton (LUT)	7E	D	CTR	PIPER	Reciprocating	1	PA28 unsure of its position, infringed the Luton CTR (Class D) and lost separation with inbound B737. B737 was given traffic info and avoiding action. PA28 was subsequently escorted back to its base.	
200600246	12/01/2006	EGTT : London (FIR)	Luton (LUT)	7E	D	CTR	BOEING	Turbofan	2	PA28 unsure of its position, infringed the Luton CTR (Class D) and lost separation with inbound B737. B737 was given traffic info and avoiding action. PA28 was subsequently escorted back to its base.	
200600380	13/01/2006	EGTT : London (FIR)	Manchester Barton A/F	1SW	G	ATZ	AGUSTA	Turboshaft	2	Agusta A109E cleared to pass north of Barton aerodrome, however, a/c observed going against active circuit traffic within ATZ, south west of airfield.	
200600380	13/01/2006	EGTT : London (FIR)	Manchester Barton A/F	1SW	G	ATZ	CESSNA	Reciprocating	1	Agusta A109E cleared to pass north of Barton aerodrome, however, a/c observed going against active circuit traffic within ATZ, south west of airfield.	
200600423	21/01/2006	EGTT : London (FIR)	Daventry (DTY)	12W	A		BOEING	Turbofan	2	UK AIRPROX 8/2006 - B737 and a Robin R 2160 infringing Class A airspace, 12nm West of the DTY VOR at FL50. Traffic info and avoiding action given. B737 received a TCAS RA.	STCA/SMF activated. The Robin pilot, whilst conducting aerobatics, appears to have inadvertently entered CAS without a clearance. The pilot has decided that in future he will perform his aerobatics in airspace that is further away from CAS.☐ CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

200600423	21/01/2006	EGTT : London (FIR)	Daventry (DTY)	12W	A		AVIONS ROBIN	Reciprocating	1	UK AIRPROX 8/2006 - B737 and a Robin R 2160 infringing Class A airspace, 12nm West of the DTY VOR at FL50. Traffic info and avoiding action given. B737 received a TCAS RA.	STCA/SMF activated. The Robin pilot, whilst conducting aerobatics, appears to have inadvertently entered CAS without a clearance. The pilot has decided that in future he will perform his aerobatics in airspace that is further away from CAS.☐ CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200600480	21/01/2006	EGTT : London (FIR)	London City - LCY	3 NE	D	CTR	UNKNOWN	Unknown		Infringement of the London City CTR (Class D) by unidentified a/c. Traffic info was given to a TB20.	
200600480	21/01/2006	EGTT : London (FIR)	London City - LCY	3 NE	D	CTR	SOCATA	Reciprocating	1	Infringement of the London City CTR (Class D) by unidentified a/c. Traffic info was given to a TB20.	
200600509	23/01/2006	EGTT : London (FIR)	Lambourne (LAM)	6 SE	A	TMA	CIRRUS	Reciprocating	1	SR20 allegedly infringed the London TMA (Class A) and lost separation with a C560, who was given traffic info and avoiding action. Also, all London City departures were suspended. STCA activated.	Owner was requested to provide further information but, as at 20 Sep 2006, had not done so. FAA advised accordingly. ☐ CAA Closure: No further CAA action practicable due to elapsed time.
200600509	23/01/2006	EGTT : London (FIR)	Lambourne (LAM)	6 SE	A	TMA	CESSNA	Turbofan	2	SR20 allegedly infringed the London TMA (Class A) and lost separation with a C560, who was given traffic info and avoiding action. Also, all London City departures were suspended. STCA activated.	Owner was requested to provide further information but, as at 20 Sep 2006, had not done so. FAA advised accordingly. ☐ CAA Closure: No further CAA action practicable due to elapsed time.

200600515	21/01/2006	EGTT : London (FIR)	Luton (LUT)	7SW	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Luton CTR (Class D) by a C172, that was in direct conflict with all R/W26 departures. Tower advised and departures were stopped.	Analysis of the GPS unit data file provided by the pilot of the identified a/c, indicated that the a/c did not infringe the Luton CTR as alleged. See also 200509997.□ CAA Closure: No further CAA action practicable.
200600639	22/01/2006	EGTT : London (FIR)	Southampton (SAM)	6 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 (believed). No traffic was affected by this incident.	
200600715	29/01/2006	EGTT : London (FIR)	Ascot		A	CTR	PIPER	Reciprocating	1	Alleged infringement of the London CTR (Class A) by a PA28. Heathrow CPT SIDs were suspended and traffic info was passed to a helicopter operating in the area. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200600715	29/01/2006	EGTT : London (FIR)	Ascot		A	CTR	OTHER	Other		Alleged infringement of the London CTR (Class A) by a PA28. Heathrow CPT SIDs were suspended and traffic info was passed to a helicopter operating in the area. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200600720	29/01/2006	EGTT : London (FIR)	Luton (LUT)	4 W	D	CTR	DIAMOND	Reciprocating	1	Alleged infringement of the Luton CTR (Class D) by a DA40. Traffic info and avoiding action was given to an inboundB757, who had the a/c visual. Standard separation maintained.	Information indicates that this inadvertent infringement was caused by a student pilot. The training organisation has been contacted and have taken appropriate action.

200600720	29/01/2006	EGTT : London (FIR)	Luton (LUT)	4 W	D	CTR	BOEING	Turbofan	2	Alleged infringement of the Luton CTR (Class D) by a DA40. Traffic info and avoiding action was given to an inboundB757, who had the a/c visual. Standard separation maintained.	Information indicates that this inadvertent infringement was caused by a student pilot. The training organisation has been contacted and have taken appropriate action.
200600740	26/01/2006	EGTT : London (FIR)	Manchester (MCT)	NW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a DR400. DR400 called Manchester and given heading/bearing for Barton as pilot was confused over his position. Standard separation maintained.	
200600767	29/01/2006	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	ROBINSON	Reciprocating	1	Alleged airspace infringement by unidentified R22 at unverified altitude at East Midlands. Avoiding action issued to B737 by ATC. Standard separation maintained.	
200600767	29/01/2006	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	BOEING	Turbofan	2	Alleged airspace infringement by unidentified R22 at unverified altitude at East Midlands. Avoiding action issued to B737 by ATC. Standard separation maintained.	
200600941	06/02/2006	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C172. Heathrow Northbound departures were stopped. Standard separation maintained.	See also occ 200304415. Appropriate CAA action is being taken as a result of this incident.

200601044	09/02/2006	EGTT : London (FIR)	SITET		A		AVIONS ROBIN	Reciprocating	1	Infringement of Class A Airway near SITET by a DR400 at FL105. First call to the LACC FIR controller was the DR400 calling at the boundary at FL105 VFR.	Appropriate agencies alerted. Pilot was briefed to remainbelow CAS on his return flight.
200601117	11/02/2006	EGTT : London (FIR)	Luton (LUT)	E	D	CTA	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28. Separation lost with an A320 inbound to Luton. STCA/SMF activated. Traffic info and avoiding action given. Luton departures halted.	Appropriate CAA action has been taken as a result of thisincident.
200601117	11/02/2006	EGTT : London (FIR)	Luton (LUT)	E	D	CTA	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28. Separation lost with an A320 inbound to Luton. STCA/SMF activated. Traffic info and avoiding action given. Luton departures halted.	Appropriate CAA action has been taken as a result of thisincident.
200601363	18/02/2006	EGTT : London (FIR)	Southend (SND)	3S	G	ATZ	CESSNA	Reciprocating	1	Alleged infringement of Southend Airport ATZ (Class G) by a C172 at 1500ft.	C172 was observed entering ATZ South West of Airfield. Crew called ATC to advise they were passing 1 mile to the West of the Airfield working Essex radar. A/c gave positionand level then left frequency to return to Essex Radar. Essex Radar confirmed having a/c on frequency.
200601468	26/02/2006	EGTT : London (FIR)	Bristol International	9E	D	CTA	GROB	Reciprocating	1	UK AIRPROX 22/2006 - A321 and G115, 9nm East of Bristol at FL35.	G115 infringed the Bristol CTA (Class D) and came into conflict with an outbound A321. A321 was given avoiding action. Realising the error, the G115 pilot initiated an immediate descent to clear CAS. Appropriate action taken by controller. A321 crew reacted promptly to ATC instructions, which contributed to a quick resolution of this conflict. This AIRPROX has been subject to a separate review by UKAB - see AIRPROX Report 22/06.□ CAA Closure: No further CAA action required at this time.

200601468	26/02/2006	EGTT : London (FIR)	Bristol International	9E	D	CTA	AIRBUS	Turbofan	2	UK AIRPROX 22/2006 - A321 and G115, 9nm East of Bristol at FL35.	G115 infringed the Bristol CTA (Class D) and came into conflict with an outbound A321. A321 was given avoiding action. Realising the error, the G115 pilot initiated an immediate descent to clear CAS. Appropriate action taken by controller. A321 crew reacted promptly to ATC instructions, which contributed to a quick resolution of this conflict. This AIRPROX has been subject to a separate review by UKAB - see AIRPROX Report 22/06.□ CAA Closure: No further CAA action required at this time.
200601542	25/02/2006	EGTT : London (FIR)	Isle of Man (IOM)	10N	D	CTR	GRUMMAN	Reciprocating	1	Infringement of the Ronaldsway CTR (Class D) by an AA5. Traffic info passed to a C172. AA5 called ATC when 4nm inside CAS. Pilot was advised of infringement and a/c left CAS.	See also 200403469.
200601542	25/02/2006	EGTT : London (FIR)	Isle of Man (IOM)	10N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Ronaldsway CTR (Class D) by an AA5. Traffic info passed to a C172. AA5 called ATC when 4nm inside CAS. Pilot was advised of infringement and a/c left CAS.	See also 200403469.
200601687	02/03/2006	EGTT : London (FIR)	London-Gatwick - LGW	8E	D	CTR	PIPER	Reciprocating	1	Alleged infringement by a PA28 of the Gatwick CTR (Class D). B737 on approach issued with traffic info and avoidingaction. Standard separation maintained.	Student pilot on a cross country flight. See also 200400788.
200601687	02/03/2006	EGTT : London (FIR)	London-Gatwick - LGW	8E	D	CTR	AIRBUS	Turbofan	2	Alleged infringement by a PA28 of the Gatwick CTR (Class D). B737 on approach issued with traffic info and avoidingaction. Standard separation maintained.	Student pilot on a cross country flight. See also 200400788.

200601688	03/03/2006	EGTT : London (FIR)	London-Gatwick - LGW	4NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by C172, 4nm Northwest of Gatwick. Farnborough assigned a/c squawk and turned a/c away from Gatwick. No other a/c affected.	See also 200505499. The pilot apparently became lost after encountering visibility on route that was worse than expected. The CFI and pilot concerned have covered the issues to be learnt from this incident.
200601689	03/03/2006	EGTT : London (FIR)	Luton (LUT)	5E	D	CTR	ROBINSON	Reciprocating	1	Alleged infringement of Luton CTR (Class D) by an R22, 5nm East of Luton at 1500ft.	A/c observed routeing down to the A1M Junction 7 doing anorbit before leaving to the Southeast up to 1800ft. The a/c was then observed manoeuvring and making final approachto Panshanger. ATC contacted instructor at Panshanger anddiscussed the importance of navigation and the possible zone infringement.
200601750	06/03/2006	EGTT : London (FIR)	Luton (LUT)	15NE	A	TMA	DIAMOND	Reciprocating	1	Infringement of the LTMA (Class A) by a DA40 at 5000ft. Traffic info given to CL600 on ILS approach. No avoiding action required.	Operator informed and solo student debriefed.
200601750	06/03/2006	EGTT : London (FIR)	Luton (LUT)	15NE	A	TMA	CANADAIR	Turbofan	2	Infringement of the LTMA (Class A) by a DA40 at 5000ft. Traffic info given to CL600 on ILS approach. No avoiding action required.	Operator informed and solo student debriefed.
200601751	04/03/2006	EGTT : London (FIR)	Stansted	10 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 receiving a FIS. Standard separation maintained. Pilot has been alerted to the incident and has apologised.	The pilot identified a wide turn at BPK compounded by strong winds as the cause of the infringement.

200601752	03/03/2006	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28. Standard separation maintained. Operator fully alerted.	See also 200507946. The pilot concerned has been identified and is to undertake additional navigational training.
200601768	05/03/2006	EGTT : London (FIR)	Midhurst (MID)		A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28. Standard separation maintained.	Appropriate CAA action has been taken as a result of this incident.
200601791	05/03/2006	EGTT : London (FIR)	Bournemouth	3N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a C150. Inbound a/c were broken off their approaches. Traffic info given.	The pilot later apologised to Bournemouth ATC citing radio problems. Following this incident, the C150 pilot has purchased GPS and hand-held ICOM back-up radio. Additionally, pilot has been given appropriate advice concerning the importance of adequate pre-flight planning and remaining clear of controlled airspace.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200601836	05/03/2006	EGTT : London (FIR)	Lulworth		G	Danger area	PIPER	Reciprocating	1	Alleged infringement of active Danger Area EG D026 (Lulworth) by a PA28 at approximately 1000ft. Firing was stopped for 1min, then firing finished for the day.	See also 200106032. Investigation ascertained that the PA28 pilot incorrectly assumed that the Danger Area would be inactive at the weekend and so did not check. The pilot has apologised for his actions and been reminded of the serious consequences of infringing a Danger Area.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200601840	28/02/2006	EGTT : London (FIR)	Lulworth		G	Danger area		Reciprocating	1	Alleged infringement of active Danger Area EG D026 (Lulworth) by a Hughes 269 at 500ft avoiding a local snow storm. Firing was stopped for 5mins.	

200601957	05/03/2006	EGTT : London (FIR)	Liverpool	1S	D	CTA	PIPER	Reciprocating	1	Alleged infringement of Liverpool controlled airspace (Class D) by a PA28 at 1300ft. Traffic info given.	PA28 was transferred to Liverpool ATC where traffic info was given on another PA28.
200601957	05/03/2006	EGTT : London (FIR)	Liverpool	1S	D	CTA	PIPER	Reciprocating	1	Alleged infringement of Liverpool controlled airspace (Class D) by a PA28 at 1300ft. Traffic info given.	PA28 was transferred to Liverpool ATC where traffic info was given on another PA28.
200602014	15/03/2006	EGTT : London (FIR)	Biggin (BIG)		A	TMA	PILATUS	Turboprop	1	Infringement of the London City CTR (Class D), LTMA (Class A) and Biggin Hill ATZ (Glass G) by a PC12 at 2400ft. Separation lost with a Fokker 50. Traffic info and avoidingaction given.	STCA/SMF activated. See 200509096. Pilot reported having avionics and autopilot problems, causing high workload. Investigation confirmed that the PC12 pilot had been distracted by a system warning shortly after take-off and that this warning recurred prior to pilot contacting ATC. Due to the distraction, the pilot then requested a RIS, rather than a RAS, and incorrectly assumed that he had the appropriate entry clearance while he dealt with the problem. The pilot has been reminded of the need to obtain clarificationif there is any doubt about a clearance.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200602014	15/03/2006	EGTT : London (FIR)	Biggin (BIG)		A	TMA	FOKKER	Turboprop	2	Infringement of the London City CTR (Class D), LTMA (Class A) and Biggin Hill ATZ (Glass G) by a PC12 at 2400ft. Separation lost with a Fokker 50. Traffic info and avoidingaction given.	STCA/SMF activated. See 200509096. Pilot reported having avionics and autopilot problems, causing high workload. Investigation confirmed that the PC12 pilot had been distracted by a system warning shortly after take-off and that this warning recurred prior to pilot contacting ATC. Due to the distraction, the pilot then requested a RIS, rather than a RAS, and incorrectly assumed that he had the appropriate entry clearance while he dealt with the problem. The pilot has been reminded of the need to obtain clarificationif there is any doubt about a clearance.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200602067	12/03/2006	EGTT : London (FIR)	London-Heathrow - LHR	15nm NW	A	TMA	PIPER	Reciprocating	1	Infringement of Class A airspace by Piper PA28 due to aircraft transponder malfunction. Avoiding action given to A320.	The ATC controller noticed unknown traffic squawking 7000apparently inside CAS. The Mode C readout alternated between 3200ft and 1300ft, and then disappeared. STCA activated and the Mode C readout again displayed 3200ft. Attempts to trace the aircraft were initiated and avoiding action (together with traffic information) was given to an A320 aircraft on initial approach. The A320 pilot then reported visual with the unknown traffic. With the unknown aircraft now downwind the pilot was instructed to stop descent and also given traffic information. The pilot of the unknown aircraft later telephoned ATC and was debriefed accordingly. Although the pilot believed that the aircraft was below the base of CAS it was suspected that any discrepancy was due to a transponder malfunction. During subsequent air test it was determined that the Mode C of the aircraft was indicating 800ft high. Aircraft grounded awaiting repair tothe transponder. Event later reviewed and separation between the two aircraft was calculated at approx 4nm.

200602067	12/03/2006	EGTT : London (FIR)	London-Heathrow - LHR	15nm NW	A	TMA	AIRBUS	Turbofan	2	Infringement of Class A airspace by Piper PA28 due to aircraft transponder malfunction. Avoiding action given to A320.	The ATC controller noticed unknown traffic squawking 7000apparently inside CAS. The Mode C readout alternated between 3200ft and 1300ft, and then disappeared. STCA activated and the Mode C readout again displayed 3200ft. Attempts to trace the aircraft were initiated and avoiding action (together with traffic information) was given to an A320 aircraft on initial approach. The A320 pilot then reported visual with the unknown traffic. With the unknown aircraft now downwind the pilot was instructed to stop descent and also given traffic information. The pilot of the unknown aircraft later telephoned ATC and was debriefed accordingly. Although the pilot believed that the aircraft was below the base of CAS it was suspected that any discrepancy was due to a transponder malfunction. During subsequent air test it was determined that the Mode C of the aircraft was indicating 800ft high. Aircraft grounded awaiting repair tothe transponder. Event later reviewed and separation between the two aircraft was calculated at approx 4nm.
200602167	19/03/2006	EGTT : London (FIR)	Brookmans Park (BPK)	5E	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of Stansted (Class D) CTA by a Robin DR400 squawking 7000 at 2000ft. Loss of separation against B737 on approach.	B737 turned onto base leg when ATC observed the DR400 South of Stansted. After 1-2 miles the DR400 turned sharp left towards BPK VOR. B737 turned 080 degrees onto final approach, and away from the DR400. The two a/c were tracking away from each other. No traffic info or avoiding actions given. Pilot later apologised for his navigational error, stating that as soon as he realised his mistake he turned sharp left away from the CTA.
200602167	19/03/2006	EGTT : London (FIR)	Brookmans Park (BPK)	5E	D	CTA	BOEING	Turbofan	2	Infringement of Stansted (Class D) CTA by a Robin DR400 squawking 7000 at 2000ft. Loss of separation against B737 on approach.	B737 turned onto base leg when ATC observed the DR400 South of Stansted. After 1-2 miles the DR400 turned sharp left towards BPK VOR. B737 turned 080 degrees onto final approach, and away from the DR400. The two a/c were tracking away from each other. No traffic info or avoiding actions given. Pilot later apologised for his navigational error, stating that as soon as he realised his mistake he turned sharp left away from the CTA.
200602174	15/03/2006	EGTT : London (FIR)	London City - LCY	2.5E	D	CTR	PILATUS	Turboprop	1	Infringement of London City (Class D) CTR by a PC12 at 1200ft. Traffic info and avoiding action issued to a Fokker 50 departing London City airport. Standard separation maintained.	Descent given to PC12 to 2400ft to leave controlled airspace. Pilot then cancelled IFR flight plan. PC12 was observed crossing Thames, 2nm East of the QE2 bridge. PC12 then cleared to own navigation and enroute frequency. ATC observed PC12 routing close to the Northeast edge of the City CTR. When the PC12 was 1nm before the CTR, ATC called CityTower. Fokker 50 was departing at this time and turned onto a heading away from the PC12. See also 200301500
200602174	15/03/2006	EGTT : London (FIR)	London City - LCY	2.5E	D	CTR	FOKKER	Turboprop	2	Infringement of London City (Class D) CTR by a PC12 at 1200ft. Traffic info and avoiding action issued to a Fokker 50 departing London City airport. Standard separation maintained.	Descent given to PC12 to 2400ft to leave controlled airspace. Pilot then cancelled IFR flight plan. PC12 was observed crossing Thames, 2nm East of the QE2 bridge. PC12 then cleared to own navigation and enroute frequency. ATC observed PC12 routing close to the Northeast edge of the City CTR. When the PC12 was 1nm before the CTR, ATC called CityTower. Fokker 50 was departing at this time and turned onto a heading away from the PC12. See also 200301500

200602195	17/03/2006	EGTT : London (FIR)	Middle Wallop		G	ATZ	SOCATA	Reciprocating	1	Infringement of Middle Wallop ATZ (Class G) by a TB10 at 1000ft. Conflict with a Gazelle within the ATZ.	Investigation established that, immediately after take-off, ATC instructed TB10 to make an early left turn due to following landing traffic. This took the a/c off of the planned track, which would have avoided this situation. ATC released the TB10 on their own navigation at their zone boundary and a new plan was formulated by the PNF, who then became busy dealing with radio calls. At this point, the more inexperienced PF, reverted to the original planned track which, due to TB10's position, resulted in the infringement. PNF did not notice this due to the distraction of theradio calls. Pilots called Middle Wallop ATC on landing, explained the situation and apologised for their actions. Bad weather and poor visibility also contributed to the event. Both pilots have learned valuable lessons from this incident and will endeavour to be better prepared for future flights as a result.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200602195	17/03/2006	EGTT : London (FIR)	Middle Wallop		G	ATZ	OTHER	Unknown		Infringement of Middle Wallop ATZ (Class G) by a TB10 at 1000ft. Conflict with a Gazelle within the ATZ.	Investigation established that, immediately after take-off, ATC instructed TB10 to make an early left turn due to following landing traffic. This took the a/c off of the planned track, which would have avoided this situation. ATC released the TB10 on their own navigation at their zone boundary and a new plan was formulated by the PNF, who then became busy dealing with radio calls. At this point, the more inexperienced PF, reverted to the original planned track which, due to TB10's position, resulted in the infringement. PNF did not notice this due to the distraction of theradio calls. Pilots called Middle Wallop ATC on landing, explained the situation and apologised for their actions. Bad weather and poor visibility also contributed to the event. Both pilots have learned valuable lessons from this incident and will endeavour to be better prepared for future flights as a result.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200602276	21/03/2006	EGTT : London (FIR)	Manchester (MCT)	10	D	CTR	BEECH	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by aBeech 23. Traffic info given. Standard separation maintained.	
200602290	22/03/2006	EGTT : London (FIR)	North Weald	4NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2000ft. The base of the CTA in that area is 1500ft. A/c told to descend. Standard separation maintained.	PA28 called on frequency, but ATC were unable to locate a/c on radar. A/c identified 4nm Northwest of North Weald and inside the Stansted CTA. ATC heard a brief transmission, made in error from the crew, that confirmed that the a/cwas unsure of its position. The appropriate CFI has been alerted to this incident and has briefed the pilot accordingly.
200602291	22/03/2006	EGTT : London (FIR)	North Weald	5 SW	D	CTR	GRUMMAN	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an AA5 inbound to R/W02 at North Weald. Separation lost with a B737 inbound to Stansted.	The AA5 pilot was track keeping by GPS, which indicated that the a/c had remained clear of CAS. Pilot has been advised not to rely on GPS as his sole means of navigation andto allow a greater margin for error when flying close to CAS.☐ CAA Closure: The hazard is acceptable provided the frequency remains low.

200602291	22/03/2006	EGTT : London (FIR)	North Weald	5 SW	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by an AA5 inbound to R/W02 at North Weald. Separation lost with a B737 inbound to Stansted.	The AA5 pilot was track keeping by GPS, which indicated that the a/c had remained clear of CAS. Pilot has been advised not to rely on GPS as his sole means of navigation andto allow a greater margin for error when flying close to CAS.☐ CAA Closure: The hazard is acceptable provided the frequency remains low.
200602316	22/03/2006	EGTT : London (FIR)	Bristol International	8NW	D	CTA	PIPER	Reciprocating	1	Alleged infringement of Bristol CTA (Class D) by a PA18 at 1500ft. Another a/c was re-positioned on final approach away from PA18. Traffic info given. Standard separation maintained.	PA18 tried to contact Bristol ATC but without establishing two way communications.
200602316	22/03/2006	EGTT : London (FIR)	Bristol International	8NW	D	CTA	UNKNOWN	Unknown		Alleged infringement of Bristol CTA (Class D) by a PA18 at 1500ft. Another a/c was re-positioned on final approach away from PA18. Traffic info given. Standard separation maintained.	PA18 tried to contact Bristol ATC but without establishing two way communications.
200602323	23/03/2006	EGTT : London (FIR)	Liverpool	10ESE	D	CTR	ROBINSON	Reciprocating	1	Infringement of Liverpool CTR (Class D) by an R44. Standard separation maintained.	Investigation attributed the infringement to an error by the R44 pilot, who took appropriate action as soon as he realised the situation before telephoning ATC on landing toapologise.☐ CAA Closure: No further CAA action required at this time.
200602372	23/03/2006	EGTT : London (FIR)	London-Gatwick - LGW	11 W	A	TMA	PIPER	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a PA28. Separation lost with an airliner inbound to Gatwick.	Appropriate CAA action is to be taken as a result of thisincident.

200602372	23/03/2006	EGTT : London (FIR)	London-Gatwick - LGW	11 W	A	TMA	UNKNOWN	Unknown		Alleged infringement of the LTMA (Class A) by a PA28. Separation lost with an airliner inbound to Gatwick.	Appropriate CAA action is to be taken as a result of thisincident.
200602383	21/03/2006	EGTT : London (FIR)	Kenley		G		CESSNA	Reciprocating	1	Alleged infringement of the South London Gliding Centre Cable Hazard at Kenley Airfield by unidentified C182 at an estimated height of 1100ft.	
200602393	28/03/2006	EGTT : London (FIR)	Luton (LUT)	7NE	D	CTR	PIPER	Reciprocating	1	Infringement of Luton CTR (Class D) by a PA28 at 2200ft. PA28 tracked westbound, 1.5nm South of the boundary. The a/c was seen to turn right and exit the zone. Standard separation maintained.	The CFI was contacted by ATC and appropriate follow up action has been taken. See 200605892, 200602802 and 200604890.
200602405	26/03/2006	EGTT : London (FIR)	Stansted	4 SW	D	CTR	EXTRA	Reciprocating	1	Infringement of Stansted CTR (Class D) by three a/c, one of which was squawking emergency. D&D notified. A/c had been involved in a mid-air collision and routed direct to North Weald.	See also 200602337 and 200609430.
200602405	26/03/2006	EGTT : London (FIR)	Stansted	4 SW	D	CTR	EXTRA	Reciprocating	1	Infringement of Stansted CTR (Class D) by three a/c, one of which was squawking emergency. D&D notified. A/c had been involved in a mid-air collision and routed direct to North Weald.	See also 200602337 and 200609430.

200602439	13/03/2006	EGTT : London (FIR)	Coventry		G	ATZ	ROBINSON	Reciprocating	1	R44 infringed the Coventry ATZ. Subsequently pilot reported being distracted by a series of clutch warning lights lasting between 3-6secs, which could have resulted in a possible emergency situation.	
200602460	29/03/2006	EGTT : London (FIR)	BIGLI	3	A	TMA	GROB	Reciprocating	1	G115 infringed the LTMA (Class A).Traffic info and avoiding action was given to a B737 inbound to Luton. Standard separation maintained. Pilot phoned stating misinterpretation of the base of CAS.	
200602460	29/03/2006	EGTT : London (FIR)	BIGLI	3	A	TMA	BOEING	Turbofan	2	G115 infringed the LTMA (Class A).Traffic info and avoiding action was given to a B737 inbound to Luton. Standard separation maintained. Pilot phoned stating misinterpretation of the base of CAS.	
200602596	01/04/2006	EGTT : London (FIR)	ORTAC		A		PIPER	Reciprocating	1	PA28 infringed Airway N866 (Class A) and lost separation with a PA24. Traffic info and avoiding action given.	Following this incident, PA28 pilot has reviewed his procedures. He has also been reminded of the importance of adequate pre-flight planning and subsequent adherence to the plan.☐ CAA Closure: The hazard is adequately controlled bythe actions stated above.
200602596	01/04/2006	EGTT : London (FIR)	ORTAC		A		PIPER	Reciprocating	1	PA28 infringed Airway N866 (Class A) and lost separation with a PA24. Traffic info and avoiding action given.	Following this incident, PA28 pilot has reviewed his procedures. He has also been reminded of the importance of adequate pre-flight planning and subsequent adherence to the plan.☐ CAA Closure: The hazard is adequately controlled bythe actions stated above.

200602774	05/04/2006	EGTT : London (FIR)	Netheravon		G	ATZ	BELL	Turboshaft	1	Alleged infringement of the Netheravon ATZ by a Bell 206 helicopter. At the time of the incident, there were no canopies in the air, but an C208 was on the ground loading parachutists.	
200602774	05/04/2006	EGTT : London (FIR)	Netheravon		G	ATZ	CESSNA	Turboprop	1	Alleged infringement of the Netheravon ATZ by a Bell 206 helicopter. At the time of the incident, there were no canopies in the air, but an C208 was on the ground loading parachutists.	
200602797	05/04/2006	EGTT : London (FIR)	Shoeburyness		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D138A and D138 (Shoeburyness) by a PA28 at 2900ft. Check-fire imposed.	PA28 pilot very apologetic. Subsequently suspended from Flying Instructor duties pending meetings with CFI.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200602802	06/04/2006	EGTT : London (FIR)	Stansted	6nm	D	CTR	PIPER	Reciprocating	1	UK AIRPROX 42/2006 - B737 and PA28, while B737 on finals ILS R/W23 Stansted at 1800ft.	B737, descending to capture R/W23 localiser, was given traffic info on a PA28 believed to be operating outside CAS.PA28 appeared to be following the R/W23 extended centreline. B737 reported traffic on TCAS. B737 then became established and was given descent with ILS. PA28 entered CAS andB737 was asked if it was happy to continue, which the B737 pilot affirmed. It is further alleged that PA28 switchedoff its transponder when inside CAS.☐ CAA Closure: Appropriate CAA action is to be taken as a result of this AIRPROX. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB). See also 200605892,200602393 and 200604890.
200602802	06/04/2006	EGTT : London (FIR)	Stansted	6nm	D	CTR	BOEING	Turbofan	2	UK AIRPROX 42/2006 - B737 and PA28, while B737 on finals ILS R/W23 Stansted at 1800ft.	B737, descending to capture R/W23 localiser, was given traffic info on a PA28 believed to be operating outside CAS.PA28 appeared to be following the R/W23 extended centreline. B737 reported traffic on TCAS. B737 then became established and was given descent with ILS. PA28 entered CAS andB737 was asked if it was happy to continue, which the B737 pilot affirmed. It is further alleged that PA28 switchedoff its transponder when inside CAS.☐ CAA Closure: Appropriate CAA action is to be taken as a result of this AIRPROX. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB). See also 200605892,200602393 and 200604890.

200602803	08/04/2006	EGTT : London (FIR)	Luton (LUT)	8E	D	CTR	GRUMMAN	Reciprocating	1	Infringement of Luton CTR (Class D) by an AA5B. B737 given extended vectoring and traffic info before establishing on localiser. Separation lost.	The AA5B pilot has contacted ATC and apologised for the incident which occurred when the pilot lost situational awareness in the Lea Valley area. He has initiated a programme of self improvement in liaison with his club CFI.
200602803	08/04/2006	EGTT : London (FIR)	Luton (LUT)	8E	D	CTR	BOEING	Turbofan	2	Infringement of Luton CTR (Class D) by an AA5B. B737 given extended vectoring and traffic info before establishing on localiser. Separation lost.	The AA5B pilot has contacted ATC and apologised for the incident which occurred when the pilot lost situational awareness in the Lea Valley area. He has initiated a programme of self improvement in liaison with his club CFI.
200602806	09/04/2006	EGTT : London (FIR)	Barkway (BKY)		A	TMA	PIPER	Reciprocating	1	Alleged infringement of LTMA (Class A) by a PA28 at FL68 at Barkway. A/c experiencing navigational difficulties. D&D contacted to establish exact position of a/c. Standard separation maintained.	
200602807	06/04/2006	EGTT : London (FIR)	Luton (LUT)	8SW	D	CTR	PIPER	Reciprocating	1	Infringement of Luton CTR (Class D) by a PA28 at 3000ft. Traffic info given. Standard separation maintained.	A/c observed tracking through CTR, 8nm Southwest of Luton, and exited Northeast of Bovingdon. All departures transferred to another frequency. Pilot had called D&D stating that he was unsure of his position, D&D identified a/c, descended it out of CAS and directed it towards destination. This was occurring at the same time as the LTCC Supervisorwas calling D&D.
200602807	06/04/2006	EGTT : London (FIR)	Luton (LUT)	8SW	D	CTR	BOEING	Turbofan	2	Infringement of Luton CTR (Class D) by a PA28 at 3000ft. Traffic info given. Standard separation maintained.	A/c observed tracking through CTR, 8nm Southwest of Luton, and exited Northeast of Bovingdon. All departures transferred to another frequency. Pilot had called D&D stating that he was unsure of his position, D&D identified a/c, descended it out of CAS and directed it towards destination. This was occurring at the same time as the LTCC Supervisorwas calling D&D.

200602816	08/04/2006	EGTT : London (FIR)	Clacton (CLN)	10N	A		CESSNA	Reciprocating	1	Alleged infringement of Airway (Class A), 10nm North of Clacton, by a C172. Traffic info given and other traffic vectored to remain clear of C172. Standard separation maintained.	C172 allegedly at FL80 climbing to FL120. See also 200800990, 200509852 and 200510393. C172 pilot subsequently reported that he had specifically selected Mode A and not ModeC since the a/c did not have a placard stating that the transponder was altitude encoding. The pilot maintains thathe did not climb above FL100. Unable to reconcile reports. However, pilot has been reminded of the importance of remaining clear of CAS.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200602821	05/04/2006	EGTT : London (FIR)	London City - LCY	8	A	TMA	CESSNA	Reciprocating	1	C152 infringed the London TMA (Class A) and lost separation with a FK50 inbound to London City. FK50 was given traffic info and a left turn to regain separation.	Investigation established that the C152 pilot was conducting a solo navigation flight following a prolonged period of inactivity. During an unplanned orbit, C152 inadvertently climbed into CAS. When the error was realised, pilot descended to clear CAS. Pilot has been advised not to fly solo without having first taken a dual check following any future prolonged periods without flying and has agreed to comply with this advice.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200602821	05/04/2006	EGTT : London (FIR)	London City - LCY	8	A	TMA	FOKKER	Turboprop	2	C152 infringed the London TMA (Class A) and lost separation with a FK50 inbound to London City. FK50 was given traffic info and a left turn to regain separation.	Investigation established that the C152 pilot was conducting a solo navigation flight following a prolonged period of inactivity. During an unplanned orbit, C152 inadvertently climbed into CAS. When the error was realised, pilot descended to clear CAS. Pilot has been advised not to fly solo without having first taken a dual check following any future prolonged periods without flying and has agreed to comply with this advice.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200602918	08/04/2006	EGTT : London (FIR)	Southampton (SAM)		D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Southampton CTR (Class D) by a C172. Standard separation maintained.	C172 contacted Solent Radar to advise it had departed Longwood, which is within the Southampton CTR (Class D), and was now leaving CAS. ATC asked pilot if he had received authorisation to depart within the Southampton CTR. Pilot replied that he had been told it was OK to depart and to call Solent when in the air. ATC advised pilot he should have contacted Southampton ATC prior to departure.
200602986	12/04/2006	EGTT : London (FIR)	Redditch		D	CTA	JODEL	Reciprocating	1	Infringement of Birmingham CTA (Class D) by a Jodel D120Aat 3000ft. Pilot believed the base of the CTA to be at 3500ft. Pilot apologised for mistake. Standard separation maintained.	

200602991	10/04/2006	EGTT : London (FIR)	Halton		G	ATZ	OTHER	Other		Alleged infringement of active Halton ATZ by an unidentified helicopter at 1200ft.	
200602991	10/04/2006	EGTT : London (FIR)	Halton		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of active Halton ATZ by an unidentified helicopter at 1200ft.	
200603018	15/04/2006	EGTT : London (FIR)	St Hillary TV Mast	2N	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of Cardiff CTR (Class D) by a Robin 2120 at 2400ft. ATC advised the a/c that it had entered CTR and a/c vacated. Pilot apologised for mistake. Standard separation maintained.	
200603021	15/04/2006	EGTT : London (FIR)	Cardiff (CDF)		D	CTA	PIPER	Reciprocating	1	IFR PA28 called ATC as it was entering the Cardiff CTR (Class D) and reported at FL50 on a heading of 265deg. There had been no co-ordination with neighbouring ATC or by the pilot.	Unknown to Cardiff Radar 2 controller, ATSA had received a call from a neighbouring ATC passing certain details on a PA28 inbound to Cardiff. ATSA believes that he was not told that the PA28 was IFR or informed that it was on a heading or was for an ILS at Cardiff. ATSA entered PA28's flight details into the Copperchase system, but his attention was diverted and he failed to notice that the flight progress strip had not been generated. ATSA believes that this may have been because the word 'live' was entered, which the system did not understand. Due to no strips being printed, Radar 1 and 2 were unaware of the flight. Subsequently, PA28 called Radar 2 as it was entering CAS reporting at FL50 on a heading of 265deg.
200603029	17/04/2006	EGTT : London (FIR)	Stansted	7 NE	D	CTR	PIPER	Reciprocating	1	A PA28, that had departed Andrewsfield, allegedly infringed the Stansted CTR (Class D) and lost separation with an inbound B737. STCA activated.	Information indicates that the a/c had a bird strike resulting in the loss of the propeller spinner. Whilst recovering/checking after this incident the a/c flew into the Stansted CTR. Appropriate CAA action is being taken as a result of this incident.

200603029	17/04/2006	EGTT : London (FIR)	Stansted	7 NE	D	CTR	BOEING	Turbofan	2	A PA28, that had departed Andrewsfield, allegedly infringed the Stansted CTR (Class D) and lost separation with an inbound B737. STCA activated.	Information indicates that the a/c had a bird strike resulting in the loss of the propeller spinner. Whilst recovering/checking after this incident the a/c flew into the Stansted CTR. Appropriate CAA action is being taken as a result of this incident.
200603031	15/04/2006	EGTT : London (FIR)	London-Gatwick - LGW	15 SW	A	TMA	VANS	Reciprocating	1	Unknown a/c infringed the London TMA (Class A) and lost separation with an A319 inbound to Gatwick, who was given traffic info and avoiding action. Unknown a/c subsequently identified as an RV4.	Pilot phoned and apologised for the error.
200603031	15/04/2006	EGTT : London (FIR)	London-Gatwick - LGW	15 SW	A	TMA	AIRBUS	Turbofan	2	Unknown a/c infringed the London TMA (Class A) and lost separation with an A319 inbound to Gatwick, who was given traffic info and avoiding action. Unknown a/c subsequently identified as an RV4.	Pilot phoned and apologised for the error.
200603032	15/04/2006	EGTT : London (FIR)	Southampton (SAM)	5 NW	D	CTA	OTHER	Reciprocating	1	Contact observed infringing Southampton CTA (Class D). D&D called to say they had a microlight in the area that waslost. A/c transferred to Southampton who provided radar assistance.	The a/c made a Pan call to D&D reporting he was lost.
200603033	15/04/2006	EGTT : London (FIR)	Winchester	W	D	CTR	OTHER	Reciprocating	1	Alleged infringement of Solent CTA (Class D) by three unidentified a/c at 2000ft. Traffic info given to a/c on departure and other a/c in the area. Standard separation maintained.	Two of the a/c were flexi wing microlights with the thirddnot being positively identified.

200603033	15/04/2006	EGTT : London (FIR)	Winchester	W	D	CTR	OTHER	Reciprocating	1	Alleged infringement of Solent CTA (Class D) by three unidentified a/c at 2000ft. Traffic info given to a/c on departure and other a/c in the area. Standard separation maintained.	Two of the a/c were flexi wing microlights with the thirddot being positively identified.
200603034	13/04/2006	EGTT : London (FIR)	Southampton (SAM)	6 N	D	CTR	ROBINSON	Reciprocating	1	Unknown a/c infringed the Southampton CTR (Class D). Subsequently unknown a/c called ATC and identified as an R44 and told to leave CAS. Standard separation maintained.	
200603036	17/04/2006	EGTT : London (FIR)	Stansted	NW	D	CTR	PIPER	Reciprocating	1	Infringement of Stansted CTR (Class D) by a PA28. B757 oninitial climb given an early right turn. Separation lost.	Another a/c was also observed entering into the CTR but exited very quickly. See also 200507270. Investigation ascertained that the PA28 pilot's planned track was direct from Little Gransden to the QE2 Bridge and, while this track was clear of CAS, there was little or no margin for error.The pilot then became distracted by a comms failure on both radios prior to the infringement. The pilot has been reminded of the serious consequences of infringing CAS and has been advised to plan future tracks to avoid CAS by a wider margin.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200603036	17/04/2006	EGTT : London (FIR)	Stansted	NW	D	CTR	BOEING	Turbofan	2	Infringement of Stansted CTR (Class D) by a PA28. B757 oninitial climb given an early right turn. Separation lost.	Another a/c was also observed entering into the CTR but exited very quickly. See also 200507270. Investigation ascertained that the PA28 pilot's planned track was direct from Little Gransden to the QE2 Bridge and, while this track was clear of CAS, there was little or no margin for error.The pilot then became distracted by a comms failure on both radios prior to the infringement. The pilot has been reminded of the serious consequences of infringing CAS and has been advised to plan future tracks to avoid CAS by a wider margin.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200603056	12/04/2006	EGTT : London (FIR)	Southampton (SAM)	7N	D	CTR	BELL	Turboshaft	1	Infringement of Southampton CTR (Class D) by a Bell 206B at 1500ft. A/c allowed to track through as no other traffic to affect. Standard separation maintained.	A/c called on 120.22 and it was identified already in CASwithout a clearance.

200603114	18/04/2006	EGTT : London (FIR)	Luton (LUT)	7 NE	D	CTR	ROBINSON	Reciprocating	1	Infringement to Luton CTR (Class D) by a R44 at 1200ft. Traffic info given to an ATR72 at 6000ft tracking towards the R44. Pilot later apologised for his error. Standard separation maintained.	
200603114	18/04/2006	EGTT : London (FIR)	Luton (LUT)	7 NE	D	CTR	ATR	Turboprop	2	Infringement to Luton CTR (Class D) by a R44 at 1200ft. Traffic info given to an ATR72 at 6000ft tracking towards the R44. Pilot later apologised for his error. Standard separation maintained.	
200603185	01/04/2006	EGTT : London (FIR)	Barkway (BKY)	2 NW	A	TMA	DIAMOND	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a DA40. Standard separation maintained.	
200603252	22/04/2006	EGTT : London (FIR)	Birmingham	NW 22	A	CTR	SLINGSBY	Reciprocating	1	UK AIRPROX 48/2006 - B737 and a Slingsby T61, 22nm Northwest of Birmingham at FL80. Slingsby T61 infringed Class A airspace and lost separation with the B737, which pilot did not see.	CAA Closure: No further CAA action required at this time.This AIRPROX has been subject to a separate review by theUnited Kingdom AIRPROX Board (UKAB). See UKAB Report 048/06.
200603252	22/04/2006	EGTT : London (FIR)	Birmingham	NW 22	A	CTR	BOEING	Turbofan	2	UK AIRPROX 48/2006 - B737 and a Slingsby T61, 22nm Northwest of Birmingham at FL80. Slingsby T61 infringed Class A airspace and lost separation with the B737, which pilot did not see.	CAA Closure: No further CAA action required at this time.This AIRPROX has been subject to a separate review by theUnited Kingdom AIRPROX Board (UKAB). See UKAB Report 048/06.

200603288	16/04/2006	EGTT : London (FIR)	Burn		G		ROBINSON	Reciprocating	1	Alleged infringement of the cable hazard at the Burn Gliding Club launch site by an R44 at an estimated height of 1000ft.	Glider launching affected.
200603295	22/04/2006	EGTT : London (FIR)	Denham	W	A	CTR	WASSMER	Reciprocating	1	Wassmer allegedly infringed the London CTR (Class A). Standard separation maintained. ATC spoke to pilot after landing.	
200603302	16/04/2006	EGTT : London (FIR)	Burn		G		CESSNA	Reciprocating	1	Alleged infringement of the cable hazard at the Burn Gliding Club launch site by a C152 at an estimated height of 1000ft. A/c flew across a glider launching on the winch launch.	
200603318	24/04/2006	EGTT : London (FIR)	Denham	4W	A	CTR	CIRRUS	Reciprocating	1	Infringement of London CTR (Class A) by an SR22 at 1000ft. Traffic info and avoiding action issued to A109 operating on an SVFR flight.	The SR22 pilot reports that, as the a/c entered the Denham ATZ via St Giles, the traffic system on the a/c gave a traffic warning. The Denham AFIS had warned the pilot about a helicopter tracking northbound close to the airfield, (possibly the A109). The SR22 pilot was not visual with the helicopter and took avoiding action of breaking right. This positioned the a/c on the West side of Gerrads Cross and outside the Denham ATZ but within the London CTR. Appropriate advice is to be passed to the pilot concerned.
200603318	24/04/2006	EGTT : London (FIR)	Denham	4W	A	CTR	AGUSTA	Turboshaft	2	Infringement of London CTR (Class A) by an SR22 at 1000ft. Traffic info and avoiding action issued to A109 operating on an SVFR flight.	The SR22 pilot reports that, as the a/c entered the Denham ATZ via St Giles, the traffic system on the a/c gave a traffic warning. The Denham AFIS had warned the pilot about a helicopter tracking northbound close to the airfield, (possibly the A109). The SR22 pilot was not visual with the helicopter and took avoiding action of breaking right. This positioned the a/c on the West side of Gerrads Cross and outside the Denham ATZ but within the London CTR. Appropriate advice is to be passed to the pilot concerned.

200603344	24/04/2006	EGTT : London (FIR)	Portsmouth		G	Danger area	CESSNA	Reciprocating	1	Alleged infringement of Portsmouth Danger Area D038 by a C172 at 3000ft.	
200603452	28/04/2006	EGTT : London (FIR)	Cranfield (CIT)	5S	D	CTA	CIRRUS	Reciprocating	1	Alleged infringement of Luton CTA (Class D) by an SR22 at5800ft. ATC contacted the military unit working the a/c, who had just instructed it to descend. Standard separationmaintained.	
200603460	30/04/2006	EGTT : London (FIR)	Henton (HEN) NDB	5 W	A	TMA	CESSNA	Reciprocating	1	C206 observed climbing into LTMA. ATC told pilot to remain clear of CAS. A/c subsequently seen climbing again to FL86 into the LTMA. ATC turned another a/c away. Standard separation maintained.	Appropriate remedial action has been taken by the operator. See 200508378.
200603465	27/04/2006	EGTT : London (FIR)	Luton (LUT)	SE	D	CTR	ROCKWELL	Reciprocating	1	Infringement of Luton CTR (Class D) by a Rockwell 112 at 1300ft. Separation lost with a B737 on approach. Traffic info and avoiding action given.	Investigation established that the Rockwell 112 pilot wasdeparting from Panshanger, which he was unfamiliar with, and while following the noise abatement procedure, becamedistracted, and flew further west than he intended. The pilot has been reminded of the serious consequences of infringing CAS. Additionally, Panshanger have been requested to ensure that visiting pilots are aware of the proximity of Luton CAS when following the noise abatement procedure.CAA Closure: The hazard is adequately controlled by the actions stated above.
200603465	27/04/2006	EGTT : London (FIR)	Luton (LUT)	SE	D	CTR	BOEING	Turbofan	2	Infringement of Luton CTR (Class D) by a Rockwell 112 at 1300ft. Separation lost with a B737 on approach. Traffic info and avoiding action given.	Investigation established that the Rockwell 112 pilot wasdeparting from Panshanger, which he was unfamiliar with, and while following the noise abatement procedure, becamedistracted, and flew further west than he intended. The pilot has been reminded of the serious consequences of infringing CAS. Additionally, Panshanger have been requested to ensure that visiting pilots are aware of the proximity of Luton CAS when following the noise abatement procedure.CAA Closure: The hazard is adequately controlled by the actions stated above.

200603466	30/04/2006	EGTT : London (FIR)	Mayfield (MAY)	5 NE	A	TMA	PIPER	Reciprocating	1	PA32 infringed the London TMA (Class A) at 2900ft and lost separation with a B737 at 5000ft inbound to Gatwick.	The a/c was tracked on radar and seen to land at Rochester.
200603466	30/04/2006	EGTT : London (FIR)	Mayfield (MAY)	5 NE	A	TMA	BOEING	Turbofan	2	PA32 infringed the London TMA (Class A) at 2900ft and lost separation with a B737 at 5000ft inbound to Gatwick.	The a/c was tracked on radar and seen to land at Rochester.
200603468	29/04/2006	EGTT : London (FIR)	North Weald		D	CTA	CESSNA	Reciprocating	1	Infringement of Stansted CTA (Class D) by a C172 at 2400ft. ATC contacted North Weald and advised that the a/c be descended. Standard separation maintained.	
200603469	29/04/2006	EGTT : London (FIR)	Panshanger	3 SE	A	TMA	SOCATA	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a TB20 at 2900ft. ATC instructed a/c to descend to not above 2400ft. Standard separation maintained.	
200603473	29/04/2006	EGTT : London (FIR)	Luton (LUT)	14 E	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of Luton CTA (Class D) by R1180 squawking 7000 at 2800ft. Traffic info and avoiding action issued to a Premair a/c on approach to Luton. Standard separation maintained.	STCA activated. The R1180 was allegedly working London Information.

200603473	29/04/2006	EGTT : London (FIR)	Luton (LUT)	14 E	D	CTA	RAYTHEON	Turbofan	2	Infringement of Luton CTA (Class D) by R1180 squawking 7000 at 2800ft. Traffic info and avoiding action issued to a Premair a/c on approach to Luton. Standard separation maintained.	STCA activated. The R1180 was allegedly working London Information.
200603474	29/04/2006	EGTT : London (FIR)	ABBOT	4 NE	A	TMA	DIAMOND	Reciprocating	1	Infringement of the LTMA (Class A) by DA40. Military ATC subsequently rang to say they were working the DA40. Standard separation maintained. Pilot phoned LTCC and incident discussed.	
200603478	29/04/2006	EGTT : London (FIR)	Honiley (HON)	E	D	CTR	CESSNA	Reciprocating	1	Infringement of Birmingham CTR (Class D) by a C150 at 1500ft. Traffic info passed to B737 on approach. Standard separation maintained.	Solo student on a training flight became disorientated whilst trying to return to Coventry. Student pilot was laterde-briefed by his instructor to ensure that there would be no further problems.
200603478	29/04/2006	EGTT : London (FIR)	Honiley (HON)	E	D	CTR	BOEING	Turbofan	2	Infringement of Birmingham CTR (Class D) by a C150 at 1500ft. Traffic info passed to B737 on approach. Standard separation maintained.	Solo student on a training flight became disorientated whilst trying to return to Coventry. Student pilot was laterde-briefed by his instructor to ensure that there would be no further problems.
200603487	29/04/2006	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	PIPER	Reciprocating	1	Infringement of Gatwick CTR (Class D) by a PA32 at 1500ft. Traffic info given to an a/c on approach. Standard separation maintained.	

200603549	02/05/2006	EGTT : London (FIR)	Stansted	6 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of Stansted CTR (Class D) by a C170 at 1500ft. Separation lost with an A321 on approach. Traffic info and avoiding action given. STCA activated.	C170 pilot subsequently admitted to and apologised for the infringement, which was attributed to a navigation error. Pilot misread the compass, steering 335deg instead of 355deg, and then misidentified Thaxted as Great Bardfield. Pilot cites fatigue and a strong tail wind as contributory factors to this incident and has learnt from the experience. Additionally, it transpired that C170 transponder was malfunctioning, as subsequent investigations have confirmedthe Mode C to be indicating an error of plus 300ft. The transponder has been declared u/s.☐ CAA Closure: The hazardis adequately controlled by the actions stated above.
200603549	02/05/2006	EGTT : London (FIR)	Stansted	6 NE	D	CTR	AIRBUS	Turbofan	2	Infringement of Stansted CTR (Class D) by a C170 at 1500ft. Separation lost with an A321 on approach. Traffic info and avoiding action given. STCA activated.	C170 pilot subsequently admitted to and apologised for the infringement, which was attributed to a navigation error. Pilot misread the compass, steering 335deg instead of 355deg, and then misidentified Thaxted as Great Bardfield. Pilot cites fatigue and a strong tail wind as contributory factors to this incident and has learnt from the experience. Additionally, it transpired that C170 transponder was malfunctioning, as subsequent investigations have confirmedthe Mode C to be indicating an error of plus 300ft. The transponder has been declared u/s.☐ CAA Closure: The hazardis adequately controlled by the actions stated above.
200603560	01/05/2006	EGTT : London (FIR)	Manston		G	ATZ	PERCIVAL	Turbofan	1	Alleged infringement of the Manston ATZ (Class G) by unidentified Jet Provost. Standard separation maintained.	
200603606	03/05/2006	EGTT : London (FIR)	Bristol International	5 S	D	CTR	VANS	Reciprocating	1	Alleged infringement of the Bristol CTR (Class D) and Brize Norton CTR (Class D) by an RV4. Traffic info was given to an inbound a/c. Standard separation maintained.	A military jet outbound from Brize Norton took avoiding action on the RV4. No further information available.☐ CAA Closure: No further CAA action practicable.
200603606	03/05/2006	EGTT : London (FIR)	Bristol International	5 S	D	CTR	DE HAVILLAND	Turboprop	2	Alleged infringement of the Bristol CTR (Class D) and Brize Norton CTR (Class D) by an RV4. Traffic info was given to an inbound a/c. Standard separation maintained.	A military jet outbound from Brize Norton took avoiding action on the RV4. No further information available.☐ CAA Closure: No further CAA action practicable.

200603634	04/05/2006	EGTT : London (FIR)	East Grinstead	S	D	CTR	CESSNA	Reciprocating	1	Infringement of Gatwick CTR (Class D) by a C182 at 1700ft. Traffic info given. Standard separation maintained. Pilot later apologised for his navigational error.	
200603650	04/05/2006	EGTT : London (FIR)	TIMBA	10 E	A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a C172. Avoiding action issued to an RTC680 at FL70 against the unknown traffic. STCA activated. Standard separation maintained.	The unknown was later identified as the C172 working the FIR controller. The FIR controller reports that the pilot of the C172 was difficult to understand however he was reminded to remain clear of CAS.
200603650	04/05/2006	EGTT : London (FIR)	TIMBA	10 E	A	TMA	ROCKWELL	Turboprop	2	Alleged infringement of the LTMA (Class A) by a C172. Avoiding action issued to an RTC680 at FL70 against the unknown traffic. STCA activated. Standard separation maintained.	The unknown was later identified as the C172 working the FIR controller. The FIR controller reports that the pilot of the C172 was difficult to understand however he was reminded to remain clear of CAS.
200603660	06/05/2006	EGTT : London (FIR)	London-Gatwick - LGW	8 E	D	CTR	CESSNA	Reciprocating	1	C172 allegedly infringed the Gatwick CTR (Class D) and lost separation with an inbound A319, who was given traffic info and avoiding action.	As at 7 Sep 2006, attempts to contact the C172 operator had been unsuccessful.☐ CAA Closure: No further CAA action practicable.
200603660	06/05/2006	EGTT : London (FIR)	London-Gatwick - LGW	8 E	D	CTR	AIRBUS	Turbofan	2	C172 allegedly infringed the Gatwick CTR (Class D) and lost separation with an inbound A319, who was given traffic info and avoiding action.	As at 7 Sep 2006, attempts to contact the C172 operator had been unsuccessful.☐ CAA Closure: No further CAA action practicable.

200603668	04/05/2006	EGTT : London (FIR)	Compton (CPT)		A		PIPER	Reciprocating	1	PA28 infringed the Airway L9 (Class A) and lost separation with a B767 outbound from Heathrow, who was given traffic info. STCA and SMF activated.	Appropriate CAA action is being taken as a result of thisincident.
200603668	04/05/2006	EGTT : London (FIR)	Compton (CPT)		A		BOEING	Turbofan	2	PA28 infringed the Airway L9 (Class A) and lost separation with a B767 outbound from Heathrow, who was given traffic info. STCA and SMF activated.	Appropriate CAA action is being taken as a result of thisincident.
200603721	06/05/2006	EGTT : London (FIR)	Nash Point	4 NW	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of Cardiff CTA (Class D) by a C172 at 3500ft. No traffic affected. Standard separation maintained.	During an IFR flight, the pilot called ATC stating that the a/c was experiencing excessive turbulence. ATC providedassistance and subsequently instructed a/c to continue own navigation and descend VFR. Several minutes later, the a/c entered Cardiff CAS without clearance. Pilot alerted to infringement.
200603731	30/04/2006	EGTT : London (FIR)	Lambourne (LAM)		A	TMA	PIPER	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a PA28 at 2900ft. London City departures were stopped until PA28 was observed leaving CAS by descending to 2000ft. Standard separation maintained.	See also 200504211 and 200505476. □ CAA Closure: The PIC did not believe he had infringed and suspects a possible incorrect altimeter setting.
200603830	11/05/2006	EGTT : London (FIR)	London-Heathrow - LHR	S	A	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of LHR CTR (Class A) by an R3000 at 2000ft. LHR southbound departures stopped for 4mins. A/c instructed to head South out of the CTR and descend to 1500ft.	Standard separation maintained. The student pilot was on his first solo flight. Appropriate CAA action has been taken as a result of this incident.

200603849	10/05/2006	EGTT : London (FIR)	London-Heathrow - LHR	10 W	A	CTR	UNKNOWN	Unknown		Unidentified a/c infringed the London CTR (Class A) and lost separation with an a/c inbound to Heathrow. Traffic info and avoiding action given.	
200603849	10/05/2006	EGTT : London (FIR)	London-Heathrow - LHR	10 W	A	CTR	ROBINSON	Reciprocating	1	Unidentified a/c infringed the London CTR (Class A) and lost separation with an a/c inbound to Heathrow. Traffic info and avoiding action given.	
200603851	11/05/2006	EGTT : London (FIR)	Cardiff (CDF)	8.7 NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a PA28. PA28was give a heading to leave CAS. Standard separation maintained. On landing, pilot phoned and apologised for the error.	
200603881	12/05/2006	EGTT : London (FIR)	Solent CTA		D	CTA	ROCKWELL	Reciprocating	1	AC114 called ATC and told to remain clear of CAS and to expect transit at FL50. AC114 allegedly infringed the Solent CTA (Class D). A/c was subsequently cleared to transit CAS. Separation maintained.	
200603890	13/05/2006	EGTT : London (FIR)	London City - LCY	5 NE	D	CTR	AEROSPATIALE	Turboshaft	1	AS350 infringed the London City CTR (Class D) and lost separation with an outbound DHC8, who was given traffic infoand avoiding action.	The pilot subsequently admitted to and apologised for theinfringement, claiming to have clipped the Northeast corner of the CTR. He has been reminded of the importance of remaining clear of CAS.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200603890	13/05/2006	EGTT : London (FIR)	London City - LCY	5 NE	D	CTR	DE HAVILLAND	Turboprop	2	AS350 infringed the London City CTR (Class D) and lost separation with an outbound DHC8, who was given traffic infoand avoiding action.	The pilot subsequently admitted to and apologised for theinfringement, claiming to have clipped the Northeast corner of the CTR. He has been reminded of the importance of remaining clear of CAS.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200603894	11/05/2006	EGTT : London (FIR)	London City - LCY	5 NE	D	CTA	PIPER	Reciprocating	1	Infringement of London City CTA (Class D) by a PA28 at 2200ft. A/c called on frequency and a 7052 squawk was allocated to it. Standard separation maintained.	
200603894	11/05/2006	EGTT : London (FIR)	London City - LCY	5 NE	D	CTA	FOKKER	Turboprop	2	Infringement of London City CTA (Class D) by a PA28 at 2200ft. A/c called on frequency and a 7052 squawk was allocated to it. Standard separation maintained.	
200603901	12/05/2006	EGTT : London (FIR)	Southampton (SAM)	11SW	D	CTA	PIPER	Reciprocating	1	Infringement of Southampton CTA (Class D) by a PA28 at 2400ft, a/c told to descend out of CTA. Loss of separation with a C208. C208 received TCAS RA. Traffic info given.	Several attempts to contact the PA28 operator have provedunsuccessful. □ CAA Closure: No further CAA action practicable.
200603901	12/05/2006	EGTT : London (FIR)	Southampton (SAM)	11SW	D	CTA	CESSNA	Turboprop	1	Infringement of Southampton CTA (Class D) by a PA28 at 2400ft, a/c told to descend out of CTA. Loss of separation with a C208. C208 received TCAS RA. Traffic info given.	Several attempts to contact the PA28 operator have provedunsuccessful. □ CAA Closure: No further CAA action practicable.

200603915	14/05/2006	EGTT : London (FIR)	Honiley (HON)	18 NW	D	CTA	BEECH	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a BE36. Standard separation maintained.	Possible confusion over the a/c's joining clearance.
200603946	15/05/2006	EGTT : London (FIR)	London-Gatwick - LGW	10 SW	D	CTA	PIPER	Reciprocating	1	Infringement of Gatwick CTA (Class D) by a PA28 at 1900ft. Traffic info given and slight delay to B777 on approach.Standard separation maintained.	The pilot reports that having arrived overhead Seaford indeteriorating weather, an incorrect VOR radial was set for MID, resulting in a more northerly flight path and the inadvertent incursion into the Gatwick CTA.
200603946	15/05/2006	EGTT : London (FIR)	London-Gatwick - LGW	10 SW	D	CTA	BOEING	Turbofan	2	Infringement of Gatwick CTA (Class D) by a PA28 at 1900ft. Traffic info given and slight delay to B777 on approach.Standard separation maintained.	The pilot reports that having arrived overhead Seaford indeteriorating weather, an incorrect VOR radial was set for MID, resulting in a more northerly flight path and the inadvertent incursion into the Gatwick CTA.
200603951	13/05/2006	EGTT : London (FIR)	Duxford		G	ATZ	GRUMMAN	Reciprocating	1	Alleged infringement of Duxford ATZ (Class G) by an AA5 at 1000ft. A/c told by previous ATC to free call Duxford FIS.	
200604260	13/05/2006	EGTT : London (FIR)	Rivar Hill		G		OTHER	Reciprocating	1	Alleged infringement of the Shalbourne Soaring Society Cable Hazard at Rivar Hill Airfield by a microlight at approximately 1000ft. A/c flew South of the winch, no conflict with gliders.	Operator of the microlight has been contacted by the soaring society and appropriate follow up action is to be taken.

200604296	17/05/2006	EGTT : London (FIR)	Durham Tees Valley (TD)	4 NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Durham Tees Valley CTR/CTA (Class D) by a PA28 on a NAVEX. Durham Tees Valley established contact with PA28 and gave it a heading to leave CAS. Standard separation maintained.	See 200606963.
200604392	29/05/2006	EGTT : London (FIR)	Stansted	6 W	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a C182. Departures were stopped until a/c had left CAS.	See also 200405346. C182 owner was requested several times to provide further information but, as at 22 Dec 2006, had not done so. FAA advised accordingly. □ CAA Closure: No further CAA action practicable due to elapsed time.
200604394	28/05/2006	EGTT : London (FIR)	Mayfield (MAY)	SE	A	TMA	CIRRUS	Reciprocating	1	Infringement of the London TMA (Class A) by an SR22. Several a/c were given extended vectoring one of which lost separation with the SR22.	See also 200603452. SR22 pilot subsequently admitted to and apologised for infringement, which was attributed to SR22 travelling West of its intended route. Pilot intends toplan routes with a greater safety margin to prevent recurrence. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200604394	28/05/2006	EGTT : London (FIR)	Mayfield (MAY)	SE	A	TMA	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by an SR22. Several a/c were given extended vectoring one of which lost separation with the SR22.	See also 200603452. SR22 pilot subsequently admitted to and apologised for infringement, which was attributed to SR22 travelling West of its intended route. Pilot intends toplan routes with a greater safety margin to prevent recurrence. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200604480	29/05/2006	EGTT : London (FIR)	Stansted	6 SW	D	CTR	CESSNA	Reciprocating	1	C152 infringed the Stansted CTR (Class D) and lost separation with a B737 being positioned on ILS R/W05. B737 was broken off ILS and repositioned. Traffic info and avoiding action given.	See also 200509238. As a result of this incident, the pilot received more dual navigation training, culminating in a Navigation Flight Test around the London Zone with a PPLExaminer. □ CAA Closure: No further CAA action required atthis time.

200604480	29/05/2006	EGTT : London (FIR)	Stansted	6 SW	D	CTR	BOEING	Turbofan	2	C152 infringed the Stansted CTR (Class D) and lost separation with a B737 being positioned on ILS R/W05. B737 was broken off ILS and repositioned. Traffic info and avoiding action given.	See also 200509238. As a result of this incident, the pilot received more dual navigation training, culminating in a Navigation Flight Test around the London Zone with a PPLExaminer.☐ CAA Closure: No further CAA action required atthis time.
200604510	31/05/2006	EGTT : London (FIR)	Ascot		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28. A B747 that had departed Heathrow was given traffic info and subsequent departures were suspended. Standard separation maintained.	Solo student pilot. The pilot called Farnborough LARS andreported being unsure of his position, requesting a QDM for Blackbushe. The CFI agreed to carry out at least two dual flights including a land away in addition to dual navigation around a local zone.☐ CAA Closure: No further CAA action practicable.
200604510	31/05/2006	EGTT : London (FIR)	Ascot		A	CTR	BOEING	Turbofan	4	Infringement of the London CTR (Class A) by a PA28. A B747 that had departed Heathrow was given traffic info and subsequent departures were suspended. Standard separation maintained.	Solo student pilot. The pilot called Farnborough LARS andreported being unsure of his position, requesting a QDM for Blackbushe. The CFI agreed to carry out at least two dual flights including a land away in addition to dual navigation around a local zone.☐ CAA Closure: No further CAA action practicable.
200604551	01/06/2006	EGTT : London (FIR)	Bristol International	8 E	D	CTA	AVIONS ROBIN	Reciprocating	1	UK AIRPROX 64/2006 - EMB145 and a DR400 at 2000ft which infringed the Bristol CTA (Class D). Traffic info and avoiding action given to the EMB145.	The DR400 encountered severe turbulence resulting in the pilot hitting his head on the roof and sustaining a head injury. During this encounter, the a/c climbed and entered the Bristol CTA without clearance. In addition to this, the DR400 had an incorrectly set altimeter. Subsequent separation loss resolved by ATC.☐ CAA Closure: No further CAA action required at this time. This AIRPROX has been subjectto a separate review by the United Kingdom AIRPROX Board (UKAB). See UKAB Report 064/06.
200604551	01/06/2006	EGTT : London (FIR)	Bristol International	8 E	D	CTA	EMBRAER	Turbofan	2	UK AIRPROX 64/2006 - EMB145 and a DR400 at 2000ft which infringed the Bristol CTA (Class D). Traffic info and avoiding action given to the EMB145.	The DR400 encountered severe turbulence resulting in the pilot hitting his head on the roof and sustaining a head injury. During this encounter, the a/c climbed and entered the Bristol CTA without clearance. In addition to this, the DR400 had an incorrectly set altimeter. Subsequent separation loss resolved by ATC.☐ CAA Closure: No further CAA action required at this time. This AIRPROX has been subjectto a separate review by the United Kingdom AIRPROX Board (UKAB). See UKAB Report 064/06.

200604559	28/05/2006	EGTT : London (FIR)	Warwick		D	CTR	PIPER	Reciprocating	1	PA28 receiving an FIS allegedly infringed the Birmingham CTR (Class D). Pilot believed the base of CAS in the vicinity of Warwick was 3500ft (actually 1500ft). Separation lost with an A320.	PA28 pilot has been alerted to the base of CAS in the area concerned.
200604559	28/05/2006	EGTT : London (FIR)	Warwick		D	CTR	AIRBUS	Turbofan	2	PA28 receiving an FIS allegedly infringed the Birmingham CTR (Class D). Pilot believed the base of CAS in the vicinity of Warwick was 3500ft (actually 1500ft). Separation lost with an A320.	PA28 pilot has been alerted to the base of CAS in the area concerned.
200604560	31/05/2006	EGTT : London (FIR)	Exeter		G	ATZ	ROBINSON	Reciprocating	1	Alleged infringement of Exeter ATZ (Class G) by an R44 squawking 7000 at approximately 1000ft. Traffic info given.	
200604565	20/05/2006	EGTT : London (FIR)	Doncaster Sheffield	1W	G	ATZ	ENSTROM	Turboshaft	1	Alleged infringement of the Doncaster ATZ (Class G) by anEnstrom 480 at 1800ft.	A/c tracked through the ATZ at 1800ft and was informed that a report would be filed. Crew believed they were outside the ATZ and therefore didn't have to call up on frequency. ATC note that the a/c track was conflicting with Doncaster routes, so obtaining traffic info would have been advisable.
200604570	01/06/2006	EGTT : London (FIR)	Solent		D	CTR	DIAMOND	Reciprocating	1	Infringement of the Solent CTR (Class D) by a Diamond Da20 at 1700ft. DHC8 given traffic info and vectored clear ofthe Da20. Standard separation maintained.	

200604570	01/06/2006	EGTT : London (FIR)	Solent		D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTR (Class D) by a Diamond Da20 at 1700ft. DHC8 given traffic info and vectored clear ofthe Da20. Standard separation maintained.	
200604601	02/06/2006	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTR	DE HAVILLAND	Reciprocating	1	Chipmunk infringed the Gatwick CTR/CTA (Class D) and lostseparation with an inbound B737, who was given traffic info and avoiding action. Chipmunk pilot contacted and alerted to the error.	
200604601	02/06/2006	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTR	BOEING	Turbofan	2	Chipmunk infringed the Gatwick CTR/CTA (Class D) and lostseparation with an inbound B737, who was given traffic info and avoiding action. Chipmunk pilot contacted and alerted to the error.	
200604603	03/06/2006	EGTT : London (FIR)	Luton (LUT)	6 NE	D	CTR	CESSNA	Reciprocating	1	C182 allegedly infringed Luton CTR (Class D) and lost separation with a departing B737, which was given traffic info. C182 then infringed the Heathrow Zone, stopping North departures for 4mins.	Appropriate CAA action is being taken as a result of thisincident.
200604603	03/06/2006	EGTT : London (FIR)	Luton (LUT)	6 NE	D	CTR	BOEING	Turbofan	2	C182 allegedly infringed Luton CTR (Class D) and lost separation with a departing B737, which was given traffic info. C182 then infringed the Heathrow Zone, stopping North departures for 4mins.	Appropriate CAA action is being taken as a result of thisincident.

200604604	03/06/2006	EGTT : London (FIR)	ALVIN	3 WNW	A		HAWKER	Turbofan	1	Alleged infringement of Airway L9 (Class A) by formation of two Hunters. Traffic info and avoiding action was givento outbound EMB145. Standard separation maintained. Pilotsubsequently apologised.	Mode C indicated a/c were at FL80. However, pilot believed they were descending through 4500ft at time of incident.Pilot has been advised to have transponder checked.
200604604	03/06/2006	EGTT : London (FIR)	ALVIN	3 WNW	A		EMBRAER	Turbofan	2	Alleged infringement of Airway L9 (Class A) by formation of two Hunters. Traffic info and avoiding action was givento outbound EMB145. Standard separation maintained. Pilotsubsequently apologised.	Mode C indicated a/c were at FL80. However, pilot believed they were descending through 4500ft at time of incident.Pilot has been advised to have transponder checked.
200604606	04/06/2006	EGTT : London (FIR)	Bracknell	NE	A	CTR	PILATUS	Turboprop	1	Infringement of the London CTR (Class A) by a PC12. PC12 turned Northeast and Heathrow departures were stopped for 2mins, whilst PC12 was turned West and descended below 1500ft.	Pilot subsequently admitted to and apologised for infringement. Pilot had carried out appropriate pre-flight planning, but was unfamiliar with the area (first time into thisairfield) which contributed to the infringement. □ CAA Closure: The hazard is acceptable provided the frequency remains low.
200604608	04/06/2006	EGTT : London (FIR)	London-Gatwick - LGW	SW	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) and the Gatwick CTR (Class D) by a PA28. Gatwick departures were stopped. Standard separation maintained.	Pilot subsequently admitted to infringement, having misread the map and subsequently believed that the base of controlled airspace was 2500ft in an area where it was actually 1500ft. Appropriate advice given concerning adequate pre-flight planning. □ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200604610	02/06/2006	EGTT : London (FIR)	Birmingham	7 E	D	CTR	SCOTTISH AVIATION	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Bulldogsquawking 7000 at 1800ft. Standard separation maintained.	

200604633	05/06/2006	EGTT : London (FIR)	Beare Green		D	CTR	BELL	Turboshaft	1	Infringement of the Gatwick CTR (Class D) by a Bell 206B at 1200ft. ATC stopped all left turns out of Gatwick. Standard separation maintained.	The pilot subsequently called ATC to apologise . ATC madethe pilot aware of the potential hazard of his actions.
200604633	05/06/2006	EGTT : London (FIR)	Beare Green		D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a Bell 206B at 1200ft. ATC stopped all left turns out of Gatwick. Standard separation maintained.	The pilot subsequently called ATC to apologise . ATC madethe pilot aware of the potential hazard of his actions.
200604661	05/06/2006	EGTT : London (FIR)	Southampton (SAM)	5 SW	D	CTR	OTHER	Reciprocating	1	Infringement of Southampton CTR (Class D) by a Microlightat 1200ft squawking 7000. A/c called ATC and reported 5nmto Calshot. A/c assigned 3673 squawk. Standard separationmaintained.	
200604687	02/06/2006	EGTT : London (FIR)	Isle of Man (IOM)	20 SE	A		OTHER	Reciprocating	1	Alleged infringement of Airway L10 (Class A) by a Microlight at FL70, which was in potential conflict with a departing DHC8 approaching FL60. Traffic info and avoiding action was given to DHC8.	
200604687	02/06/2006	EGTT : London (FIR)	Isle of Man (IOM)	20 SE	A		DE HAVILLAND	Turboprop	2	Alleged infringement of Airway L10 (Class A) by a Microlight at FL70, which was in potential conflict with a departing DHC8 approaching FL60. Traffic info and avoiding action was given to DHC8.	

200604725	06/06/2006	EGTT : London (FIR)	Woodley (WOD)		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C150, which was unidentified to ATC. Separation subsequently lost between C150 and two inbound a/c to Heathrow. Traffic info given.	The pilot subsequently admitted to and apologised for theinfringement. He has been reminded of the serious consequences of infringing controlled airspace and the importanceof adequate pre-flight planning.□ CAA Closure: The hazardis adequately controlled by the actions stated above.
200604725	06/06/2006	EGTT : London (FIR)	Woodley (WOD)		A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a C150, which was unidentified to ATC. Separation subsequently lost between C150 and two inbound a/c to Heathrow. Traffic info given.	The pilot subsequently admitted to and apologised for theinfringement. He has been reminded of the serious consequences of infringing controlled airspace and the importanceof adequate pre-flight planning.□ CAA Closure: The hazardis adequately controlled by the actions stated above.
200604726	02/06/2006	EGTT : London (FIR)	Denham	3 W	A	CTR	PIPER	Reciprocating	1	PA28 twice infringed the London CTR (Class A). On the first occasion Heathrow Northbound departures were stopped for 4mins.	PA28 pilot realised his mistake and is fully aware of theserious consequences of infringing controlled airspace.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200604730	06/06/2006	EGTT : London (FIR)	Denham		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C172. Standard separation maintained.	C172 pilot subsequently admitted to and apologised for infringement. Attributed to a combination of distraction from passengers and sun glare. Pilot intends to route furtheraway from CAS in future to avoid recurrence. See also 200600515.
200604827	09/06/2006	EGTT : London (FIR)	LOGAN	20 NE	A		AEROSPATIALE	Turboshaft	1	Alleged infringement of Airway L608 (Class A) by an AS350. Standard separation maintained.	

200604834	08/06/2006	EGTT : London (FIR)	Southampton (SAM)	6 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 that appeared to have difficulties following ATC instructions and completed a number of orbits prior to leaving CAS.	Southampton departures were held for approximately 5mins. The pilot subsequently admitted to and apologised for the infringement, stating that he had neglected to align the Heading Indicator correctly to the compass. He has been reminded of the importance of adequate pre-flight planning. CAA Closure: The hazard is adequately controlled by the actions stated above.
200604856	09/06/2006	EGTT : London (FIR)	ORTAC	15NE	A		OTHER	Reciprocating	1	Microlight a/c observed infringing Airway N866 (Class A) at 7000ft, 15nm Northeast of ORTAC. No traffic affected. Standard separation maintained.	See also 200603032. Microlight pilot subsequently admitted to and apologised for infringement, having misread the base of the Airway. He has been reminded of the importance of adequate pre-flight planning. □ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200604859	06/06/2006	EGTT : London (FIR)	Stansted	W	D	CTA	CESSNA	Reciprocating	1	Infringement of Stansted CTA (Class D) by a C152 at 2000ft. The a/c was observed infringing again on the return journey. Standard separation maintained.	The pilot subsequently admitted to and apologised for the infringement. He has been reminded of the serious consequences of infringing controlled airspace and the importance of adequate pre-flight planning. □ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200604860	07/06/2006	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28. Traffic info was given to an inbound B737, which was initially given a LH orbit and then vectored behind PA28.	Three other inbound a/c were delayed or held as a result of this infringement. See also 200402518 and 200506573. Pilot subsequently admitted to and apologised for infringement, having made a navigation error. Appropriate advice given concerning adequate pre-flight planning. □ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200604860	07/06/2006	EGTT : London (FIR)	Luton (LUT)		D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28. Traffic info was given to an inbound B737, which was initially given a LH orbit and then vectored behind PA28.	Three other inbound a/c were delayed or held as a result of this infringement. See also 200402518 and 200506573. Pilot subsequently admitted to and apologised for infringement, having made a navigation error. Appropriate advice given concerning adequate pre-flight planning. □ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200604861	10/06/2006	EGTT : London (FIR)	ORTAC	12 NE	A		CIRRUS	Reciprocating	1	Alleged infringement of Airway N866 (Class A) 12nm Northeast of ORTAC by SR22 indicating FL54. Subsequently a/c contacted FIR and told to descend immediately to FL35. Standard separation maintained.	
200604866	09/06/2006	EGTT : London (FIR)	LARCK	6 W	A	TMA	PIPER	Reciprocating	1	Alleged infringement of the LTMA (Class A) and the Gatwick CTA/CTR (Class D) by a PA28. Gatwick DIR alerted and a/cwith BOGNA SIDs avoided the infringer.	
200604874	08/06/2006	EGTT : London (FIR)	Stansted		D	CTR	YAKOVLEV	Reciprocating	1	YAK50 allegedly infringed the Stansted CTR (Class D) and lost separation with an outbound a/c which was given traffic info and avoiding action turn. Other departures were stopped.	Pilot commented that the YAK50 had a rough running engine(magneto problems) and that a "dirty dive" into the destination was carried out.
200604874	08/06/2006	EGTT : London (FIR)	Stansted		D	CTR	UNKNOWN	Unknown		YAK50 allegedly infringed the Stansted CTR (Class D) and lost separation with an outbound a/c which was given traffic info and avoiding action turn. Other departures were stopped.	Pilot commented that the YAK50 had a rough running engine(magneto problems) and that a "dirty dive" into the destination was carried out.
200604879	11/06/2006	EGTT : London (FIR)	Mayfield (MAY)	3 SE	A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a C185. Standard separation maintained.	

200604880	11/06/2006	EGTT : London (FIR)	Stansted	7.5 NE	D	CTR	CESSNA	Reciprocating	1	C152 allegedly infringed the Stansted CTR (Class D) and lost separation with an inbound B737 on a visual approach to R/W23, which was given traffic info.	See also 200507041. Appropriate CAA action is to be taken as a result of this incident.
200604880	11/06/2006	EGTT : London (FIR)	Stansted	7.5 NE	D	CTR	BOEING	Turbofan	2	C152 allegedly infringed the Stansted CTR (Class D) and lost separation with an inbound B737 on a visual approach to R/W23, which was given traffic info.	See also 200507041. Appropriate CAA action is to be taken as a result of this incident.
200604886	11/06/2006	EGTT : London (FIR)	Stansted	11 NE	D	CTA	CIRRUS	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by an SR20. An inbound B737 was given traffic info and an extension to its arrival to ensure separation.	Appropriate CAA action is being taken as a result of this incident. See also 200604921.
200604886	11/06/2006	EGTT : London (FIR)	Stansted	11 NE	D	CTA	BOEING	Turbofan	2	Alleged infringement of the Stansted CTA (Class D) by an SR20. An inbound B737 was given traffic info and an extension to its arrival to ensure separation.	Appropriate CAA action is being taken as a result of this incident. See also 200604921.
200604887	11/06/2006	EGTT : London (FIR)	London City - LCY	14 E	A	TMA	CESSNA	Reciprocating	1	C172 allegedly infringed the LTMA (Class A) and lost separation with a BE400 inbound to London City. STCA activated. BE400 was given traffic info and avoiding action.	C172 pilot subsequently apologised for the possible infringement but also advised that a transponder fault had been identified during the previous flight. On that occasion, the transponder was emitting an incorrect altitude. The encoding altimeter was subsequently found to be faulty and was repaired on 24 Jul 2006. Pilot has been reminded of the importance of adequate pre-flight planning and remaining clear of CAS. He has also been advised that, on this occasion, a transponder check would have been prudent considering the reported problem during the preceding flight. □ CAA Closure: The hazard is adequately controlled by the actions stated above.

200604887	11/06/2006	EGTT : London (FIR)	London City - LCY	14 E	A	TMA	BEECH	Turbofan	2	C172 allegedly infringed the LTMA (Class A) and lost separation with a BE400 inbound to London City. STCA activated. BE400 was given traffic info and avoiding action.	C172 pilot subsequently apologised for the possible infringement but also advised that a transponder fault had beenidentified during the previous flight. On that occasion, the transponder was emitting an incorrect altitude. The encoding altimeter was subsequently found to be faulty and was repaired on 24 Jul 2006. Pilot has been reminded of theimportance of adequate pre-flight planning and remaining clear of CAS. He has also been advised that, on this occasion, a transponder check would have been prudent considering the reported problem during the preceding flight.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200604888	11/06/2006	EGTT : London (FIR)	Birmingham	14 S	D	CTR	OTHER	Reciprocating	1	Alleged infringement of the Birmingham CTR (Class D) by H36 motor glider. Standard separation maintained.	
200604889	11/06/2006	EGTT : London (FIR)	TANET		A	TMA	BEECH	Reciprocating	1	Infringement of the LTMA (Class A) by a BE36 at 4200ft, which lead to a loss of separation with an RTC690 descending to 3000ft. Traffic info given. SMF activated.	See also 200104101. BE36 identified at 4200ft in an area where the base of the LTMA is 3500ft. Pilot apologised forthe infringement and has been reminded of the importance of adequate pre-flight planning and remaining clear of CAS.☐ CAA Closure: The hazard is adequately controlled by theactions stated above.
200604889	11/06/2006	EGTT : London (FIR)	TANET		A	TMA	ROCKWELL	Turboprop	2	Infringement of the LTMA (Class A) by a BE36 at 4200ft, which lead to a loss of separation with an RTC690 descending to 3000ft. Traffic info given. SMF activated.	See also 200104101. BE36 identified at 4200ft in an area where the base of the LTMA is 3500ft. Pilot apologised forthe infringement and has been reminded of the importance of adequate pre-flight planning and remaining clear of CAS.☐ CAA Closure: The hazard is adequately controlled by theactions stated above.
200604890	11/06/2006	EGTT : London (FIR)	North Weald		D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2400ft. Standard separation maintained.	See 200602393, 200602802 and 200605892.

200604894	11/06/2006	EGTT : London (FIR)	Stansted	6SW	D	CTA	BELLANCA	Reciprocating	1	Infringement of Stansted CTA (Class D) by a Bellanca squawking 7000 at 2000ft. A/c called on frequency and was asked to squawk 0204. Standard separation maintained.	
200604916	05/06/2006	EGTT : London (FIR)	Southampton (SAM)	6NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an C150 squawking 7000 at 1500ft. Standard separation maintained.	Pilot later apologised for his error and stated he had a problem with the gyroscope on the a/c.
200604926	02/06/2006	EGTT : London (FIR)	Kenley		G		ANTONOV	Reciprocating	1	Alleged infringement of the South London Gliding Centre Cable Hazard at Kenley Airfield by an AN2 at an estimated height of 900ft.	
200604927	02/06/2006	EGTT : London (FIR)	Kenley		G		AVIONS ROBIN	Reciprocating	1	Alleged infringement of the South London Gliding Centre Cable Hazard at Kenley Airfield by a R2160 at an estimated height of 1000ft.	
200604941	12/06/2006	EGTT : London (FIR)	London-Gatwick - LGW	5 ENE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C152 at 2000ft. Disruption caused to Gatwick inbound traffic. Traffic info given. Standard separation lost against two A319 a/c.	Appropriate CAA action is to be taken as a result of thisincident.

200604941	12/06/2006	EGTT : London (FIR)	London-Gatwick - LGW	5 ENE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C152 at 2000ft. Disruption caused to Gatwick inbound traffic. Traffic info given. Standard separation lost against two A319 a/c.	Appropriate CAA action is to be taken as a result of thisincident.
200604984	11/06/2006	EGTT : London (FIR)	Birmingham	6 E	D	CTR	CESSNA	Reciprocating	1	Infringement of Birmingham CTR (Class D) by a C150 on a qualifying cross country flight. Student pilot became uncertain of his position and had called Brize Radar who transferred him to Birmingham.	CFI will be discussing incident with student pilot, who phoned Birmingham and apologised for the infringement.
200604987	13/06/2006	EGTT : London (FIR)	London City - LCY	3NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the London City CTR (Class D) by a C150 at 1100ft. All departures stopped and traffic info given toan already departing FK50. Standard separation maintained.	Investigation established that the C150 pilot did not hold an IMC or IR and inadvertently entered IMC while pointing out the Lee Valley Lakes to his passenger. Then, rather than turn 180deg to exit the cloud, he elected to continueand descend, subsequently infringing the CTR. He has since apologised to ATC and is now aware of the correct procedure on inadvertently entering IMC.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200604987	13/06/2006	EGTT : London (FIR)	London City - LCY	3NE	D	CTR	FOKKER	Turboprop	2	Infringement of the London City CTR (Class D) by a C150 at 1100ft. All departures stopped and traffic info given toan already departing FK50. Standard separation maintained.	Investigation established that the C150 pilot did not hold an IMC or IR and inadvertently entered IMC while pointing out the Lee Valley Lakes to his passenger. Then, rather than turn 180deg to exit the cloud, he elected to continueand descend, subsequently infringing the CTR. He has since apologised to ATC and is now aware of the correct procedure on inadvertently entering IMC.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200605001	11/06/2006	EGTT : London (FIR)	Cardiff (CDF)	6N	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of Cardiff CTR (Class D) by an R2120 at 1600ft. Pilot called for clearance to join VFR for R/W12 but was informed by ATC that he was already in the CTR. Standard separation maintained.	Pilot stated he would leave the CTR immediately. However,ATC cleared the a/c for a VFR join as there was no traffic to effect.

200605011	11/06/2006	EGTT : London (FIR)	Nottingham East Midlands	8NE	D	CTR	PIPER	Reciprocating	1	Infringement of Nottingham East Midlands CTR (Class D) bya PA28 at 1900ft. Inbound a/c vectored to remain clear ofthe PA28. Infringer identified and assigned a squawk.	Standard separation maintained.
200605012	10/06/2006	EGTT : London (FIR)	Wallasey (WAL)	15S	A		PIPER	Reciprocating	1	Infringement of Airway N864 (Class A) by a PA32 at 4400ft. Traffic info and avoiding action given to a B737. Standard separation maintained by taking B737 outside of CAS.	Subsequent investigation attributed the infringement to acombination of high cockpit workload and tailwind. Pilot has been reminded of the importance of remaining clear of CAS.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200605012	10/06/2006	EGTT : London (FIR)	Wallasey (WAL)	15S	A		BOEING	Turbofan	2	Infringement of Airway N864 (Class A) by a PA32 at 4400ft. Traffic info and avoiding action given to a B737. Standard separation maintained by taking B737 outside of CAS.	Subsequent investigation attributed the infringement to acombination of high cockpit workload and tailwind. Pilot has been reminded of the importance of remaining clear of CAS.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200605152	18/06/2006	EGTT : London (FIR)	Bishops Waltham		D	CTR	OTHER	Reciprocating	1	Infringement of the Solent CTR/CTA (Class D) by two unidentified microlights at approximately 2000ft. Traffic info given. Standard separation maintained.	
200605152	18/06/2006	EGTT : London (FIR)	Bishops Waltham		D	CTR	OTHER	Reciprocating	1	Infringement of the Solent CTR/CTA (Class D) by two unidentified microlights at approximately 2000ft. Traffic info given. Standard separation maintained.	

200605155	17/06/2006	EGTT : London (FIR)	Stansted	7 NW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of Stansted CTR (Class D) by R200. Stansted subsequently received a call from Cambridge who had been contacted by R200, advising it was lost. R200 given assistance to leave CAS.	Standard separation maintained. See also 200603241. Investigation established that the R200 pilot was a student andhad become lost on his solo qualifying cross country flight. He has been fully debriefed by his instructor following this incident, especially with regard to advising ATC without delay if uncertain of position.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200605156	16/06/2006	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	Infringement of Luton CTR (Class D) by a C150 at 2000ft. Standard separation maintained.	Several attempts to contact the C150 operator have provedunsuccessful.☐ CAA Closure: No further CAA action practicable.
200605159	19/06/2006	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Infringement of Luton CTR (Class D) by an PA28 at 1700ft.Traffic info and avoiding action given. Standard separation maintained.	Investigation ascertained that the PA28 pilot, a trainee working towards their PPL, has subsequently received additional training. Pilot has also been reminded of the importance of adequate pre-flight planning.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200605159	19/06/2006	EGTT : London (FIR)	Luton (LUT)		D	CTR	UNKNOWN	Unknown		Infringement of Luton CTR (Class D) by an PA28 at 1700ft.Traffic info and avoiding action given. Standard separation maintained.	Investigation ascertained that the PA28 pilot, a trainee working towards their PPL, has subsequently received additional training. Pilot has also been reminded of the importance of adequate pre-flight planning.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200605161	18/06/2006	EGTT : London (FIR)	London City - LCY	5 E	D	CTA	ROCKWELL	Reciprocating	1	Infringement of London City CTA (Class D) by a Rockwell 114 a/c at 2500ft, which lost separation with a C560 on approach. Traffic info given. C560 broken off approach and given avoiding action.	See 200500784.

200605161	18/06/2006	EGTT : London (FIR)	London City - LCY	5 E	D	CTA	CESSNA	Turbofan	2	Infringement of London City CTA (Class D) by a Rockwell 114 a/c at 2500ft, which lost separation with a C560 on approach. Traffic info given. C560 broken off approach and given avoiding action.	See 200500784.
200605219	18/06/2006	EGTT : London (FIR)	Birmingham		D	CTR	PIPER	Reciprocating	1	Infringement of Birmingham CTR (Class D) by an PA28. No other traffic affected. Standard separation maintained.	
200605268	18/06/2006	EGTT : London (FIR)	Nottingham East Midlands	8 SE	D	CTA	AVIONS ROBIN	Reciprocating	1	R200 allegedly infringed the Nottingham East Midlands CTR/CTA (Class D).	R200 allegedly called ATC stating being unsure of its position and was given assistance to its destination. Standard separation maintained. Report states that R200 was orbiting Wymeswold inside the CTR. However, pilot subsequently stated being informed that he was orbiting Melton Mowbray (outside CTR) at the time of the incident. Unable to reconcile differing reports.
200605274	16/06/2006	EGTT : London (FIR)	Liverpool	CTR	D	CTR	ROBINSON	Reciprocating	1	During a busy ATC period, R44 called and was told to standby. Approximately 4mins later, R44 was identified to haveinfringed the Liverpool CTR (Class D). Standard separation maintained.	
200605304	20/06/2006	EGTT : London (FIR)	EXMOR		A		GROB	Reciprocating	1	Grob 115, receiving an FIS, was cleared to cross the Severn estuary at 5000ft, but subsequently observed at FL74 and inside Airway N864 (Class A). Standard separation maintained.	Pilot phoned and apologised for the error.

200605335	22/06/2006	EGTT : London (FIR)	London City - LCY	5E	D	CTA	ROBINSON	Reciprocating	1	Infringement of the London City CTA (Class D) by an R22. An inbound BAe146 was instructed to go-around and given traffic info.	R22 pilot subsequently admitted to infringement and has received appropriate advice to help prevent a recurrence. Additionally, pilot has been reminded of the importance of adequate pre-flight planning.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200605335	22/06/2006	EGTT : London (FIR)	London City - LCY	5E	D	CTA	BAE	Turbofan	4	Infringement of the London City CTA (Class D) by an R22. An inbound BAe146 was instructed to go-around and given traffic info.	R22 pilot subsequently admitted to infringement and has received appropriate advice to help prevent a recurrence. Additionally, pilot has been reminded of the importance of adequate pre-flight planning.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200605384	23/06/2006	EGTT : London (FIR)	Bristol International	8ESE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a DR400 at 1800ft. Pilot later called ATC to apologise. He was fully aware of his position and had attempted to contact ATC.	Standard separation maintained. The pilot attempted to call Bristol ATC, but could not as the frequency was busy. He then carried out an orbit. Traffic info passed to an inbound B737.
200605384	23/06/2006	EGTT : London (FIR)	Bristol International	8ESE	D	CTA	BOEING	Turbofan	2	Infringement of the Bristol CTA (Class D) by a DR400 at 1800ft. Pilot later called ATC to apologise. He was fully aware of his position and had attempted to contact ATC.	Standard separation maintained. The pilot attempted to call Bristol ATC, but could not as the frequency was busy. He then carried out an orbit. Traffic info passed to an inbound B737.
200605389	23/06/2006	EGTT : London (FIR)	Booker-Bagshot		A	TMA	CESSNA	Reciprocating	1	Infringement of LTMA (Class A) by a C210. Heathrow northbound departures were stopped.	Pilot subsequently admitted to and apologised for infringement, having misread the map. Appropriate advice given concerning adequate pre-flight planning.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200605391	23/06/2006	EGTT : London (FIR)	Stansted	7 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 thatsubsequently called D&D. An inbound a/c was given traffinfo and broken off an ILS approach to R/W23. Standard separation maintained.	Appropriate and comprehensive remedial action has been taken by the CFI concerned with the solo student involved.
200605391	23/06/2006	EGTT : London (FIR)	Stansted	7 NW	D	CTR	UNKNOWN	Unknown		Infringement of the Stansted CTR (Class D) by a C152 thatsubsequently called D&D. An inbound a/c was given traffinfo and broken off an ILS approach to R/W23. Standard separation maintained.	Appropriate and comprehensive remedial action has been taken by the CFI concerned with the solo student involved.
200605394	23/06/2006	EGTT : London (FIR)	Congleton		D	CTR	AEROSPATIALE	Turboshaft	1	Alleged infringement of the Manchester CTR (Class D) by an AS350 that called ATC at Congleton requesting to fly to Rosthern, and had been told to remain outside CAS. Standard separation maintained.	AS350 later called ATC stating having radio problems, which were now rectified.
200605395	24/06/2006	EGTT : London (FIR)	Luton (LUT)	S	D	CTR	CESSNA	Reciprocating	1	C210 infringed the Luton CTR (Class D) and lost separation with an outbound a/c. All departures were stopped.	C210 pilot subsequently admitted to and apologised for the infringement, stating that he did not have the relevant VFR maps on board. He is now aware of the importance of adequate pre-flight planning and intends to ensure that all relevant VFR maps are in his possession prior to any future flights.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200605401	25/06/2006	EGTT : London (FIR)	Bristol International	10 E	D	CTA	STODDARD HAMILTON	Reciprocating	1	Alleged infringement of the Bristol CTA (Class D) by a Glasair that was receiving a FIS from Bristol Filton. Standard separation maintained.	

200605515	28/06/2006	EGTT : London (FIR)	London City - LCY	6 NE	D	CTA	PIPER	Reciprocating	1	Alleged infringement of London City CTA (Class D) by a PA38 at 2000ft, FK50 given a heading to remain separated from the PA38 and next departure cancelled. Standard separation maintained.	
200605535	25/06/2006	EGTT : London (FIR)	Manchester (MCT)	8 SW	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by aPA28. An inbound B737 was instructed not to establish on the ILS for R/W06R and given traffic info. B737 subsequently given avoiding action.	See also 200500541. Several attempts to contact the PA28 operator have proved unsuccessful. ☐ CAA Closure: No further CAA action practicable.
200605535	25/06/2006	EGTT : London (FIR)	Manchester (MCT)	8 SW	D	CTR	BOEING	Turbofan	2	Alleged infringement of the Manchester CTR (Class D) by aPA28. An inbound B737 was instructed not to establish on the ILS for R/W06R and given traffic info. B737 subsequently given avoiding action.	See also 200500541. Several attempts to contact the PA28 operator have proved unsuccessful. ☐ CAA Closure: No further CAA action practicable.
200605541	28/06/2006	EGTT : London (FIR)	Stansted	NE	D	CTA	DIAMOND	Reciprocating	1	Infringement of Stansted CTA (Class D) by a DA40 a/c at 2200ft. Two a/c broken off approach. Traffic info given. Standard separation maintained. Appropriate CAA action is to be taken.	
200605541	28/06/2006	EGTT : London (FIR)	Stansted	NE	D	CTA	BOEING	Turbofan	2	Infringement of Stansted CTA (Class D) by a DA40 a/c at 2200ft. Two a/c broken off approach. Traffic info given. Standard separation maintained. Appropriate CAA action is to be taken.	

200605588	29/06/2006	EGTT : London (FIR)	London-Heathrow - LHR	14 SW	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 2900ft. B737 descending stopped off at 6000ft and given traffic info. STCA activated. Standard separation maintained.	See 200405037.
200605588	29/06/2006	EGTT : London (FIR)	London-Heathrow - LHR	14 SW	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a PA28 at 2900ft. B737 descending stopped off at 6000ft and given traffic info. STCA activated. Standard separation maintained.	See 200405037.
200605599	19/06/2006	EGTT : London (FIR)	Burnham	3 N	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C182 at 2000ft. Heathrow Northbound departures stopped. Traffic info given. Standard separation maintained.	C182 pilot subsequently admitted to and apologised for the infringement, having become distracted and also been unfamiliar with some of the equipment on the a/c. Pilot has been reminded of the importance of adequate pre-flight planning and remaining clear of CAS.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200605605	29/06/2006	EGTT : London (FIR)	Chelmsford		A	TMA	PERCIVAL	Turbofan	1	Infringement of the LTMA (Class A) by a Jet Provost at 10000ft. Traffic info given. Standard separation maintained.	Appropriate CAA action being taken. See 200608176.
200605614	30/06/2006	EGTT : London (FIR)	Bovingdon (BNN)	S	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA by a C152 at 3000ft. Standard separation maintained. Pilot concerned alerted to his error.	

200605628	29/06/2006	EGTT : London (FIR)	Northwich	3 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) and the Liverpool CTR (Class D) by a C172 at 1800ft. Standard separation maintained. Traffic info given.	It is reported that the student pilot was on his first solo navigational exercise and was allegedly having difficulties in navigating and using the transponder.
200605631	29/06/2006	EGTT : London (FIR)	Birmingham		D	CTA	PIPER	Reciprocating	1	Infringement of Birmingham CTA (Class D) by a PA28 squawking 7000 at 3500ft. Traffic info given to two a/c on departure who were given amended clearances. Standard separation maintained.	ATC have spoken with the pilot concerned who has apologised for the incident citing navigational problems.
200605635	02/07/2006	EGTT : London (FIR)	Birmingham	11 NW	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of Birmingham CTA (Class D) by an R2160 at 2200ft. Separation lost with a B737 on approach. Traffic info given.	R2160 pilot subsequently given appropriate advice concerning flying close to CAS.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200605635	02/07/2006	EGTT : London (FIR)	Birmingham	11 NW	D	CTA	BOEING	Turbofan	2	Infringement of Birmingham CTA (Class D) by an R2160 at 2200ft. Separation lost with a B737 on approach. Traffic info given.	R2160 pilot subsequently given appropriate advice concerning flying close to CAS.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200605638	02/07/2006	EGTT : London (FIR)	Luton (LUT)	10 N	A	TMA	CESSNA	Turboprop	1	Alleged infringement of the LTMA (Class A) airspace, which is delegated to Luton Radar. Three a/c inbound to Luton were given radar headings to avoid the infringer. Standardseparation maintained.	

200605708	03/07/2006	EGTT : London (FIR)	Wattisham	3 SW	A		PIPER	Reciprocating	1	LTCC received a call regarding a PA38 that wanted to joinCAS. PA38 was asked to remain outside CAS and file an airborne plan with FIR. PA38 subsequently allegedly infringedCAS (Class A).	
200605801	28/06/2006	EGTT : London (FIR)	Stansted		D	CTR	UNKNOWN	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Thruster microlight at 2200ft. Pilot unfamiliar with route and had not completed adequate pre-flight planning. Standard separation lost.	
200605801	28/06/2006	EGTT : London (FIR)	Stansted		D	CTR	UNKNOWN	Unknown		Infringement of the Stansted CTR (Class D) by a Thruster microlight at 2200ft. Pilot unfamiliar with route and had not completed adequate pre-flight planning. Standard separation lost.	
200605836	06/07/2006	EGTT : London (FIR)	Andrewsfield		D	CTR	ROBINSON	Reciprocating	1	Infringement of Stansted CTR (Class D) by an R44 squawking 7000. B737 broken off approach and given traffic info.	See also 200107011. Investigation established that the R44 pilot was unaware that an infringement had taken place. Pilot subsequently sent a copy of the radar trace to highlight where the infringement occurred and has been remindedof the importance of adequate pre-flight planning and remaining clear of CAS.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200605836	06/07/2006	EGTT : London (FIR)	Andrewsfield		D	CTR	BOEING	Turbofan	2	Infringement of Stansted CTR (Class D) by an R44 squawking 7000. B737 broken off approach and given traffic info.	See also 200107011. Investigation established that the R44 pilot was unaware that an infringement had taken place. Pilot subsequently sent a copy of the radar trace to highlight where the infringement occurred and has been remindedof the importance of adequate pre-flight planning and remaining clear of CAS.□ CAA Closure: The hazard is adequately controlled by the actions stated above.

200605879	07/07/2006	EGTT : London (FIR)	ABBOT		A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a C172. Standard separation maintained.	
200605881	08/07/2006	EGTT : London (FIR)	TIMBA	3 N	A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a C172 that had previously spoken to FIR and was told to remain outside CAS. Standard separation maintained.	
200605888	28/06/2006	EGTT : London (FIR)	Salisbury		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area D123 by a PA28 at 1700ft. Standard separation maintained.	
200605892	08/07/2006	EGTT : London (FIR)	Brookmans Park (BPK)	4 ESE	D	CTA	PIPER	Reciprocating	1	Infringement of Stansted CTA (Class D) by a PA28 at 2000ft. A/c instructed to descend below 1500ft. Standard separation maintained.	See 200602393, 200602802 and 200604890.
200605900	08/07/2006	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C172. Separation was lost with a B737 inbound to Stansted. Traffic info given.	See also 200509444. While the C172 pilot could remember this flight, the exact details could not be established. The pilot believed that, while familiar with the area, the distraction of an unfamiliar a/c GPS may have been a contributory factor. The pilot is aware of the serious consequences of infringing CAS.□ CAA Closure: No further CAA action required at this time.

200605900	08/07/2006	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a C172. Separation was lost with a B737 inbound to Stansted. Traffic info given.	See also 200509444. While the C172 pilot could remember this flight, the exact details could not be established. The pilot believed that, while familiar with the area, the distraction of an unfamiliar a/c GPS may have been a contributory factor. The pilot is aware of the serious consequences of infringing CAS.□ CAA Closure: No further CAA actionrequired at this time.
200605902	08/07/2006	EGTT : London (FIR)	Stansted	12 NE	D	CTR	OTHER	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a microlight. Traffic info was given to inbound a/c. Standardseparation maintained.	Pilot subsequently denied that an infringement occurred, claiming to have remained clear of Stansted airspace at all times. Unable to reconcile the differing reports. However, pilot has been reminded of the importance of adequate pre-flight planning and also of remaining clear of CAS. Seealso 200606244.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200605902	08/07/2006	EGTT : London (FIR)	Stansted	12 NE	D	CTR	BOEING	Turbofan	2	Alleged infringement of the Stansted CTA (Class D) by a microlight. Traffic info was given to inbound a/c. Standardseparation maintained.	Pilot subsequently denied that an infringement occurred, claiming to have remained clear of Stansted airspace at all times. Unable to reconcile the differing reports. However, pilot has been reminded of the importance of adequate pre-flight planning and also of remaining clear of CAS. Seealso 200606244.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200605903	08/07/2006	EGTT : London (FIR)	Stansted	5 W	D	CTR	AVIONS ROBIN	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a DR400. Westbound departures were stopped and an a/c was held on R/W until DR400 was clear. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200605904	08/07/2006	EGTT : London (FIR)	Stansted	9 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA32 indicating 2200ft. The pilot was advised of the error and apologised. Standard separation maintained.	

200605905	08/07/2006	EGTT : London (FIR)	Stansted	10 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C182 at 2000ft. Standard separation maintained.	The foreign pilot was contacted by ATC and the incident was discussed. It appears that the pilots involved failed to notice the base of CAS in the area concerned during their pre-flight planning.
200605909	09/07/2006	EGTT : London (FIR)	Clacton (CLN)		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at FL80. ATCinstructed the a/c to descend to 5000ft and call the FIR frequency. Standard separation maintained.	
200605952	10/07/2006	EGTT : London (FIR)	Stansted	12 NE	D	CTA	AVIONS ROBIN	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a DR400. No inbounds were affected and standard separation maintained.	
200605957	10/07/2006	EGTT : London (FIR)	Saffron Walden	3 NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C182. Oneinbound a/c was given traffic info and vectors to avoid the infringer. Standard separation maintained.	
200605991	07/07/2006	EGTT : London (FIR)	Stansted	13 NE	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a C172. Traffic was vectored clear of the infringer. Standardseparation maintained.	

200606067	11/07/2006	EGTT : London (FIR)	London City - LCY	NE	D	CTA	PIPER	Reciprocating	1	Infringement of the London City CTR (Class D) by a PA28R.Traffic info and avoiding action was given to an inbound BE400. Standard separation maintained.	Investigation established that the PA28R pilot had previously flown with an instructor to regain currency having not flown for 2-3 months and, on this flight, he had decidedto practise VOR tracking routing via BNN-BPK-LAM. However, he selected the wrong radial from LAM and, unsure of hisposition, circled to establish his position during which the a/c infringed the Northeast corner of London City. Thepilot has been reminded of the serious consequences of infringing CAS.□ CAA Closure: No further CAA action requiredat this time.
200606067	11/07/2006	EGTT : London (FIR)	London City - LCY	NE	D	CTA	BEECH	Turbofan	2	Infringement of the London City CTR (Class D) by a PA28R.Traffic info and avoiding action was given to an inbound BE400. Standard separation maintained.	Investigation established that the PA28R pilot had previously flown with an instructor to regain currency having not flown for 2-3 months and, on this flight, he had decidedto practise VOR tracking routing via BNN-BPK-LAM. However, he selected the wrong radial from LAM and, unsure of hisposition, circled to establish his position during which the a/c infringed the Northeast corner of London City. Thepilot has been reminded of the serious consequences of infringing CAS.□ CAA Closure: No further CAA action requiredat this time.
200606073	12/07/2006	EGTT : London (FIR)	Mayfield (MAY)	12 WSW	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28. Traffic info and avoiding action given. Standard separation maintained. Subsequently pilot phoned and apologised for the error.	See also 200506046.
200606076	05/07/2006	EGTT : London (FIR)	Lulworth		G	Danger area	BELL	Turboshaft	1	Infringement of active Danger Area EG D026 (Lulworth) by a Bell 206 at approximately 500ft.	On contacting the pilot, he has since stated he was 'horrified' that he had inadvertently flown through an active range, having failed to navigate the aircraft clear of a notified active Danger Area. Poor weather and unfamiliarity with the area were contributory factors. The pilot has learned from this occurrence and has apologised for any inconvenience caused.□ CAA Closure: No further CAA action required at this time.
200606088	11/07/2006	EGTT : London (FIR)	Manchester (MCT)	20 NE	D	CTA	LANCAIR	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a Lancair. Pilot later phoned and reported having misread the base of CAS as 3500ft, which is Class A, instead of 3000ft which is Class D.	Standard separation maintained.

200606103	08/07/2006	EGTT : London (FIR)	Luton (LUT)	3 SE	D	CTR	MOONEY	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Mooney 20 at2300ft. A/c instructed to squawk and Luton ATC informed whom confirmed they were in contact with the pilot. Standard separation maintained.	
200606154	11/07/2006	EGTT : London (FIR)	Cardiff (CDF)		D	CTA	AVIONS ROBIN	Reciprocating	1	Solo student in a R2100 called ATC and was cleared into the Zone not above 1500ft, but subsequently observed insidethe Cardiff CTA (Class D) indicating 2400ft. Instructor phoned at ATC's request.	See also 200605001.
200606165	14/07/2006	EGTT : London (FIR)	Southampton (SAM)	8 W	D	CTA	ROCKWELL	Reciprocating	1	Alleged infringement of the Solent CTA (Class D) by a Rockwell 114. Standard separation maintained.	
200606181	14/07/2006	EGTT : London (FIR)	Oxford/Brize Norton		D	CTR	PIPER	Reciprocating	1	Infringement of the Oxford ATZ (Class G) and Brize NortonCTR (Class D) by a PA22.	When Brize Norton spoke to the pilot, he informed them that he had been cleared through their airspace by London FIR. PA22 pilot subsequently apologised for his error. He has been reminded of the serious consequences of infringing CAS and also made aware of service limitations of London FIR.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200606183	13/07/2006	EGTT : London (FIR)	London-Gatwick - LGW	6 NE	D	CTR	CESSNA	Reciprocating	1	C152 infringed the Gatwick CTR (Class D) and lost separation with an A319 that had just departed R/W08R.	Information indicates that the pilot was on his qualifying cross country. He believed he had identified Tunbridge Wells when it was actually Crowborough. When he arrived overhead the race course at Lingfield he realised his error and made a turn to the Northeast. The a/c was at 1500ft or below from Crowborough. The pilot concerned has undergone additional flight training around the Gatwick area so thatthe error of his ways could be clearly identified.☐ CAA Closure: No further CAA action required at this time.

200606183	13/07/2006	EGTT : London (FIR)	London-Gatwick - LGW	6 NE	D	CTR	AIRBUS	Turbofan	2	C152 infringed the Gatwick CTR (Class D) and lost separation with an A319 that had just departed R/W08R.	Information indicates that the pilot was on his qualifying cross country. He believed he had identified Tunbridge Wells when it was actually Crowborough. When he arrived overhead the race course at Lingfield he realised his error and made a turn to the Northeast. The a/c was at 1500ft or below from Crowborough. The pilot concerned has undergone additional flight training around the Gatwick area so thatthe error of his ways could be clearly identified.□ CAA Closure: No further CAA action required at this time.
200606184	15/07/2006	EGTT : London (FIR)	Manchester (MCT)	SW	D	CTR	PIPER	Reciprocating	1	PA32 infringed the Manchester CTR (Class D). Traffic info and avoiding action given to inbound EMB145 and DHC8. Standard separation maintained. Pilot reported problems withthe transponder.	
200606184	15/07/2006	EGTT : London (FIR)	Manchester (MCT)	SW	D	CTR	EMBRAER	Turbofan	2	PA32 infringed the Manchester CTR (Class D). Traffic info and avoiding action given to inbound EMB145 and DHC8. Standard separation maintained. Pilot reported problems withthe transponder.	
200606244	10/07/2006	EGTT : London (FIR)	Duxford	5 S	D	CTA	OTHER	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a P92 microlight. Standard separation maintained.	See also 200605902.
200606260	10/07/2006	EGTT : London (FIR)	Eskmeals EG D406		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D406 (Eskmeals) by a PA28. Firing was stopped.	Investigation established that the PA28 pilot was attempting to avoid deteriorating weather, and was concerned about the high ground to the East of his track. Therefore, he elected to turn away from the high ground, which took him further to the West than he had intended and resulted in the Danger Area infringement. Pilot apologised and has beenreminded of the serious consequences of infringing DangerAreas.□ CAA Closure: No further CAA action required at this time.

200606290	14/07/2006	EGTT : London (FIR)	Rugby	7nm N			CESSNA	Reciprocating	1	D&D Cell Report: Pilot lost. PAN declared. Position fix indicated a/c was inside Birmingham CTA. Pilot initiated steer to clear the zone and transfer to Birmingham approach effected.	
200606291	16/06/2006	EGTT : London (FIR)	Manchester Barton A/F		G	ATZ	CASA	Reciprocating	1	Infringement of Manchester Barton ATZ (Class G) by an unidentified Bucker Jungmann/Casa 1.131 at 1500ft. No RT comms.	
200606291	16/06/2006	EGTT : London (FIR)	Manchester Barton A/F		G	ATZ	PIPER	Reciprocating	1	Infringement of Manchester Barton ATZ (Class G) by an unidentified Bucker Jungmann/Casa 1.131 at 1500ft. No RT comms.	
200606292	16/07/2006	EGTT : London (FIR)			A		CIRRUS	Reciprocating	1	Infringement of a Class A Airway by a Cirrus SR22. The a/c called the FIR controller, who was very busy, and was told to standby. LTCC then called and stated that the a/c was in CAS at FL80.	LTCC advised the FIR controller to transfer the a/c to 135.42, which was actioned.
200606304	17/07/2006	EGTT : London (FIR)	Shoeburyness		G	Danger area	LANCAIR	Reciprocating	1	Infringement of active Danger Area EG D138 (Shoeburyness)by a Lancair. Ceasefire imposed.	Following this incident, the Lancair pilot has been reminded of the importance of adequate pre-flight planning.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200606305	14/07/2006	EGTT : London (FIR)	Isle Of Man (IOM)	11 NE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Isle of Man CTA/CTR (Class D) by a DR400, that had been in contact with the Scottish FIR. DR400subsequently called Isle of Man ATC. Standard separation maintained.	
200606314	18/07/2006	EGTT : London (FIR)	Brands Hatch	4 NE	A	TMA	DIAMOND	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a Katana DA20. A Falcon 900 inbound to Biggin was given traffic info and a heading to go behind the Katana. Standard separationmaintained.	The Katana pilot has subsequently advised that the incident occurred because of a chart reading error. 200608111.
200606314	18/07/2006	EGTT : London (FIR)	Brands Hatch	4 NE	A	TMA	DASSAULT	Turbofan	3	Alleged infringement of the LTMA (Class A) by a Katana DA20. A Falcon 900 inbound to Biggin was given traffic info and a heading to go behind the Katana. Standard separationmaintained.	The Katana pilot has subsequently advised that the incident occurred because of a chart reading error. 200608111.
200606331	17/07/2006	EGTT : London (FIR)	Luton	E	D	CTR	EUROPA	Reciprocating	1	Infringement of Luton CTR (Class D) by a Europa, possiblycaused by pilot misreading his nav charts. An outbound a/c's take-off was cancelled.	Europa pilot subsequently admitted to having some difficulty reading his nav chart, but believed that he had remained clear of CAS. He has been advised that this was not thecase and has been given appropriate advice with regards to obtaining CAA charts.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200606380	19/07/2006	EGTT : London (FIR)	Manchester (MCT)	9 WSW	D	CTR	CESSNA	Reciprocating	1	C172 reported entering LLR (Low Level Route), but subsequently infringed Manchester CTR (Class D). When queried he admitted being unsure of his position and was told that heshould have advised ATC.	Standard separation maintained.

200606381	19/07/2006	EGTT : London (FIR)	Denham	2 SW	A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R44. Standard separation maintained.	Information indicates that the R44 was trying to find a private landing site but was having difficulty locating it.
200606423	19/07/2006	EGTT : London (FIR)	London City - LCY	11 SE	A	TMA	PIPER	Reciprocating	1	Alleged infringement of the LTMA by a PA28 resulted in disruption to public transport flights. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident. See also 200701766, 200701633, 200606754, 200506184, 200402304 and 200203925.
200606423	19/07/2006	EGTT : London (FIR)	London City - LCY	11 SE	A	TMA	DE HAVILLAND	Turboprop	2	Alleged infringement of the LTMA by a PA28 resulted in disruption to public transport flights. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident. See also 200701766, 200701633, 200606754, 200506184, 200402304 and 200203925.
200606424	20/07/2006	EGTT : London (FIR)	Camphill		A		CESSNA	Reciprocating	1	Alleged infringement of Airway L975 (Class A) by a C182. C182 called ATC requesting transit of zone at FL70. A/c was told to orbit and descend to FL60 then to 4000ft. Standard separation maintained.	
200606425	20/07/2006	EGTT : London (FIR)	Ware		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28, that subsequently called D&D as it was lost. Standard separation maintained.	

200606427	19/07/2006	EGTT : London (FIR)	Liverpool	8 E	D	CTA	PIPER	Reciprocating	1	PA32 infringed the Liverpool CTR/CTA (Class D) and Manchester CTR (Class D). Traffic info was given. PA32 called ATC requiring vectors and was vectored to a visual LH circuit.	See also 200400887 and 200405292. The pilot subsequently admitted to and apologised for the infringement, stating that he was unfamiliar with both the a/c and the area. As a result of this incident, the pilot has arranged to undertake additional training.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200606432	19/07/2006	EGTT : London (FIR)	Nottingham East Midlands	5 E	D	CTA	MOONEY	Reciprocating	1	Infringement of the Nottingham East Midlands CTR/CTA (Class D) by a Mooney 20. Mooney 20 subsequently called ATC and reported being lost and was given headings to its destination.	Standard separation maintained. The pilot subsequently contacted ATC and the importance of speaking to a radar equipped unit, as soon as possible when lost, was highlighted.
200606442	12/07/2006	EGTT : London (FIR)	Eskmeals EGD406		G	Danger area	CESSNA	Reciprocating	1	Alleged infringement of active Danger Area EG D406 (Eskmeals) by a C182. Firing was stopped.	Investigation established that the C182 pilot, who had planned to track East of the Danger Area, was avoiding clouds, which resulted in flying further to the West than intended and the subsequent Danger Area infringement. Pilot apologised and has been reminded of the serious consequences of infringing Danger Areas.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200606472	21/07/2006	EGTT : London (FIR)	Detling (DET)	3 S	A	TMA	BEECH	Reciprocating	1	Infringement of the LTMA (Class A) by a BE33. Standard separation was maintained with two a/c inbound to London City.	
200606477	22/07/2006	EGTT : London (FIR)	Cookham		A	CTR	PIPER	Reciprocating	1	Alleged infringement of London CTR (Class A) by a PA28. Heathrow inbound traffic was vectored clear and stopped at 5000ft until a/c exited CAS. Standard separation maintained.	No response received from the operator, will be re-opened if further information becomes available. See also 200504261.☐ CAA Closure: No further CAA action practicable.

200606478	21/07/2006	EGTT : London (FIR)	Birmingham	6 S	D	CTR	JODEL	Reciprocating	1	Alleged infringement of the Birmingham CTR (Class D) by aDR1051. Standard separation maintained.	Information indicates that the a/c suffered a number of technical problems which distracted the pilot from his navigation.
200606480	21/07/2006	EGTT : London (FIR)	Honiley (HON)	4 W	D	CTR	ROBINSON	Reciprocating	1	Solo student pilot in a helicopter become confused whilst trying to select Coventry's Radar frequency and infringed the Birmingham CTR (Class D). Three departures were held. Separation maintained.	The student's instructor has been advised of the impact of this infringement on Birmingham operations.
200606481	21/07/2006	EGTT : London (FIR)	Macclesfield	E	D	CTR	DIAMOND	Reciprocating	1	DA40 inbound to Liverpool allegedly infringed the Manchester CTR (Class D) and again, after departing Liverpool. On both occasions standard separation was maintained.	No response received from the operator, will be re-opened if further information becomes available. <input type="checkbox"/> CAA Closure: No further CAA action practicable.
200606483	23/07/2006	EGTT : London (FIR)	Dunstable	4 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28R. Departures were stopped for 3mins. Standard separation maintained. Pilot subsequently apologised for the infringement.	D & D Cell report: PAN declared due to pilot being lost and instructed to squawk 7700. Aircraft identified and given a steer to Elstree. Pilot flew over Elstree without recognising any features. After being given a 330deg turn for second feed, he became visual with landmarks he recognised and landed safely. During the incident, LL supervisor stating they would be filing for an infringement. This was withheld from the pilot but passed to his instructor. See also 200504237.
200606485	23/07/2006	EGTT : London (FIR)	EXMOR	3 NE	A		CIRRUS	Reciprocating	1	Infringement of Airway N864 (Class A) by an SR22. Pilot apologised, stating that he believed the base of CAS in position of incident was FL65, when in fact it is FL55. Standard separation maintained.	Traffic info and avoiding action given.

200606564	23/07/2006	EGTT : London (FIR)	Stansted	10 NE	D	CTA	MOONEY	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Mooney 20. Standard separation maintained. Traffic info passed to Stansted inbound traffic.	
200606564	23/07/2006	EGTT : London (FIR)	Stansted	10 NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Mooney 20. Standard separation maintained. Traffic info passed to Stansted inbound traffic.	
200606566	21/07/2006	EGTT : London (FIR)	Syerston	1 SW	G	ATZ	HUGHES	Turboshaft	1	UK AIRPROX 109/2006 - Military motorglider and a Hughes 500 1nm Southwest of Syerston at 800ft.	Despite extensive tracing action the helicopter could not be positively identified. The helicopter flew into the Syerston ATZ without RT contact and flew into conflict with the motorglider whose pilot saw it late. □ CAA Closure: No further CAA action possible. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). See UKAB Report 109/06.
200606566	21/07/2006	EGTT : London (FIR)	Syerston	1 SW	G	ATZ	OTHER	Unknown		UK AIRPROX 109/2006 - Military motorglider and a Hughes 500 1nm Southwest of Syerston at 800ft.	Despite extensive tracing action the helicopter could not be positively identified. The helicopter flew into the Syerston ATZ without RT contact and flew into conflict with the motorglider whose pilot saw it late. □ CAA Closure: No further CAA action possible. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). See UKAB Report 109/06.
200606568	24/07/2006	EGTT : London (FIR)	Luton (LUT)	12 W	D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152 flown by a student pilot. An inbound B737 was given a holding orbit.	Traffic info and avoiding action given. Standard separation maintained. The student concerned received at least 4 hours remedial navigation training, which included awareness of controlled airspace.□ CAA Closure: No further CAA action practicable.

200606568	24/07/2006	EGTT : London (FIR)	Luton (LUT)	12 W	D	CTA	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a C152 flown by a student pilot. An inbound B737 was given a holding orbit.	Traffic info and avoiding action given. Standard separation maintained. The student concerned received at least 4 hours remedial navigation training, which included awareness of controlled airspace.☐ CAA Closure: No further CAA action practicable.
200606622	26/07/2006	EGTT : London (FIR)	London City - LCY	9 SE	A	TMA	BEECH	Reciprocating	1	Infringement of LTMA (Class A) by a BE36. An a/c inbound to London City was put on a heading, which took it behind the BE36. BE36 apologised, stating being distracted by a passenger feeling unwell.	
200606622	26/07/2006	EGTT : London (FIR)	London City - LCY	9 SE	A	TMA	UNKNOWN	Unknown		Infringement of LTMA (Class A) by a BE36. An a/c inbound to London City was put on a heading, which took it behind the BE36. BE36 apologised, stating being distracted by a passenger feeling unwell.	
200606645	23/07/2006	EGTT : London (FIR)	Manchester Barton A/F		G	ATZ	AEROSPATIALE	Turboshaft	1	Infringement of the Manchester Barton ATZ (Class G) by anunidentified SA350 at 800ft.	
200606647	26/07/2006	EGTT : London (FIR)	Luton (LUT)	10 SW	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of Luton CTR (Class D) by a C150. Traffic info and avoiding action was given to an outbound a/c. Standard separation maintained.	No response received from the operator, will be re-openedif further information becomes available. See also 200508791.☐ CAA Closure: No further CAA action practicable.

200606647	26/07/2006	EGTT : London (FIR)	Luton (LUT)	10 SW	D	CTR	UNKNOWN	Unknown		Alleged infringement of Luton CTR (Class D) by a C150. Traffic info and avoiding action was given to an outbound a/c. Standard separation maintained.	No response received from the operator, will be re-opened if further information becomes available. See also 200508791. □ CAA Closure: No further CAA action practicable.
200606692	18/07/2006	EGTT : London (FIR)	Lydd (LYD)		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area EG D044 (Lydd). Pilot was apparently distracted by a landing helicopter. After landing, pilot phoned the military and apologised.	
200606709	28/07/2006	EGTT : London (FIR)	Oxshot	3 E	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28. Standard separation maintained.	
200606710	28/07/2006	EGTT : London (FIR)	London City - LCY	8 NE	A	TMA	SOCATA	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a TB20. STCA activated briefly white. Standard separation maintained.	See also 200103133.
200606711	28/07/2006	EGTT : London (FIR)	Seaford (SFD)	10 E	A	CTR	PIPER	Reciprocating	1	Infringement of the Worthing CTA (Class A) by a PA28. Standard separation maintained. Pilot subsequently given appropriate advice.	

200606712	28/07/2006	EGTT : London (FIR)	London City - LCY	5 NE	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the London City CTR (Class D) by a PA28. An RJ100 on a DVR 3T SID was given a turn to maintain standard separation.	See also 200102878.
200606712	28/07/2006	EGTT : London (FIR)	London City - LCY	5 NE	D	CTR	BAE	Turbofan	4	Alleged infringement of the London City CTR (Class D) by a PA28. An RJ100 on a DVR 3T SID was given a turn to maintain standard separation.	See also 200102878.
200606747	28/07/2006	EGTT : London (FIR)	Manchester (MCT)	5 NW	D	CTR	HUGHES	Turboshaft	1	Infringement of the Manchester CTR (Class D) by a Hughes 500, that called ATC reporting being unsure of his position. Hughes 500 was put on a heading and standard separationwas maintained.	Hughes 500 requested transit through the Manchester CTR and was advised this was not possible and to use the Low Level Route (LLR). A few minutes later pilot reported being unsure of his position and was identified within the CTR. Hughes 500 was put on a heading and, on reaching LLR, was put on his own navigation.
200606748	29/07/2006	EGTT : London (FIR)	Barkway (BKY)		A	TMA	SOCATA	Reciprocating	1	Alleged infringement of the Stansted and Luton CTAs (Class D) and the LTMA (Class A) by a TB20. Standard separationmaintained. Luton and Stansted traffic affected.	No response received from the operator, will be re-openedif further information becomes available.□ CAA Closure: No further CAA action practicable.
200606750	30/07/2006	EGTT : London (FIR)	Lydd (LYD)	5 NE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA by a C172. Standard separation maintained. STCA activated against an HS125 inbound to Biggin Hill.	C172 pilot subsequently admitted to and apologised for infringement, having climbed to remain above clouds. He has been reminded of the importance of remaining clear of controlled airspace. See also 200605991.□ CAA Closure: The hazard is adequately controlled by the actions stated above.

200606750	30/07/2006	EGTT : London (FIR)	Lydd (LYD)	5 NE	A	TMA	HAWKER SIDDELEY	Turbofan	2	Infringement of the LTMA by a C172. Standard separation maintained. STCA activated against an HS125 inbound to Biggin Hill.	C172 pilot subsequently admitted to and apologised for infringement, having climbed to remain above clouds. He has been reminded of the importance of remaining clear of controlled airspace. See also 200605991.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200606751	30/07/2006	EGTT : London (FIR)	Fairoaks	3 N	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28. Traffic info given. Heathrow departures suspended. Standard separation maintained.	The PA28, inbound to Fairoaks from Shoreham, failed to locate Fairoaks and reached the M3 before turning back. The pilot realised he had a problem when he saw Heathrow. See also 200401987; PA28 pilot subsequently apologised for infringement and has been reminded of the importance of adequate pre-flight planning and remaining clear of CAS.☐ CAA Closure: The hazard is adequately controlled by the actionsstated above.
200606752	30/07/2006	EGTT : London (FIR)	London City - LCY	E	A	TMA	PIPER	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a PA28. Standard separation maintained.	2 a/c inbound to London City were vectored away from thistraffic.
200606754	29/07/2006	EGTT : London (FIR)	Luton		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28. A B737inbound to Luton had its approach broken off. Pilot was astudent on his first solo nav exercise. CFI informed.	Traffic info and avoiding action given. See also 200506184 and 200606423. Investigation identified a navigation error by the PA28 pilot. Appropriate action taken by the flying school, with student pilot briefed accordingly. See also 2000701766, 200701633, 200606423, 200506184, 200402304and 200203925.☐ CAA Closure: No further CAA action required at this time.
200606754	29/07/2006	EGTT : London (FIR)	Luton		D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28. A B737inbound to Luton had its approach broken off. Pilot was astudent on his first solo nav exercise. CFI informed.	Traffic info and avoiding action given. See also 200506184 and 200606423. Investigation identified a navigation error by the PA28 pilot. Appropriate action taken by the flying school, with student pilot briefed accordingly. See also 2000701766, 200701633, 200606423, 200506184, 200402304and 200203925.☐ CAA Closure: No further CAA action required at this time.

200606758	29/07/2006	EGTT : London (FIR)	Stansted	NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28. Standard separation maintained. Traffic info given to an inbound B737	
200606758	29/07/2006	EGTT : London (FIR)	Stansted	NE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA28. Standard separation maintained. Traffic info given to an inbound B737	
200606825	31/07/2006	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	MOONEY	Reciprocating	1	Mooney called ATC requesting a FIS and zone transit. It transpired that the a/c was already inside the Luton CTR (Class D) and was given a heading to leave the area. Standard separation maintained.	
200606882	21/07/2006	EGTT : London (FIR)	Southampton (SAM)	7 SW	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Southampton CTR (Class D) by a PA28, which was in contact with Bournemouth ATC. Trafficinfo given to an outbound Trislander. Standard separationmaintained.	See also 200602372.
200606882	21/07/2006	EGTT : London (FIR)	Southampton (SAM)	7 SW	D	CTR	BRITTEN NORMAN	Reciprocating	3	Alleged infringement of the Southampton CTR (Class D) by a PA28, which was in contact with Bournemouth ATC. Trafficinfo given to an outbound Trislander. Standard separationmaintained.	See also 200602372.

200606907	24/07/2006	EGTT : London (FIR)	Cardiff (CDF)		D	CTA	JABIRU	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a Jabiru at FL50. Standard separation maintained. No RT comms.	
200606955	02/08/2006	EGTT : London (FIR)	Stansted	8 S	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of Stansted CTR (Class D) by an Alouette helicopter at 1500ft. Stansted departures stopped for 4mins. Standard separation maintained.	The pilot later apologised for his actions.
200607006	05/08/2006	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 (believed) at 3500ft. Three departures delayed. Standard separation maintained.	
200607008	06/08/2006	EGTT : London (FIR)	Nuneaton		D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152 at3200ft. Pilot was unsure of his position and called D&D for assistance. Standard separation maintained.	In a subsequent conversation with the ATC Watch Manager the pilot agreed, that in retrospect, given his proximity to Birmingham, a call to them would have been prudent.
200607048	27/07/2006	EGTT : London (FIR)	Upwood		G		EXTRA	Reciprocating	1	Alleged infringement of Upwood gliding site cable hazard by four Extra 300s between 1000 and 1500ft. Gliders active.	

200607058	07/08/2006	EGTT : London (FIR)	Barkway (BKY)	10 N	A	TMA	GROB	Reciprocating	1	Infringement of the LTMA (Class A) by a Grob 115 squawking 7000 at FL78. Standard separation maintained.	
200607058	07/08/2006	EGTT : London (FIR)	Barkway (BKY)	10 N	A	TMA	PIPER	Reciprocating	2	Infringement of the LTMA (Class A) by a Grob 115 squawking 7000 at FL78. Standard separation maintained.	
200607062	06/08/2006	EGTT : London (FIR)	London-Gatwick - LGW	15S	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 3000ft. Outbound a/c effected. Standard separation maintained.	Investigation ascertained that the PA28 pilot mistakenly thought that London Information would inform him that he was about to enter CAS. Appropriate advice given.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200607063	06/08/2006	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTR	PIPER	Reciprocating	1	Separation lost between a BAe146 and a PA28. PA28 infringed the Gatwick CTA/CTR (Class D) at 1900ft. BAe146 given avoiding action and traffic info.	The foreign pilot later contacted ATC and apologised for their mistake, stating that they had misread the navigational charts.
200607063	06/08/2006	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTR	BAE	Turbofan	4	Separation lost between a BAe146 and a PA28. PA28 infringed the Gatwick CTA/CTR (Class D) at 1900ft. BAe146 given avoiding action and traffic info.	The foreign pilot later contacted ATC and apologised for their mistake, stating that they had misread the navigational charts.

200607081	06/08/2006	EGTT : London (FIR)	Redhill		G	ATZ	PIPER	Reciprocating	1	Two alleged infringements of the Redhill ATZ by a PA18. Redhill circuit traffic affected.	
200607086	08/08/2006	EGTT : London (FIR)	Denham	4 NW	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA by a C180. Standard separation maintained. Pilot alerted to infringement.	
200607165	10/08/2006	EGTT : London (FIR)	Stansted	8 NE	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a DR400 at 1500ft. Traffic info and avoiding action given to an MD90.Standard separation maintained.	The incoming controller gave avoiding action to the inbound MD90, as the infringing a/c was unknown to him. Controller handover in progress. Information indicates that the outgoing controller did have the a/c on frequency, as it had been told to standby because he was in the middle of thehandover. The a/c was, however, not told to remain outside of CAS.
200607165	10/08/2006	EGTT : London (FIR)	Stansted	8 NE	D	CTR	MCDONNELL DOUGLAS	Turbofan	2	Infringement of the Stansted CTR (Class D) by a DR400 at 1500ft. Traffic info and avoiding action given to an MD90.Standard separation maintained.	The incoming controller gave avoiding action to the inbound MD90, as the infringing a/c was unknown to him. Controller handover in progress. Information indicates that the outgoing controller did have the a/c on frequency, as it had been told to standby because he was in the middle of thehandover. The a/c was, however, not told to remain outside of CAS.
200607167	09/08/2006	EGTT : London (FIR)	London-Gatwick - LGW	16S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an C150 squawking 7000 at 3100ft. No traffic affected. Standard separation maintained.	The pilot reports that his flight was in more gusty and turbulent conditions than expected and the a/c was being affected by violent up draughts. He was aware of the CAS involved and as he progressed westbound he intended to route further South, which would have taken him into the 3500ft area. He now appreciates, however, that the infringement had already occurred. The pilot has apologised and will allow a larger margin for error in the future.

200607176	10/08/2006	EGTT : London (FIR)	Bristol International	10 E	D	CTA	PIPER	Reciprocating	1	Infringement of Bristol CTA (Class D) by an PA28 squawking 7000 at 2000ft. The pilot apologised for a navigational error. Standard separation maintained.	See 200306398
200607188	30/07/2006	EGTT : London (FIR)	Syerston		G	ATZ	ROBINSON	Reciprocating	1	Alleged infringement of Syerston ATZ (Class G) and the Langar parachute drop zone by an unidentified R44 at 1500ft.	
200607215	12/08/2006	EGTT : London (FIR)	ORTAC	12N	A		VANS	Reciprocating	1	Infringement of Airway N866 (Class A) by an Vans RV6 squawking 7000 at FL97. Potential conflict with two a/c in Airway. Standard separation maintained.	Jersey ATC had to pass traffic info and avoiding action to two a/c under their control. On questioning the pilot over whether he had realised he had infringed the Airway, heresponded that he was using a French chart.
200607215	12/08/2006	EGTT : London (FIR)	ORTAC	12N	A		UNKNOWN	Unknown		Infringement of Airway N866 (Class A) by an Vans RV6 squawking 7000 at FL97. Potential conflict with two a/c in Airway. Standard separation maintained.	Jersey ATC had to pass traffic info and avoiding action to two a/c under their control. On questioning the pilot over whether he had realised he had infringed the Airway, heresponded that he was using a French chart.
200607229	05/08/2006	EGTT : London (FIR)	Compton Abbas	0.5S	G	ATZ	DE HAVILLAND	Reciprocating	1	UK AIRPROX 129/2006 - Tiger Moth and an unidentified microlight South of Compton Abbas at 800ft.	

200607229	05/08/2006	EGTT : London (FIR)	Compton Abbas	0.5S	G	ATZ	OTHER	Reciprocating	1	UK AIRPROX 129/2006 - Tiger Moth and an unidentified microlight South of Compton Abbas at 800ft.	
200607291	12/08/2006	EGTT : London (FIR)	Birmingham	11	D	CTA	CESSNA	Reciprocating	1	Infringement of Birmingham CTA (Class D) by a C152 squawking 7000 at 2500ft. Traffic info given. Standard separation maintained.	
200607291	12/08/2006	EGTT : London (FIR)	Birmingham	11	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of Birmingham CTA (Class D) by a C152 squawking 7000 at 2500ft. Traffic info given. Standard separation maintained.	
200607295	14/07/2006	EGTT : London (FIR)	London City - LCY	4NE	D	CTR	PIPER	Reciprocating	1	Infringement of London City CTR (Class D) by a PA28 squawking 7000 at 2500ft. Standard separation maintained.	
200607305	15/08/2006	EGTT : London (FIR)	Birmingham	6	D	CTA	PIPER	Reciprocating	1	Infringement of Birmingham CTA (Class D) by a PA28 at 1400ft. Pilot allegedly failed to comply with ATC instructions.	Investigation established that the PA28 pilot had planned a direct routing via HON at FL050. However, when an ATC clearance was not forthcoming, he elected to fly along the edge of CAS. He was unfamiliar with the area and subsequently infringed CAS. He is now aware of the serious consequences of infringing CAS.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200607329	12/08/2006	EGTT : London (FIR)	Glasgow (GOW)	10	D	CTR	ROCKWELL	Reciprocating	1	Infringement of Glasgow CTR (Class D) by a Rockwell 114, squawking 7000 at 2500ft. Traffic info given. Standard separation maintained.	
200607329	12/08/2006	EGTT : London (FIR)	Glasgow (GOW)	10	D	CTR	SAAB	Turboprop	2	Infringement of Glasgow CTR (Class D) by a Rockwell 114, squawking 7000 at 2500ft. Traffic info given. Standard separation maintained.	
200607364	08/08/2006	EGTT : London (FIR)	Liverpool		D	CTA	VANS	Reciprocating	1	Infringement of Liverpool CTA (Class D) by a Vans RV9 at 3600ft. A/c had been instructed to remain outside the CTR.Inbound a/c given traffic info and avoiding action. Standard separation maintained.	
200607364	08/08/2006	EGTT : London (FIR)	Liverpool		D	CTA	UNKNOWN	Unknown		Infringement of Liverpool CTA (Class D) by a Vans RV9 at 3600ft. A/c had been instructed to remain outside the CTR.Inbound a/c given traffic info and avoiding action. Standard separation maintained.	
200607421	19/08/2006	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unidentified R44. A Luton departure was delayed. Standard separationmaintained.	

200607423	20/08/2006	EGTT : London (FIR)	Stansted	8W	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28. ATR72 on departure instructed to climb straight ahead to 3000ft. Standard separation maintained.	
200607423	20/08/2006	EGTT : London (FIR)	Stansted	8W	D	CTR	ATR	Turboprop	2	Infringement of the Stansted CTR (Class D) by a PA28. ATR72 on departure instructed to climb straight ahead to 3000ft. Standard separation maintained.	
200607430	19/08/2006	EGTT : London (FIR)	Stansted	NW	D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an unidentified Tiger Moth. A Stansted outbound was delayed. Standardseparation maintained.	
200607475	19/08/2006	EGTT : London (FIR)	Boscombe Down	D126/D128	G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area D126 and D128 by a PA28 at 4000ft. Pilot was unable to leave the Danger Area by the quickest route due to weather avoidance. Standard separation maintained.	ATC and D&D were unable to find out if the Danger Areas were active at this time.
200607479	21/08/2006	EGTT : London (FIR)	Brookmans Park (BPK)	SE	D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a CTSW microlight at 2000ft. Standard separation maintained. No othertraffic affected.	

200607490	20/08/2006	EGTT : London (FIR)	Church Fenton		G	ATZ	UNKNOWN	Unknown		Infringement of the Church Fenton ATZ (Class G) by an unidentified small biplane that failed to contact ATC. Grob G115 took avoiding action. Traffic info given.	
200607490	20/08/2006	EGTT : London (FIR)	Church Fenton		G	ATZ	GROB	Reciprocating	1	Infringement of the Church Fenton ATZ (Class G) by an unidentified small biplane that failed to contact ATC. Grob G115 took avoiding action. Traffic info given.	
200607514	22/08/2006	EGTT : London (FIR)	London-Gatwick - LGW	12 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C152 at 2200ft. Loss of separation with an A319. Traffic info given and A319 broken off approach.	Pilot on first solo navigation exercise selected a heading of 300 rather than 030. Pilot later apologised for his mistake. Appropriate action has been taken by the CFI concerned.
200607514	22/08/2006	EGTT : London (FIR)	London-Gatwick - LGW	12 E	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C152 at 2200ft. Loss of separation with an A319. Traffic info given and A319 broken off approach.	Pilot on first solo navigation exercise selected a heading of 300 rather than 030. Pilot later apologised for his mistake. Appropriate action has been taken by the CFI concerned.
200607519	22/08/2006	EGTT : London (FIR)	Cambridge	1SE	G	ATZ	OTHER	Other	0	UK AIRPROX 134/2006 - C172 and a glider at 1150ft, 1nm Southeast of Cambridge. Glider infringed the ATZ before landing at Cambridge.	Subsequent analysis of radar data discovered that, while several glider contacts are observed and a glider, possibly the one involved in the AIRPROX, can be seen for a shortperiod around the final approach area of R/W23, the actual event is not evident. The visual circuit was active at 1000ft QFE when the Approach controller informed the ADI controller of a glider in the area at 1700ft QFE Southeast of the ATZ. The ADI, who was not at this stage visual with glider, passed generic traffic info to his circuit trafficbefore subsequently passing further traffic info indicating that he now had the glider visual and that it was opposite direction in the circuit to the C172. The were no apparent ATC causal factors. Investigation established that the glider entered the Cambridge ATZ without permission and flew into conflict with the C172 in the circuit.█ CAA Closure: No further CAA action required at this time. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

200607519	22/08/2006	EGTT : London (FIR)	Cambridge	1SE	G	ATZ	CESSNA	Reciprocating	1	UK AIRPROX 134/2006 - C172 and a glider at 1150ft, 1nm Southeast of Cambridge. Glider infringed the ATZ before landing at Cambridge.	Subsequent analysis of radar data discovered that, while several glider contacts are observed and a glider, possibly the one involved in the AIRPROX, can be seen for a shortperiod around the final approach area of R/W23, the actual event is not evident. The visual circuit was active at 1000ft QFE when the Approach controller informed the ADI controller of a glider in the area at 1700ft QFE Southeast of the ATZ. The ADI, who was not at this stage visual with glider, passed generic traffic info to his circuit trafficbefore subsequently passing further traffic info indicating that he now had the glider visual and that it was opposite direction in the circuit to the C172. The were no apparent ATC causal factors. Investigation established that the glider entered the Cambridge ATZ without permission and flew into conflict with the C172 in the circuit.□ CAA Closure: No further CAA action required at this time. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200607523	22/08/2006	EGTT : London (FIR)	London City - LCY	13 SE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA32 squawking 7000. Loss of separation with a BAe146 on approach to LondonCity.	Investigation ascertained that PA32 pilot became distracted by an engine problem. The engine was running roughly and, while appropriate checks were performed, PA32 climbed to 2800ft into CAS. PA32 subsequently landed at destinationairfield without further incident, where two engine plugswhere found to be fouled. Pilot apologised for infringement and has been reminded of the importance of adequate pre-flight planning and advised that, on this occasion, a PAN call would have been prudent.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200607523	22/08/2006	EGTT : London (FIR)	London City - LCY	13 SE	A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) by a PA32 squawking 7000. Loss of separation with a BAe146 on approach to LondonCity.	Investigation ascertained that PA32 pilot became distracted by an engine problem. The engine was running roughly and, while appropriate checks were performed, PA32 climbed to 2800ft into CAS. PA32 subsequently landed at destinationairfield without further incident, where two engine plugswhere found to be fouled. Pilot apologised for infringement and has been reminded of the importance of adequate pre-flight planning and advised that, on this occasion, a PAN call would have been prudent.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200607524	22/08/2006	EGTT : London (FIR)	London-Gatwick - LGW	7 NE	D	CTR	SOCATA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a TB200 squawking 7000. A/c broken off approach and traffic info given. Standard separation maintained.	On departure from Biggin Hill, the pilot was twice reminded to remain clear of Gatwick CAS.
200607524	22/08/2006	EGTT : London (FIR)	London-Gatwick - LGW	7 NE	D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) by a TB200 squawking 7000. A/c broken off approach and traffic info given. Standard separation maintained.	On departure from Biggin Hill, the pilot was twice reminded to remain clear of Gatwick CAS.

200607534	22/08/2006	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	Infringement of Luton CTR (Class D) by a C152. Outbound a/c stopped and two inbound a/c routed away from the C152. Standard separation maintained.	See also 200504648 and 200505611. Investigation ascertained that the C152 pilot was a student on his first solo navigation exercise. Following this incident, an additional 5 hours of navigation training was completed with his Flying Instructor.□ CAA Closure: No further CAA action practicable.
200607647	25/08/2006	EGTT : London (FIR)	Bovingdon (BNN)	5 SE	A	TMA	EUROPA	Reciprocating	1	Infringement of the LTMA (Class A) by a Europa at 3400ft.Avoiding action and traffic info given to a military a/c and departures stopped at London City. Standard separation maintained.	Europa pilot subsequently admitted to and apologised for the infringement, which was attributed to him mis-reading his chart. He has been reminded of the importance of adequate pre-flight planning and remaining clear of CAS.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200607647	25/08/2006	EGTT : London (FIR)	Bovingdon (BNN)	5 SE	A	TMA	OTHER	Unknown		Infringement of the LTMA (Class A) by a Europa at 3400ft.Avoiding action and traffic info given to a military a/c and departures stopped at London City. Standard separation maintained.	Europa pilot subsequently admitted to and apologised for the infringement, which was attributed to him mis-reading his chart. He has been reminded of the importance of adequate pre-flight planning and remaining clear of CAS.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200607656	25/08/2006	EGTT : London (FIR)	White Waltham	N	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 squawking 7000 at 2400ft. Heathrow departures stopped for four minutes. Standard separation maintained.	The pilot concerned has been contacted and fully admits to his error. He became distracted by the needs and observations of his passengers and at the same time entered an area of turbulence. He may have been distracted enough not to have correctly entered the frequency for the BNN VOR, which he had originally planned to use to check his position against his visual observations. At this stage, the pilot believes he made a fundamental mistake by looking at his GPS and following the line towards CHT, planning to pass to the North of it to arrive at the VRP for Denham.
200607665	25/08/2006	EGTT : London (FIR)	London-Heathrow - LHR	S	A	CTR	EUROPA	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a Europa at 2200ft. Avoiding action given. Standard separation maintained.	

200607716	24/08/2006	EGTT : London (FIR)	Salisbury Plain D123		D	Danger area	PIPER	Reciprocating	1	Infringement of the Salisbury Plain Danger Area D123 by aPA28 at an indicated 2800ft. The a/c subsequently infringed the Lyneham CTR (Class D).	PA28 pilot subsequently admitted to and apologised for the infringements, having encountered severe turbulence at 3500ft which caused the a/c to descend. Additionally, he has contacted the military ATC to explain.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200607762	30/08/2006	EGTT : London (FIR)	Mayfield (MAY)		A	TMA	DIAMOND	Reciprocating	1	Infringement of the LTMA (Class A) by a DA40. Two a/c inbound to Gatwick were vectored clear of the then unknown a/c. Standard separation maintained.	The pilot appreciates the errors of his ways and is to undertake additional training.
200607817	27/08/2006	EGTT : London (FIR)	Dunsfold	5.9 W	G	Restricted area	SOCATA	Reciprocating	1	Infringement of the Dunsfold TRA (during a Red Arrows display), by a TB20 at 2400ft. Traffic info given. Standard separation maintained.	See 200506645☐ CAA Closure: Appropriate CAA action is to be taken as a result of this incident.
200607817	27/08/2006	EGTT : London (FIR)	Dunsfold	5.9 W	G	Restricted area	OTHER	Unknown		Infringement of the Dunsfold TRA (during a Red Arrows display), by a TB20 at 2400ft. Traffic info given. Standard separation maintained.	See 200506645☐ CAA Closure: Appropriate CAA action is to be taken as a result of this incident.
200607863	03/09/2006	EGTT : London (FIR)	CHASE	2 NNW	A		DE HAVILLAND	Turboprop	2	Infringement of Airway (Class A) by a Grob G115 at FL82. DHC8 on approach, descending to FL90, instructed to level off at FL100. Standard separation maintained.	The Grob pilot reports that the infringement occurred due to the strength of the Southwesterly wind causing a greater rate of drift than anticipated. This was followed by an inadequate position fix prior to climbing for a spinning exercise. VMC was maintained throughout. The pilot had been fully briefed.

200607863	03/09/2006	EGTT : London (FIR)	CHASE	2 NNW	A		GROB	Reciprocating	1	Infringement of Airway (Class A) by a Grob G115 at FL82. DHC8 on approach, descending to FL90, instructed to level off at FL100. Standard separation maintained.	The Grob pilot reports that the infringement occurred dueto the strength of the Southwesterly wind causing a greater rate of drift than anticipated. This was followed by aninadequate position fix prior to climbing for a spinning exercise. VMC was maintained throughout. The pilot had been fully briefed.
200607864	02/09/2006	EGTT : London (FIR)	Midhurst (MID)		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C182 at 5000ft. Standard separation maintained.	
200607867	01/09/2006	EGTT : London (FIR)	Bath	NE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Bristol CTR (Class D) by an HR100 at FL55. Standard separation maintained. Pilot later apologised, stating he was unaware of the new airspace.	
200607869	01/09/2006	EGTT : London (FIR)	Hendon		A	TMA	GROB	Reciprocating	1	Infringement of the LTMA (Class A) by a Grob G115 at 5000ft. Two outbound a/c given avoiding action and traffic info. STCA activated. Separation lost with the two Luton outbounds.	Grob G115 pilot subsequently admitted to infringement, citing a failure to take sufficient account of a brisk southwesterly wind and a navigation error. His actions have been reviewed with the Flight Commander.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200607869	01/09/2006	EGTT : London (FIR)	Hendon		A	TMA	CANADAIR	Turbofan	2	Infringement of the LTMA (Class A) by a Grob G115 at 5000ft. Two outbound a/c given avoiding action and traffic info. STCA activated. Separation lost with the two Luton outbounds.	Grob G115 pilot subsequently admitted to infringement, citing a failure to take sufficient account of a brisk southwesterly wind and a navigation error. His actions have been reviewed with the Flight Commander.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200607955	05/09/2006	EGTT : London (FIR)	Daventry (DTY)	12 E	A		PIPER	Reciprocating	1	Infringement of Airway (Class A) by a PA46 at FL100. Pilot had been instructed to remain outside of CAS by Cottesmore ATC. Avoiding action issued. Standard separation maintained.	LTCC Welin sector were informed of the infringement by LJAO, who had taken avoiding action, with an a/c crossing under their control. As a result of this incident it was discovered that Squawks 37** and 0250 had been filtered out of both the LTCC Welin and Cowly sectors. No one in the shift had noticed and it is not known how long this situation had existed.
200607981	28/08/2006	EGTT : London (FIR)	Stansted	4 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152. Standard separation maintained.	The pilot stated he was flying an a/c significantly faster than his normal choice and at the time there was a significant tailwind which took him much further to the Southeast than expected.
200607985	05/09/2006	EGTT : London (FIR)	Nottingham East Midlands	5 S	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by an R44. Standard separation maintained. No R/T comms. Pilot was contacted and made aware of his error. Apology and explanation given.	See 200400615.
200608061	07/09/2006	EGTT : London (FIR)	Daventry (DTY)	2	A		PIPER	Reciprocating	1	Infringement of Airway (Class A) by a PA32 at FL55 South of Daventry. Pilot was allegedly unaware of controlled airspace areas. Standard separation maintained.	The pilot also believed that because his IFR flight plan had been accepted, it constituted a clearance into CAS.
200608099	10/09/2006	EGTT : London (FIR)	Stansted	10 E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C182. Standard separation maintained. Traffic info given and two a/c were vectored around the infringing a/c.	The pilot of the a/c subsequently rang ATC to apologise for his error. He stated that he thought his VOR may have been malfunctioning and that he would get it checked immediately.

200608102	09/09/2006	EGTT : London (FIR)	Bristol International	10NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA24 squawking 7000 at 2400ft. Standard separation maintained.	See 200507557 and 200510040. When questioned, the pilot apologised for the incident and stated that he was not aware of the recent airspace changes.
200608105	08/09/2006	EGTT : London (FIR)	Cardiff (CDF)	10S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a C175 at 3300ft. No other a/c affected. Standard separation maintained. The pilot stated he wasn't aware of the new airspace changes.	
200608111	08/09/2006	EGTT : London (FIR)	Biggin (BIG)	12 E	A	TMA	DIAMOND	Reciprocating	1	Infringement of the LTMA (Class A) by a Katana DA20 at 2800ft. Separation lost with a BAe146 on approach to London City. STCA activated. Traffic info and avoiding action given.	See also 200606314. By the time the PIC was contacted, hehad flown a further 15 instructional flights and, therefore, had little recollection of this particular flight. However, he did recall that the student pilot became uncertain of his position, almost entering Rochester's airspace and also experiencing difficulty identifying Southend airport. PIC remembered being asked by Southend ATC to squawk a code and advise their altitude and altimeter setting but there was no mention, either then or once on the ground, ofa possible infringement. Having been made aware of the incident, PIC has apologised and has been reminded of the complexity of airspace in Southeast England and the importance of remaining clear of CAS.□ CAA Closure: The hazard is adequately controlled by existing requirements, proceduresand documentation.
200608111	08/09/2006	EGTT : London (FIR)	Biggin (BIG)	12 E	A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) by a Katana DA20 at 2800ft. Separation lost with a BAe146 on approach to London City. STCA activated. Traffic info and avoiding action given.	See also 200606314. By the time the PIC was contacted, hehad flown a further 15 instructional flights and, therefore, had little recollection of this particular flight. However, he did recall that the student pilot became uncertain of his position, almost entering Rochester's airspace and also experiencing difficulty identifying Southend airport. PIC remembered being asked by Southend ATC to squawk a code and advise their altitude and altimeter setting but there was no mention, either then or once on the ground, ofa possible infringement. Having been made aware of the incident, PIC has apologised and has been reminded of the complexity of airspace in Southeast England and the importance of remaining clear of CAS.□ CAA Closure: The hazard is adequately controlled by existing requirements, proceduresand documentation.
200608121	10/09/2006	EGTT : London (FIR)	Birmingham	5.5 S	D	CTR	LUSCOMBE	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Luscombe at 1500ft. A B737 was vectored around the Luscombe and traffic info given. Standard separation maintained.	

200608121	10/09/2006	EGTT : London (FIR)	Birmingham	5.5 S	D	CTR	BOEING	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a Luscombe at 1500ft. A B737 was vectored around the Luscombe and traffic info given. Standard separation maintained.	
200608124	07/09/2006	EGTT : London (FIR)	Southampton (SAM)	11 N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3500ft. Pilot was informed of his infringement. Pilot stated he was unaware of the extent of the CTA. Standard separation maintained.	
200608130	08/09/2006	EGTT : London (FIR)	Barton (BTN)		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 at3000ft. Pilot informed, apologised and started to descend. Standard separation maintained.	
200608232	11/09/2006	EGTT : London (FIR)	Manchester (MCT)	10 E	D	CTR	EUROPA	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by aEuropa squawking 7000. ATC attempted to contact to a/c tono avail. A/c was then observed leaving the CTR. Standardseparation maintained.	
200608233	09/09/2006	EGTT : London (FIR)	Blackpool (BPL)		G	ATZ	OTHER	Reciprocating	1	Infringement of the Blackpool ATZ (Class G) by an unknownmicrolight at 500ft. Standard separation maintained.	Infringement reported by PA28 on final approach.

200608250	11/09/2006	EGTT : London (FIR)	Newcastle (NEW)	SE	D	CTR	AESL	Reciprocating	1	Infringement of the Newcastle CTA (Class D) by a Glos Airtourer 115 a/c at 4000ft due to poor navigation/airmanship. Instructor misidentified ground features in haze.	
200608327	15/09/2006	EGTT : London (FIR)	Manchester (MCT)	5NW	D	CTR	ENSTROM	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an Enstrom 280 squawking 7000 at 750ft. The helicopter was believedto be lost and inbound to Barton. Standard separation maintained.	
200608356	13/09/2006	EGTT : London (FIR)	Luton	7nm W	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Luton CTR (Class D) by a PA28R. Standard separation maintained. Pilot subsequently contacted ATC and incident was discussed.	
200608363	17/09/2006	EGTT : London (FIR)	Stansted	10 NE	D	CTA	SOCATA	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a TB10. Traffic info and avoiding action given to two Stansted inbound airliners. Standard separation maintained. STCA activated	Appropriate CAA action has been taken as a result of thisincident.
200608363	17/09/2006	EGTT : London (FIR)	Stansted	10 NE	D	CTA	BOEING	Turbofan	2	Alleged infringement of the Stansted CTA (Class D) by a TB10. Traffic info and avoiding action given to two Stansted inbound airliners. Standard separation maintained. STCA activated	Appropriate CAA action has been taken as a result of thisincident.

200608364	15/09/2006	EGTT : London (FIR)	London-Heathrow - LHR	SW	A	CTR	CESSNA	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a C172 squawking 7000 at unverified 2000ft. Heathrow departures stopped for approximately 8mins.	Pilot subsequently admitted to infringement and has been reminded of the importance of adequate pre-flight planningand remaining clear of CAS.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200608392	12/09/2006	EGTT : London (FIR)	Middle Wallop		G	ATZ	DE HAVILLAND	Reciprocating	1	Alleged infringement of the Middle Wallop ATZ (Class G) by a DH82. No R/T comms.	
200608439	18/09/2006	EGTT : London (FIR)	Manchester M6 Motorway		D	CTR	ENSTROM	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an Enstrom 280 on a navigation exercise. Traffic info given. Standard separation maintained.	
200608519	12/09/2006	EGTT : London (FIR)	Durham Tees Valley (TD)	5S	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of Durham Tees Valley CTR/CTA (Class D) by aDR400 at 2500ft. A/c instructed to remain outside of the CTR and assigned a 7041 squawk. Traffic info given. Standard separation maintained.	
200608596	22/09/2006	EGTT : London (FIR)	Oldham				ENSTROM	Reciprocating	1	Manager of adjacent ATC unit requested assistance to finda lost a/c. Squawk issued, a/c called and was identified inside CAS at 900ft. Steer given for Barton.	

200608604	23/09/2006	EGTT : London (FIR)	Barkway (BKY)	10 NW	A	TMA	OTHER	Reciprocating	1	UK AIRPROX 144/2006 - A319 and a Microlight a/c, 10nm Northwest of Barkway at FL80.	Unauthorised penetration of Class A CAS by an untraced microlight.☐ CAA Closure: No further CAA action practical. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200608604	23/09/2006	EGTT : London (FIR)	Barkway (BKY)	10 NW	A	TMA	AIRBUS	Turbofan	2	UK AIRPROX 144/2006 - A319 and a Microlight a/c, 10nm Northwest of Barkway at FL80.	Unauthorised penetration of Class A CAS by an untraced microlight.☐ CAA Closure: No further CAA action practical. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200608612	24/09/2006	EGTT : London (FIR)	Brookmans Park (BPK)	25 NW	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of Luton CTR (Class D) by a C152 squawking 7000 caused delays to two a/c on approach. Traffic info given. Standard separation maintained.	
200608612	24/09/2006	EGTT : London (FIR)	Brookmans Park (BPK)	25 NW	D	CTR	SOCATA	Reciprocating	1	Alleged infringement of Luton CTR (Class D) by a C152 squawking 7000 caused delays to two a/c on approach. Traffic info given. Standard separation maintained.	
200608672	23/09/2006	EGTT : London (FIR)	Leeds Bradford (LBA)	6S	D	CTR	PITTS	Reciprocating	1	Infringement of Leeds CTR (Class D) by a Pitts Special squawking 7000 at 1500ft. B737 given vectors to avoid the a/c. Standard separation maintained.	

200608672	23/09/2006	EGTT : London (FIR)	Leeds Bradford (LBA)	6S	D	CTR	BOEING	Turbofan	2	Infringement of Leeds CTR (Class D) by a Pitts Special squawking 7000 at 1500ft. B737 given vectors to avoid the a/c. Standard separation maintained.	
200608673	25/09/2006	EGTT : London (FIR)	Luton (LUT)	15N	D	CTR	PIPER	Reciprocating	1	Infringement of Luton CTR (Class D) by a PA28 resulted innumerous a/c being vectored around the PA28. Subsequent loss of separation between an ATR72 and an EMB135. Traffic info given. STCA activated.	Following this incident the PA28 pilot has carried out additional navigational training. He has been reminded of the importance of adequate pre-flight planning and also given appropriate advice concerning avoiding infringements. ☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200608673	25/09/2006	EGTT : London (FIR)	Luton (LUT)	15N	D	CTR	ATR	Turboprop	2	Infringement of Luton CTR (Class D) by a PA28 resulted innumerous a/c being vectored around the PA28. Subsequent loss of separation between an ATR72 and an EMB135. Traffic info given. STCA activated.	Following this incident the PA28 pilot has carried out additional navigational training. He has been reminded of the importance of adequate pre-flight planning and also given appropriate advice concerning avoiding infringements. ☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200608719	26/09/2006	EGTT : London (FIR)	Denham		A	TMA	PIPER	Reciprocating	1	Infringement of LTMA (Class A) by a PA28 squawking 7000 at 3000ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident. See also 200510646.
200608730	26/09/2006	EGTT : London (FIR)	MALBY		A		OTHER	Reciprocating	1	Infringement of Airway L9 (Class A) by a Microlight at FL65, East of MALBY. Standard separation maintained.	

200608748	27/09/2006	EGTT : London (FIR)	Luton (LUT)		D	CTA	PIPER	Reciprocating	1	Loss of separation due to an alleged infringement of Luton CTR (Class D) by a DA42. PA28 broken off approach. Traffic info and avoiding action given.	Appropriate CAA action being taken. See also 200508519.
200608748	27/09/2006	EGTT : London (FIR)	Luton (LUT)		D	CTA	DIAMOND	Reciprocating	2	Loss of separation due to an alleged infringement of Luton CTR (Class D) by a DA42. PA28 broken off approach. Traffic info and avoiding action given.	Appropriate CAA action being taken. See also 200508519.
200608848	30/09/2006	EGTT : London (FIR)	London-Heathrow - LHR	3 NW	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow Control Zone (Class A) by a PA28. Traffic info given. Heathrow departures halted for 17mins and one a/c was broken off the approach.	See also 200300516, 200307271, 200500858 and 200504237. Appropriate CAA action is to be taken as a result of this incident.
200608850	30/09/2006	EGTT : London (FIR)	London-Gatwick - LGW	18 SE	A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by a CT2K microlight at 5000ft. Traffic info and avoiding action given. Gatwick traffic disrupted. Standard separation maintained.	Appropriate CAA action is to be taken as a result of this incident.
200608852	29/09/2006	EGTT : London (FIR)	London-Gatwick - LGW	7 E	A	TMA	ROBINSON	Reciprocating	1	Infringement of the LTMA (Class A) and the Gatwick CTR (Class D) by an R44. Traffic info given. Gatwick traffic disrupted. Pilot stated that his GPS had failed.	See also 200503346 and 200603213. R44 pilot and passenger(also a pilot and, on this occasion providing navigational assistance following the GPS failure) subsequently apologised for the infringement. Both have now refreshed their map reading skills. Weather avoidance was also a factor, while the GPS failure was attributed to a faulty antenna. Aspare GPS has been purchased to provide a back-up. Appropriate advice given.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200608852	29/09/2006	EGTT : London (FIR)	London-Gatwick - LGW	7 E	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) and the Gatwick CTR (Class D) by an R44. Traffic info given. Gatwick traffic disrupted. Pilot stated that his GPS had failed.	See also 200503346 and 200603213. R44 pilot and passenger(also a pilot and, on this occasion providing navigational assistance following the GPS failure) subsequently apologised for the infringement. Both have now refreshed their map reading skills. Weather avoidance was also a factor, while the GPS failure was attributed to a faulty antenna. Aspare GPS has been purchased to provide a back-up. Appropriate advice given. ☐ CAA Closure: The hazard is adequatelycontrolled by the actions stated above.
200608936	27/09/2006	EGTT : London (FIR)	Nottingham East Midlands	6 E	D	CTR	WESTLAND	Turboshaft	1	Infringement of the Nottingham East Midlands CTR (Class D) by a Gazelle. Traffic info given.	The pilot subsequently contacted ATC and stated that he believed he was outside of CAS because he was flying on hisGPS. Pilot has apologised and received appropriate adviceconcerning the use of GPS. ☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200608936	27/09/2006	EGTT : London (FIR)	Nottingham East Midlands	6 E	D	CTR	BOEING	Turbofan	2	Infringement of the Nottingham East Midlands CTR (Class D) by a Gazelle. Traffic info given.	The pilot subsequently contacted ATC and stated that he believed he was outside of CAS because he was flying on hisGPS. Pilot has apologised and received appropriate adviceconcerning the use of GPS. ☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200608982	04/10/2006	EGTT : London (FIR)	London CTR		A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28R. Heathrow southbound departures stopped for 2mins. Standard separation maintained. See also 200607062.	Appropriate CAA action has been taken as a result of thisincident.
200608994	04/10/2006	EGTT : London (FIR)	Coventry	8SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28 at2400ft. Loss of separation with an inbound B737. Traffic info given.	See also 200500541 and 200605535. PA28 pilot has been reminded of the importance of remaining clear of CAS. ☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200608994	04/10/2006	EGTT : London (FIR)	Coventry	8SW	D	CTR	BOEING	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a PA28 at2400ft. Loss of separation with an inbound B737. Traffic info given.	See also 200500541 and 200605535. PA28 pilot has been reminded of the importance of remaining clear of CAS. □ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200609008	03/10/2006	EGTT : London (FIR)	Shoeburyness		G	Danger area	YAKOVLEV	Reciprocating	1	Alleged infringements of Danger Area EG D138 by several formations of Yak a/c. Firing ceased until a/c left the area.	The operating base of these a/c has been contacted and appropriate CAA advice passed. See also 200503079.
200609051	04/10/2006	EGTT : London (FIR)	Manchester Barton A/F		G	ATZ	BEECH	Turboprop	2	Infringement of the Manchester Barton ATZ (Class G) by a Beech 200. The Manchester Approach controller subsequentlystated he mistakenly thought he had advised the a/c to call Barton.	The Manchester controller also thought the Beech 200 was higher than it actually was. Conflict with a C150 in the Barton circuit.
200609051	04/10/2006	EGTT : London (FIR)	Manchester Barton A/F		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Manchester Barton ATZ (Class G) by a Beech 200. The Manchester Approach controller subsequentlystated he mistakenly thought he had advised the a/c to call Barton.	The Manchester controller also thought the Beech 200 was higher than it actually was. Conflict with a C150 in the Barton circuit.
200609081	07/10/2006	EGTT : London (FIR)	Manchester (MCT)	10 NW	D	CTR	PIPER	Reciprocating	1	Alleged infringement of Manchester CTR (Class D) by a PA28 at 1000ft. Pilot subsequently reported having problems with his GPS and he was now well aware of his errors. Standard separation maintained.	See also 200406662.

200609090	07/10/2006	EGTT : London (FIR)	Tamworth	5nm W	C		PIPER	Reciprocating	1	D&D Cell Report: Pilot lost. PAN declared. Position fixed(inside CAS) and steer given for Tatenhill.	A PA38 called for a training fix and was given a two linefix at Newport and a steer for Tatenhill. Six minutes later the PA38 again requested a position fix and steer for Tatenhill. When asked if he was lost, the pilot replied that he was. He was then given a discrete squawk and was identified 5nm west of Tamworth at 3400ft, inside CAS. No conflicting traffic could be seen so the a/c was given a vector of 090 to vacate CAS. As the a/c got to a position 6nm east of Lichfield (clear of CAS) the pilot stated he was happy with his position and would proceed enroute. The PA38 was observed for a few minutes and was again seen to be tracking towards CAS. Fearing he was about to infringe again, Tatenhill were contacted and asked to put him back to 121.5 for further assistance. Upon re-establishing comms with the PA38, and checking he was still visual with the ground, the a/c was turned out of CAS, which he had infringed by approx 1nm, and then descended to 2000ft. Vectors were then given until he became visual with Tatenhill, where the a/c landed safely.
200609099	08/10/2006	EGTT : London (FIR)	London City - LCY	8 E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 3000ft. Traffic info given to two a/c on approach. London City inbound a/c disrupted.	Instructor became distracted whilst instructing the student. Appropriate action taken, letter sent to instructor reminding him of his responsibilities.☐ CAA Closure: No further CAA action practicable.
200609099	08/10/2006	EGTT : London (FIR)	London City - LCY	8 E	A	TMA	CESSNA	Turbofan	2	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 3000ft. Traffic info given to two a/c on approach. London City inbound a/c disrupted.	Instructor became distracted whilst instructing the student. Appropriate action taken, letter sent to instructor reminding him of his responsibilities.☐ CAA Closure: No further CAA action practicable.
200609256	12/10/2006	EGTT : London (FIR)	Mayfield (MAY)	10 SW	A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a C172 indicating 3400ft. Two descending a/c given turns around the infringer. Standard separation maintained.	
200609256	12/10/2006	EGTT : London (FIR)	Mayfield (MAY)	10 SW	A	TMA	AIRBUS	Turbofan	2	Alleged infringement of the LTMA (Class A) by a C172 indicating 3400ft. Two descending a/c given turns around the infringer. Standard separation maintained.	

200609259	10/10/2006	EGTT : London (FIR)	London City - LCY	5 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the London City CTR (Class D) by a C152. Traffic info given. London City departures suspended. Standard separation maintained.	Investigations by the flying club concerned indicate thatthe a/c suffered an ASI failure in flight. The pilot, whowas then allegedly in a mild state of panic, lost his concentration and bearings. Appropriate and comprehensive remedial action has been taken by the club.
200609262	09/10/2006	EGTT : London (FIR)	London-Gatwick - LGW	S	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by SR22 squawking 7000at 4500ft. Standard separation maintained. Pilot alerted that he had entered CAS without a clearance.	
200609338	12/10/2006	EGTT : London (FIR)	R313		G	Restrictedd area	CESSNA	Reciprocating	1	Alleged infringement of Restricted Area EG R313 by a C152allegedly having radio/navigation problems. Red Arrows formation display terminated.	Appropriate CAA action being taken.
200609338	12/10/2006	EGTT : London (FIR)	R313		G	Restrictedd area	OTHER	Unknown		Alleged infringement of Restricted Area EG R313 by a C152allegedly having radio/navigation problems. Red Arrows formation display terminated.	Appropriate CAA action being taken.
200609340	15/10/2006	EGTT : London (FIR)	Earls Colne	4 W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA32 squawking 7000 at 3400ft. Standard separation maintained.	

200609341	15/10/2006	EGTT : London (FIR)	Mayfield (MAY)	10 S	A	TMA	BEECH	Reciprocating	1	Infringement of the LTMA (Class A) by a BE35 indicating 3000ft squawking 7000, causing a loss of separation with anA319 at 6000ft.	Investigation ascertained that BE35 had been mis-identified, as the owner subsequently confirmed that the a/c was not in the UK at the time of the reported incident.☐ CAA Closure: No further CAA action practicable.
200609341	15/10/2006	EGTT : London (FIR)	Mayfield (MAY)	10 S	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a BE35 indicating 3000ft squawking 7000, causing a loss of separation with anA319 at 6000ft.	Investigation ascertained that BE35 had been mis-identified, as the owner subsequently confirmed that the a/c was not in the UK at the time of the reported incident.☐ CAA Closure: No further CAA action practicable.
200609345	13/10/2006	EGTT : London (FIR)	Burnham	5 N	A	CTR	PIPER	Reciprocating	1	Infringement of the London Control Zone (Class A) by a PA28 squawking 7000. Two a/c on approach to Heathrow were broken off their approaches. Appropriate follow up action taken.	See also 200202242. Standard separation lost. The pilot reports that he may have turned onto an incorrect heading followed by the misidentification of Beaconsfield for High Wycombe. He fully accepts his errors and has booked additional flight training before undertaking any future flights.
200609345	13/10/2006	EGTT : London (FIR)	Burnham	5 N	A	CTR	BOEING	Turbofan	2	Infringement of the London Control Zone (Class A) by a PA28 squawking 7000. Two a/c on approach to Heathrow were broken off their approaches. Appropriate follow up action taken.	See also 200202242. Standard separation lost. The pilot reports that he may have turned onto an incorrect heading followed by the misidentification of Beaconsfield for High Wycombe. He fully accepts his errors and has booked additional flight training before undertaking any future flights.
200609355	13/10/2006	EGTT : London (FIR)	Fairoaks	5nm E	A	CTR	PIPER	Reciprocating	1	D&D Cell Report: Pilot lost. PAN declared. A/c identifiedon radar entering Heathrow CTR and given a steer to exit zone. Terminal Control contacted and took control of a/c back to Biggin Hill.	

200609370	12/10/2006	EGTT : London (FIR)	Bagshot VRP	1.5 NE	A	CTR	PIPER	Reciprocating	1	Alleged infringement of the Heathrow CTR (Class A) by a PA28. The a/c had been instructed to remain clear of the CTR.	
200609408	15/10/2006	EGTT : London (FIR)	Midhurst (MID)	15 SE	A	TMA	SOCATA	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a TB20 at 5300ft. An A319 was vectored away from the TB20. Standard separation maintained. Pilot stated he had an IFR plan butnone found in system.	
200609408	15/10/2006	EGTT : London (FIR)	Midhurst (MID)	15 SE	A	TMA	AIRBUS	Turbofan	2	Alleged infringement of the LTMA (Class A) by a TB20 at 5300ft. An A319 was vectored away from the TB20. Standard separation maintained. Pilot stated he had an IFR plan butnone found in system.	
200609430	17/10/2006	EGTT : London (FIR)	Stansted	11 SW	D	CTR	EXTRA	Reciprocating	1	Alleged infringement of Stansted CTR (Class D) by two Extra 300 at 2200ft in formation, squawking 7000. No other traffic affected. Standard separation maintained.	See 200602405.
200609430	17/10/2006	EGTT : London (FIR)	Stansted	11 SW	D	CTR	EXTRA	Reciprocating	1	Alleged infringement of Stansted CTR (Class D) by two Extra 300 at 2200ft in formation, squawking 7000. No other traffic affected. Standard separation maintained.	See 200602405.

200609535	21/10/2006	EGTT : London (FIR)	Birmingham	10 nm South	D	CTR	PIPER	Reciprocating	1	D & D cell report: PAN declared. Aircraft inside controlled airspace.	Pilot requested position fix and practice PAN. Squawked for position fix. Aircraft found to be well inside Birmingham zone and pilot informed that he was in controlled airspace. Birmingham ATC informed that D & D had control of the aircraft. When clear of controlled airspace, pilot was instructed to contact tower of base airfield.
200609564	14/10/2006	EGTT : London (FIR)	Whitegate (WHI)		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28R at 5000ft at Whitegate. Standard separation maintained. Appropriate advice passed to pilot by ATC.	
200609628	24/10/2006	EGTT : London (FIR)	Birmingham	7 NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA by a C152 at 2000ft . Standard separation maintained. Pilot admitted to being lost. Appropriate advice passed to pilot by ATC. Traffic info given.	See 200505252.
200609641	24/10/2006	EGTT : London (FIR)	Birmingham	S	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Birmingham CTR (Class D) by aPA28 at 2500ft. Standard separation maintained. Traffic info and avoiding action given. STCA activated.	
200609641	24/10/2006	EGTT : London (FIR)	Birmingham	S	D	CTR	DE HAVILLAND	Turboprop	2	Alleged infringement of the Birmingham CTR (Class D) by aPA28 at 2500ft. Standard separation maintained. Traffic info and avoiding action given. STCA activated.	

200609645	24/10/2006	EGTT : London (FIR)	Honiley (HON)	6	D	CTA	SOCATA	Reciprocating	1	Alleged infringement of Birmingham CTA (Class D) by a TB10, causing loss of separation with a C560 at 2500ft. Traffic info given.	Investigation established that TB10 was on VFR clearance from Coventry following a go-around after an ILS approach and the pilot was unable to contact ATC due to busy R/T. Pilot then climbed into the Birmingham CTR before clear andhas apologised for the infringement. He has been remindedof the importance of remaining clear of CAS unless positively cleared to enter by ATC.☐ CAA Closure: The hazard is adequately controlled by existing requirements, proceduresand documentation.
200609645	24/10/2006	EGTT : London (FIR)	Honiley (HON)	6	D	CTA	CESSNA	Turbofan	2	Alleged infringement of Birmingham CTA (Class D) by a TB10, causing loss of separation with a C560 at 2500ft. Traffic info given.	Investigation established that TB10 was on VFR clearance from Coventry following a go-around after an ILS approach and the pilot was unable to contact ATC due to busy R/T. Pilot then climbed into the Birmingham CTR before clear andhas apologised for the infringement. He has been remindedof the importance of remaining clear of CAS unless positively cleared to enter by ATC.☐ CAA Closure: The hazard is adequately controlled by existing requirements, proceduresand documentation.
200609682	25/10/2006	EGTT : London (FIR)	London-Gatwick - LGW	6.5 E	D	CTR	CESSNA	Reciprocating	1	C172 allegedly infringed the Gatwick CTR (Class D) and came into conflict with an outbound B737, who was given avoiding action.	See also 200603660.☐ CAA Closure: Despite requests for information from infringing party, no response forthcoming.
200609682	25/10/2006	EGTT : London (FIR)	London-Gatwick - LGW	6.5 E	D	CTR	BOEING	Turbofan	2	C172 allegedly infringed the Gatwick CTR (Class D) and came into conflict with an outbound B737, who was given avoiding action.	See also 200603660.☐ CAA Closure: Despite requests for information from infringing party, no response forthcoming.
200609736	27/10/2006	EGTT : London (FIR)	Stansted	12.5 NNE	A	TMA	CIRRUS	Reciprocating	1	SR22 infringed the LTMA (Class A) and the Stansted CTA (Class D). B737 inbound to Stansted was given traffic info and avoiding action.	Wattisham ATC were working the SR22 under a RIS and told the a/c to descend at its discretion to 1500ft. The a/c appeared to be on track and descending. After a busy period,on re-checking the a/c, it was noted to be South of anticipated track approximately 2 miles from entering CAS. The a/c was then told to turn right heading 300deg to remain clear of CAS but no response was received. A reply was received to a second instruction and the situation was resolved, but not before the SR22 entered CAS.

200609736	27/10/2006	EGTT : London (FIR)	Stansted	12.5 NNE	A	TMA	BOEING	Turbofan	2	SR22 infringed the LTMA (Class A) and the Stansted CTA (Class D). B737 inbound to Stansted was given traffic info and avoiding action.	Wattisham ATC were working the SR22 under a RIS and told the a/c to descend at its discretion to 1500ft. The a/c appeared to be on track and descending. After a busy period,on re-checking the a/c, it was noted to be South of anticipated track approximately 2 miles from entering CAS. The a/c was then told to turn right heading 300deg to remain clear of CAS but no response was received. A reply was received to a second instruction and the situation was resolved, but not before the SR22 entered CAS.
200609739	27/10/2006	EGTT : London (FIR)	Luton (LUT)		A	TMA	PIPER	Reciprocating	1	PA28 allegedly failed to follow ATC instructions and infringed the Luton CTA (Class D) and the LTMA (Class A). Separation was lost with a Gulfstream 4, who was given trafficinfo and avoiding action.	The a/c also subsequently infringed the Stansted CTR (Class D) on his return flight and departures were halted as aresult. See also 200506623. Investigations have revealedthat the student pilot was on his first solo navigation land away and made several errors of navigation, initially misidentifying the initial starting point. Subsequently, he misidentified a line feature which he was following. The student pilot has now received further training, and will undertake a flight with his CFI prior to any further solo flights.□ CAA Closure: No further CAA action required.
200609739	27/10/2006	EGTT : London (FIR)	Luton (LUT)		A	TMA	GULFSTREAM	Turbofan	2	PA28 allegedly failed to follow ATC instructions and infringed the Luton CTA (Class D) and the LTMA (Class A). Separation was lost with a Gulfstream 4, who was given trafficinfo and avoiding action.	The a/c also subsequently infringed the Stansted CTR (Class D) on his return flight and departures were halted as aresult. See also 200506623. Investigations have revealedthat the student pilot was on his first solo navigation land away and made several errors of navigation, initially misidentifying the initial starting point. Subsequently, he misidentified a line feature which he was following. The student pilot has now received further training, and will undertake a flight with his CFI prior to any further solo flights.□ CAA Closure: No further CAA action required.
200609749	29/10/2006	EGTT : London (FIR)	Dunsfold	10nm ESE	A	TMA	FUJI	Reciprocating	1	Infringement of the LTMA (Class A) and the Gatwick CTA (Class D) by a Fuji 200 at 2900ft, 10 ESE of Dunsfold. Standard separation maintained.	A/c identified by Farnborough squawk. Farnborough ATC alerted pilot concerned.
200609753	29/10/2006	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	OTHER	Reciprocating	1	Alleged infringement of the Gatwick CTR (Class D) by a microlight. Departing a/c vectored around the microlight.	Microlight pilot subsequently denied the infringement. Unable to reconcile differing reports.□ CAA Closure: No further CAA action practicable.

200609753	29/10/2006	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	BOEING	Turbofan	2	Alleged infringement of the Gatwick CTR (Class D) by a microlight. Departing a/c vectored around the microlight.	Microlight pilot subsequently denied the infringement. Unable to reconcile differing reports.☐ CAA Closure: No further CAA action practicable.
200609771	27/10/2006	EGTT : London (FIR)	London City - LCY	5 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the London City CTR (Class D) by a C150 at 2400ft. Traffic info given to an a/c on approach. C150 was later observed infringing the CTR again. Separation lost.	No further information became available.☐ CAA Closure: Nofurther CAA action practicable.
200609787	29/10/2006	EGTT : London (FIR)	London-Heathrow - LHR	N	A	CTR	MORANE SAULNIER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a Rallye squawking 7000 at 2000ft. Heathrow northbound departures stopped. Standard separation maintained.	Appropriate CAA action being taken.
200609936	01/11/2006	EGTT : London (FIR)	Cardiff (CDF)	17 NE	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Cardiff CTR (Class D) by an SA350 at 6000ft. Standard separation maintained. Appropriate advicepassed to the pilot by ATC.	Pilot appeared unaware of CAS ahead of him. He also appeared not to be in possession of the latest map with the recent airspace changes.
200609948	02/11/2006	EGTT : London (FIR)	Durham Tees Valley (TD)	8 NE	D	CTR	OTHER	Reciprocating	1	B737 downwind for R/W23 steady at 3520ft received/complied with a TCAS RA 'climb' on an EV97 Eurostar that had infringed the Durham Tees Valley CTR (Class D). Traffic info given.	

200609948	02/11/2006	EGTT : London (FIR)	Durham Tees Valley (TD)	8 NE	D	CTR	BOEING	Turbofan	2	B737 downwind for R/W23 steady at 3520ft received/complied with a TCAS RA 'climb' on an EV97 Eurostar that had infringed the Durham Tees Valley CTR (Class D). Traffic info given.	
200609971	01/11/2006	EGTT : London (FIR)	Bath	1nm NE Bath Racecourse	D	CTA	MAULE	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Maule M5 at Bath. Standard separation maintained.	Established that the pilot was operating his flight with an out of date VFR Chart that did not contain recent changes for the Bristol/Cardiff airspace sector.
200609991	01/11/2006	EGTT : London (FIR)	Cardiff (CDF)	10nm E	D	CTR	PIPER	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by PA28 at 3000ft, 10nm E of Cardiff Airport. Standard separation maintained.	Pilot was advised that he had entered CAS without clearance. Pilot responded that he thought he had been cleared.
200610011	01/11/2006	EGTT : London (FIR)	Kenley		G		PILATUS	Turboprop	1	Alleged infringement of the South London Gliding Centre cable hazard at Kenley aerodrome by a Pilatus PC-12 at 1000ft, as a glider was landing.	
200610020	03/11/2006	EGTT : London (FIR)	Burnham	2N	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22. Heathrow departures were stopped for approximately 3mins and an R22 was given traffic info. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident. See also 200607108 and 200610032

200610020	03/11/2006	EGTT : London (FIR)	Burnham	2N	A	TMA	ROBINSON	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22, Heathrow departures were stopped for approximately 3mins and an R22 was given traffic info. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident. See also 200607108 and 200610032
200610038	04/11/2006	EGTT : London (FIR)	Stevenage	S	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 South of Stevenage. Avoiding action given to a B737 inbound to Luton. Standard separation maintained.	The pilots report indicates that he misidentified Stevenage for Letchworth. The appropriate lessons appear to have been learnt by the pilot concerned who is took undertake further training.
200610038	04/11/2006	EGTT : London (FIR)	Stevenage	S	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28 South of Stevenage. Avoiding action given to a B737 inbound to Luton. Standard separation maintained.	The pilots report indicates that he misidentified Stevenage for Letchworth. The appropriate lessons appear to have been learnt by the pilot concerned who is took undertake further training.
200610100	06/11/2006	EGTT : London (FIR)	Shoeburyness		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area EG D138 (Shoeburyness)by C172 at 3100ft. Guns were being fired at the time. Pilot believed he was clear of Danger Area.	Investigation ascertained that, at the time of the infringement, the C172 pilot was distracted by poor visibility due to haze and sunglare and had difficulty in establishingcontact with ATC due to the frequency being busy. The pilot acknowledged that there had been little room for error built into his flight plan and concedes that the infringement occurred at this time. He has been reminded of the importance of adequate pre-flight planning.□ CAA Closure: Thehazard is adequately controlled by the actions stated above.
200610112	05/11/2006	EGTT : London (FIR)	North Weald	2nm W	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a DR400 at 2300ft, 2nm West of North Weald airfield. Standard separation maintained.	

200610113	06/11/2006	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR (Class) by an R22 near Gatwick Airport. A320 on ILS approach 10nm E given avoidingaction and traffic info. Standard separation maintained.	R22 not positively identified.
200610113	06/11/2006	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class) by an R22 near Gatwick Airport. A320 on ILS approach 10nm E given avoidingaction and traffic info. Standard separation maintained.	R22 not positively identified.
200610179	09/11/2006	EGTT : London (FIR)	CHASE	2N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C172. Pilot apologised for the incident, stating that he had selected the wrong frequency on his new radio. Appropriate advice given.	
200610180	09/11/2006	EGTT : London (FIR)	Stansted	6W	D	CTR	PIPER	Reciprocating	1	Infringement of Stansted CTA (Class D) by a PA28 at 1700ft. Departures stopped. Standard separation maintained.	See also 200306803 and 200608592. Pilot subsequently apologised for infringement, which was caused by a navigation error. He has been reminded of the importance of adequate pre-flight planning.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200610181	09/11/2006	EGTT : London (FIR)	London-Gatwick - LGW	8 NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C152. Pilot had become lost and called D&D for assistance. PAN declared. Standard separation maintained.	

200610199	10/11/2006	EGTT : London (FIR)	London Control Zone		A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A). Disruption caused to Heathrow and Northolt operations. A/c called D&D requesting a fix. Traffic info given.	Appropriate CAA action has been taken as a result of this incident. See also 200500858, 200504237 and 200608848.
200610215	12/11/2006	EGTT : London (FIR)	Stansted	3W	D	CTR	BELL	Turboshaft	1	Infringement of Stansted CTR (Class D) by a Bell 206. Stansted departures stopped.	Bell 206 pilot subsequently admitted to and apologised for the infringement, which was attributed to a navigation error having misidentified a ground feature. Pilot has been reminded of the importance of adequate pre-flight planning and remaining clear of CAS. ☐ CAA Closure: No further CAA action practicable.
200610216	12/11/2006	EGTT : London (FIR)	White Waltham	3 SE	A	CTR	PIPER	Reciprocating	1	Alleged infringement of the London CTR (Class A) by a PA28. Traffic info given. Standard separation maintained.	
200610369	14/11/2006	EGTT : London (FIR)	Pirbright/Bisley Ranges		G	Danger area	WESTLAND	Turboshaft	1	Infringement of active Danger Area EG D133A (Pirbright/Bisley Ranges) by a Gazelle helicopter at approximately 650ft performing weather avoidance.	See also 200508679. Pilot subsequently apologised for infringement and has been given appropriate advice. ☐ CAA Closure: No further CAA action practicable.
200610440	19/11/2006	EGTT : London (FIR)	Harlow	3W	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA32 at 2000ft. Stansted departures stopped causing a delay to one a/c. Separation lost with a B737.	See 200607523. PA32 pilot subsequently given appropriate advice. ☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200610522	19/11/2006	EGTT : London (FIR)	BRAIN	8NE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C210 at 5400ft. A/c was instructed to descend out of controlled airspace. Standard separation maintained.	
200610630	21/11/2006	EGTT : London (FIR)	Restricted Area R319		D	Restrict ed area	EUROCOPTER	Turboshaft	1	EC120 that had called Manchester Approach was allocated asquawk and a clearance. EC120 subsequently observed entering Restricted Area R319 (Manchester) and appeared to landin R319.	Appropriate CAA action is being taken as a result of thisincident.
200610692	24/11/2006	EGTT : London (FIR)	Aberporth		G	Danger area	ROBINSON	Reciprocating	1	Infringement of active Danger Area EG D201 (Aberporth) byan R44 at 600ft. A military a/c was given vectors away from the R44.	See also 200502425 and 200610028. Pilot subsequently admitted to and apologised for infringement, which occurred during weather avoidance. He has been reminded of the need for adequate pre-flight planning. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200610705	23/11/2006	EGTT : London (FIR)	GASKO	3nm SE	Other	Other	OTHER	Reciprocating	1	Unidentified 7000 squawk observed in Airway P18 indicating FL120. Avoiding action and traffic info given to a B737 inbound to Newcastle.	The 7000 squawk was later identified as a Stemme Motor Glider and the pilot was informed of his error and apologised. Standard separation maintained.
200610705	23/11/2006	EGTT : London (FIR)	GASKO	3nm SE	Other	Other	BOEING	Turbofan	2	Unidentified 7000 squawk observed in Airway P18 indicating FL120. Avoiding action and traffic info given to a B737 inbound to Newcastle.	The 7000 squawk was later identified as a Stemme Motor Glider and the pilot was informed of his error and apologised. Standard separation maintained.

200610767	28/11/2006	EGTT : London (FIR)	Harlow		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 with Mode C indicating 2200ft North of Harlow. Standard separation maintained.	The pilot has contacted ATC and apologised, he was flying on QNH in error and not QFE.
200610789	29/11/2006	EGTT : London (FIR)	Great Dunmow		D	CTR	BOLKOW	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Bolkow 208 at Great Dunmow. Avoiding action given to two B737s in the vicinity. Separation lost.	Bolkow 208 initially contacted ATC prior to infringement and was instructed to standby, but subsequently entered CAS. Communications between ATC and pilot were broken before a/c left CAS. Investigation found that the recently new owner of the aircraft, an experienced pilot, was on his first flight. This particular aircraft has a venturi driven directional indicator (DI). The pilot set the compass and DI prior to take off, but was caught out because the gyro was not spinning at that time, which meant that he set course with the compass and DI misaligned. The pilot has since apologised and learnt a valuable lesson as a result of this occurrence. □ CAA Closure: No further CAA action required at this time.
200610789	29/11/2006	EGTT : London (FIR)	Great Dunmow		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a Bolkow 208 at Great Dunmow. Avoiding action given to two B737s in the vicinity. Separation lost.	Bolkow 208 initially contacted ATC prior to infringement and was instructed to standby, but subsequently entered CAS. Communications between ATC and pilot were broken before a/c left CAS. Investigation found that the recently new owner of the aircraft, an experienced pilot, was on his first flight. This particular aircraft has a venturi driven directional indicator (DI). The pilot set the compass and DI prior to take off, but was caught out because the gyro was not spinning at that time, which meant that he set course with the compass and DI misaligned. The pilot has since apologised and learnt a valuable lesson as a result of this occurrence. □ CAA Closure: No further CAA action required at this time.
200610845	30/11/2006	EGTT : London (FIR)	London-Gatwick - LGW	15nm SW	A	TMA	PIPER	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a PA28 and C172 flying in formation South of Gatwick. STCA alerted and traffic info given. Standard separation maintained.	PA28 checked in on the FIR shortly followed by C172, both requesting a FIS. Both a/c were requested to squawk 7401. It was established that the a/c were not visual with each other. As both a/c were on a routing SFD-DVR-KOK, Shoreham ATC were contacted and agreed to work them due to local traffic. During this time, Farnborough ATC contacted the FIR to say they had observed a 7401 squawk heading towards Gatwick airspace. Farnborough were advised a/c were working Shoreham ATC. The Gatwick Director then assumed control of both a/c, although the RT was not very clear. The STCA subsequently activated, linking the two a/c converging on one another. One a/c was alerted and turned away from the other. Both pilots were contacted and informed the controller that they assumed they were routing outside of CAS. Controller descended both a/c and gave them a heading to direct them out of CAS. Both a/c were then transferred to the FIR. Appropriate CAA action is to be taken.
200610845	30/11/2006	EGTT : London (FIR)	London-Gatwick - LGW	15nm SW	A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a PA28 and C172 flying in formation South of Gatwick. STCA alerted and traffic info given. Standard separation maintained.	PA28 checked in on the FIR shortly followed by C172, both requesting a FIS. Both a/c were requested to squawk 7401. It was established that the a/c were not visual with each other. As both a/c were on a routing SFD-DVR-KOK, Shoreham ATC were contacted and agreed to work them due to local traffic. During this time, Farnborough ATC contacted the FIR to say they had observed a 7401 squawk heading towards Gatwick airspace. Farnborough were advised a/c were working Shoreham ATC. The Gatwick Director then assumed control of both a/c, although the RT was not very clear. The STCA subsequently activated, linking the two a/c converging on one another. One a/c was alerted and turned away from the other. Both pilots were contacted and informed the controller that they assumed they were routing outside of CAS. Controller descended both a/c and gave them a heading to direct them out of CAS. Both a/c were then transferred to the FIR. Appropriate CAA action is to be taken.

200610863	01/12/2006	EGTT : London (FIR)	HOLLY		A	TMA	SOCATA	Reciprocating	1	Infringement of the LTMA (Class A) at HOLLY by a TB20 at 4900ft. Standard separation maintained. Appropriate followup action taken.	
200611118	10/12/2006	EGTT : London (FIR)	London-Gatwick - LGW	11 E	D	CTA	CESSNA	Reciprocating	1	C150 infringed the Gatwick CTA (Class D). C150 was offered navigational assistance to continue to its destination and advised of the disruption to Gatwick operations. Standard separation maintained.	The C150 pilot has been made aware of his navigational error and has discussed the incident with ATC. ☐ CAA Closure:No further CAA action required at this time.
200611124	09/12/2006	EGTT : London (FIR)	BIA	11 E	D	CTA	BELL	Turboshaft	1	Infringement of the Bristol CTA (Class D) by a Bell 206 at 2200ft. Standard separation maintained.	
200611136	10/12/2006	EGTT : London (FIR)	Snitterfield		D	CTA	PIPER	Reciprocating	1	Infringement of Birmingham CTA (Class D) by a PA28R at 3000ft, with a Coventry squawk. Birmingham contacted Coventry, who stated that the pilot had misread his map.	Standard separation maintained.
200611323	12/12/2006	EGTT : London (FIR)	Bournemouth		D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 at 2300ft. Traffic info given. Standard separation maintained.	

200611449	18/12/2006	EGTT : London (FIR)	Burnham	2 N	A	CTR	ENSTROM	Turboshaft	1	Infringement of the Heathrow CTR (Class A) by an Enstrom 480 at 1000ft. Traffic info given. Standard separation maintained.	The pilot subsequently contacted ATC and apologised, stating that the a/c had experienced a generator failure and this had distracted him from selecting the correct frequency. See 200603592.
200611482	24/10/2006	EGTT : London (FIR)	Portland UK		G	Danger area	PIPER	Reciprocating	1	PA28 at 2000ft allegedly infringed active Danger Areas EGD021/D031 (Portland) and D026 (Lulworth) three times.	Pilot reported that a fire extinguisher became detached from stowage and rolled under seat jamming control pedals. PA28 flew over sea and pilot undid the strap to remove obstruction. PA28 descended. On clearing obstruction pilot was unaware of position, so flew towards the coast, circled Portland then flew direct to Bembridge. Pilot did not squawk Emergency or declare a PAN. Pilot was also unaware of existence of Danger Areas. See also 20300565 and 200304241.The pilot has subsequently spoken to Plymouth Military and been made aware of both the Danger Areas and infringement. □ CAA Closure: No further CAA action required at this time.
200611641	23/12/2006	EGTT : London (FIR)	Cardiff (CDF)	13 SE	D	CTA	SOCATA	Reciprocating	1	TB10 was transferred to Cardiff as it entered the Mixed Buffer Zone without coordination by Bristol ATC. Cardiff ATSA had received a pre-note on the TB10 from Bristol Approach ATSA.	Investigation continues under 200608960.
200611695	21/12/2006	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	EUROCOPTER	Turboshaft	1	Infringement of the Biggin Hill ATZ by an EC120. A/c called for joining instructions, when already inside ATZ. Standard separation maintained. After landing, pilot apologised for the late call.	Foggy conditions.
200611712	28/12/2006	EGTT : London (FIR)	Cardiff (CDF)	9 NE	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by an SR20 at 4200ft. Pilot was unaware of the new Cardiff CTA that came into effect on 31 Aug 2006. Standard separation maintained.	

200611925	08/06/2006	EGTT : London (FIR)	London City - LCY	5 NNE	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the London City CTR (Class D) by a C172. Standard separation maintained.	
200700208	10/01/2007	EGTT : London (FIR)	MIRSI	7 W	A	TMA	GROB	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a G115 atFL61. Traffic info given to a B737 descending to FL70. Standard separation maintained.	
200700208	10/01/2007	EGTT : London (FIR)	MIRSI	7 W	A	TMA	BOEING	Turbofan	2	Infringement of the Manchester TMA (Class A) by a G115 atFL61. Traffic info given to a B737 descending to FL70. Standard separation maintained.	
200700286	14/01/2007	EGTT : London (FIR)	London-Gatwick - LGW	3 NE	D	CTA	EUROPA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by Europa at 1700ft squawking 7000. Standard separation maintained.	
200700420	17/01/2007	EGTT : London (FIR)	Manchester (MCT)	12 NE	D	CTR	ROBINSON	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by an R44. An inbound EMB145 was given traffic info. Standard separation maintained.	Following a change of ownership, no response received from the operator CAA Closure: No further CAA action practicable.

200700420	17/01/2007	EGTT : London (FIR)	Manchester (MCT)	12 NE	D	CTR	EMBRAER	Turbofan	2	Alleged infringement of the Manchester CTR (Class D) by an R44. An inbound EMB145 was given traffic info. Standard separation maintained.	Following a change of ownership, no response received from the operator CAA Closure: No further CAA action practicable.
200700566	21/01/2007	EGTT : London (FIR)	Honiley (HON)	3 S	D	CTA	SOCATA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by TB200 on a cross-country NAVEX. Standard separation maintained. Pilot phoned stating having being distracted by a stuck PTT switch.	
200700570	21/01/2007	EGTT : London (FIR)	Birmingham	10 W	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an SR22. Traffic info was given. Standard separation maintained. Pilot phoned and apologised for the incident.	The pilot stated that he had miscalculated the wind conditions. Appropriate advice has been passed.
200700708	27/01/2007	EGTT : London (FIR)	Stansted	W	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28. AllStansted departures were stopped. PA28 had become lost incloud before calling D&D and was given assistance.	Investigation attributed infringement to solo student becoming lost following weather avoidance. Instructor carriedout appropriate de-brief and initiated additional navigation training prior to further solo flights. See also 200706765. CAA Closure: No further CAA action required at thistime.
200700710	27/01/2007	EGTT : London (FIR)	London City - LCY		D	CTR	PIPER	Reciprocating	1	Alleged infringement of the London City CTR (Class D) by a PA38 receiving a FIS. An inbound C560 was given traffic info. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident. See also 200203604.

200700710	27/01/2007	EGTT : London (FIR)	London City - LCY		D	CTR	CESSNA	Turbofan	2	Alleged infringement of the London City CTR (Class D) by a PA38 receiving a FIS. An inbound C560 was given traffic info. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident. See also 200203604.
200700730	27/01/2007	EGTT : London (FIR)	Audley End		D	CTA	PIPER	Reciprocating	1	Infringement of Stansted CTA (Class D) by a PA28 squawking 7000 at 1400ft in possible conflict with an A319 on approach. Traffic info and avoiding action given. Separation lost.	The pilot appears to have underestimated the effect of the Northwest wind and additionally had RT problems contacting Stansted Approach. The appropriate lessons appear to have been learnt following discussions with ATC staff. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200700730	27/01/2007	EGTT : London (FIR)	Audley End		D	CTA	UNKNOWN	Unknown		Infringement of Stansted CTA (Class D) by a PA28 squawking 7000 at 1400ft in possible conflict with an A319 on approach. Traffic info and avoiding action given. Separation lost.	The pilot appears to have underestimated the effect of the Northwest wind and additionally had RT problems contacting Stansted Approach. The appropriate lessons appear to have been learnt following discussions with ATC staff. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200700731	28/01/2007	EGTT : London (FIR)	Birmingham	10 NW	D	CTR	PIPER	Reciprocating	1	Infringement of Birmingham CTR (Class D) and Nottingham East Midlands CAS by a PA28 that called FIS reporting it was unsure of its position. FIS told PA28 to call D&D, who gave PA28 assistance.	Standard separation maintained.
200700778	28/01/2007	EGTT : London (FIR)	Southampton (SAM)	11 NE	A		PIPER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a PA28 at 6000ft. Pilot had been instructed to remain outside the CAS prior to the infringement. Standard separation maintained.	

200700834	30/01/2007	EGTT : London (FIR)	Cardiff (CDF)		D	CTA	PIPER	Reciprocating	1	PA28 inbound to Cardiff called ATC and told to standby. As PA28 orbited South of Cardiff Bay, it drifted into the Cardiff CTA (Class D). Standard separation maintained.	See also 200700675.☐ CAA Closure: The PIC at the time of the incident was a student, the School completed a further4 hours of remedial training.
200700842	31/01/2007	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) from the North by a C172. C172 was instructed to turn Northbound and descend to 1400ft. Standard separation maintained.	
200700849	31/01/2007	EGTT : London (FIR)	Luton (LUT)	1 N	D	CTA	DIAMOND	Reciprocating	1	Infringement of Luton CTA (Class D) by a DA40 squawking 7000 at 3100ft. Luton departure stopped.	Letter sent to the Flying Instructor involved reminding him of his responsibilities. See also 200609099.☐ CAA Closure: No further CAA action practicable.
200700849	31/01/2007	EGTT : London (FIR)	Luton (LUT)	1 N	D	CTA	UNKNOWN	Unknown		Infringement of Luton CTA (Class D) by a DA40 squawking 7000 at 3100ft. Luton departure stopped.	Letter sent to the Flying Instructor involved reminding him of his responsibilities. See also 200609099.☐ CAA Closure: No further CAA action practicable.
200700870	30/01/2007	EGTT : London (FIR)	Brize Norton		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by an R44.Pilot phoned and apologised for the incident, stating that he had just taken delivery of the helicopter and was unfamiliar with the area.	Standard separation maintained.

200700891	03/02/2007	EGTT : London (FIR)	Birmingham	8 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C150. C150 contacted Birmingham, was given a heading to leave the zone before subsequently resuming own navigation. Standard separation maintained.	Appropriate CAA action is being taken as a result of this incident.
200700903	03/02/2007	EGTT : London (FIR)	Luton (LUT)	10 E	D	CTR	CIRRUS	Reciprocating	1	Infringement of Luton CTR (Class D) by an SR22 at 2000ft. Pilot later stated he had entered the wrong position into the GPS, BNN instead of BPK. Standard separation maintained.	Take-off clearance of an outbound a/c cancelled, however, the a/c was not rolling.
200700961	03/02/2007	EGTT : London (FIR)	St Albans				CESSNA	Reciprocating	1	D&D Cell Report: Pilot lost. PAN declared. DF fix obtained after pilot failed to respond to squawk request. Steer given for Denham. A/c had previously infringed Luton zone but no action is proposed.	
200700977	02/02/2007	EGTT : London (FIR)	Durham Tees Valley (TD)	SE	D	CTA	PIPER	Reciprocating	1	PA28 realised it had radio problems approaching Teesside and changed to Box 2. PA28 called Teesside and advised that it was already inside their airspace. On return to base pilot was debriefed by CFI.	
200701020	07/02/2007	EGTT : London (FIR)	Woodley (WOD)	SE	A	CTR	ROBINSON	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by an R22 receiving a FIS. Standard separation maintained.	

200701041	07/02/2007	EGTT : London (FIR)	Wellesbourne Mountford	3 NNE	D	CTA	ROBINSON	Reciprocating	1	Infringement of Birmingham CTA (Class D) by an R44 at 3700ft. It is alleged that the pilot later stated that he needed to infringe as he was practising an engine off landing.	The pilot has discussed this occurrence with his instructor and is now fully aware of the need to avoid CAS.☐ CAA Closure: The hazard is adequately controlled by the actionsstated above.
200701159	06/02/2007	EGTT : London (FIR)	Scampton		G	Danger area	OTHER	Reciprocating	1	Microlight on a cross country navigation exam took a wrong heading and infringed the RAF Scampton ATZ. Pilot realised the error and turned to leave the area. Pilot apologised for the incident.	Red arrows synchro training detail terminated.
200701159	06/02/2007	EGTT : London (FIR)	Scampton		G	Danger area	OTHER	Unknown		Microlight on a cross country navigation exam took a wrong heading and infringed the RAF Scampton ATZ. Pilot realised the error and turned to leave the area. Pilot apologised for the incident.	Red arrows synchro training detail terminated.
200701200	06/02/2007	EGTT : London (FIR)	Nottingham East Midlands	6 SE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by an R44 using a GPS. A B737 established on R/W27 ILS was given traffic info and heading. Standard separation maintained.	Investigation established that the R44 pilot misidentified his position as being Southeast of East Midlands. He spoke to ATC after landing and is aware of the serious consequences of infringing CAS.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200701200	06/02/2007	EGTT : London (FIR)	Nottingham East Midlands	6 SE	D	CTR	BOEING	Turbofan	2	Infringement of the Nottingham East Midlands CTR (Class D) by an R44 using a GPS. A B737 established on R/W27 ILS was given traffic info and heading. Standard separation maintained.	Investigation established that the R44 pilot misidentified his position as being Southeast of East Midlands. He spoke to ATC after landing and is aware of the serious consequences of infringing CAS.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200701213	13/02/2007	EGTT : London (FIR)	Burnham	2 NW	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28. Standard separation maintained. Solo student.	The pilot of the PA28 made a PAN call on the Farnborough frequency stating she was lost. The a/c was then identified within CAS and given appropriate assistance. Appropriateand comprehensive follow up action has been taken. The student highlighted 4 areas during the subsequent debrief over this incident. 1/Not correctly carrying out pre-departure checks, 2/Not allowing for drift, 3/ Not alerting Farnborough Radar early enough over the developing situation and 4/ Not being fully conversant with the a/c's full navigation kit.
200701222	13/02/2007	EGTT : London (FIR)	Lambourne (LAM)	6 S	A	TMA	CESSNA	Reciprocating	1	C210 had been working London FIR on an IFR flight having previously descended out of CAS due icing. A/c subsequently transferred to Stapleford, following which it infringed the LTMA (Class A).	Standard separation maintained.
200701297	15/02/2007	EGTT : London (FIR)	Stansted	7 S	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a PA28 (believed). An a/c was lined up on the R/W at Stanstedwhen all departures were stopped, which resulted in a missed approach for a B747.	Standard separation maintained. See 200509290 and 200508559.
200701427	17/02/2007	EGTT : London (FIR)	Luton (LUT)	7 E	D	CTR	PIPER	Reciprocating	1	Infringement of Luton CTR (Class D) by a PA28 that calledATC saying it was unsure of its position. Navigational assistance given. Luton departures were stopped and an a/c was broken off the approach.	Student pilot. The School has undertaken remedial training for the student concerned. See also 200701631 and 200506942.⌵ CAA Closure: No further CAA action practicable.
200701479	21/02/2007	EGTT : London (FIR)	Southampton (SAM)	12 S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a C177 at 3000ft. C177 was in contact with a neighbouring ATC unitand instructed to descend beneath CAS. Standard separation maintained.	

200701492	20/02/2007	EGTT : London (FIR)	Sheffield		G	ATZ	UNKNOWN	Unknown		Alleged infringement of Sheffield ATZ (Class G) by an unidentified a/c. A/c was observed by ATC to be positioned below a C152 established on approach. Traffic info given.	The unknown a/c was seen to turn and climb away.
200701492	20/02/2007	EGTT : London (FIR)	Sheffield		G	ATZ	CESSNA	Reciprocating	1	Alleged infringement of Sheffield ATZ (Class G) by an unidentified a/c. A/c was observed by ATC to be positioned below a C152 established on approach. Traffic info given.	The unknown a/c was seen to turn and climb away.
200701493	21/02/2007	EGTT : London (FIR)	North Weald	1 SE	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a C182. A check was placed on departures and the Group Supervisor notified. Standard separation maintained.	
200701567	23/02/2007	EGTT : London (FIR)	Manchester (MCT)	15 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of Manchester CTR (Class D) by a C172. An airliner was broken off its approach to R/W24R. C172 subsequently called Barton indicating it was lost. Standard separation maintained.	C172 pilot aware that he should have made the call much earlier.☹ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200701569	23/02/2007	EGTT : London (FIR)	Snitterfield	SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by PA28 being piloted by an instructor new to the area. Instructor apologised and agreed the strong wind had caught him out.	Standard separation maintained.

200701575	24/02/2007	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28. Heathrow Northbound departures were stopped for 2mins. Standardseparation maintained.	The pilot reports that he encountered worse weather than expected over the Chilterns and elected to return to WhiteWaltham. He then mistook Marlow for Henley and subsequently entered the CTR. The pilot accepts the errors he made during this flight and has been given appropriate advice.
200701594	17/02/2007	EGTT : London (FIR)	Wethersfield		G		SOCATA	Reciprocating	1	Alleged infringement of Wethersfield Glider Launching Site by TB10. Five a/c were on the ground at launch point being prepared for flight at time of incident.	
200701631	24/02/2007	EGTT : London (FIR)	Stansted	8 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28. Standard separation maintained.	See also 200701427 and 200506942. □ CAA Closure: The school undertook remedial training for the student concerned.
200701633	25/02/2007	EGTT : London (FIR)	Denham	4 SW	A	CTR	PIPER	Reciprocating	1	Alleged infringement of London CTR (Class A) by a PA28. Standard separation maintained.	See also 200701766, 200606754, 200606423, 200506184, 200402304 and 200203925.
200701766	02/03/2007	EGTT : London (FIR)	Luton (LUT)	East	D	CTR	PIPER	Reciprocating	1	D & D Cell Report: Pilot lost. PAN declared. Aircraft DFsposition indicated he was within Luton CTZ at 2300ft, (CTA being 2500ft). Navigational assistance given for onward flight to Cambridge.	Luton ATC confirmed the aircraft had briefly penetrated the Luton ATZ briefly although no further action will be taken by them. See also 200701633, 200606754, 200606423, 200506184, 200402304 and 200203925.

200701767	02/03/2007	EGTT : London (FIR)	Chiltern (CHT)	4 W	A	TMA	CIRRUS	Reciprocating	1	Cancelled - Processed under 200701791	Cancelled - Processed under 200701791
200701772	02/03/2007	EGTT : London (FIR)	Birmingham	11 NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28 at2900ft, 11nm NW of Birmingham. ATC contacted pilot who reported a problem with the HSI. Standard separation maintained.	
200701773	01/03/2007	EGTT : London (FIR)	Birmingham	10 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 at2100ft, 10nm SE of Birmingham. Standard separation maintained.	Coventry Radar had instructed the a/c to operate not above 1500ft.
200701791	02/03/2007	EGTT : London (FIR)	Chiltern (CHT)		A	TMA	CIRRUS	Reciprocating	1	SR22 infringed the LTMA and lost separation with an a/c inbound to Northolt and a GLF3 that had departed Luton, butsubsequently suffered compass problems. Traffic info given to another a/c.	Pilot states that SR22 departed Booker on an out of hoursdeparture, which he was authorised to do. As Tower was closed, this caused a break in his routine as QNH was not given on departure as normal. This result in pilot forgetting to set QNH. Pilot entered the pre-selected altitude of 2400ft and headed towards Bovingdon. As pilot approached Bovingdon, he realised he had not verified the QNH and made a call to Denham asking for their QNH. On realising the difference, pilot initiated an immediate descent. The pilot fully appreciates the error of his ways.
200701791	02/03/2007	EGTT : London (FIR)	Chiltern (CHT)		A	TMA	GULFSTREAM	Turbofan	2	SR22 infringed the LTMA and lost separation with an a/c inbound to Northolt and a GLF3 that had departed Luton, butsubsequently suffered compass problems. Traffic info given to another a/c.	Pilot states that SR22 departed Booker on an out of hoursdeparture, which he was authorised to do. As Tower was closed, this caused a break in his routine as QNH was not given on departure as normal. This result in pilot forgetting to set QNH. Pilot entered the pre-selected altitude of 2400ft and headed towards Bovingdon. As pilot approached Bovingdon, he realised he had not verified the QNH and made a call to Denham asking for their QNH. On realising the difference, pilot initiated an immediate descent. The pilot fully appreciates the error of his ways.



200701792	03/03/2007	EGTT : London (FIR)	Southampton (SAM)		D	CTR		Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Maule MX7. No RT comms. Standard separation maintained.	
200701794	03/03/2007	EGTT : London (FIR)	Cowes		D	CTA	PIPER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a PA28 with a Mode C indicating 2400ft at Cowes. Standard separation maintained.	
200701798	28/02/2007	EGTT : London (FIR)	R41		A	TMA	SOCATA	Turboprop	1	Infringement of Airway R41 (Class A) by a Socata TBM 700 at FL86. Traffic info and avoiding action given. The a/c was instructed to squawk and descend to 3400ft. Standard separation maintained.	A/c had called on the Farnborough frequency and was instructed to standby but was subsequently observed entering R41. See also 200608607.
200701830	05/03/2007	EGTT : London (FIR)	London City - LCY	7	D	TMA	PIPER	Reciprocating	1	Alleged infringement of London TMA (Class A) by a PA28 squawking 7000 with Mode C indicating between 2400-2700ft. Possible transponder malfunction.	A/c broken off approach and numerous a/c vectored around.Traffic info given. ATC allege that the PA28's Mode C indications varied from 2400-2700ft. The pilot stated that the a/c was flying at 2400ft on the correct QNH. The Mode C was not verified at the time, therefore, ATC cannot be sure that the a/c infringed. See also 20000580 and 200200919.
200702031	09/03/2007	EGTT : London (FIR)	Manchester (MCT)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by C150. C150 was given assistance to destination where three times itflew past the airfield. C150 eventually established on final to R/W27 and landed.	Traffic info given. See also 200702054, 200702044 and 200702039.☐ CAA Closure: Appropriate CAA action is to be taken as a result of this incident.

200702034	10/03/2007	EGTT : London (FIR)	Goodwood (GWC)		A	TMA	CIRRUS	Reciprocating	1	Alleged infringement of Airway N859 and the London TMA (Class A) by an SR20 and an SR22 on delivery flights. Standard separation maintained. Operator has been alerted to this incident.	See also 200609262, 200604861 and 200604394.
200702034	10/03/2007	EGTT : London (FIR)	Goodwood (GWC)		A	TMA	CIRRUS	Reciprocating	1	Alleged infringement of Airway N859 and the London TMA (Class A) by an SR20 and an SR22 on delivery flights. Standard separation maintained. Operator has been alerted to this incident.	See also 200609262, 200604861 and 200604394.
200702035	10/03/2007	EGTT : London (FIR)	London City - LCY	5 E	D	CTA	PIPER	Reciprocating	1	Infringement of the London City CTA (Class D) by a PA28. Pilot informed of the extension to LCY CAS that took placesome months ago. Standard separation maintained.	
200702044	11/03/2007	EGTT : London (FIR)	Manchester (MCT)		D	CTR	CESSNA	Reciprocating	1	C150 operating in LLR allegedly twice infringed the Manchester CTR (Class D) and twice the Liverpool CTR (Class D).Pilot reported having problems with GPS interface. Standard separation maintained.	Investigation continues under 200702031. See also 200702054 and 200702039.
200702053	10/03/2007	EGTT : London (FIR)	London City - LCY	5 E	D	CTA	DIAMOND	Reciprocating	1	Infringement of the London City CTA (Class D) by a DA40. DA40 had just called Biggin and was given a turn to leave CAS. Standard separation maintained.	See also 200701629 and 200701566.

200702055	10/03/2007	EGTT : London (FIR)	Nottingham East Midlands		D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Nottingham East Midlands CTA (Class D) by a PA28 at 4000ft. Standard separation maintained.	
200702059	10/03/2007	EGTT : London (FIR)	Whitegate (WHI)	3 NW	D	CTA	CESSNA	Reciprocating	1	C172 receiving a FIS infringed the Liverpool CTR (Class D) and the Manchester CTR (Class D). C172 was given navigational assistance. Traffic info was given to Liverpool traffic.	C172 calling for low level corridor transit was given a FIS. DF bearing suggested C172 was in the Liverpool CTR (Class D) and Liverpool could be heard giving traffic info totheir a/c. C172 was given navigational assistance to joinlow level route. C172 then infringed the Manchester CTR (Class D) and given further navigational assistance up the corridor to Barton, its destination. Standard separation maintained.
200702078	11/03/2007	EGTT : London (FIR)	Radstock VRP	1 E	D	CTA	SOCATA	Reciprocating	1	TB20 infringed the Bristol CTA (Class D). Standard separation maintained. Pilot telephoned ATC later and apologisedfor the incident, stating that he believed that he had anout-of-date map.	See also 200610863.
200702108	12/03/2007	EGTT : London (FIR)	London City - LCY	5 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the London City CTR (Class D) by a PA32 at 2400ft. Traffic info given. Standard separation maintained.	
200702112	08/03/2007	EGTT : London (FIR)	Salisbury Plain		G	Danger area	OTHER	Reciprocating	1	Infringement of Danger Areas D123 and D125 (active) by a microlight a/c at 1750ft over Salisbury Plain for a duration of 8 mins.	Pilot has acknowledged inadequate pre-flight planning andpoor airmanship through unfamiliar territory. Danger Areaactivity was suspended until the a/c had cleared the area. See also 200609734.

200702116	11/03/2007	EGTT : London (FIR)	Memwith Hill	1.5 S	D	CTR	PIPER	Reciprocating	1	UK AIRPROX 17/2007 - HR200 and PA28, 1nm South of MemwithHill at 1700ft. PA28 infringed the Leeds Bradford CTR (Class D) during this AIRPROX.	Traffic info passed to PA28. Pilot of PA28 subsequent called ATC and stated he had reviewed his route on GPS, was aware of the infringement and apologised. Pilot also statedthat he was visual with the HR200. See also 200606200.☐ CAA Closure: No further CAA action required. This AIRPROX has been subject to a separate review by the United KingdomAIRPROX Board (UKAB).
200702116	11/03/2007	EGTT : London (FIR)	Memwith Hill	1.5 S	D	CTR	AVIONS ROBIN	Reciprocating	1	UK AIRPROX 17/2007 - HR200 and PA28, 1nm South of MemwithHill at 1700ft. PA28 infringed the Leeds Bradford CTR (Class D) during this AIRPROX.	Traffic info passed to PA28. Pilot of PA28 subsequent called ATC and stated he had reviewed his route on GPS, was aware of the infringement and apologised. Pilot also statedthat he was visual with the HR200. See also 200606200.☐ CAA Closure: No further CAA action required. This AIRPROX has been subject to a separate review by the United KingdomAIRPROX Board (UKAB).
200702119	10/03/2007	EGTT : London (FIR)	Nottingham East Midlands	8 E	D	CTA	BEECH	Reciprocating	1	Alleged infringement of the East Midlands CTA (Class D) by a BE24 at 2500ft, 8nm East of EMA. Standard separation maintained. Traffic info given to two a/c inbound to EMA.	Pilot contacted ATC with poor RT. Pilot instructed to remain clear CAS and given discreet squawk for identification, whilst observed on Mode C passing through 2200ft. BE24 eventually identified having levelled off at 2500ft. Pilot advised of infringement.
200702119	10/03/2007	EGTT : London (FIR)	Nottingham East Midlands	8 E	D	CTA	AIRBUS	Turbofan	2	Alleged infringement of the East Midlands CTA (Class D) by a BE24 at 2500ft, 8nm East of EMA. Standard separation maintained. Traffic info given to two a/c inbound to EMA.	Pilot contacted ATC with poor RT. Pilot instructed to remain clear CAS and given discreet squawk for identification, whilst observed on Mode C passing through 2200ft. BE24 eventually identified having levelled off at 2500ft. Pilot advised of infringement.
200702128	13/03/2007	EGTT : London (FIR)	Birmingham		D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152 at2000ft. Student pilot later apologised stating he had become lost. Appropriate advice given by ATC. Standard separation maintained.	See also 200607008.

200702168	14/03/2007	EGTT : London (FIR)	Southampton (SAM)	12 SE	A		CIRRUS	Reciprocating	1	Infringement of Airway R8 (Class A) by an SR22 at FL60. On contact, pilot believed that the base of CAS was FL65. Standard separation maintained.	Pilot apologised.
200702200	12/03/2007	EGTT : London (FIR)	Blackpool (BPL)		G	ATZ	OTHER	Reciprocating	1	Alleged infringement of the Blackpool ATZ (Class G). Microlight was observed flying through ATZ at approx 1500ft. Adeparting a/c was held on the ground until microlight wasclear.	Traffic info given.
200702233	15/03/2007	EGTT : London (FIR)	Manchester (MCT)	10 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 10nm Northeast of Manchester. Standard separation maintained.	
200702242	14/03/2007	EGTT : London (FIR)	Coventry	8 SW	D	CTA	ROCKWELL	Reciprocating	1	Alleged infringement of the Birmingham CTA (Class D) by an RC112 at 2500ft. A/c descended out of controlled airspace on advice of Coventry ATC. Standard separation maintained.	
200702258	16/03/2007	EGTT : London (FIR)	Chiltern (CHT)	3 N	A	CTR	OTHER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by an unidentified a/c, possibly a microlight at 2200ft. Heathrow North departures stopped. Traffic info given to a A319. Standardseparation maintained.	

200702258	16/03/2007	EGTT : London (FIR)	Chiltern (CHT)	3 N	A	CTR	AIRBUS	Turbofan	2	Infringement of the Heathrow CTR (Class A) by an unidentified a/c, possibly a microlight at 2200ft. Heathrow North departures stopped. Traffic info given to a A319. Standardseparation maintained.	
200702274	17/03/2007	EGTT : London (FIR)	BADIM		A		GROB	Reciprocating	1	Alleged infringement of Airway L9 (Class A) at FL97. Standard separation maintained. A/c descended out of controlled airspace on being advised by Colerne ATC.	
200702363	06/03/2007	EGTT : London (FIR)	London CTR	NW	A	CTR	SOCATA	Reciprocating	1	Infringement of the London CTR (Class A) by a Socata TB10at 2000ft. P1 reported having difficulty with the BNN VOR.	A NOTAM was issued at approximately the same, stating that the BNN was Out of Service from 1130hrs. D&D alerted. Standard separation maintained.
200702447	15/03/2007	EGTT : London (FIR)	Salisbury		G	Danger area	PIPER	Reciprocating	1	Alleged infringements of Salisbury Plain Danger Areas D125 and D128 by a PA28R. Live firing suspended.	See also 200703030.  CAA Closure: No further CAA action considered practical.
200702454	21/03/2007	EGTT : London (FIR)	Cardiff (CDF)	21.5 E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a C152 at 4200ft. No other traffic affected. ATC spoke with the pilot after the event, where it transpired that the pilot's map was out of date.	Student pilot, appropriate advice given.  CAA Closure: Nofurther CAA action practicable.

200702778	02/04/2007	EGTT : London (FIR)	Farnborough	15 SE	A	TMA	BEECH	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a Beech A36 at 3000ft. Standard separation maintained.	
200702778	02/04/2007	EGTT : London (FIR)	Farnborough	15 SE	A	TMA	UNKNOWN	Unknown		Alleged infringement of the London TMA (Class A) by a Beech A36 at 3000ft. Standard separation maintained.	
200702787	02/04/2007	EGTT : London (FIR)	Ware		D	CTA	CESSNA	Reciprocating	1	UK AIRPROX 38/2007 - Infringement of Stansted CTA (Class D) by a C182. An inbound A319 was given traffic info and avoiding action. Standard separation maintained	C182 pilot later phoned and apologised for the incident. Information indicates that whilst distracted by a radio problem the pilot unintentionally entered Class D airspace and flew into conflict with the A319.□ CAA Closure: No further CAA action required at this time. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200702787	02/04/2007	EGTT : London (FIR)	Ware		D	CTA	AIRBUS	Turbofan	2	UK AIRPROX 38/2007 - Infringement of Stansted CTA (Class D) by a C182. An inbound A319 was given traffic info and avoiding action. Standard separation maintained	C182 pilot later phoned and apologised for the incident. Information indicates that whilst distracted by a radio problem the pilot unintentionally entered Class D airspace and flew into conflict with the A319.□ CAA Closure: No further CAA action required at this time. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200702797	02/04/2007	EGTT : London (FIR)	London City - LCY	7 SE	A	TMA	PILATUS	Turboprop	1	UK AIRPROX 28/2007 - ATC observed PC12 enter CAS and lose separation with an EMB135 maintaining 3000ft downwind RH for R/W10. PC12 reported it had responded to a TCAS RA. STCA activated.	Traffic info passed to EMB135. Investigation established that the PC12 was vectored to leave controlled airspace, by descent, inbound to Biggin Hill. Simultaneously, the EMB135 was vectored for positioning to R/W10 at London City. When the PC12 was level at 2400ft, below controlled airspace, and tracking directly towards Biggin Hill, the City Radar controller vectored the EMB135 on a North Westerly track at 3000ft within CAS. The PC12, which was under a RIS, then started climbing and advised the Thames Radar controller that there was traffic in the area. The PC12 climbed through the level of the EMB135 before descending back down again. The PC12 pilot informed the controller that he was reacting to TCAS whereas the EMB135 pilot, who was visual with the PC12 throughout, reported no TCAS alerts. Information indicates that the PC12 pilot may have acted inappropriately on receiving a TCAS TA.□ CAA Closure: The hazard is acceptable provided the frequency remains low. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

200702797	02/04/2007	EGTT : London (FIR)	London City - LCY	7 SE	A	TMA	EMBRAER	Turbofan	2	UK AIRPROX 28/2007 - ATC observed PC12 enter CAS and loseseparation with an EMB135 maintaining 3000ft downwind RH for R/W10. PC12 reported it had responded to a TCAS RA. STCA activated.	Traffic info passed to EMB135. Investigation established that the PC12 was vectored to leave controlled airspace, by descent, inbound to Biggin Hill. Simultaneously, the EMB135 was vectored for positioning to R/W10 at London City. When the PC12 was level at 2400ft, below controlled airspace, and tracking directly towards Biggin Hill, the City Radar controller vectored the EMB135 on a North Westerly track at 3000ft within CAS. The PC12, which was under a RIS, then started climbing and advised the Thames Radar controller that there was traffic in the area. The PC12 climbed through the level of the EMB135 before descending back downagain. The PC12 pilot informed the controller that he wasreacting to TCAS whereas the EMB135 pilot, who was visualwith the PC12 throughout, reported no TCAS alerts. Information indicates that the PC12 pilot may have acted inappropriately on receiving a TCAS TA.□ CAA Closure: The hazard is acceptable provided the frequency remains low. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200702805	02/04/2007	EGTT : London (FIR)	London-Gatwick - LGW		D	CTA	CESSNA	Reciprocating	1	C182 infringed the Gatwick CTA (Class D) and came into conflict with an inbound DHC8, who was given traffic info and avoiding action. Standard separation maintained.	The pilot has been contacted by ATC and given appropriateadvice/information. The pilot took up an incorrect heading from Midhurst which led to the incident. He fully appreciates that he displayed unacceptable airmanship. □ CAA Closure: No further CAA action considered necessary.
200702805	02/04/2007	EGTT : London (FIR)	London-Gatwick - LGW		D	CTA	DE HAVILLAND	Turboprop	2	C182 infringed the Gatwick CTA (Class D) and came into conflict with an inbound DHC8, who was given traffic info and avoiding action. Standard separation maintained.	The pilot has been contacted by ATC and given appropriateadvice/information. The pilot took up an incorrect heading from Midhurst which led to the incident. He fully appreciates that he displayed unacceptable airmanship. □ CAA Closure: No further CAA action considered necessary.
200702921	08/04/2007	EGTT : London (FIR)	Liverpool	10 ENE	D	CTR	CESSNA	Reciprocating	1	UK AIRPROX 31/2007 - A319 and a C172, 10nm ENE of Liverpool at 2500ft.	A319 being vectored for ILS R/W27 was kept at 2500ft due to a C172 in VFR Low Level corridor. ATC turned A319 Southfor base leg. At the same time A319 became visual with the C172 and reported that it appeared to be at a similar level. A/c should have been at or below 1250ft in the corridor.□ CAA Closure: This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200702921	08/04/2007	EGTT : London (FIR)	Liverpool	10 ENE	D	CTR	AIRBUS	Turbofan	2	UK AIRPROX 31/2007 - A319 and a C172, 10nm ENE of Liverpool at 2500ft.	A319 being vectored for ILS R/W27 was kept at 2500ft due to a C172 in VFR Low Level corridor. ATC turned A319 Southfor base leg. At the same time A319 became visual with the C172 and reported that it appeared to be at a similar level. A/c should have been at or below 1250ft in the corridor.□ CAA Closure: This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

200702931	06/04/2007	EGTT : London (FIR)	London City - LCY	7 NE	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the London City CTA (Class D) by an HR100at 2400ft, 7nm Northeast of London City, following ATC instructions to remain outside the CTA. Standard separation maintained.	HR100 tracking BPK - DET at time of infringement. Pilot attempted to correct his track, but did so with insufficient time to prevent the a/c clipping the Northeast corner ofthe CTA.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200702935	06/04/2007	EGTT : London (FIR)	London-Gatwick - LGW	8 E	D	CTA	OTHER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an unknown a/c, 8nm East of Gatwick. Traffic info and avoiding action given to a B747 and a B767 on approach to Gatwick. Standard separation lost.	It is believed by the reporter that the infringing a/c was a microlight operating from a site 10nm ENE of Gatwick under a Letter of Agreement. ☐ CAA Closure: ATC acted appropriately in turning off the inbound a/c, after the infringement of CAS. NATS have been trying to contact the operator of the farm relating to the Letter of Agreement. No contact has been established and the Letter of Agreement expired in May 2008. No a/c movements have been noted into thefarm for some time.
200702935	06/04/2007	EGTT : London (FIR)	London-Gatwick - LGW	8 E	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by an unknown a/c, 8nm East of Gatwick. Traffic info and avoiding action given to a B747 and a B767 on approach to Gatwick. Standard separation lost.	It is believed by the reporter that the infringing a/c was a microlight operating from a site 10nm ENE of Gatwick under a Letter of Agreement. ☐ CAA Closure: ATC acted appropriately in turning off the inbound a/c, after the infringement of CAS. NATS have been trying to contact the operator of the farm relating to the Letter of Agreement. No contact has been established and the Letter of Agreement expired in May 2008. No a/c movements have been noted into thefarm for some time.
200702938	06/04/2007	EGTT : London (FIR)	Detling (DET)	4 E	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by PA28 at 4500ft. An RJ100 inbound to London City was given radar vectorsto maintain standard separation. PA28 identified and descended to 2400ft below CAS.	
200702938	06/04/2007	EGTT : London (FIR)	Detling (DET)	4 E	A	TMA	BAE	Turbofan	4	Infringement of the London TMA (Class A) by PA28 at 4500ft. An RJ100 inbound to London City was given radar vectorsto maintain standard separation. PA28 identified and descended to 2400ft below CAS.	

200702941	06/04/2007	EGTT : London (FIR)	Bristol International	9 SE	D	CTA	OTHER	Reciprocating	1	Pilot of microlight that infringed Bristol CTA (Class D),admitted being unfamiliar with new boundaries of CAS which came into use in August 2006. Traffic info given. Standard separation maintained.	See also 200702058.
200702943	05/04/2007	EGTT : London (FIR)	Radstock VRP	2 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a PA28. Traffic info given. Standard separation maintained. The pilot was using an out of date map, which is to be replaced.	See 200702941, 200702058 and 200404554.
200702943	05/04/2007	EGTT : London (FIR)	Radstock VRP	2 N	D	CTR	SAAB	Turboprop	2	Infringement of the Bristol CTR (Class D) by a PA28. Traffic info given. Standard separation maintained. The pilot was using an out of date map, which is to be replaced.	See 200702941, 200702058 and 200404554.
200702955	08/04/2007	EGTT : London (FIR)	NEDUL	S	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3900ft. Standard separation maintained.	
200702957	08/04/2007	EGTT : London (FIR)	Southampton (SAM)	14 SSW	D	CTA	GRUMMAN	Reciprocating	1	AA5 infringed the Solent CTA (Class D). AA5 identified SSW of Southampton at 2500ft. AA5 informed that it was inside CAS, but cleared to continue not above 2500ft VFR. Standard separation maintained.	See also 200603951.

200702960	08/04/2007	EGTT : London (FIR)	Southampton (SAM)	7 SSW	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28. Standard separation maintained. A departing DHC8 was held on the ground.	
200702963	07/04/2007	EGTT : London (FIR)	Wallasey (WAL)	8 S	A	TMA	BEECH	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a Beech 35 at 6000ft with no Mode C, 8nm South of WAL. Separation lost. No avoiding action necessary for an A319 under MACC control.	Liverpool Radar rang MACC giving details of the a/c and they were told to turn the a/c right immediately and for itto leave CAS.
200702963	07/04/2007	EGTT : London (FIR)	Wallasey (WAL)	8 S	A	TMA	AIRBUS	Turbofan	2	Infringement of the Manchester TMA (Class A) by a Beech 35 at 6000ft with no Mode C, 8nm South of WAL. Separation lost. No avoiding action necessary for an A319 under MACC control.	Liverpool Radar rang MACC giving details of the a/c and they were told to turn the a/c right immediately and for itto leave CAS.
200702965	08/04/2007	EGTT : London (FIR)	Southampton (SAM)	4 E	D	CTR	JODEL	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Jodel DR1050. Standard separation maintained. The pilot later phoned to apologise for the incident.	
200702970	21/03/2007	EGTT : London (FIR)	Fairoaks	5 S	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by a Robin R2160. Standard separation maintained.	

200702971	09/04/2007	EGTT : London (FIR)	Southampton (SAM)	8 E	D	CTR	CESSNA	Reciprocating	1	C172 infringed the Solent CTR (Class D). C172 at 2100ft had been told to free call Southampton, but it did not. C172 was identified inside CAS and cleared to continue not above 2000ft.	
200702972	08/04/2007	EGTT : London (FIR)	Wethersfield	2 SE	D	CTA	AVIONS ROBIN	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a DR400. Two IFR a/c approaching Stansted were given delayingvectors. Standard separation maintained.	No response received from the DR400 operator. See also 200600740.☐ CAA Closure: No further CAA action practicable.
200702973	09/04/2007	EGTT : London (FIR)	Southampton (SAM)	7 N	D	CTR	HUGHES	Turboshaft	1	Hughes 369 that had called ATC and told to standby subsequently infringed the Solent CTR (Class D). Standard separation maintained. Pilot phoned and apologised for the incident.	
200702976	09/04/2007	EGTT : London (FIR)	Southampton (SAM)	12 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 squawking 7000 at 3400ft. ATC advised the pilot he had entered the CTA without clearance. C172 subsequently descended.	Traffic info given. Standard separation maintained. The pilot apologised for his mistake.
200702977	04/04/2007	EGTT : London (FIR)	Woodley (WOD)	S	A		PIPER	Reciprocating	1	Infringement of CAS-T airspace (Class A) by a PA28. Standard separation maintained. See also 200702978 and 200702983.	High ATC workload.

200702978	04/04/2007	EGTT : London (FIR)	Basingstoke		A		CESSNA	Reciprocating	1	Infringement of CAS-T (Class A) by a C172 at 2300ft. The pilot had been warned of the CAS, however, he was observedinfringing the Western side of the CAS-T.	Standard separation maintained. ATC reported their workload as high. See also 200702977 and 200702983.
200702983	04/04/2007	EGTT : London (FIR)	Woodley (WOD)	S	A		ROBINSON	Reciprocating	1	Infringement of CAS-T (Class A) by a R22 at 2000ft. Pilotallegedly stated he wasn't aware of the CAS-T. Standard separation maintained.	ATC reported their workload to be high. See also 200702978 and 200702977
200702988	04/04/2007	EGTT : London (FIR)	Farnborough	7 SE	A		AEROSPATIALE	Turboshaft	1	Infringement of CAS-T (Class A) by an SA350 at 1500ft, 7nm South East of Farnborough. SA350 given a SVFR clearance to leave CAS-T. Standard separation maintained.	Controller reports workload increasing to high and believes she had previously passed information to the pilot to remain clear of the CAS-T. See also 200702978 and 200702977.
200702997	06/04/2007	EGTT : London (FIR)	Bristol International	10NW	D	CTA	SCOTTISH AVIATION	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Bulldog at2000ft. Standard separation maintained.	
200703021	05/04/2007	EGTT : London (FIR)	Bournemouth		D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 (believed) at 1400ft. Traffic info and avoiding action given to an a/c departing Bournemouth. Standard separation lost.	

200703021	05/04/2007	EGTT : London (FIR)	Bournemouth		D	CTR	UNKNOWN	Unknown		Infringement of the Bournemouth CTR (Class D) by a PA28 (believed) at 1400ft. Traffic info and avoiding action given to an a/c departing Bournemouth. Standard separation lost.	
200703022	09/04/2007	EGTT : London (FIR)	Bournemouth	2 W	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28. It appears that the pilot realised the error and left CAS.ATC also informed pilot of the error. IFR departure held on ground.	See also 200504985.
200703041	10/04/2007	EGTT : London (FIR)	Birmingham	10 W	D	CTR	PIPER	Reciprocating	1	PA28 reported lost on 121.5 for the second time in 20mins. When identified a/c was in the Birmingham CTR (Class D).Traffic info and avoiding action given as a result of this incident.	Standard separation maintained but Birmingham inbound traffic affected.
200703041	10/04/2007	EGTT : London (FIR)	Birmingham	10 W	D	CTR	BOEING	Turbofan	2	PA28 reported lost on 121.5 for the second time in 20mins. When identified a/c was in the Birmingham CTR (Class D).Traffic info and avoiding action given as a result of this incident.	Standard separation maintained but Birmingham inbound traffic affected.
200703061	11/04/2007	EGTT : London (FIR)	Denham	4 W	A	CTR	PILATUS	Turboprop	1	Alleged infringement of the London CTR (Class A) by a PC12. Heathrow Northbound departures were stopped. Standard separation maintained.	No response received from the PC12 operator.☐ CAA Closure: No further CAA action practicable.

200703065	09/04/2007	EGTT : London (FIR)	Calshot VRP		D	CTR	PIPER	Reciprocating	1	Two infringements of the Southampton CTR (Class D) by a PA28 receiving a FIS. An inbound EMB145 and the PA28 were both given traffic info.	PA28 left CAS, but then re-entered and exited again. The PA28 pilot subsequently apologised for the errors in navigation and is aware of the serious consequences of infringing CAS. See also 200702055.☐ CAA Closure: No further CAA action required at this time.
200703065	09/04/2007	EGTT : London (FIR)	Calshot VRP		D	CTR	EMBRAER	Turbofan	2	Two infringements of the Southampton CTR (Class D) by a PA28 receiving a FIS. An inbound EMB145 and the PA28 were both given traffic info.	PA28 left CAS, but then re-entered and exited again. The PA28 pilot subsequently apologised for the errors in navigation and is aware of the serious consequences of infringing CAS. See also 200702055.☐ CAA Closure: No further CAA action required at this time.
200703111	11/04/2007	EGTT : London (FIR)	Southampton (SAM)	7 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172. Standard separation maintained. Pilot later phoned and apologised for the incident and was given appropriate advice.	
200703118	12/04/2007	EGTT : London (FIR)	London City - LCY	4 NE	D	CTR	CESSNA	Reciprocating	1	C152 infringed the London City Control Zone (Class D) andlost separation with a C525 outbound from City Airport. Traffic info and avoiding action given.	The pilot subsequently rang ATC to apologise for his actions and appropriate advice was passed.☐ CAA Closure: No further CAA action practicable.
200703118	12/04/2007	EGTT : London (FIR)	London City - LCY	4 NE	D	CTR	CESSNA	Turbofan	2	C152 infringed the London City Control Zone (Class D) andlost separation with a C525 outbound from City Airport. Traffic info and avoiding action given.	The pilot subsequently rang ATC to apologise for his actions and appropriate advice was passed.☐ CAA Closure: No further CAA action practicable.

200703155	14/04/2007	EGTT : London (FIR)	Burnham	0.5 W	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTA (Class A) by a C172. Traffic info and avoiding action was given to a/c on approach to Heathrow. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200703158	14/04/2007	EGTT : London (FIR)	North Weald		D	CTR	OTHER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a DV20 Katana. Traffic info and avoiding action given to Stansted inbound traffic. Luton departures stopped.	No response received from the DV20 Katana operator. See also 200508572.☐ CAA Closure: No further CAA action practicable.
200703158	14/04/2007	EGTT : London (FIR)	North Weald		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a DV20 Katana. Traffic info and avoiding action given to Stansted inbound traffic. Luton departures stopped.	No response received from the DV20 Katana operator. See also 200508572.☐ CAA Closure: No further CAA action practicable.
200703168	12/04/2007	EGTT : London (FIR)	SPEAR	7 S	A	TMA	VANS	Reciprocating	1	Vans RV9 infringed the London TMA and lost separation with two a/c inbound to London City, a Do328 and a FK50, which were given traffic info. ATC workload became very high.	Attributed to hurried flight planning. Appropriate advicegiven. See also 200607364.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200703168	12/04/2007	EGTT : London (FIR)	SPEAR	7 S	A	TMA	DORNIER	Turboprop	2	Vans RV9 infringed the London TMA and lost separation with two a/c inbound to London City, a Do328 and a FK50, which were given traffic info. ATC workload became very high.	Attributed to hurried flight planning. Appropriate advicegiven. See also 200607364.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200703176	14/04/2007	EGTT : London (FIR)	Stansted		D	CTR	CESSNA	Reciprocating	1	C17 infringed the Stansted CTR (Class D) and lost separation with a departing Do328 who was given traffic info and avoiding action. A B747 departed then all departures were stopped.	See also 200501622. Appropriate CAA action is being takenas a result of this incident.
200703176	14/04/2007	EGTT : London (FIR)	Stansted		D	CTR	DORNIER	Turboprop	2	C17 infringed the Stansted CTR (Class D) and lost separation with a departing Do328 who was given traffic info and avoiding action. A B747 departed then all departures were stopped.	See also 200501622. Appropriate CAA action is being takenas a result of this incident.
200703181	15/04/2007	EGTT : London (FIR)	Southampton (SAM)	6 SE	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Solent CTA (Class D) by a PA28R at 3600ft. Traffic info was given. Standard separation maintained.	
200703254	16/04/2007	EGTT : London (FIR)	North Weald		D	CTA	PIPER	Reciprocating	1	Infringement of Stansted CTA (Class D) by a PA28 at 2000ft. Potential conflict with a B737 descending to 2000ft on approach. B737 turned away from the PA28. Standard separation maintained.	
200703254	16/04/2007	EGTT : London (FIR)	North Weald		D	CTA	BOEING	Turbofan	2	Infringement of Stansted CTA (Class D) by a PA28 at 2000ft. Potential conflict with a B737 descending to 2000ft on approach. B737 turned away from the PA28. Standard separation maintained.	

200703258	15/04/2007	EGTT : London (FIR)	Stansted	12 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28. Traffic info and avoiding action was given to an inbound B737as PA28 manoeuvred in the area. Standard separation maintained.	Stansted departures suspended. No response received from the PA28 operator. See 200405544.☐ CAA Closure: No furtherCAA action practicable.
200703258	15/04/2007	EGTT : London (FIR)	Stansted	12 SW	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28. Traffic info and avoiding action was given to an inbound B737as PA28 manoeuvred in the area. Standard separation maintained.	Stansted departures suspended. No response received from the PA28 operator. See 200405544.☐ CAA Closure: No furtherCAA action practicable.
200703312	18/04/2007	EGTT : London (FIR)	London-Gatwick - LGW	12 S	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTA (Class A) by a PA28 at 2800ft receiving a FIS. The a/c was instructed to descend outof the CTA, however, the a/c was seen to climb again to 2800ft. Traffic info given.	The pilot concerned has been fully alerted to the incident and believes it was caused by him selecting the reciprocal radial to the one he required. Standard separation maintained.
200703358	19/04/2007	EGTT : London (FIR)	Honiley (HON)		D	CTR	PIPER	Reciprocating	1	PA28 twice infringed the Birmingham CTR/CTA (Class D). Four a/c were broken off approach sequence. Student pilot reported a navigation error due to distraction with radio problems.	See also 200506433. The Student's instructor was alerted to this incident and discussed the occurrence with the student who received further training.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200703358	19/04/2007	EGTT : London (FIR)	Honiley (HON)		D	CTR	EMBRAER	Turbofan	2	PA28 twice infringed the Birmingham CTR/CTA (Class D). Four a/c were broken off approach sequence. Student pilot reported a navigation error due to distraction with radio problems.	See also 200506433. The Student's instructor was alerted to this incident and discussed the occurrence with the student who received further training.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200703363	19/04/2007	EGTT : London (FIR)	Halton	NW	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA46. A/c was given a FIS and told to remain clear of CAS. A/c observed climbing through FL80. Pilot allegedly unaware of the urgencyto descend out of the TMA.	When alerted to the infringement, the pilot was allegedly'laid back' with no apparent understanding of the urgencyof the situation. PA46 pilot subsequently advised that the infringement was caused by a misinterpretation of the map and apologised for his actions. See 200508564. □ CAA Closure: No further CAA action required at this time.
200703364	17/04/2007	EGTT : London (FIR)	Great Dunmow		D	CTR	BEAGLE	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a Beagle Pup. Standard separation maintained.	
200703365	19/04/2007	EGTT : London (FIR)	Redditch		D	CTA	EUROPA	Reciprocating	1	Alleged infringement of the Birmingham CTA (Class D) by aEuropa. Standard separation maintained.	
200703369	19/04/2007	EGTT : London (FIR)	Southampton (SAM)	15 S	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3400ft, 15nm South of Southampton. Standard separation maintained.	
200703370	19/04/2007	EGTT : London (FIR)	Southampton (SAM)	5 WNW	D	CTA	SLINGSBY	Reciprocating	1	Infringement of the Solent CTA (Class D) by a T67M at an indicated FL40. Standard separation maintained.	

200703376	20/04/2007	EGTT : London (FIR)	London-Heathrow - LHR	NE	A	CTR	PIPER	Reciprocating	1	Infringement of Heathrow CTR (Class A) by a PA28. All Heathrow departures stopped from 0751-0758 hrs. Standard separation maintained.	No response received from the PA28 operator.☐ CAA Closure: No further CAA action practicable.
200703405	21/04/2007	EGTT : London (FIR)	Northolt	NE	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA32. Heathrow Northbound departures were stopped for 2mins. Standardseparation maintained.	A full explanation has been received from the instructor concerned.
200703406	21/04/2007	EGTT : London (FIR)	Birmingham	W	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28. Pilot phoned and discussed incident with ATC. Pilot apologised.	See also 200701772.
200703411	21/04/2007	EGTT : London (FIR)	Wellesbourne Mountford	4 NW	A		CESSNA	Reciprocating	1	Infringement of Airway N859 (Class A) by a C152. Standardseparation maintained. Pilot, an instructor, phoned and apologised for the incident.	
200703417	21/04/2007	EGTT : London (FIR)	London-Heathrow - LHR	23 W	A	TMA	YAKOVLEV	Reciprocating	1	A Yak 18, carrying out aerobatic manoeuvres in close proximity to the Heathrow RMA, infringed the London TMA (ClassA). Also a/c was using a squawk, when the ATC unit had noknowledge of the flight.	CAA Closure: The Hungarian Authorities have advised that they have contacted the operator of the a/c to discuss this incident.

200703594	26/04/2007	EGTT : London (FIR)	Southampton (SAM)	8 S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Southampton CTR/CTA (Class D) by a C172 with possible radio failure. A Saab 2000 and a Trislander were vectored off the approach and given traffic info. Separation maintained.	
200703594	26/04/2007	EGTT : London (FIR)	Southampton (SAM)	8 S	D	CTA	SAAB	Turboprop	2	Infringement of the Southampton CTR/CTA (Class D) by a C172 with possible radio failure. A Saab 2000 and a Trislander were vectored off the approach and given traffic info. Separation maintained.	
200703595	26/04/2007	EGTT : London (FIR)	London City - LCY	4 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the London City CTR/CTA (Class D) by a C172. Pilot advised ATC he was using a chart that was 2yrs old, which did not show the extended London City Zone introduced 13 Apr 2006.	Appropriate advice has been passed to the pilot, who has replaced the map concerned. Standard separation maintained. See also 200606692.
200703638	27/04/2007	EGTT : London (FIR)	Thelwall	2-3SE	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Manchester CTR (Class D) by an AS355 at 800ft. Intended path would have taken the a/c straight through the R/W06 approach path. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200703646	29/04/2007	EGTT : London (FIR)	Southampton (SAM)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a C172 squawking 7000. Traffic info given to an EMB145 on approachat 2000ft. Standard separation maintained.	No response received from the C172 operator. See 200602795 and 200603634.□ CAA Closure: No further CAA action practicable.

200703646	29/04/2007	EGTT : London (FIR)	Southampton (SAM)		D	CTR	EMBRAER	Turbofan	2	Infringement of the Southampton CTR (Class D) by a C172 squawking 7000. Traffic info given to an EMB145 on approachat 2000ft. Standard separation maintained.	No response received from the C172 operator. See 200602795 and 200603634.□ CAA Closure: No further CAA action practicable.
200703647	26/04/2007	EGTT : London (FIR)	Stansted	5 NW	D	CTR	SUPERMARINE	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a Spitfire. An inbound B737 was taken off the approach and given traffic info. Standard separation maintained.	
200703647	26/04/2007	EGTT : London (FIR)	Stansted	5 NW	D	CTR	BOEING	Turbofan	2	Alleged infringement of the Stansted CTR (Class D) by a Spitfire. An inbound B737 was taken off the approach and given traffic info. Standard separation maintained.	
200703648	28/04/2007	EGTT : London (FIR)	Weston Supermare		D	CTA	JODEL	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a DR1051. Pilot phoned and apologised for the incident. Standard separation maintained. Pilot had an out of date map.	See also 200606478.
200703654	08/04/2007	EGTT : London (FIR)	Bristol International	10	D	CTA	SCOTTISH AVIATION	Reciprocating	1	CANCELLED - Processed under 200702997	CANCELLED - Processed under 200702997

200703654	08/04/2007	EGTT : London (FIR)	Bristol International	10	D	CTA	AIRBUS	Turbofan	2	CANCELLED - Processed under 200702997	CANCELLED - Processed under 200702997
200703674	21/04/2007	EGTT : London (FIR)	Whitegate (WHI)	2 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a lost C150 whose pilot called on the frequency. Discrete squawk allocated and steer given for Hawarden, where a/c landed safely.	
200703787	01/05/2007	EGTT : London (FIR)	Lambourne (LAM)	4 E	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C152 at 3000ft, 4nm East of Lambourne. Traffic info given to a Do228 descending to 3000ft. Standard separation lost.	C152 pilot subsequently given appropriate advice. See also 200504290.□ CAA Closure: No further CAA action practicable.
200703787	01/05/2007	EGTT : London (FIR)	Lambourne (LAM)	4 E	A	TMA	DORNIER	Turboprop	2	Infringement of the London TMA (Class A) by a C152 at 3000ft, 4nm East of Lambourne. Traffic info given to a Do228 descending to 3000ft. Standard separation lost.	C152 pilot subsequently given appropriate advice. See also 200504290.□ CAA Closure: No further CAA action practicable.
200703807	29/04/2007	EGTT : London (FIR)	Cardiff (CDF)	10 W	D	CTA	OTHER	Reciprocating	1	Infringement of the Cardiff CTA (Class D) at 2500ft. Standard separation maintained. Pilot received navigational assistance from ATC.	ATC subsequently spoke to the pilot who stated that he had intended to route from Porlock to Porthcawl at 2000ft. He climbed to 2700ft to keep clear of cloud and routed further East than planned.

200703867	05/05/2007	EGTT : London (FIR)	Southampton (SAM)	8 NE	D	CTR	OTHER	Reciprocating	1	Two infringements of the Southampton CTR (Class D) by a microlight. A/c was identified. Standard separation maintained.	No response received from the microlight operator. ☐ CAAClosure: No further CAA action practicable.
200703868	05/05/2007	EGTT : London (FIR)	Southampton (SAM)	8 NE	D	CTR	CESSNA	Reciprocating	1	C150 that had been told to standby and remain outside CASinfringed the Southampton CTR (Class D). Pilot advised ofincident and cleared to continue not above 2000ft. Standard separation maintained.	
200703869	05/05/2007	EGTT : London (FIR)	Southampton (SAM)	12 N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) and the LTMA (Class A) by a PA28 at FL38, 12nm North of Southampton. Traffic info given to an a/c inbound to Popham. Standard separation maintained.	The PA28 pilot subsequently spoke to ATC and is now fullyaware of the error.☐ CAA Closure: No further CAA action required at this time.
200703869	05/05/2007	EGTT : London (FIR)	Southampton (SAM)	12 N	D	CTA	UNKNOWN	Unknown		Infringement of the Solent CTA (Class D) and the LTMA (Class A) by a PA28 at FL38, 12nm North of Southampton. Traffic info given to an a/c inbound to Popham. Standard separation maintained.	The PA28 pilot subsequently spoke to ATC and is now fullyaware of the error.☐ CAA Closure: No further CAA action required at this time.
200703870	05/05/2007	EGTT : London (FIR)	Southampton (SAM)	5 NE	D	CTA	SOCATA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a TB20 at 2000ft, 5nm North East of Southampton. Standard separation maintained.	

200703872	05/05/2007	EGTT : London (FIR)	Bath	5 N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a C182 at 4000ft, 5nm North of Bath. Standard separation maintained.	See also 200506353.
200703877	06/05/2007	EGTT : London (FIR)	Andrewsfield		D	CTA	SOCATA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a TB20 at 2000ft at Andrewsfield. ATC contacted pilot and TB20 descended to base of CAS at 1500ft. Standard separation maintained.	B737 inbound to Stansted, re-vectorred for approach until the infringer was identified.
200703888	06/05/2007	EGTT : London (FIR)	Stansted	2 E	D	CTR	BOEING	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Stearman formation at 1500ft, 2nm East of Stansted. Traffic info given to several a/c. Standard separation maintained.	Problems generally experienced handling a/c for the GreatEaston Air Display. Believed incident due to an error in navigation. □ CAA Closure: Pilots now fully aware of the serious consequences of infringing CAS.
200703890	04/05/2007	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	Pilot of C152 misidentified Harpenden for St Albans and infringed the Luton CTR (Class D). A/c was identified and given a heading to leave the zone. Standard separation maintained.	After this infringement, the pilot contacted D&D stating being unsure of his position.
200703965	03/05/2007	EGTT : London (FIR)	Nottingham East Midlands	7 W	D	CTA	ROBINSON	Reciprocating	1	R44 infringed Nottingham East Midlands CTA (Class D). An inbound A320 being vectored for ILS R/W09 was given headings around R44. Pilot phoned and apologised stating he descended late due to weather.	

200703965	03/05/2007	EGTT : London (FIR)	Nottingham East Midlands	7 W	D	CTA	AIRBUS	Turbofan	2	R44 infringed Nottingham East Midlands CTA (Class D). An inbound A320 being vectored for ILS R/W09 was given headings around R44. Pilot phoned and apologised stating he descended late due to weather.	
200704125	12/05/2007	EGTT : London (FIR)	Luton (LUT)	15 N	A	TMA	AVIONS ROBIN	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a DR400 at 4000ft, 15nm North of Luton. B737 inbound to Luton given traffic info and avoiding action. Standard separationlost.	Appropriate CAA action is to be taken as a result of thisincident.
200704125	12/05/2007	EGTT : London (FIR)	Luton (LUT)	15 N	A	TMA	BOEING	Turbofan	2	Alleged infringement of the London TMA (Class A) by a DR400 at 4000ft, 15nm North of Luton. B737 inbound to Luton given traffic info and avoiding action. Standard separationlost.	Appropriate CAA action is to be taken as a result of thisincident.
200704138	11/05/2007	EGTT : London (FIR)	Biggin (BIG)	E	A	TMA	CIRRUS	Reciprocating	1	Infringement of the London TMA (Class A) by an SR22 at 3100ft, between Detling and Biggin Hill. ATC report that thea/c was not showing on radar for some time within CAS.	Standard separation maintained. A/c transferred to Heathrow SVFR and continued without further incident. Investigation under 200700709.
200704301	18/05/2007	EGTT : London (FIR)	Birmingham	15NW	A		PIPER	Reciprocating	1	Infringement of Airway (Class A) by a PA28 at FL60. Standard separation maintained. Pilot advised of his error and apologised.	Pilot stated that he was caught out by a stronger than expected tailwind.

200704376	18/05/2007	EGTT : London (FIR)	Thelwall	4SE	D	CTR	MD HELICOPTER	Turboshaft	1	Infringement of CTR (Class D) by an MD600, squawking 7000, at 1000ft. Departures were stopped until a/c was identified. Standard separation maintained.	
200704378	19/05/2007	EGTT : London (FIR)	Southampton (SAM)		D	CTA	JODEL	Reciprocating	1	Infringement of Solent CTA (Class D) by a Robin DR253 at 2400ft squawking 7000. DR253 then descended out of CAS. Standard separation maintained.	
200704379	19/05/2007	EGTT : London (FIR)	Bournemouth		D	CTA	GRUMMAN	Reciprocating	1	Alleged infringement of the Solent CTA (Class D) by an AA5. Standard separation maintained.	See also 200505451. Investigation continues under 200505462.
200704380	19/05/2007	EGTT : London (FIR)	Old Warden	2 S	D	CTA	SUKHOI	Reciprocating	1	Sukhoi, whilst carrying out an air display receiving a FIS, infringed London CTA (Class D). Pilot apologised. Two inbound flights were turned away from the area that Sukhoi was operating in.	
200704382	19/05/2007	EGTT : London (FIR)	Stansted	12	D	CTA	CEA	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a DR300. Stansted inbounds and outbounds were not affected. Standard separation maintained.	DR300 allegedly also passed overhead the Wethersfield gliding site, which was active at the time.

200704412	16/05/2007	EGTT : London (FIR)	Doncaster Sheffield		G	ATZ	ROBINSON	Reciprocating	1	Infringement of Doncaster ATZ (Class G) by a Robinson R44at 500ft. Standard separation maintained.	
200704449	22/05/2007	EGTT : London (FIR)	Luton (LUT)	8 W	A	CTR	ROBINSON	Reciprocating	1	Alleged infringement of the Luton CTR (Class D) and the Heathrow CTR (Class A) by an R44. Departures at both airports affected. Separation lost.	No response received from the R44 operator.☐ CAA Closure:No further CAA action practicable.
200704449	22/05/2007	EGTT : London (FIR)	Luton (LUT)	8 W	A	CTR	AIRBUS	Turbofan	2	Alleged infringement of the Luton CTR (Class D) and the Heathrow CTR (Class A) by an R44. Departures at both airports affected. Separation lost.	No response received from the R44 operator.☐ CAA Closure:No further CAA action practicable.
200704467	22/05/2007	EGTT : London (FIR)	Birmingham	8 WNW	D	CTR	PIPER	Reciprocating	1	PA28R with radio failure infringed the Birmingham CTR (Class D). Three a/c in the radar pattern were vectored clearof PA28R and standard separation maintained. Pilot telephoned and apologised.	
200704469	20/05/2007	EGTT : London (FIR)	Colerne	5 N	D	CTA	PIPER	Reciprocating	1	PA28 infringed the Bristol CTA (Class D) and identified inside CAS. Pilot apologised for the incident. Standard separation maintained.	Pilot informed of infringement and stated being in contact with Filton and assumed Filton had coordinated PA28 intothe Bristol CTA.

200704491	23/05/2007	EGTT : London (FIR)	Epping		D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an MCR01 at2000ft at Epping. Traffic info given to an S76. Standard separation maintained.	
200704491	23/05/2007	EGTT : London (FIR)	Epping		D	CTA	SIKORSKY	Turboshaft	2	Infringement of the Stansted CTA (Class D) by an MCR01 at2000ft at Epping. Traffic info given to an S76. Standard separation maintained.	
200704525	23/05/2007	EGTT : London (FIR)	Bristol International	1.5SE	D	CTA	GROB	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Grob at 5500ft. A319 descent was stopped at FL70 as a precaution. Standard separation maintained.	
200704525	23/05/2007	EGTT : London (FIR)	Bristol International	1.5SE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Bristol CTA (Class D) by a Grob at 5500ft. A319 descent was stopped at FL70 as a precaution. Standard separation maintained.	
200704562	22/05/2007	EGTT : London (FIR)	Coventry		G	ATZ	PIPER	Reciprocating	1	Infringement of the Coventry ATZ (Class G) by a PA28 thatwas observed flying up the R/W23 approach.	Appropriate CAA action is being taken as a result of thisoccurrence. See also 200702977.

200704609	25/05/2007	EGTT : London (FIR)	Goodwood (GWC)	15 SE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at FL69. Separation lost with a BE90 descending to FL70. STCA and SMF activated.	Appropriate CAA action is being taken as a result of thisincident.
200704609	25/05/2007	EGTT : London (FIR)	Goodwood (GWC)	15 SE	A	TMA	BEECH	Turboprop	2	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at FL69. Separation lost with a BE90 descending to FL70. STCA and SMF activated.	Appropriate CAA action is being taken as a result of thisincident.
200704613	26/05/2007	EGTT : London (FIR)	ORTAC	12NE	A		PIPER	Reciprocating	1	Infringement of Airway N866 (Class A) by a PA28 at FL61. A/c squawk changed to a Jersey code. Jersey contacted who stated they would turn the a/c out of the Airway. Standardseparation maintained.	
200704614	20/05/2007	EGTT : London (FIR)	Bristol International	8 E	D	CTA	HUGHES	Turboshaft	1	Infringement of the Bristol CTA (Class D) by a Hughes 369at 2700ft. ATC queried with the pilot if he had an up-to-date map, which the pilot confirmed. Standard separation maintained.	
200704615	23/05/2007	EGTT : London (FIR)	Bristol International	6 SE	D	CTA	BEECH	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a BE36 at 4300ft, 6nm South East of Bristol. Standard separation maintained.	It was alleged that the pilot did not understand the passing of the intended routing to the ATC unit does not ensure that a clearance to enter CAS has been issued. ATC controller did not include the phrase "remain outside of controlled airspace" when addressing the pilot. Appropriate action has been taken.

200704649	22/05/2007	EGTT : London (FIR)	Church Fenton		G	ATZ	CESSNA	Reciprocating	1	C172 allegedly failed to comply with Standing Agreement or follow ATC instructions, which resulted in an infringement of the Church Fenton ATZ. Circuit was clear at time of incident.	
200704674	29/05/2007	EGTT : London (FIR)	Stansted	5N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 at 1500ft. Pilot was temporarily unaware of his position and contacted ATC immediately.	
200704677	29/05/2007	EGTT : London (FIR)	London-Heathrow - LHR	4W	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by PA28 at 2000ft. Standard separation maintained. Disruption to Heathrow operations.	Appropriate CAA action is to be taken as a result of thisincident.
200704778	31/05/2007	EGTT : London (FIR)	London-Gatwick - LGW	NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 2200ft. Standard separation maintained.	
200704810	01/06/2007	EGTT : London (FIR)	Stansted	12 SW	D	CTA	GRUMMAN	Reciprocating	1	AA5, initially unidentified, allegedly infringed the Stansted CTA (Class D) and lost separation with an inbound B737, which was given traffic info.	No response received from the AA5 operator.☐ CAA Closure:No further CAA action practicable.

200704810	01/06/2007	EGTT : London (FIR)	Stansted	12 SW	D	CTA	BOEING	Turbofan	2	AA5, initially unidentified, allegedly infringed the Stansted CTA (Class D) and lost separation with an inbound B737, which was given traffic info.	No response received from the AA5 operator.☐ CAA Closure:No further CAA action practicable.
200704818	25/05/2007	EGTT : London (FIR)	Isle Of Man (IOM)	10NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Isle of Man CTR (Class D) by a C182 at FL35. Standard separation maintained.	
200704846	03/06/2007	EGTT : London (FIR)	Bath	13 SE	D	CTA	GROB	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Grob 115 at 5000ft. Standard separation maintained.	
200704911	01/06/2007	EGTT : London (FIR)	Southampton (SAM)	14 S	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Solent CTA (Class D) by a PA28. Standard separation maintained.	
200704916	02/06/2007	EGTT : London (FIR)	Luton (LUT)	12 W	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) and Luton CTA (Class D) by an SR22 at 4000ft. Traffic info and avoiding action had to be given to an HS125. Separation lost.	The pilot has subsequently apologised for this incident. See also 200709598, 200606229, 200606150, 200505732 and 200504706.

200704916	02/06/2007	EGTT : London (FIR)	Luton (LUT)	12 W	A	TMA	HAWKER SIDDELEY	Turbofan	2	Infringement of the LTMA (Class A) and Luton CTA (Class D) by an SR22 at 4000ft. Traffic info and avoiding action had to be given to an HS125. Separation lost.	The pilot has subsequently apologised for this incident. See also 200709598, 200606229, 200606150, 200505732 and 200504706.
200704992	23/05/2007	EGTT : London (FIR)	Southampton (SAM)	4 W	D	CTA	FOURNIER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by two motor gliders. Standard separation maintained.	
200704992	23/05/2007	EGTT : London (FIR)	Southampton (SAM)	4 W	D	CTA	OTHER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by two motor gliders. Standard separation maintained.	
200705001	05/06/2007	EGTT : London (FIR)	Honiley (HON)		D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA38. Traffic info was given to an inbound EMB145. Standard separation maintained.	No response received from the PA38 operator. See also 200605515. <input type="checkbox"/> CAA Closure: No further CAA action practicable.
200705001	05/06/2007	EGTT : London (FIR)	Honiley (HON)		D	CTR	EMBRAER	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a PA38. Traffic info was given to an inbound EMB145. Standard separation maintained.	No response received from the PA38 operator. See also 200605515. <input type="checkbox"/> CAA Closure: No further CAA action practicable.

200705005	31/05/2007	EGTT : London (FIR)	Portsmouth		G	Danger area	PIPER	Reciprocating	1	Alleged infringement of active Danger Area EG D036 (Portsmouth) by a PA28.	No response received from the PA28 operator. See also 200704911.☐ CAA Closure: No further CAA action practicable.
200705014	06/06/2007	EGTT : London (FIR)	Biggin (BIG)	12nm S			CESSNA	Reciprocating	1	D&D Cell Report: Pilot lost. PAN declared. Discrete squawk allocated, position fixed and steer given for Shoreham. During recovery a/c entered Gatwick CAS, tracking south through R/W080 climb out.	See also 200605610, 200605556.
200705030	02/06/2007	EGTT : London (FIR)	Southampton (SAM)	6	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a microlight at 1600ft. Traffic info and avoiding action given to an ATR72 inbound to Southampton. Standard separation maintained.	
200705030	02/06/2007	EGTT : London (FIR)	Southampton (SAM)	6	D	CTR	ATR	Turboprop	2	Infringement of the Southampton CTR (Class D) by a microlight at 1600ft. Traffic info and avoiding action given to an ATR72 inbound to Southampton. Standard separation maintained.	
200705054	30/05/2007	EGTT : London (FIR)	Farnborough	10 E	A		ENSTROM	Turboshaft	1	Infringement of CAS-T (Class A) by an Enstrom 480. Traffic info and avoiding action was given to a C560 departing Farnborough. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.

200705054	30/05/2007	EGTT : London (FIR)	Farnborough	10 E	A		CESSNA	Turbofan	2	Infringement of CAS-T (Class A) by an Enstrom 480. Traffic info and avoiding action was given to a C560 departing Farnborough. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200705061	07/06/2007	EGTT : London (FIR)	Bagshot	2SE	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 1400ft, 2nm Southeast of Bagshot. Traffic info given. Standard separation maintained.	
200705062	07/06/2007	EGTT : London (FIR)	London City - LCY	5NE	D	CTA	PIPER	Reciprocating	1	Infringement of the London City CTA (Class D) by a PA32 at 1900ft, 5nm Northeast of London City. Traffic info and avoiding action given to a BE200. Standard separation maintained.	STCA activated.
200705062	07/06/2007	EGTT : London (FIR)	London City - LCY	5NE	D	CTA	BEECH	Turboprop	2	Infringement of the London City CTA (Class D) by a PA32 at 1900ft, 5nm Northeast of London City. Traffic info and avoiding action given to a BE200. Standard separation maintained.	STCA activated.
200705121	07/06/2007	EGTT : London (FIR)	Manchester (MCT)	8 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA32 at1000ft. Standard separation maintained.	

200705122	09/06/2007	EGTT : London (FIR)	Honiley (HON)	5.5	D	CTA	BELL	Turboshaft	1	Infringement of the Birmingham CTA (Class D) by Bell 206 at 2300ft. Standard separation maintained.	Bell 206 entered CAS due to poor interpretation of GPS bythe pilot.
200705125	09/06/2007	EGTT : London (FIR)	Calshot VRP		D	CTR	CESSNA	Reciprocating	1	C150 called ATC requesting and was given a FIS. C150 advised routeing via Stoney Cross and told to report at StoneyCross. C150 subsequently infringed the Southampton CTR (Class D).	Departing a/c delayed while infringing a/c vacated. No response received from the C150 operator. See also 200611118. CAA Closure: No further CAA action practicable.
200705133	10/06/2007	EGTT : London (FIR)	Polehill (POL)		A		CIRRUS	Reciprocating	1	Infringement of Class A Airspace at POL by a Cirrus SR22 at FL70. Standard separation maintained.	
200705140	10/06/2007	EGTT : London (FIR)	Burnham	N	A	CTR	WESTLAND	Turboshaft	1	Infringement of the London CTR (Class A) by a Gazelle helicopter. An A109 transiting the CTR was given traffic infoand a turn to maintain separation from the Gazelle.	See also 200304990.
200705140	10/06/2007	EGTT : London (FIR)	Burnham	N	A	CTR	AGUSTA	Turboshaft	2	Infringement of the London CTR (Class A) by a Gazelle helicopter. An A109 transiting the CTR was given traffic infoand a turn to maintain separation from the Gazelle.	See also 200304990.

200705141	09/06/2007	EGTT : London (FIR)	Westcott (WCO)	5 NW	A		SOCATA	Reciprocating	1	TB10 infringed the Daventry CTA (Class A) and lost separation with A319 inbound to Luton, who was broken off the approach. A/c subsequently identified as a TB10. Incident discussed with pilot.	Appropriate advice was given to pilot, who is taking further training. STCA and SMF activated.
200705141	09/06/2007	EGTT : London (FIR)	Westcott (WCO)	5 NW	A		AIRBUS	Turbofan	2	TB10 infringed the Daventry CTA (Class A) and lost separation with A319 inbound to Luton, who was broken off the approach. A/c subsequently identified as a TB10. Incident discussed with pilot.	Appropriate advice was given to pilot, who is taking further training. STCA and SMF activated.
200705199	09/06/2007	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the Biggin Hill ATZ (Class G) by a PA32 receiving a service from Thames Radar, who had toldthe PA32 to remain clear of ATZ.	No response received from the PA32 operator. See also 200705121.□ CAA Closure: No further CAA action practicable.
200705200	08/06/2007	EGTT : London (FIR)	Isle of Man (IOM)		G	Restrict ed area	AEROSPATIALE	Turboshaft	1	ATC were unable to contact AS350 that allegedly infringedthe Isle of Man RA(T), which was active and NOTAMed.	The pilot spoke to ATC after the event. He was unable to raise ATC and routed to the North to avoid CAS. He is now fully aware of the importance of thoroughly checking the NOTAMs.□ CAA Closure: No further CAA action required at this time.
200705217	11/06/2007	EGTT : London (FIR)	Honiley (HON)		D	CTR	SOCATA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a TB20 that had departed Coventry. Coventry had given heading instructions to the a/c, which a/c failed to follow. Traffic info given.	TB20 pilot subsequently apologised and advised that a faulty HSI had contributed to the incident. See also 200609408.□ CAA Closure: No further CAA action required at this time.

200705226	10/06/2007	EGTT : London (FIR)	Berry Head (BHD)		A		CESSNA	Reciprocating	1	Infringement of Airway (Class A) in the BHD area by a C172 at FL75. Standard separation maintained.	
200705250	10/06/2007	EGTT : London (FIR)	Cosford	2.5	G	Restrict ed area	OTHER	Reciprocating	1	Infringement of the RA (T) for the Red Arrows at Cosford by an unidentified microlight. Traffic info was passed onto the Red Arrows and display disrupted.	
200705250	10/06/2007	EGTT : London (FIR)	Cosford	2.5	G	Restrict ed area	OTHER	Unknown		Infringement of the RA (T) for the Red Arrows at Cosford by an unidentified microlight. Traffic info was passed onto the Red Arrows and display disrupted.	
200705258	12/06/2007	EGTT : London (FIR)	Southampton (SAM)	7.8 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28, which had been told to remain outside of CAS. Traffic info was given to PA28 on an inbound DHC8. Standard separation maintained.	Additionally, DHC8 given traffic info on PA28. See also 200706832. ☐ CAA Closure: PA28 operator contacted but no further information became available. No further CAA action practicable due to elapsed time.
200705258	12/06/2007	EGTT : London (FIR)	Southampton (SAM)	7.8 N	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) by a PA28, which had been told to remain outside of CAS. Traffic info was given to PA28 on an inbound DHC8. Standard separation maintained.	Additionally, DHC8 given traffic info on PA28. See also 200706832. ☐ CAA Closure: PA28 operator contacted but no further information became available. No further CAA action practicable due to elapsed time.

200705259	10/06/2007	EGTT : London (FIR)	Imber	EG D123	G	Danger area	GARDAN	Reciprocating	1	GY80 allegedly infringed active Danger Area EG D123 (Imber). GY80 contacted ATC advising he was unsure of his position. Radar indicated GY80 was probably inside D123 and wastold leave immediately.	
200705306	13/06/2007	EGTT : London (FIR)	Stansted	10 SW	D	CTR	VANS	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Vans RV6 at 2000ft. Traffic info given to a B737 on initial climb out of Stansted. Standard separation maintained.	Pilot later called ATC and apologised for his error in VOR tracking.
200705306	13/06/2007	EGTT : London (FIR)	Stansted	10 SW	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a Vans RV6 at 2000ft. Traffic info given to a B737 on initial climb out of Stansted. Standard separation maintained.	Pilot later called ATC and apologised for his error in VOR tracking.
200705397	07/06/2007	EGTT : London (FIR)	Harlow		D	CTR	PITTS	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Pitts Special. Traffic info was given to an inbound a/c. Standard separation maintained.	
200705397	07/06/2007	EGTT : London (FIR)	Harlow		D	CTR	UNKNOWN	Unknown		Infringement of the Stansted CTR (Class D) by a Pitts Special. Traffic info was given to an inbound a/c. Standard separation maintained.	

200705398	16/06/2007	EGTT : London (FIR)	5217N 00134E		G	Restricted area	CESSNA	Reciprocating	1	Infringement of an RA(T) by a C152 at 1000ft. Military formation in proximity at the time.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200705398	16/06/2007	EGTT : London (FIR)	5217N 00134E		G	Restricted area	OTHER	Unknown		Infringement of an RA(T) by a C152 at 1000ft. Military formation in proximity at the time.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200705399	17/06/2007	EGTT : London (FIR)	Northolt	4 N	A	CTR	PIPER	Reciprocating	1	Infringement of Heathrow CTR (Class A) by a PA28 squawking 7000. Standard separation maintained.	Following this incident, student pilot involved has repeated the route several times with instructors. The CFI has been instructed to give 4 hours additional cross-country navigation instruction to the student concerned. Investigation under 200705523. See also 200500858, 200504237, 200608848 and 200610199.
200705402	17/06/2007	EGTT : London (FIR)	Brookmans Park (BPK)		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA46 at 5900ft squawking 7000. Standard separation maintained.	PA46 owner was requested several times to provide further information but, as at 14 Jan 2008, had not done so. FAA advised. See 200607955. CAA Closure: No further CAA action practicable due to elapsed time.
200705434	13/06/2007	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by PA28. As the PA28 was leaving the zone, B737 was allowed to depart but the PA28 turned back towards B737. Traffic info given. Separation lost.	A further a/c was delayed. The PA28 was being flown by a student on her first long solo navigation exercise. Appropriate and comprehensive remedial action is being taken by the CFI of the flying school.

200705434	13/06/2007	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by PA28. As the PA28 was leaving the zone, B737 was allowed to depart but the PA28 turned back towards B737. Traffic info given. Separation lost.	A further a/c was delayed. The PA28 was being flown by a student on her first long solo navigation exercise. Appropriate and comprehensive remedial action is being taken by the CFI of the flying school.
200705454	06/06/2007	EGTT : London (FIR)	Luton (LUT)	8 W	D	CTR	CESSNA	Reciprocating	1	Unidentified a/c infringed the Luton CTR (Class D) and lost separation with an inbound EMB135, which was given traffic info. A/c identified as a C182.	Investigation ascertained that the C182 pilot experienceddifficulty contacting Luton ATC. It transpired that therehad been a change of frequency, the NOTAM for which was not available before the C182 became airborne. It is suspected that the infringement occurred while the pilot was checking the frequency and relaying with other a/c to obtain the new frequency. Pilot apologised for the incident.□ CAAClosure: No further CAA action required at this time.
200705454	06/06/2007	EGTT : London (FIR)	Luton (LUT)	8 W	D	CTR	EMBRAER	Turbofan	2	Unidentified a/c infringed the Luton CTR (Class D) and lost separation with an inbound EMB135, which was given traffic info. A/c identified as a C182.	Investigation ascertained that the C182 pilot experienceddifficulty contacting Luton ATC. It transpired that therehad been a change of frequency, the NOTAM for which was not available before the C182 became airborne. It is suspected that the infringement occurred while the pilot was checking the frequency and relaying with other a/c to obtain the new frequency. Pilot apologised for the incident.□ CAAClosure: No further CAA action required at this time.
200705467	17/06/2007	EGTT : London (FIR)	Luton (LUT)	NW	D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a microlight. The a/c was on a 7000 squawk with Mode C indicating 1200ft. Standard separation maintained. See 200202905.	
200705561	20/06/2007	EGTT : London (FIR)	Burnham		A	CTR	BELL	Turboshaft	1	Infringement of the London CTR (Class A) by Bell 206 at Burnham. Squawk 4777 'Ascot' displayed. All London Heathrowdepartures suspended until a/c identified and altitude established.	Traffic info given. Standard separation maintained. The Bell 206 pilot subsequently apologised for the navigationerror. He was using black and white photocopies of the arrival and departure procedures for Ascot and turned to theEast too early, resulting in the infringement. The pilot stated that, on reflection, the use of colour copies of the pilot's brief could have avoided this error. He is fullyaware of the serious consequences of infringing CAS.□ CAAClosure: No further CAA action required at this time.

200705610	20/06/2007	EGTT : London (FIR)	Belfast (BEL)	6E	D	CTR	CESSNA	Reciprocating	1	Infringements of the Belfast City CTR (Class D) and the Belfast CTR (Class D) by a C206 at 1500ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of these infringements.
200705654	20/06/2007	EGTT : London (FIR)	Imber		G	Danger area		Turboshaft	1	Alleged infringement of active Salisbury Plain Danger Area EG D123 (Imber) by a Hughes 369 at 1500ft.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200705678	15/06/2007	EGTT : London (FIR)	Shoeburyness		G	Danger area	OTHER	Reciprocating	1	Infringement of active Danger Area EG D138 (Shoeburyness)by a microlight.	No response received from the microlight operator. <input type="checkbox"/> CAAClosure: No further CAA action practicable.
200705679	22/06/2007	EGTT : London (FIR)	Sheerness		G	Danger area	PIPER	Reciprocating	1	Infringement of active Yantlet Danger Area (146) by a PA28 at 2000ft. A/c had called ATC requesting FIS. Pilot advised of Danger Area and placed on FIS. Shortly afterwards, a/c seen infringing D146.	
200705738	23/06/2007	EGTT : London (FIR)	Glastonbury		G	Restrict ed area	BELL	Turboshaft	1	Infringement of the RA(T) (Restricted Airspace Temporary)around Glastonbury by a Bell 206.	Appropriate CAA action is being taken as a result of thisincident.

200705768	17/06/2007	EGTT : London (FIR)	Burnham	6 NNW	A	CTR	PIPER	Reciprocating	1	PA28 at 1800ft had been told to remain outside CAS, but subsequently infringed the London CTR (Class A). Standard separation maintained.	PA28 pilot believed that he had remained outside of controlled airspace, however, diagram submitted by ATC to support their report suggested otherwise. Pilot advised accordingly and reminded of the importance of adequate pre-flightplanning and also of remaining outside of controlled airspace. See also 200608356 and 200704613.□ CAA Closure: No further CAA action required at this time.
200705861	27/06/2007	EGTT : London (FIR)	Stretton		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 at1100ft at Stretton. A/c identified and contact established. Pilot alerted to his position and instructed to contactATC on arrival.	Traffic info given.
200705903	28/06/2007	EGTT : London (FIR)	JACKO		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) at JACKO by a PA28 at FL105. Standard separation maintained.	
200705944	01/07/2007	EGTT : London (FIR)	Stansted	NW	A	TMA	BELL	Turboshaft	1	Infringement of the LTMA (Class A) and Stansted CTA (Class D) by an unknown helicopter at 1900ft, believed to be a Bell 206. Traffic info was given to a B737. Standard separation maintained.	
200705944	01/07/2007	EGTT : London (FIR)	Stansted	NW	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) and Stansted CTA (Class D) by an unknown helicopter at 1900ft, believed to be a Bell 206. Traffic info was given to a B737. Standard separation maintained.	

200705951	30/06/2007	EGTT : London (FIR)	Luton (LUT)	10 E	D	CTR	SIAI MARCHETTI	Reciprocating	1	Infringement of the Luton CTR (Class D). An inbound A300 was broken off the final approach. Standard separation maintained. After landing, pilot reported that the HSI may beunserviceable.	
200705951	30/06/2007	EGTT : London (FIR)	Luton (LUT)	10 E	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D). An inbound A300 was broken off the final approach. Standard separation maintained. After landing, pilot reported that the HSI may beunserviceable.	
200706010	08/06/2007	EGTT : London (FIR)	Colerne		G	ATZ	BELL	Turboshaft	1	Alleged infringement of the Colerne ATZ by a Bell 206 at 1000ft. Visibility was reduced in mist and a low cloud base. Pilot traced and apologised stating that he thought he was outside the ATZ.	
200706077	03/07/2007	EGTT : London (FIR)	Luton (LUT)	1 W	D	CTR	PIPER	Reciprocating	1	PA28 infringed the Luton CTR (Class D) and lost separation with an outbound A319, who was given traffic info and obtained the PA28 visually.	Appropriate CAA action is to be taken as a result of thisincident.
200706077	03/07/2007	EGTT : London (FIR)	Luton (LUT)	1 W	D	CTR	AIRBUS	Turbofan	2	PA28 infringed the Luton CTR (Class D) and lost separation with an outbound A319, who was given traffic info and obtained the PA28 visually.	Appropriate CAA action is to be taken as a result of thisincident.

200706086	02/07/2007	EGTT : London (FIR)	Shoeburyness		G	Danger area	OTHER	Unknown		A Corsair and a Spitfire flying together infringed activeDanger Area EG D138 (Shoeburyness).	The pilot of the lead a/c (Corsair) subsequently admittedto the infringement, having mis-read the map. Appropriateadvice given. □ CAA Closure: No further CAA action required at this time.
200706086	02/07/2007	EGTT : London (FIR)	Shoeburyness		G	Danger area	SUPERMARINE	Reciprocating	1	A Corsair and a Spitfire flying together infringed activeDanger Area EG D138 (Shoeburyness).	The pilot of the lead a/c (Corsair) subsequently admittedto the infringement, having mis-read the map. Appropriateadvice given. □ CAA Closure: No further CAA action required at this time.
200706150	17/06/2007	EGTT : London (FIR)	Sizewell Power Station	4 NW	G	Restrictedd area	PIPER	Reciprocating	1	Infringement of the Falkland Islands Anniversary Flypast RA(T) by a PA28. Military a/c operating in the area were given traffic info.	CAA Closure: Appropriate CAA action is to be taken as a result of this incident. See also 200709598, 200704916, 200606229, 200505732 and 200504706.
200706150	17/06/2007	EGTT : London (FIR)	Sizewell Power Station	4 NW	G	Restrictedd area	OTHER	Unknown		Infringement of the Falkland Islands Anniversary Flypast RA(T) by a PA28. Military a/c operating in the area were given traffic info.	CAA Closure: Appropriate CAA action is to be taken as a result of this incident. See also 200709598, 200704916, 200606229, 200505732 and 200504706.
200706152	13/06/2007	EGTT : London (FIR)	Sizewell Power Station (Suffol	S	G	Restrictedd area	SCOTTISH AVIATION	Reciprocating	1	Infringement of an RA(T) by a Bulldog squawking 7000 at 6000ft, Southwest of Sizewell Power Station.	

200706152	13/06/2007	EGTT : London (FIR)	Sizewell Power Station (Suffol	S	G	Restrict ed area	OTHER	Unknown		Infringement of an RA(T) by a Bulldog squawking 7000 at 6000ft, Southwest of Sizewell Power Station.	
200706154	02/07/2007	EGTT : London (FIR)	GARMI		G	Danger area	DIAMOND	Reciprocating	1	Infringement of active Danger Area EG D036 (Portsmouth) by DA40D that was following the VFR route, which is available when there is no activity within Danger Area. Pilot wasgiven appropriate advice.	
200706172	17/06/2007	EGTT : London (FIR)	Unknown		G	Restrict ed area	CIRRUS	Reciprocating	1	SR22 infringed the Falkland Islands Flypast RA(T). Military a/c operating in the area were given traffic info. SR22contacted D&D(S) and was put on a heading to leave the RA(T).	
200706182	06/07/2007	EGTT : London (FIR)	Biggin (BIG)	7 ESE	A	TMA	CESSNA	Reciprocating	1	C172 infringed the London TMA (Class A). Traffic info andavoiding action was given to DHC8. STCA activated.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200706182	06/07/2007	EGTT : London (FIR)	Biggin (BIG)	7 ESE	A	TMA	DE HAVILLAND	Turboprop	2	C172 infringed the London TMA (Class A). Traffic info andavoiding action was given to DHC8. STCA activated.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200706183	05/07/2007	EGTT : London (FIR)	Stansted	7 NE	D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a P92 microlight. An inbound B757 was given traffic info and avoidingaction and a following B737 was broken off the approach.	Microlight pilot subsequently apologised for the infringement, citing a short failure of the on-board power supply,which resulted in the satellite navigation systems being temporarily unavailable.□ CAA Closure: No further CAA action required at this time.
200706183	05/07/2007	EGTT : London (FIR)	Stansted	7 NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a P92 microlight. An inbound B757 was given traffic info and avoidingaction and a following B737 was broken off the approach.	Microlight pilot subsequently apologised for the infringement, citing a short failure of the on-board power supply,which resulted in the satellite navigation systems being temporarily unavailable.□ CAA Closure: No further CAA action required at this time.
200706189	06/07/2007	EGTT : London (FIR)	London-Gatwick - LGW	10 ESE	D	CTA	SOCATA	Reciprocating	1	TB20 infringed the Gatwick CTA (Class D) and lost separation with an inbound A319 who was given traffic info and avoiding action. A319 reported receiving and complying with a TCAS RA. STCA activated.	Appropriate CAA action is being taken as a result of thisincident.
200706189	06/07/2007	EGTT : London (FIR)	London-Gatwick - LGW	10 ESE	D	CTA	AIRBUS	Turbofan	2	TB20 infringed the Gatwick CTA (Class D) and lost separation with an inbound A319 who was given traffic info and avoiding action. A319 reported receiving and complying with a TCAS RA. STCA activated.	Appropriate CAA action is being taken as a result of thisincident.
200706225	06/07/2007	EGTT : London (FIR)	London - Area		A	TMA	MOONEY	Reciprocating	1	Mooney infringed the LTMA (Class A). Standard separation maintained.	On departure, the Fair Oaks AFISO alerted the Farnborough controller that the Mooney was routing via CPT and the Farnborough controller gave vectors towards the West, away from traffic inbound to Farnborough. Mooney was then released on own navigation to CPT, but it turned and entered CAS. When queried, pilot informed ATC that he wanted to route via OCK. Farnborough did not have flight progress strip on this flight, only a NAS strip.

200706230	06/07/2007	EGTT : London (FIR)	Wethersfield		D	CTA	GRUMMAN	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by an AA5B. Standard separation maintained.	
200706232	13/06/2007	EGTT : London (FIR)	Barkway (BKY)		D	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 4500ft. Stansted a/c re-routed away from the PA28. Avoiding action given. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200706258	07/07/2007	EGTT : London (FIR)	London-Gatwick - LGW	5 W	D	CTR	ROBINSON	Reciprocating	1	Infringement of Gatwick CTR (Class D) by an R22 at 1600ft. Two a/c on approach instructed to go-around and departures were stopped. Traffic info given. Separation lost.	Appropriate CAA action is being taken as a result of thisincident.
200706258	07/07/2007	EGTT : London (FIR)	London-Gatwick - LGW	5 W	D	CTR	BOEING	Turbofan	2	Infringement of Gatwick CTR (Class D) by an R22 at 1600ft. Two a/c on approach instructed to go-around and departures were stopped. Traffic info given. Separation lost.	Appropriate CAA action is being taken as a result of thisincident.
200706277	08/07/2007	EGTT : London (FIR)	Southampton (SAM)	11NE	D	CTR	EUROPA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an a/c believed to be an Europa at 2700ft squawking 7000. Traffic info given to an ATR72. Standard separation maintained.	

200706277	08/07/2007	EGTT : London (FIR)	Southampton (SAM)	11NE	D	CTR	ATR	Turboprop	2	Infringement of the Southampton CTR (Class D) by an a/c believed to be an Europa at 2700ft squawking 7000. Traffic info given to an ATR72. Standard separation maintained.	
200706279	08/07/2007	EGTT : London (FIR)	Bristol International	7 S	D	CTR	PIPER	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a PA28 on a qualifying cross-country flight. Student pilot eventually contacted D&D and was given vectors to his destination where he landed safely.	PA28 was 40mins overdue and D&D had been trying to locatethe a/c when the student pilot called. After landing, student explained that he was unaware that the headset jack was not fully plugged in and therefore was able to receive,but not transmit RT. The student carried out orbits whilst deciding what to do next. During the orbits he graduallybecame unsure of his position and infringed CAS before declaring a PAN. Bristol outbound a/c were delayed as a result of this incident.
200706281	07/07/2007	EGTT : London (FIR)	Southampton (SAM)	5 S	A		AVIONS ROBIN	Reciprocating	1	Infringement of Airway N866 (Class A) by a DR400 at FL95.Standard separation maintained.	
200706305	08/07/2007	EGTT : London (FIR)	Earls Colne - Southend		A	TMA	DIAMOND	Reciprocating	1	DA40 called the FIR controller and was told to standby, but then infringed the LTMA (Class A) and lost separation with an FK50 inbound to London City, which was given avoiding action.	Pilot subsequently apologised for infringement which was caused by inadvertently climbing through selected 3500ft towards 4000ft. Pilot will ensure that adequate pre-flight planning takes place prior to future flights.□ CAA Closure: No further CAA action required at this time.
200706305	08/07/2007	EGTT : London (FIR)	Earls Colne - Southend		A	TMA	FOKKER	Turboprop	2	DA40 called the FIR controller and was told to standby, but then infringed the LTMA (Class A) and lost separation with an FK50 inbound to London City, which was given avoiding action.	Pilot subsequently apologised for infringement which was caused by inadvertently climbing through selected 3500ft towards 4000ft. Pilot will ensure that adequate pre-flight planning takes place prior to future flights.□ CAA Closure: No further CAA action required at this time.

200706308	08/07/2007	EGTT : London (FIR)	Stansted	SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) and the Wethersfield Gliding site by a PA28.	A/c may also have infringed the LTMA. Standard separation maintained.
200706321	08/07/2007	EGTT : London (FIR)	Silverstone		G	Restricted area	BELL	Turboshaft	1	Infringement at the Silverstone RA(T) by a Bell 206 at the end of the Red Arrows display, prior to final flypast. No avoiding action by the display team was required.	See also 200706300.
200706322	08/07/2007	EGTT : London (FIR)	Luton (LUT)	4 SSE	D	CTR	JABIRU	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Jabiru. A/c was tracking towards the final approach for R/W26, which resulted in two inbound a/c being delayed. Standard separation maintained.	See also 200406020.
200706325	09/07/2007	EGTT : London (FIR)	London-Gatwick - LGW	3 N	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an R44 at 1000ft. A departing a/c was climbed straight ahead to 3000ft. Separation lost.	
200706326	07/07/2007	EGTT : London (FIR)	Manchester (MCT)		D	Restricted area	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) and Restricted Area 319 by an R44 at 1100ft. Standard separation maintained.	R44 pilot apologised for the infringement. Appropriate advice given.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200706337	19/06/2007	EGTT : London (FIR)	Stansted	6NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 at 1000ft. Standard separation maintained. Traffic info given.	See also 200609338.
200706339	09/07/2007	EGTT : London (FIR)	Brecon (BCN)	7 WSW	D	CTA	MOONEY	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a Mooney 20 at FL50. Pilot admits to misreading his chart both prior to departure and in-flight. Standard separation maintained.	Pilot later apologised for his error.
200706346	09/07/2007	EGTT : London (FIR)	PIRTON		D	CTR	UNKNOWN	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown a/c, possibly a motor glider, squawking 7000. Traffic info and avoiding action given.	
200706346	09/07/2007	EGTT : London (FIR)	PIRTON		D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by an unknown a/c, possibly a motor glider, squawking 7000. Traffic info and avoiding action given.	
200706347	10/07/2007	EGTT : London (FIR)	Duxford	N	A	TMA	NORTH AMERICAN	Reciprocating	1	Infringement of the LTMA (Class A) by a P51 and a Harvard. Standard separation maintained.	

200706347	10/07/2007	EGTT : London (FIR)	Duxford	N	A	TMA	NORTH AMERICAN	Reciprocating	1	Infringement of the LTMA (Class A) by a P51 and a Harvard. Standard separation maintained.	
200706374	10/07/2007	EGTT : London (FIR)	Manchester (MCT)	10 SW	D	CTR	JODEL	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by aJodel. Standard separation maintained.	See also 200508173.
200706391	11/07/2007	EGTT : London (FIR)	Luton (LUT)		D	CTR	BELL	Turboshaft	1	Alleged infringement of the Luton CTR (Class D) by a Bell206 operating between 1500-1900ft. Departures were stopped and an inbound B737 was given traffic info and a non standard routeing.	Bell 206 pilot maintains that he was well clear to the North of Luton's zone. However, he has taken on board the implications and, in addition to obtaining a complete set ofnew charts for the UK, has also undertaken a navex with an instructor. The pilot is fully aware of the consequencesof infringing CAS.□ CAA Closure: The hazard is adequatelycontrolled by the actions stated above.
200706391	11/07/2007	EGTT : London (FIR)	Luton (LUT)		D	CTR	BOEING	Turbofan	2	Alleged infringement of the Luton CTR (Class D) by a Bell206 operating between 1500-1900ft. Departures were stopped and an inbound B737 was given traffic info and a non standard routeing.	Bell 206 pilot maintains that he was well clear to the North of Luton's zone. However, he has taken on board the implications and, in addition to obtaining a complete set ofnew charts for the UK, has also undertaken a navex with an instructor. The pilot is fully aware of the consequencesof infringing CAS.□ CAA Closure: The hazard is adequatelycontrolled by the actions stated above.
200706409	05/07/2007	EGTT : London (FIR)	Bradwell		G	Restrict ed area	WESTLAND	Turboshaft	1	Infringement of Restricted Area EG R156 at Bradwell PowerStation by a Scout Helicopter at 1500ft. Pilot was given appropriate advice and apologised for the incident.	

200706411	09/07/2007	EGTT : London (FIR)	Lichfield (LIC)				YAKOVLEV	Reciprocating	1	Alleged poor airmanship during aerobatic sequence. Possible infringement of East Midlands control area.	Whilst Cessna 152 was returning from a training flight toTatenhill airfield at an altitude of 2500ft, a Yak 52 wasobserved completing a loop approx 1 to 2 miles ahead at aheight of between 2500 - 3500ft overhead LIC NDB. Cessna flying instructor, concerned that Tatenhill Radio had not advised of any aerobatic activity in vicinity of the airfield, contacted Yak pilot to alert him to the presence of the Cessna. Yak pilot acknowledged presence but continued his aerobatic sequence. He was allegedly unconcerned about the situation although flying instructor expressed his continued concern. Reporter alleges that Yak pilot was eitherinfringing or close to infringing East Midlands control area during his manoeuvres. Investigation discussed in person and by phone with both pilots involved. No actual hazard or occurrence evident, other than a sighting report of an aircraft carrying out aerobatics in the open FIR. No further action required.☐ CAA Closure: No further CAA action required at this time.
200706411	09/07/2007	EGTT : London (FIR)	Lichfield (LIC)				CESSNA	Reciprocating	1	Alleged poor airmanship during aerobatic sequence. Possible infringement of East Midlands control area.	Whilst Cessna 152 was returning from a training flight toTatenhill airfield at an altitude of 2500ft, a Yak 52 wasobserved completing a loop approx 1 to 2 miles ahead at aheight of between 2500 - 3500ft overhead LIC NDB. Cessna flying instructor, concerned that Tatenhill Radio had not advised of any aerobatic activity in vicinity of the airfield, contacted Yak pilot to alert him to the presence of the Cessna. Yak pilot acknowledged presence but continued his aerobatic sequence. He was allegedly unconcerned about the situation although flying instructor expressed his continued concern. Reporter alleges that Yak pilot was eitherinfringing or close to infringing East Midlands control area during his manoeuvres. Investigation discussed in person and by phone with both pilots involved. No actual hazard or occurrence evident, other than a sighting report of an aircraft carrying out aerobatics in the open FIR. No further action required.☐ CAA Closure: No further CAA action required at this time.
200706467	10/07/2007	EGTT : London (FIR)	Imber		G	Danger area	ROBINSON	Reciprocating	1	Alleged infringement of active Salisbury Plain Danger Area EG D123 (Imber) by an R44 at 1700ft. Boscombe Down contacted the helicopter and R44 vacated the area.	R44 pilot apologised for the infringement. Appropriate advice given.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200706502	13/07/2007	EGTT : London (FIR)	Stansted	E	D	CTA	ROBINSON	Reciprocating	1	R44 infringed the Stansted CTA (Class D) and lost separation with an inbound B737. B737 was given traffic info and avoiding action and advised having R44 on TCAS, but no visual contact.	Detailed response received from R44 pilot who apologised for the incident. Appropriate advice given.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200706502	13/07/2007	EGTT : London (FIR)	Stansted	E	D	CTA	BOEING	Turbofan	2	R44 infringed the Stansted CTA (Class D) and lost separation with an inbound B737. B737 was given traffic info and avoiding action and advised having R44 on TCAS, but no visual contact.	Detailed response received from R44 pilot who apologised for the incident. Appropriate advice given.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200706520	12/07/2007	EGTT : London (FIR)	Clacton (CLN)	S	A		PIPER	Reciprocating	1	Infringement of Airway L608 (Class A) by a PA28 receiving a FIS. PA28 had been told to remain outside CAS. When informed of infringement pilot replied that his GPS showed PA28 outside CAS.	Reporter also noted that the new headsets do not have the side tone qualities of the old headsets, which is particularly noticeable when speaking to pilots with poor English and poor radios. See also 200704571.
200706537	14/07/2007	EGTT : London (FIR)	Honiley (HON)	2 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 at 2000ft. An inbound B767 descending to 3000ft was given traffic info and avoiding action of a right turn and climbed back to 4000ft.	The pilot concerned volunteered to have further instruction with the CFI and subsequent flights have been monitored by an officer of the flying club. See also 200403275, 200405038, 200504049, 200508818 and 200700891. □ CAA Closure: No further CAA action practicable.
200706537	14/07/2007	EGTT : London (FIR)	Honiley (HON)	2 SE	D	CTA	BOEING	Turbofan	2	Infringement of the Birmingham CTA (Class D) by a PA28 at 2000ft. An inbound B767 descending to 3000ft was given traffic info and avoiding action of a right turn and climbed back to 4000ft.	The pilot concerned volunteered to have further instruction with the CFI and subsequent flights have been monitored by an officer of the flying club. See also 200403275, 200405038, 200504049, 200508818 and 200700891. □ CAA Closure: No further CAA action practicable.
200706548	11/07/2007	EGTT : London (FIR)	EGD138		G	Danger area	PERCIVAL	Turbofan	1	Infringement of active Danger Area D138 (Class G) by a Jet Provost.	Subsequent phone call received by Southend ATC from the operator and the incident was discussed. The manager concerned was apologetic and undertook to pass on the appropriate lessons learnt from this incident.
200706606	15/07/2007	EGTT : London (FIR)	Wycombe		G	ATZ	DE HAVILLAND	Reciprocating	1	Infringement of the Wycombe ATZ (Class G) by a DH Hornet Moth at 1000ft. No communication with a/c although Tower repeatedly called the a/c.	

200706608	12/07/2007	EGTT : London (FIR)	Doncaster Sheffield		G	ATZ	BELL	Turboshaft	1	Infringement of the Doncaster Sheffield ATZ (Class G) by a Bell 206 at 1500ft.	
200706617	17/07/2007	EGTT : London (FIR)	Northolt	2N	A	CTR	BELL	Turboshaft	1	Infringement of the Heathrow CTR (Class A) by a Bell 206 squawking 7000 at 2000ft. Traffic info given. Standard separation maintained.	Helicopter also infringed the London City Zone.
200706622	17/07/2007	EGTT : London (FIR)	Romsey		D	CTR	GROB	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Grob 109 (believed), squawking 7000 at 1800ft. Standard separation maintained.	
200706703	08/07/2007	EGTT : London (FIR)	Wethersfield	1N	G		ANTONOV	Reciprocating	1	Infringement of the Wethersfield Glider Launching site bythree An2 a/c and one monoplane at approx 1500ft. Glider launch stopped.	
200706703	08/07/2007	EGTT : London (FIR)	Wethersfield	1N	G		OTHER	Unknown		Infringement of the Wethersfield Glider Launching site bythree An2 a/c and one monoplane at approx 1500ft. Glider launch stopped.	

200706740	19/07/2007	EGTT : London (FIR)	London-Heathrow - LHR	Control Zone	A	CTR	PIPER	Reciprocating	1	Infringement of the London Heathrow CTR (Class A) by a PA28 at 2400ft. Standard separation maintained.	PA28 entered the CTR on the western boundary heading towards London Heathrow before turning Northeast abeam Northolt aerodrome. A/c identified visually by Northolt Tower as a PA28. D&D established contact with the pilot. A/c instructed to squawk 3305, identified and given steer for White Waltham. All London Heathrow traffic suspended for approximately 10mins during the infringement. The CFI concerned subsequently contacted ATC stating that the student pilot had become lost. Appropriate follow up action has been taken by the Aero club concerned.
200706751	19/07/2007	EGTT : London (FIR)	Dorking	S	D	CTR	PIPER	Reciprocating	1	Infringement of the London Gatwick CTR (Class D) by a PA28 at 1500ft. Standard separation maintained.	See also 200606709.
200706758	14/07/2007	EGTT : London (FIR)	London-Gatwick - LGW	13nm E			CESSNA	Reciprocating	1	D&D Cell Report: Pilot lost close to Gatwick zone. PAN declared. Position fixed, discrete squawk issued and steer given, initially for Seaford and later for Shoreham after pilot reported pax illness.	The subject a/c called on 121.5 stating that he was unsure of position and concerned that he may have penetrated the Gatwick zone. A discrete squawk was issued and the a/c identified one mile East of the zone, routeing to the East.The pilot requested a steer for Seaford VOR then reportedthat he did not require further assistance and was going to change frequency to London Information. The D&D controller followed progress of the flight and five minutes laterobserved that the aircraft was approaching the Gatwick zone. London Information were asked to advise the pilot of this and request that he re-contact 121.5. After using ident to positively identify the a/c, a steer to the South wasgiven to take the a/c out of controlled airspace. At the pilot's request, steers were then provided for Shoreham. The pilot subsequently reported that one of his passengers was very unwell. Shoreham were advised of the medical emergency and an ambulance was requested for the a/c's arrival. Further updates to heading and range were given until the pilot reported that he was visual with the airfield and happy to change frequency to Shoreham. The aircraft landedsafely and the passenger was given medical attention.
200706765	19/07/2007	EGTT : London (FIR)	Lambourne (LAM)	3	D	CTA	PIPER	Reciprocating	1	Infringement of London City CTA (Class D) by a PA28 at 3500ft. Traffic info and avoiding action given. Standard separation maintained.	See also 200700708.
200706797	19/07/2007	EGTT : London (FIR)	THRED		A		DIAMOND	Reciprocating	1	Infringement of Airway R41 (Class A) by a DA40 at FL49. Pilot called ATC realising that he was in Class A airspace and advised descending to 3000ft. Standard separation maintained.	

200706798	21/07/2007	EGTT : London (FIR)	Exeter	N	A		MOONEY	Reciprocating	1	Infringement of Airway N864 by a Mooney 20 at FL85. A DHC8 was given traffic info and also received TCAS info. STCAActivated. Standard separation maintained.	The Mooney 20 had received instructions to remain outsideof controlled airspace. See also 200606597.
200706798	21/07/2007	EGTT : London (FIR)	Exeter	N	A		DE HAVILLAND	Turboprop	2	Infringement of Airway N864 by a Mooney 20 at FL85. A DHC8 was given traffic info and also received TCAS info. STCAActivated. Standard separation maintained.	The Mooney 20 had received instructions to remain outsideof controlled airspace. See also 200606597.
200706832	18/07/2007	EGTT : London (FIR)	Bath Racecourse	2W	D	CTA	PIPER	Reciprocating	1	Infringement of Bristol CTA (Class D) by PA28 at 3000ft squawking 70000. Pilot contacted ATC on 125.650 admitting to being lost. Appropriate advice passed to pilot by ATC.	Standard separation maintained. Investigation under 200705258.
200706885	19/07/2007	EGTT : London (FIR)	Bristol Filton	2SE	G	ATZ	CESSNA	Reciprocating	1	Infringement of the Filton ATZ (Class G) by a C152 at 1800ft. Traffic info given. C152 visual with Filton circuit traffic.	
200706910	24/07/2007	EGTT : London (FIR)	Burnham	4	A	CTR	PIPER	Reciprocating	1	Infringement of the London Heathrow CTR (Class A) by a PA28 at 2000ft. Traffic info given. Standard separation maintained. CF1 notified.	Pilot subsequently apologised, citing inadequate wind compensation as a contributory factor. See also 200606483.

200706965	25/07/2007	EGTT : London (FIR)	GROVE	2W	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28 atFL65 squawking 7000. Standard separation maintained.	Pilot later called ATC to apologise. He believed that he was further West than he actually was. A strong SW wind may have contributed to the incident. See also 200603901.
200707017	22/07/2007	EGTT : London (FIR)	Fairoaks		G		PIPER	Reciprocating	1	UK AIRPROX 104/2007 - PA28 and a DH82A at Fairoaks at 1100ft.	Whilst PA28 was in LH circuit pattern for R/W24 on a downwind leg, an a/c in the 2 o'clock position approached at the same altitude. The other a/c, a bi-plane, became visualwith the PA28 first and took avoiding action of a climb. The PA28 initiated a descent. Bi-plane subsequently infringed the Heathrow CTR.
200707017	22/07/2007	EGTT : London (FIR)	Fairoaks		G		DE HAVILLAND	Reciprocating	1	UK AIRPROX 104/2007 - PA28 and a DH82A at Fairoaks at 1100ft.	Whilst PA28 was in LH circuit pattern for R/W24 on a downwind leg, an a/c in the 2 o'clock position approached at the same altitude. The other a/c, a bi-plane, became visualwith the PA28 first and took avoiding action of a climb. The PA28 initiated a descent. Bi-plane subsequently infringed the Heathrow CTR.
200707025	24/07/2007	EGTT : London (FIR)	Brecon (BCN)	3 SW	A		CESSNA	Reciprocating	1	Infringement of Airway N864 by a C177 at FL70. A/c was told to remain outside controlled airspace and provided witha FIS. A/c was observed within CAS, pilot then requested descent.	Standard separation maintained.
200707075	27/07/2007	EGTT : London (FIR)	Manchester (MCT)	8NE	D	CTR	CESSNA	Reciprocating	1	Infringement of Manchester CTR (Class D) by a C172 at 1500ft. Traffic info given. Standard separation maintained.	C172 pilot subsequently advised of his intention to return to departure airfield. See 200505206, 200402234.

200707075	27/07/2007	EGTT : London (FIR)	Manchester (MCT)	8NE	D	CTR	BOEING	Turbofan	2	Infringement of Manchester CTR (Class D) by a C172 at 1500ft. Traffic info given. Standard separation maintained.	C172 pilot subsequently advised of his intention to return to departure airfield. See 200505206, 200402234.
200707077	28/07/2007	EGTT : London (FIR)	London-Gatwick - LGW	12W	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of the Gatwick CTA (Class D) by a C152 at 1800ft, 12nm West of Gatwick. Standard separation maintained.	C152 pilot, following GPS, believed he had remained clearof CAS. Analysis of radar reply indicated that C152 infringed by a narrow margin (less than 1/4nm) and for a very short duration.
200707077	28/07/2007	EGTT : London (FIR)	London-Gatwick - LGW	12W	D	CTA	BOEING	Turbofan	2	Alleged infringement of the Gatwick CTA (Class D) by a C152 at 1800ft, 12nm West of Gatwick. Standard separation maintained.	C152 pilot, following GPS, believed he had remained clearof CAS. Analysis of radar reply indicated that C152 infringed by a narrow margin (less than 1/4nm) and for a very short duration.
200707081	28/07/2007	EGTT : London (FIR)	Southampton (SAM)	6NE	D	CTR	SCHEIBE	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an SF25 at 1900ft. Standard separation maintained.	
200707083	28/07/2007	EGTT : London (FIR)	Southampton (SAM)	7	D	CTR	EUROPA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Europasquawking 7000 at 1900ft. Traffic info and avoiding action given to a BN2 Trislander. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200707083	28/07/2007	EGTT : London (FIR)	Southampton (SAM)	7	D	CTR	BRITTEN NORMAN	Reciprocating	3	Infringement of the Southampton CTR (Class D) by a Europasquawking 7000 at 1900ft. Traffic info and avoiding action given to a BN2 Trislander. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200707097	28/07/2007	EGTT : London (FIR)	Birmingham	2E	D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Jackaroo. Coventry ATC advised that pilot was lost and they were helping him to clear the zone. Standard separation maintained.	
200707100	29/07/2007	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	C150 infringed Luton CTR (Class D) and lost separation with a Luton departure. Pilot navigation error.	C150 pilot subsequently apologised for infringement, advising that he had mis-identified Berkhamsted for Amersham.Inadequate wind compensation also contributed. Pilot has initiated appropriate remedial action including more practice in the area with an instructor.
200707137	27/07/2007	EGTT : London (FIR)	Syerston	1 SE	G	ATZ	AVIONS ROBIN	Reciprocating	1	UK AIRPROX 106/2007 - Robin DR400 and a T67M, 1nm Southeast of RAF Syerston at 800ft. T67M had allegedly infringed notified gliding site.	As DR400 was rejoining the circuit, it observed the T67M approaching the circuit and then manoeuvre within the ATZ.T67M, visual with DR400, assessed there to be no risk of collision.
200707137	27/07/2007	EGTT : London (FIR)	Syerston	1 SE	G	ATZ	SLINGSBY	Reciprocating	1	UK AIRPROX 106/2007 - Robin DR400 and a T67M, 1nm Southeast of RAF Syerston at 800ft. T67M had allegedly infringed notified gliding site.	As DR400 was rejoining the circuit, it observed the T67M approaching the circuit and then manoeuvre within the ATZ.T67M, visual with DR400, assessed there to be no risk of collision.

200707141	29/07/2007	EGTT : London (FIR)	Stansted	5N	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a C152. Traffic info given and B737 broken off approach. The C152 was in contact with D&D. Standard separation maintained.	
200707141	29/07/2007	EGTT : London (FIR)	Stansted	5N	D	CTR	BOEING	Turbofan	2	Alleged infringement of the Stansted CTR (Class D) by a C152. Traffic info given and B737 broken off approach. The C152 was in contact with D&D. Standard separation maintained.	
200707144	30/07/2007	EGTT : London (FIR)	Southampton (SAM)	11N	A		VANS	Reciprocating	1	Infringement of Airway N866 (Class A) by a Vans RV4 indicating FL60, 11nm North of Southampton, heading South. Southampton departures were stopped. Standard separation maintained.	Pilot apologised for infringement, citing a map reading error. Appropriate action taken to avoid recurrence.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200707175	31/07/2007	EGTT : London (FIR)	Stansted		D	CTR	SOCATA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a TB20 at 2500ft. A/c was told to remain outside controlled airspace.All departures were stopped for approx 3mins. Standard separation maintained.	TB20 pilot subsequently stated that, as far as he could remember, the a/c was not flown above 1500ft and no instruction was received to remain clear of controlled airspace. Unable to reconcile differing reports due to elapsed time.☐ ☐ CAA Closure: No further CAA action practicable.
200707244	01/08/2007	EGTT : London (FIR)	London City - LCY	ESE	D	CTA	PIPER	Reciprocating	1	Infringement of the London City CTA (Class D) by a PA28 at 3000ft, ESE of London City. Avoiding action and traffic info issued to inbound Do328 and RJ100. STCA activated. Separation lost.	ATC unable to establish contact with the PA28 whilst in CAS. No response received from the PA28 operator. See also 200510384.☐ CAA Closure: No further CAA action practicable.

200707244	01/08/2007	EGTT : London (FIR)	London City - LCY	ESE	D	CTA	DORNIER	Turbofan	2	Infringement of the London City CTA (Class D) by a PA28 at 3000ft, ESE of London City. Avoiding action and traffic info issued to inbound Do328 and RJ100. STCA activated. Separation lost.	ATC unable to establish contact with the PA28 whilst in CAS. No response received from the PA28 operator. See also 200510384. □ CAA Closure: No further CAA action practicable.
200707250	01/08/2007	EGTT : London (FIR)	Cowes	4 W	D	CTA	BEECH	Reciprocating	1	BE33 infringed the Solent CTA (Class D) and lost separation with a BN2A departing Southampton. BN2A was given traffic info and avoiding action and became visual with the BE33. SMF activated.	Investigation established that BE33 was initially headingto Lands End but was subsequently informed by ATC that this was not possible due to a lack of customs. Therefore, pilot elected to divert to Plymouth. He then switched to autopilot while working out the new route and frequencies, during which the infringement occurred, for which the pilotapologised. German Authority alerted. □ CAA Closure: No further CAA action required at this time.
200707250	01/08/2007	EGTT : London (FIR)	Cowes	4 W	D	CTA	BRITTEN NORMAN	Reciprocating	3	BE33 infringed the Solent CTA (Class D) and lost separation with a BN2A departing Southampton. BN2A was given traffic info and avoiding action and became visual with the BE33. SMF activated.	Investigation established that BE33 was initially headingto Lands End but was subsequently informed by ATC that this was not possible due to a lack of customs. Therefore, pilot elected to divert to Plymouth. He then switched to autopilot while working out the new route and frequencies, during which the infringement occurred, for which the pilotapologised. German Authority alerted. □ CAA Closure: No further CAA action required at this time.
200707251	01/08/2007	EGTT : London (FIR)	Stoney Cross		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3000ft, which allegedly subsequently failed to comply with ATC instruction. Standard separation maintained.	Investigation under 200703065. See also 200702055.
200707285	31/07/2007	EGTT : London (FIR)	Nottingham East Midlands	12 E	D	CTA	PIPER	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a PA38at 3000ft, 12nm East of East Midlands. Pilot failed to comply with ATC instructions to remain outside CAS during climb to 3000ft.	Student pilot carrying out solo qualifying cross-country navigational exercise. Further dual training subsequently carried out by CFI. □ CAA Closure: The hazard is adequatelycontrolled by existing requirements, procedures and documentation.

200707315	03/08/2007	EGTT : London (FIR)	London City - LCY	ESE	D	CTA	CESSNA	Reciprocating	1	Infringement of the London City CTA (Class D) by a C172 squawking 7000 at 2400ft. Traffic info given. Standard separation maintained.	
200707320	02/08/2007	EGTT : London (FIR)	Stansted	SW	D	CTR	HUGHES	Turboshaft	1	Infringement of the Stansted CTR (Class D) by an MD500 at2000ft squawking 7000. Traffic info given and 5 inbound a/c were given extended routeings. Separation lost with 3 a/c.	MD500 was unknown at the time of the infringement, therefore, separation lost. The MD500 pilot spoke to Stansted after the event and is now fully aware of the serious consequences of infringing CAS. He is also aware of the 0033 squawk and the new London North LARS.☐ CAA Closure: No further CAA action required at this time.
200707320	02/08/2007	EGTT : London (FIR)	Stansted	SW	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by an MD500 at2000ft squawking 7000. Traffic info given and 5 inbound a/c were given extended routeings. Separation lost with 3 a/c.	MD500 was unknown at the time of the infringement, therefore, separation lost. The MD500 pilot spoke to Stansted after the event and is now fully aware of the serious consequences of infringing CAS. He is also aware of the 0033 squawk and the new London North LARS.☐ CAA Closure: No further CAA action required at this time.
200707326	27/07/2007	EGTT : London (FIR)	Syerston	N	G	ATZ	PIPER	Reciprocating	1	Infringement of the Syerston ATZ gliding site, possibly by a PA28. The a/c concerned appeared to take avoiding action on Syerston outbound traffic. A/c then continued on a southerly track.	
200707326	27/07/2007	EGTT : London (FIR)	Syerston	N	G	ATZ	UNKNOWN	Unknown		Infringement of the Syerston ATZ gliding site, possibly by a PA28. The a/c concerned appeared to take avoiding action on Syerston outbound traffic. A/c then continued on a southerly track.	

200707334	03/08/2007	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152 squawking 7000 at 2400ft. During the infringement, departures from Luton were suspended. Standard separation maintained.	The pilot attributed the infringement to a navigational error. The pilot is now aware of the serious consequences of infringing controlled airspace.☐ CAA Closure: No furtherCAA action required at this time.
200707335	03/08/2007	EGTT : London (FIR)	Detling (DET)	7 NNW	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 receiving a FIS. Five a/c were given vectors away or around the PA28 and departures were stopped. Standard separation maintained.	PA28 pilot reported hearing another a/c report at the same location and altitude. He looked but could not see the other a/c, so elected to climb for separation. PA28 pilot has been reminded of the serious consequences of infringingCAS, with appropriate advice given.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200707336	31/07/2007	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	DIAMOND	Reciprocating	1	Infringement of the LTMA (Class A) by a DA40 at 2700ft overhead Biggin Hill aerodrome. Thames Radar informed of theinfringement, who confirmed no other traffic to affect.	Student pilot.☐ CAA Closure: Instructor on board the a/c has been reminded of the standards expected from Examinersand Instructors.
200707346	05/08/2007	EGTT : London (FIR)	Audley End		D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a DR400 at 1700ft at Audley End. Traffic info given. Separation lost with a B737.	
200707346	05/08/2007	EGTT : London (FIR)	Audley End		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a DR400 at 1700ft at Audley End. Traffic info given. Separation lost with a B737.	

200707349	06/08/2007	EGTT : London (FIR)	ORTAC	12NW	A		BEECH	Reciprocating	1	Infringement of Airway R41 (Class A) by a BE33 at 4500ft. Standard separation maintained.	Pilot later apologised.
200707400	06/08/2007	EGTT : London (FIR)	Southampton (SAM)	15SSW	D	CTA	BEECH	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a BE36 at 2200ft. A/c had been instructed to remain outside of controlled airspace. Standard separation maintained.	
200707401	05/08/2007	EGTT : London (FIR)	Solent		D	CTA	LANCAIR	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Lancair at 2500ft. Standard separation maintained.	
200707406	06/08/2007	EGTT : London (FIR)	Lower Upham		D	CTA	OTHER	Reciprocating	1	Infringement. Formation of two aircraft became airborne without clearance.	The two aircraft had previously been given clearance to enter Southampton CTA / CTR from Bishops Waltham to land atLower Upham. When the formation reported finals at Lower Upham, Southampton gave surface wind and cancelled their service but also advised them to call if either aircraft went around. Some time later Southampton ATC received a callfrom Rohay Farm Strip advising that two microlights had landed unexpectedly and appeared to be taxiing to depart. ATC called microlight on frequency with no reply. The formation then called airborne and was told to report final at Lower Upham. They landed shortly afterwards.☐ CAA Closure:No further information has become available. Due to the elapsed time since the event, any flight safety benefit resulting from further investigation is considered unlikely.
200707406	06/08/2007	EGTT : London (FIR)	Lower Upham		D	CTA	OTHER	Reciprocating	1	Infringement. Formation of two aircraft became airborne without clearance.	The two aircraft had previously been given clearance to enter Southampton CTA / CTR from Bishops Waltham to land atLower Upham. When the formation reported finals at Lower Upham, Southampton gave surface wind and cancelled their service but also advised them to call if either aircraft went around. Some time later Southampton ATC received a callfrom Rohay Farm Strip advising that two microlights had landed unexpectedly and appeared to be taxiing to depart. ATC called microlight on frequency with no reply. The formation then called airborne and was told to report final at Lower Upham. They landed shortly afterwards.☐ CAA Closure:No further information has become available. Due to the elapsed time since the event, any flight safety benefit resulting from further investigation is considered unlikely.

200707496	09/08/2007	EGTT : London (FIR)	London City - LCY	8 E	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the London CTA (Class D) by a PA28 at 2300ft, 8nm East of London City, resulting in a loss of standard separation with an a/c inbound to London City.Traffic info given.	PA28 turned North and left CAS through the North boundaryof the zone.□ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200707496	09/08/2007	EGTT : London (FIR)	London City - LCY	8 E	D	CTA	UNKNOWN	Unknown		Alleged infringement of the London CTA (Class D) by a PA28 at 2300ft, 8nm East of London City, resulting in a loss of standard separation with an a/c inbound to London City.Traffic info given.	PA28 turned North and left CAS through the North boundaryof the zone.□ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200707497	09/08/2007	EGTT : London (FIR)	Lambourne (LAM)	SE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 2900ft. Two London City inbounds and one outbound significantly affected. Traffic info given. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200707497	09/08/2007	EGTT : London (FIR)	Lambourne (LAM)	SE	A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) by a PA28 at 2900ft. Two London City inbounds and one outbound significantly affected. Traffic info given. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200707516	09/08/2007	EGTT : London (FIR)	Brecon (BCN)	W			CIRRUS	Reciprocating	1	Infringement of Airway (Class A) by an Cirrus SR22 at FL60. Standard separation maintained.	

200707536	10/08/2007	EGTT : London (FIR)	Manchester (MCT)	6 S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C172 at3400ft. All Manchester departures were stopped. C172 contacted Manchester and was descended to 2500ft. Standard separation maintained.	CAA Closure: No further information has come to light. Due to the elapsed time involved no further CAA action practical.
200707542	10/08/2007	EGTT : London (FIR)	London City - LCY	5.5 NE	D	CTA	ROBINSON	Reciprocating	1	R44 infringed the London City CTA (Class D) and lost separation with an outbound FK50, which was given traffic infoand avoiding action. Previous outbound a/c was also giventraffic info.	Response received from R44 pilot and appropriate advice given, including the importance of adequate pre-flight planning and allowing a greater margin for error.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200707542	10/08/2007	EGTT : London (FIR)	London City - LCY	5.5 NE	D	CTA	FOKKER	Turboprop	2	R44 infringed the London City CTA (Class D) and lost separation with an outbound FK50, which was given traffic infoand avoiding action. Previous outbound a/c was also giventraffic info.	Response received from R44 pilot and appropriate advice given, including the importance of adequate pre-flight planning and allowing a greater margin for error.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200707572	10/08/2007	EGTT : London (FIR)	Solent		D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Cessna172 at 2700ft. D&D alerted. Standard separation maintained.	See also 200700842.
200707573	11/08/2007	EGTT : London (FIR)	Southampton (SAM)		D	CTA	OTHER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a microlight at 2000ft. Traffic info given. Standard separation maintained.	The pilots report indicates that he relied to much on hisGPS equipment and became distracted by his passenger who may having been becoming unwell. Appropriate lessons have been learnt.

200707576	10/08/2007	EGTT : London (FIR)	London-Gatwick - LGW	7SE	A	TMA	VANS	Reciprocating	1	Infringement of the LTMA (Class A) by Vans RV8 at 2800ft,7nm Southeast of Gatwick. A/c continued on a North heading into the LTMA (Class A). Traffic info given. Standard separation maintained.	London City airport traffic affected during the infringement. The pilot reported that he was flying the RV8, which was much faster than the other types he had flown. He apologised for the infringement, and is fully aware of the serious consequences of infringing CAS.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200707577	10/08/2007	EGTT : London (FIR)	Biggin (BIG)	10NE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 2800ft squawking 7000. Standard separation maintained.	
200707578	10/08/2007	EGTT : London (FIR)	Biggin (BIG)	22NE	A	TMA	MOONEY	Reciprocating	1	Infringement of the LTMA (Class A) by a Mooney 20 at 4600ft. Standard separation maintained.	
200707580	11/08/2007	EGTT : London (FIR)	Luton (LUT)	5SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 at 2000ft, 5nm Southwest of Luton, resulting in a loss of standard separation against an HS125 outbound from Luton on a DVRSID.	PA28 pilot was unaware that he had infringed CAS. He has since been made aware and apologised accordingly. See also200705523 and 200705399.☐ CAA Closure: No further CAA action practicable.
200707580	11/08/2007	EGTT : London (FIR)	Luton (LUT)	5SW	D	CTR	HAWKER SIDDELEY	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28 at 2000ft, 5nm Southwest of Luton, resulting in a loss of standard separation against an HS125 outbound from Luton on a DVRSID.	PA28 pilot was unaware that he had infringed CAS. He has since been made aware and apologised accordingly. See also200705523 and 200705399.☐ CAA Closure: No further CAA action practicable.

200707583	08/08/2007	EGTT : London (FIR)	Brecon (BCN)		A		SOCATA	Reciprocating	1	Infringement of Airway N864 (Class A) by a TB20 at FL60, 5nm North of BCN VOR.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200707587	11/08/2007	EGTT : London (FIR)	Southampton (SAM)	5 W	D	CTR	OTHER	Reciprocating	1	Infringement of the Solent CTR (Class D) by a microlight.The departure of a Southampton outbound was delayed. Standard separation maintained.	
200707607	10/08/2007	EGTT : London (FIR)	Cardiff (CDF)	10W	D	CTR	OTHER	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by a Grob motorglider at 2000ft. Standard separation maintained.	Appropriate remedial action taken.
200707653	13/08/2007	EGTT : London (FIR)	White Waltham	2S	A	CTR	PIPER	Reciprocating	1	Infringement of the London Heathrow CTR (Class A) by an PA28R at 2400ft. Standard separation maintained. Heathrow departures suspended.	The pilot has been contacted and states that he believes the incident was caused by lack of pre-flight planning, not adhering to his usual practice of departing via the WOD NDB and distraction caused by improved climb performance of the a/c leading to a loss of situational awareness.□ CAAClosure: Advice has been passed to the pilot concerned who has apologised for the incident.
200707655	13/08/2007	EGTT : London (FIR)	Southampton (SAM)	12NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a PA22 at 3000ft. A/c was instructed to remain outside controlled airspace. Standard separation maintained.	

200707668	10/08/2007	EGTT : London (FIR)	ABBOT		A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C172 at 5700ft, squawking 7000. Standard separation maintained. One Stansted outbound delayed.	See also 2004024426.
200707706	14/08/2007	EGTT : London (FIR)	London City - LCY	5	D	CTR	SOCATA	Turboprop	1	Infringement of London City CTR (Class D) by a Socata TBM700 at 2100ft, causing a loss of separation with a BAe146 descending to 2000ft. Traffic info and avoiding action issued. SMF activated.	TBM700 had been instructed to remain clear of controlled airspace. Additionally, another inbound RJ100 reported a TCAS RA against the TBM700. See also 200701798 and 200705927. Appropriate CAA action is being taken as a result of this incident.
200707706	14/08/2007	EGTT : London (FIR)	London City - LCY	5	D	CTR	BAE	Turbofan	4	Infringement of London City CTR (Class D) by a Socata TBM700 at 2100ft, causing a loss of separation with a BAe146 descending to 2000ft. Traffic info and avoiding action issued. SMF activated.	TBM700 had been instructed to remain clear of controlled airspace. Additionally, another inbound RJ100 reported a TCAS RA against the TBM700. See also 200701798 and 200705927. Appropriate CAA action is being taken as a result of this incident.
200707739	06/08/2007	EGTT : London (FIR)	Bagshot Mast	3NE	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 2400ft. Traffic info and avoiding action given. Standard separation maintained.	
200707759	09/08/2007	EGTT : London (FIR)	Cams Hall		G	ATZ	CESSNA	Reciprocating	1	Infringement of Fleetlands ATZ (Class G) by a C177 that was observed orbiting the ATZ at 1000ft. A/c was observed to depart after 10 minutes towards the Southeast.	Appropriate CAA action is being taken as a result of thisincident.

200707836	16/08/2007	EGTT : London (FIR)	London City - LCY	10SE	A	TMA	BOLKOW	Reciprocating	1	Infringement of the LTMA (Class A) by a Bolkow 207 at 2800ft. Traffic info and avoiding action given to a BAe146. D&D alerted. Standard separation maintained.	
200707836	16/08/2007	EGTT : London (FIR)	London City - LCY	10SE	A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) by a Bolkow 207 at 2800ft. Traffic info and avoiding action given to a BAe146. D&D alerted. Standard separation maintained.	
200707838	16/08/2007	EGTT : London (FIR)	Brookmans Park (BPK)	15nm	D	CTR	PIPER	Reciprocating	1	Infringement of Luton CTR (Class D) by a PA28 that intentionally entered the CTR without permission whilst trying to identify a Bell 206 that had allegedly routed through Panshanger's ATZ.	It is alleged that the PA28 was trying to identify the Bell 206's registration, as it had just routed through Panshanger's ATZ (Class G) without requesting clearance. Appropriate CAA action is being taken as a result of this occurrence.
200707838	16/08/2007	EGTT : London (FIR)	Brookmans Park (BPK)	15nm	D	CTR	BELL	Turboshaft	1	Infringement of Luton CTR (Class D) by a PA28 that intentionally entered the CTR without permission whilst trying to identify a Bell 206 that had allegedly routed through Panshanger's ATZ.	It is alleged that the PA28 was trying to identify the Bell 206's registration, as it had just routed through Panshanger's ATZ (Class G) without requesting clearance. Appropriate CAA action is being taken as a result of this occurrence.
200707847	10/08/2007	EGTT : London (FIR)	Nympsfield		G		BELL	Turboshaft	1	Infringement of the Nympsfield gliding site by a Bell 206at 600ft. A glider launch had to be aborted.	

200707870	17/08/2007	EGTT : London (FIR)	Harlow	2 W	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2100ft, 2nm West of Harlow. Standard separation maintained.	See also 200605892, 200604890, 200602802 and 200602393.☐ CAA Closure: No further information has come to light. Dueto the elapsed time involved no further CAA action considered practical.
200707871	17/08/2007	EGTT : London (FIR)	Denham	2 W	A	CTR	JABIRU	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a Jabiru at2400ft. 2nm West of Denham. Heathrow Northbound departures suspended during the infringement. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200707905	18/08/2007	EGTT : London (FIR)	Seaford (SFD)		G	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Eastbourne RA(T) for the Red Arrows by a C152 at 5000ft. Believed that the Red Arrows display was not affected. Traffic info given.	See also 200606183
200707937	16/08/2007	EGTT : London (FIR)	Southampton (SAM)	7SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 at 1900ft. An EMB195 was broken off approach and departureswere stopped. Traffic info given. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200707937	16/08/2007	EGTT : London (FIR)	Southampton (SAM)	7SW	D	CTR	EMBRAER	Turbofan	2	Infringement of the Southampton CTR (Class D) by a PA28 at 1900ft. An EMB195 was broken off approach and departureswere stopped. Traffic info given. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200708056	21/08/2007	EGTT : London (FIR)	Jodrell Bank		D	CTR	PIPER	Reciprocating	1	Infringement of Manchester CTR (Class D) by a PA28 squawking 7000. Standard separation maintained.	Pilot subsequently apologised for the infringement and was given appropriate advice by ATC.
200708061	22/08/2007	EGTT : London (FIR)	Manchester (MCT)	9 E	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an R44 at1600ft, 9nm East of Manchester. Departures suspended at Manchester during the infringement. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200708107	19/08/2007	EGTT : London (FIR)	Southampton (SAM)	8SSW	D	CTR	ROBINSON	Reciprocating	1	Infringement of Southampton CTR (Class D) by an R44. Delays and re-routeing of numerous a/c to avoid the R44. Traffic info given. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200708137	26/08/2007	EGTT : London (FIR)	Denham				PIPER	Reciprocating	1	D&D Cell Report: Pilot lost inside Heathrow zone. PAN declared. Position fixed using transponder and steers given for Cranfield.	At 1517hrs D&D received a call from Thames radar about ana/c operating inside the Heathrow zone. At the same time a call was received from the pilot, stating he was lost and requesting a steer to Peterborough Conington. Pilot instructed to squawk 3305 and identified SE of Denham 3nm tracking 330. Pilot was informed that he was inside the Heathrow zone and as soon as the a/c cleared the zone was given a steer for Cranfield keeping clear of the Luton zone. Thepilot requested to stay on frequency until he became familiar with his position. Once visual with Milton Keynes andthe M1 the pilot elected to free call Cranfield.
200708141	23/08/2007	EGTT : London (FIR)	Andrewsfield	2nm S			PIPER	Reciprocating	1	D&D Cell Report: Pilot lost inside Stansted zone in poor weather, causing departures to be suspended. PAN declared.Steers given for Gamston, where a/c landed after airfieldclosure.	

200708166	25/08/2007	EGTT : London (FIR)	Stansted	4 NE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an R44 at 1800ft, 4nm East of Stansted resulting in a loss of standard separation against a B737 on final approach R/W23.	B737 reported receiving a TCAS return and was immediatelyissued avoiding action. B737 executed a turn and climbed to 3000ft. Two other a/c broken off approach and repositioned. Traffic info given. R44 pilot cites incorrect GPS database installation as a contributory factor to the navigational error. Investigation confirmed a genuine navigation error, for which the pilot has apologised.☐ CAA Closure: No further CAA action required at this time.
200708166	25/08/2007	EGTT : London (FIR)	Stansted	4 NE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by an R44 at 1800ft, 4nm East of Stansted resulting in a loss of standard separation against a B737 on final approach R/W23.	B737 reported receiving a TCAS return and was immediatelyissued avoiding action. B737 executed a turn and climbed to 3000ft. Two other a/c broken off approach and repositioned. Traffic info given. R44 pilot cites incorrect GPS database installation as a contributory factor to the navigational error. Investigation confirmed a genuine navigation error, for which the pilot has apologised.☐ CAA Closure: No further CAA action required at this time.
200708178	27/08/2007	EGTT : London (FIR)	London (LON)		A	CTR	JABIRU	Reciprocating	1	Infringement of the London CTR (Class A) by a Jabiru at 2000ft. London Heathrow departures suspended for approx 7mins during the infringement. D&D alerted. Standard separation maintained.	Whilst the infringer only affected LHR Northbound departures, due to a Northbound a/c awaiting take-off clearance R/W27, all subsequent departures affected. Traffic info given. Upon contacting LTCC, the pilot was informed of his infringement. However, the pilot stated that his GPS equipment did not indicate an infringement of the airspace. Appropriate CAA follow up action is to be taken. See also 200707214.
200708217	26/08/2007	EGTT : London (FIR)	POMAX	5W	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by two a/c flying in formation at FL76. Both a/c had been instructed to remain outside CAS. Standard separation maintained.	Despite ATC workload being high at that time, the a/c were told to remain outside CAS. ATC state that communicationwas difficult at times, due to the pilot's accent.
200708217	26/08/2007	EGTT : London (FIR)	POMAX	5W	D	CTA	UNKNOWN	Unknown		Infringement of the Bristol CTA (Class D) by two a/c flying in formation at FL76. Both a/c had been instructed to remain outside CAS. Standard separation maintained.	Despite ATC workload being high at that time, the a/c were told to remain outside CAS. ATC state that communicationwas difficult at times, due to the pilot's accent.

200708229	22/08/2007	EGTT : London (FIR)	Pembrey	D118	G	Danger area	CESSNA	Reciprocating	1	UK AIRPROX 123/2007 - Military a/c and a C182 at 2000ft. C182 infringed active Danger Area EG D118 (Pembrey) whilst live firing was taking place and flew into conflict withmilitary jet.	The C182 pilot unknowingly entered a promulgated Danger Area active with live firing and flew into conflict with the military jet. ☐ CAA Closure: No further CAA action required. This AIRPROX has been subject to a separate review bythe United Kingdom AIRPROX Board (UKAB).
200708229	22/08/2007	EGTT : London (FIR)	Pembrey	D118	G	Danger area	OTHER	Unknown		UK AIRPROX 123/2007 - Military a/c and a C182 at 2000ft. C182 infringed active Danger Area EG D118 (Pembrey) whilst live firing was taking place and flew into conflict withmilitary jet.	The C182 pilot unknowingly entered a promulgated Danger Area active with live firing and flew into conflict with the military jet. ☐ CAA Closure: No further CAA action required. This AIRPROX has been subject to a separate review bythe United Kingdom AIRPROX Board (UKAB).
200708284	29/08/2007	EGTT : London (FIR)	Weston Supermare		D	CTA	CESSNA	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a C172. A/c had been instructed to remain outside CAS. Standard separation maintained.	
200708390	28/08/2007	EGTT : London (FIR)	Honiley (HON)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152 at1700ft at Honiley. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200708431	02/09/2007	EGTT : London (FIR)	Stoney Cross		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2400ft. Traffic info given to a B737. Standard separation maintained.	The instructor concerned states that this infringement occurred due to being distracted from reading the altimeter due to traffic scan, assisting the student with timings and heading and going over the radio call they were thinkingthey would have to make again.

200708437	02/09/2007	EGTT : London (FIR)	Lambourne (LAM)	3 NE	D	CTR	PIPER	Reciprocating	1	PA28 allegedly infringed the Stansted CTA (Class D). All departures were stopped. Standard separation maintained. Thames Radar advised Stansted that a/c had also infringed the London TMA (Class A).	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200708439	01/09/2007	EGTT : London (FIR)	London City - LCY		D	TMA	PIPER	Reciprocating	1	Infringement of the London City CTA (Class D) and the London TMA (Class A) by a PA28. Standard separation maintained. Pilot phoned and apologised for the incident.	PA28 called Luton requesting a FIS and was identified andgiven a FIS. PA28 then asked for help to navigate betweenLuton and Stansted and was put on a heading at 2400ft. ATC then became busy and subsequently noticed PA28 approaching the City zone and instructed a/c to turn left onto 90deg and contact Thames on frequency 132.7. PA28 was then observed entering the City CAS and Thames called to find out what the a/c was doing. Again PA28 was instructed to turn left and call Thames. PA28 turned left, but never contacted Thames who noticed the a/c at 2800ft. After landing, pilot phoned and apologised stating he had flown into some light cloud and became a bit uneasy. Pilot also said he had made several attempts to contact Thames without success due to frequency being busy. Investigation continues under 200708437.
200708477	01/09/2007	EGTT : London (FIR)	London-Gatwick - LGW	8 W	D	CTA	EUROPA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a Europa at 2000ft. Standard separation maintained.	
200708477	01/09/2007	EGTT : London (FIR)	London-Gatwick - LGW	8 W	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a Europa at 2000ft. Standard separation maintained.	
200708478	02/09/2007	EGTT : London (FIR)	London-Gatwick - LGW	7 NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by C172 at 2000ft squawking 7000. Standard separation maintained.	All departures were stopped at Gatwick, and one a/c had to vacate the Gatwick R/W as a go-around would have occurred due to the stopping of the departures. ☐ CAA Closure: Nofurther information became available. No further CAA action practicable due to elapsed time.

200708478	02/09/2007	EGTT : London (FIR)	London-Gatwick - LGW	7 NW	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by C172 at 2000ft squawking 7000. Standard separation maintained.	All departures were stopped at Gatwick, and one a/c had to vacate the Gatwick R/W as a go-around would have occurred due to the stopping of the departures. ☐ CAA Closure: Nofurther information became available. No further CAA action practicable due to elapsed time.
200708484	01/09/2007	EGTT : London (FIR)	Sandown	3.9NE	G	Restrict ed area	OTHER	Reciprocating	1	Infringement of the Sandown RA(T) for the Red Arrows by an alleged microlight. Traffic info given.	Appropriate CAA action is to be taken as a result of thisincident.
200708484	01/09/2007	EGTT : London (FIR)	Sandown	3.9NE	G	Restrict ed area	OTHER	Unknown		Infringement of the Sandown RA(T) for the Red Arrows by an alleged microlight. Traffic info given.	Appropriate CAA action is to be taken as a result of thisincident.
200708519	02/09/2007	EGTT : London (FIR)	White Waltham	2E	A	CTR	PIPER	Reciprocating	1	Infringement of the London Heathrow CTR (Class A) by a PA28 at 2000ft. Standard separation maintained.	
200708537	04/09/2007	EGTT : London (FIR)	Manchester (MCT)		D	CTR	PIPER	Reciprocating	1	PA28 that had called for a FIS and transit of the LLR (Low Level Route) infringed the Manchester and Liverpool CTRs(Class D).	The pilot reported that the wind was stronger than expected and the a/c infringed the Western edge of the CTR. The pilot is fully aware of the serious consequences of infringing CAS.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200708556	29/08/2007	EGTT : London (FIR)	Minehead	2SE	D	CTA	PIPER	Reciprocating	1	Infringement of Cardiff CTA (Class D) by a PA38 at 3600ft. The pilot had attempted to contact LARS on 126.625, however, this had been NOTAMed as not available during this period.	NOTAM had been issued stating that, due to staff shortages, limited services would be available and that requests to cross Cardiff CTR/CTA may be refused.
200708614	05/09/2007	EGTT : London (FIR)	Thames RMA		A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of LTMA (Class A) by a DR400 at 2700ft. FK50was broken of approach to maintain separation. Traffic info given.	Appropriate CAA action is being taken as a result of thisincident. See also 200505491.
200708614	05/09/2007	EGTT : London (FIR)	Thames RMA		A	TMA	FOKKER	Turboprop	2	Infringement of LTMA (Class A) by a DR400 at 2700ft. FK50was broken of approach to maintain separation. Traffic info given.	Appropriate CAA action is being taken as a result of thisincident. See also 200505491.
200708618	05/09/2007	EGTT : London (FIR)	London-Heathrow - LHR	8 W	A	CTR	PIPER	Reciprocating	1	Alleged infringement of the London CTR (Class A) by a PA32. Heathrow departures were stopped.	No response received from the PA32 operator.⚠ CAA Closure: No further CAA action practicable.
200708637	05/09/2007	EGTT : London (FIR)	Manchester Barton A/F	NE	A	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTA (Class A) by C172 at 3700ft, Northeast of Barton. Standard separation maintained.	

200708658	04/09/2007	EGTT : London (FIR)	Warrington	NE	D	CTR	PILATUS	Turboprop	1	Alleged infringement of Manchester CTR (Class D) by a PC6at 1100ft. Traffic info given. Standard separation maintained.	See also 200611511.
200708702	08/09/2007	EGTT : London (FIR)	Duxford	4 SSW	G	Restrict ed area	PIPER	Reciprocating	1	UK AIRPROX-135/2007 - PA28 infringed the Duxford RA(T) and came into conflict with the Red Arrows.	See also 200709027, 200601752 and 200507946. AppropriateCAA action is to be taken as a result of this incident. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200708702	08/09/2007	EGTT : London (FIR)	Duxford	4 SSW	G	Restrict ed area	OTHER	Unknown		UK AIRPROX-135/2007 - PA28 infringed the Duxford RA(T) and came into conflict with the Red Arrows.	See also 200709027, 200601752 and 200507946. AppropriateCAA action is to be taken as a result of this incident. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200708704	06/09/2007	EGTT : London (FIR)	Manchester (MCT)		D	CTR	EUROCOPTER	Turboshaft	1	Infringement of Manchester CTR (Class D) by an EC120 that had been issued with an incorrect frequency. Standard separation maintained.	The pilot reported that he tried to establish contact with Manchester on the frequency given by Liverpool. Unable to establish contact, he tried another frequency but, by the time contact had been made, the a/c had infringed. The pilot is aware of the need to obtain a positive clearance prior to entering CAS.□ CAA Closure: No further CAA action required at this time.
200708721	05/09/2007	EGTT : London (FIR)	Kenley		G		DE HAVILLAND	Reciprocating	1	Infringement of the South London Gliding Centre cable hazard at Kenley Airfield by an unknown DHC1 at an estimated 500ft.	

200708738	06/09/2007	EGTT : London (FIR)	Southend (SND)	4 N	A	TMA	PITTS	Reciprocating	1	Pitts S2A requested and given a FIS and was told to remain outside CAS. On subsequent call it reported at 3800ft and inside the LTMA (Class A). Pitts S2A told to descend immediately to 3400ft.	
200708739	04/09/2007	EGTT : London (FIR)	Southend (SND)	4 SE	G	Danger area	AVIONS ROBIN	Reciprocating	1	Infringement of active D136 by a DR400 at 2700ft. 4nm SE of Southend. Infringement became apparent when pilot contacted Southend ATC. Pilot advised of infringement and a/c left D136 10secs later.	
200708791	06/09/2007	EGTT : London (FIR)	Newcastle (NEW)	20 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Newcastle CTA (Class D) by a PA28 at FL55. An inbound A320 was given vectoring and delayed descent to avoid PA28. PA28 advised of traffic. Standard separation maintained.	Appropriate advice passed to pilot by ATC.
200708791	06/09/2007	EGTT : London (FIR)	Newcastle (NEW)	20 SW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Newcastle CTA (Class D) by a PA28 at FL55. An inbound A320 was given vectoring and delayed descent to avoid PA28. PA28 advised of traffic. Standard separation maintained.	Appropriate advice passed to pilot by ATC.
200708793	10/09/2007	EGTT : London (FIR)	Manchester (MCT)		D	CTR	BELL	Turboshaft	1	Infringement of Manchester CTR (Class D) by a Bell 206 onapproach to Manchester.	No response received from the Bell 206 operator.☐ CAA Closure: No further CAA action practicable.

200708795	10/09/2007	EGTT : London (FIR)	Stansted	W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C182 at 2400ft squawking 7000. Standard separation maintained.	Pilot reported having problems with his slaved HI and compass.
200708817	10/09/2007	EGTT : London (FIR)	Bristol International	3 NNE	D	CTR	NORTH AMERICAN	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a P51. Traffic info given. Standard separation maintained.	
200708825	09/09/2007	EGTT : London (FIR)	Bristol International	9NE	D	CTR	VANS	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a Vans RV4 at 6000ft. Standard separation maintained.	Investigation indicates a navigational error. This was aggravated by the fact that the pilot mistook the ATC unit he was working. Comprehensive remedial action taken.
200708868	11/09/2007	EGTT : London (FIR)	London-Gatwick - LGW	4 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C152, 4nm East of Gatwick, resulting in a loss of separation with ana/c outbound from Gatwick.	Gatwick outbound given a right turn heading 180deg. C152 given traffic info. Gatwick departures suspended during the infringement. The C152 pilot discussed the matter with his CFI who concluded that his map reading was at fault andhis compass checks were too infrequent. The pilot apologised for his actions.□ CAA Closure: No further CAA action practicable.
200708868	11/09/2007	EGTT : London (FIR)	London-Gatwick - LGW	4 E	D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) by a C152, 4nm East of Gatwick, resulting in a loss of separation with ana/c outbound from Gatwick.	Gatwick outbound given a right turn heading 180deg. C152 given traffic info. Gatwick departures suspended during the infringement. The C152 pilot discussed the matter with his CFI who concluded that his map reading was at fault andhis compass checks were too infrequent. The pilot apologised for his actions.□ CAA Closure: No further CAA action practicable.

200708890	12/09/2007	EGTT : London (FIR)	Bristol	E	D	CTA	SCOTTISH AVIATION	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Bulldog at6000ft, East of Bristol. An airliner, inbound to Bristol,was given a heading clear of the Bulldog. Standard separation maintained.	It is believed that the Bulldog was performing aerobaticswithin the zone. The pilot later phoned and apologised and discussed the incident. Operating company have put in place mitigation in order to prevent further occurrences.
200708890	12/09/2007	EGTT : London (FIR)	Bristol	E	D	CTA	UNKNOWN	Unknown		Infringement of the Bristol CTA (Class D) by a Bulldog at6000ft, East of Bristol. An airliner, inbound to Bristol,was given a heading clear of the Bulldog. Standard separation maintained.	It is believed that the Bulldog was performing aerobaticswithin the zone. The pilot later phoned and apologised and discussed the incident. Operating company have put in place mitigation in order to prevent further occurrences.
200708902	12/09/2007	EGTT : London (FIR)	Lulworth		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D026 (Lulworth) by a PA28. All firing was stopped.	PA28 pilot admitted to and apologised for the infringement. Appropriate advice given.☐ CAA Closure: No further CAA action required at this time.
200708916	11/09/2007	EGTT : London (FIR)	Bristol	10 S	D	CTA	SIAI MARCHETTI	Reciprocating	1	Infringement of the Bristol and Cardiff CTAs (Class D) at4000ft, 10nm South of Cardiff. Pilot contacted by ATC andadvised of infringement. Standard separation maintained.	Alleged that a/c had also previously infringed Boscombe Down airspace and the Salisbury Plain Danger Areas. Pilot subsequently admitted to and apologised for infringements. Appropriate lessons learned.☐ CAA Closure: No further CAA action required at this time.
200708917	05/09/2007	EGTT : London (FIR)	Portsmouth		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D036 (Portsmouth) by PA28 following a VFR crossing route. Pilot was asked to phone the military and informed of the infringement. Pilotapologised for the error.	

200708958	13/09/2007	EGTT : London (FIR)	Ware	2SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2300ft. Traffic info given to a A319. Standard separation maintained.	Appropriate CAA action being taken. See also 200504123.
200708958	13/09/2007	EGTT : London (FIR)	Ware	2SW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 at 2300ft. Traffic info given to a A319. Standard separation maintained.	Appropriate CAA action being taken. See also 200504123.
200709008	15/09/2007	EGTT : London (FIR)	Southampton (SAM)		D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Robin DR400 at 1500ft. Standard separation maintained.	See also 200503596 and 200204888.
200709027	15/09/2007	EGTT : London (FIR)	LOREL	5 N	A	TMA	PIPER	Reciprocating	1	UK AIRPROX 138/2007 - PA28 and B737 5nm North of LOREL at6000ft.	PA28, which initially was unidentified, infringed the London TMA (Class A) and lost separation with a B737 inbound to Luton. B737 was given traffic info and avoiding action and reported seeing the a/c on TCAS. See also 200708702, 200601752 and 200507946. Appropriate CAA action is to be taken as a result of this incident. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200709027	15/09/2007	EGTT : London (FIR)	LOREL	5 N	A	TMA	BOEING	Turbofan	2	UK AIRPROX 138/2007 - PA28 and B737 5nm North of LOREL at6000ft.	PA28, which initially was unidentified, infringed the London TMA (Class A) and lost separation with a B737 inbound to Luton. B737 was given traffic info and avoiding action and reported seeing the a/c on TCAS. See also 200708702, 200601752 and 200507946. Appropriate CAA action is to be taken as a result of this incident. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

200709029	14/09/2007	EGTT : London (FIR)	Manchester (MCT)		D	CTR	ROBINSON	Reciprocating	1	Two infringements of the Manchester CTR (Class D) by an R44 at 1250ft. Standard separation maintained.	
200709043	15/09/2007	EGTT : London (FIR)	ASPEN	10N	A		OTHER	Reciprocating	1	Infringement of Airway N866 (Class A) by a microlight at FL46. ATC had advised a/c to remain outside of CAS. Standard separation maintained.	The pilot spoke to ATC and is fully aware of the serious consequences of infringing CAS. See also 200703807. □ CAA Closure: No further CAA action required at this time.
200709076	15/09/2007	EGTT : London (FIR)	Wallasey (WAL)		A	TMA	AESL	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an Airtourer at FL55. Pilot later called D&D reporting that he was lost. A/c landed safely shortly afterwards. Standard separation maintained.	
200709116	18/09/2007	EGTT : London (FIR)	Stansted	W	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2000ft. Traffic info given. Standard separation maintained.	
200709116	18/09/2007	EGTT : London (FIR)	Stansted	W	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 at 2000ft. Traffic info given. Standard separation maintained.	

200709117	18/09/2007	EGTT : London (FIR)	London City - LCY	14E	A	TMA	GRUMMAN	Reciprocating	1	Infringement of the LTMA (Class A) by a Grumman AA5 squawking 7000 at 2700ft. Standard separation maintained.	See also 200510844.
200709117	18/09/2007	EGTT : London (FIR)	London City - LCY	14E	A	TMA	CESSNA	Turbofan	2	Infringement of the LTMA (Class A) by a Grumman AA5 squawking 7000 at 2700ft. Standard separation maintained.	See also 200510844.
200709119	18/09/2007	EGTT : London (FIR)	Southampton (SAM)	8 S	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Robin 200 at 1500ft, 8nm South of Southampton. Traffic info given. Standard separation maintained.	Subsequent investigation identified a possible navigationerror and pre-flight planning omissions by Robin 200 pilot. Appropriate advice given. □ CAA Closure: No further CAA action required at this time.
200709128	16/09/2007	EGTT : London (FIR)	Norwich	2N	G	ATZ	OTHER	Reciprocating	1	Infringement of the Norwich ATZ (Glass G) by an unidentified microlight at 500ft. Standard separation maintained.	
200709129	15/09/2007	EGTT : London (FIR)	Dishforth		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the active Dishforth ATZ/Gliding Site by an R44 at 1500ft.	

200709134	18/09/2007	EGTT : London (FIR)	Luton (LUT)	2 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152, resulting in a loss of separation against a B737 on approach. B737 instructed to go-around. Luton departures suspended.	Student pilot. Instructor subsequently advised that additional navigation training had been given and that the student's performance is now satisfactory. See also 200302749 and 200300063. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200709134	18/09/2007	EGTT : London (FIR)	Luton (LUT)	2 E	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a C152, resulting in a loss of separation against a B737 on approach. B737 instructed to go-around. Luton departures suspended.	Student pilot. Instructor subsequently advised that additional navigation training had been given and that the student's performance is now satisfactory. See also 200302749 and 200300063. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200709145	19/09/2007	EGTT : London (FIR)	Birmingham	16 W	D	CTA	GROB	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Grob 115 at FL90, 16nm West of Birmingham. Traffic info given to Birmingham inbound traffic. Standard separation maintained.	The pilot reported that he had climbed above the cloud toconduct the flight exercise but, due to the stronger thanexpected Westerly wind and unreliable fix on TNT, had inadvertently strayed into CAS. The pilot is fully aware of the serious consequences of infringing CAS. □ CAA Closure: No further CAA action required at this time.
200709237	20/09/2007	EGTT : London (FIR)	Luton (LUT)	4 S	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Luton CTR (Class D) by a PA28. Outbounds were stopped for a few minutes and inbounds were held on LTCC frequency late in case they were broken off the approach.	No response received from the PA28 operator. See also 200707335. □ CAA Closure: No further CAA action practicable.
200709252	01/08/2007	EGTT : London (FIR)	Brize Norton	10.9 E	D	CTR	RANS	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a Rans S6-ESD. Pilot advised of his error.	

200709256	26/08/2007	EGTT : London (FIR)	Brize Norton	8 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA38.	Pilot very apologetic, stating that he had RT problems. Pilot briefed over the RT.
200709257	26/08/2007	EGTT : London (FIR)	Brize Norton	7 NW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of Brize Norton CTR (Class D) by a Robin 400at 2100ft squawking 7000. A/c entered CTR without two waycommunication with Brize Norton.	A/c was on the Kemble frequency. Pilot rebriefed.
200709258	23/08/2007	EGTT : London (FIR)	Brize Norton	9.5 SE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by an R44 at 2000ft.	R44 entered the CTR without a clearance and allegedly ignored calls until clear of the CTR and subsequently denied entering. Pilot rebriefed by telephone.
200709259	22/08/2007	EGTT : London (FIR)	Brize Norton	10 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a Cessna 152.	A/c had previously worked Benson who had been trying to hand the a/c over for 5mins.
200709261	08/08/2007	EGTT : London (FIR)	Brize Norton	6 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 7000. Incident discussed with pilot.	

200709262	28/08/2007	EGTT : London (FIR)	Brize Norton	9 E	D	CTR	SOCATA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a Socata TB10 at 3000ft squawking 7000. Pilot rebriefed on the RT.	The Oxford outbound a/c called for LARS service at Farmoor reservoir at 3000ft.
200709278	22/09/2007	EGTT : London (FIR)	Manchester (MCT)	15 E	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an R44 at1400ft squawking 7000. Traffic info given. Standard separation maintained.	
200709279	23/09/2007	EGTT : London (FIR)	Fairoaks	3E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 2000ft. Standard separation maintained.	
200709280	22/09/2007	EGTT : London (FIR)	Bishops Waltham		D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an Ikarus C42. Standard separation maintained.	The pilot of the probable a/c involved subsequently called ATC by phone admitting that he may have infringed CAS, however, at no time was the a/c identified.
200709283	21/09/2007	EGTT : London (FIR)	Stansted	7 SE	D	CTR	MOONEY	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Mooney 20at 1300ft squawking 7000. Avoiding action given. Standardseparation maintained.	

200709400	26/09/2007	EGTT : London (FIR)	Southampton (SAM)	11 NE	D	CTA	CESSNA	Reciprocating	1	C172 at 3000ft called for a FIS and was identified infringing the Southampton CTA (Class D). Standard separation maintained.	C172 pilot subsequently reported that he had misread the base of CAS as 3000ft rather than the 2500ft. He is fully aware of the serious consequences of infringing CAS. See also 200305797.□ CAA Closure: No further CAA action required at this time.
200709407	16/09/2007	EGTT : London (FIR)	London-Gatwick - LGW		D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C150 receiving a FIS. C150 was instructed to descend and route on a Southerly track. Standard separation maintained.	
200709456	18/09/2007	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Student pilot on a solo navigation exercise in a PA28 infringed the Luton CTR (Class D) and lost separation with aninbound F2000 which was given traffic info, then broken off its approach.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200709456	18/09/2007	EGTT : London (FIR)	Luton (LUT)		D	CTR	DASSAULT	Turbofan	2	Student pilot on a solo navigation exercise in a PA28 infringed the Luton CTR (Class D) and lost separation with aninbound F2000 which was given traffic info, then broken off its approach.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200709465	27/09/2007	EGTT : London (FIR)	Southampton (SAM)	10N	D	CTA	MOONEY	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Mooney 20 at 3000ft, 10nm North of Southampton. Standard separation maintained.	

200709468	27/09/2007	EGTT : London (FIR)	Abbot Hold		A	TMA	CESSNA	Reciprocating	1	An FIS squawk infringed the London TMA (Class A) at 5800ft and lost separation with two a/c inbound to Luton. Another a/c was given a turn and traffic info. Traffic subsequently identified as a C172.	C172 pilot subsequently advised that he had planned to fly at FL55. The base of CAS in this area is FL55 and so he has been advised to allow a greater margin for error in future.☐ CAA Closure: No further CAA action required at thistime.
200709468	27/09/2007	EGTT : London (FIR)	Abbot Hold		A	TMA	AIRBUS	Turbofan	2	An FIS squawk infringed the London TMA (Class A) at 5800ft and lost separation with two a/c inbound to Luton. Another a/c was given a turn and traffic info. Traffic subsequently identified as a C172.	C172 pilot subsequently advised that he had planned to fly at FL55. The base of CAS in this area is FL55 and so he has been advised to allow a greater margin for error in future.☐ CAA Closure: No further CAA action required at thistime.
200709485	27/09/2007	EGTT : London (FIR)	Dunkeswell		G	ATZ	OTHER	Unknown		UK AIRPROX 146/2007 - PA28 and a military a/c, near Dunkeswell at 300ft.	As PA28 rolled out downwind for R/W05 RH, a military a/c was see in the 11 o'clock position flying at an estimated 0.5-0.75nm off the upwind end of R/W at approximately 300ft passing through the ATZ and notified Parachute Drop Zone. Information indicates that following a navigational equipment failure and subsequent navigational error, the military jet infringed the Dunkeswell ATZ and caused concern to a PA28 pilot in the circuit. Appropriate military follow up action taken. ☐ CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200709485	27/09/2007	EGTT : London (FIR)	Dunkeswell		G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 146/2007 - PA28 and a military a/c, near Dunkeswell at 300ft.	As PA28 rolled out downwind for R/W05 RH, a military a/c was see in the 11 o'clock position flying at an estimated 0.5-0.75nm off the upwind end of R/W at approximately 300ft passing through the ATZ and notified Parachute Drop Zone. Information indicates that following a navigational equipment failure and subsequent navigational error, the military jet infringed the Dunkeswell ATZ and caused concern to a PA28 pilot in the circuit. Appropriate military follow up action taken. ☐ CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200709488	28/09/2007	EGTT : London (FIR)	EXMOR	5S	D	CTA	PIPER	Reciprocating	1	Infringement of Cardiff CTA (Class D) by a PA28 at FL60. Traffic info given. Standard separation maintained.	When pilot was asked as to why he was inside CAS, pilot advised that they had been given an incorrect frequency on transfer.

200709505	28/09/2007	EGTT : London (FIR)	Winchester		D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 at 1300ft. Traffic info given. Standard separation maintained.	
200709505	28/09/2007	EGTT : London (FIR)	Winchester		D	CTR	SAAB	Turboprop	2	Infringement of the Southampton CTR (Class D) by a PA28 at 1300ft. Traffic info given. Standard separation maintained.	
200709569	30/09/2007	EGTT : London (FIR)	Southampton (SAM)		D	CTR	PILATUS	Turboprop	1	Alleged infringement of the Southampton CTR (Class D) by a PC12 receiving a FIS. Standard separation maintained.	
200709619	30/09/2007	EGTT : London (FIR)	Luton (LUT)	8W	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28. Westbound departures were stopped and two a/c were orbited to provide separation.	The pilot was contacted and reported that he had done insufficient pre-flight planning on a detail he was given at short notice. The pilot apologised, has discussed the event with his CFI and is going to visit LTCC on a flying clubvisit. See also 200701633, 200606754, 200606423 and 200506184.☐ CAA Closure: No further CAA action required at thistime.
200709619	30/09/2007	EGTT : London (FIR)	Luton (LUT)	8W	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by a PA28. Westbound departures were stopped and two a/c were orbited to provide separation.	The pilot was contacted and reported that he had done insufficient pre-flight planning on a detail he was given at short notice. The pilot apologised, has discussed the event with his CFI and is going to visit LTCC on a flying clubvisit. See also 200701633, 200606754, 200606423 and 200506184.☐ CAA Closure: No further CAA action required at thistime.

200709620	01/10/2007	EGTT : London (FIR)	Manchester (MCT)	10 SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C150 at1200ft, 10nm Southwest of Manchester Airport. Standard separation maintained.	It is believed that the same a/c infringed the zone approximately 40-50mins earlier, heading on a Southerly track. No response received from the C150 operator. ☐ CAA Closure: No further CAA action practicable.
200709693	10/09/2007	EGTT : London (FIR)	Syerston		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Syerston ATZ Gliding Site by an R44 at 800ft squawking 7000.	See also 200407372.
200709758	05/10/2007	EGTT : London (FIR)	Southampton (SAM)	11 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2700ft. Standard separation maintained.	On checking with Boscombe Radar, it was evident that the a/c was flying on the Portland regional pressure which was4mb different to the Solent QNH.
200709759	04/10/2007	EGTT : London (FIR)	Snitterfield	SE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C150 at2300ft. Commercial traffic affected. Standard separation maintained.	The a/c was being flown by a student pilot on a solo cross country who failed to realise that he was infringing CAS. Appropriate follow up action has been taken by Birmingham ATC with the instructor concerned.
200709759	04/10/2007	EGTT : London (FIR)	Snitterfield	SE	D	CTA	UNKNOWN	Unknown		Infringement of the Birmingham CTA (Class D) by a C150 at2300ft. Commercial traffic affected. Standard separation maintained.	The a/c was being flown by a student pilot on a solo cross country who failed to realise that he was infringing CAS. Appropriate follow up action has been taken by Birmingham ATC with the instructor concerned.

200709760	06/10/2007	EGTT : London (FIR)	Bournemouth	5E	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 at 1500ft. Standard separation maintained.	Believed to be a student pilot.
200709792	06/10/2007	EGTT : London (FIR)	Southampton (SAM)	10N	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Cirrus SR22at 3000ft. Traffic info given. Standard separation maintained.	When a/c was subsequently cleared to transit CAS at 3000ft VFR, it appeared on radar to be indicating 3300ft. QNH was checked with the pilot but he reported level at 3000ft.
200709793	06/10/2007	EGTT : London (FIR)	Southampton (SAM)	7-8N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA32 at 3000ft. Traffic info given. Standard separation maintained.	See also 200206835.
200709795	06/10/2007	EGTT : London (FIR)	Southampton (SAM)	8N	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Solent CTR (Class D) by an R22 at 1700ft. Standard separation maintained.	
200709796	05/10/2007	EGTT : London (FIR)	Manchester (MCT)	13 NE	D	Restricted area	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C172 at2000ft. Traffic info given to a B747. Standard separationmaintained.	The a/c, which had worked Warton Radar, had been told to remain clear of Manchester CAS and to call Manchester Approach, which it failed to do. The a/c elected to return to its point of departure and, in so doing, allegedly infringed a Restricted Area.

200709798	06/10/2007	EGTT : London (FIR)	Stansted	SSW	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Cirrus SR22 at 2300ft. Standard separation maintained.	See also 200610032 and 200610020. Appropriate CAA action is to be taken as a result of this incident.
200709827	30/09/2007	EGTT : London (FIR)	Nr High Easter		D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a C172 squawking 7000 at 1800ft. Traffic info given. Standardseparation maintained.	
200709873	23/09/2007	EGTT : London (FIR)	Faringdon	5 SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA32 at 3000ft.	Once pilot had landed he called to apologise and stated that his 'com' button had popped out.
200709876	08/09/2007	EGTT : London (FIR)	Charbury		D	CTR	MOONEY	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by Mooney 20 squawking 7000. A/c called on LARS and reported lost. D&D had been alerted but were unable to get two way comms.	Pilot phoned on landing as requested and apologised stating that he had been disorientated.
200709877	05/09/2007	EGTT : London (FIR)	Brize Norton	2.5NE	D	CTR	PIPER	Reciprocating	1	Infringement of Brize Norton CTR (Class D) by a PA28 squawking 7000. Incident discussed with pilot.	

200709879	03/09/2007	EGTT : London (FIR)	Fairford		D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 at 3000ft. Incident discussed with pilot.	
200709919	09/10/2007	EGTT : London (FIR)	Farnborough	2N	G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Farnborough ATZ (Class G) by an R44 at 1600ft. Standard separation maintained.	
200709958	10/10/2007	EGTT : London (FIR)	Cardiff (CDF)	NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a PA38 at 2200ft. PA38 was being given a FIS and when asked to report his level he stated 2150ft. QNH was 1027mbs. Standard separation maintained.	See 200708556. Investigations indicates that the instructor failed to closely monitor the student pilot who climbedinto CAS.
200710057	12/10/2007	EGTT : London (FIR)	Southampton (SAM)	W	D	CTR	EUROCOPTER	Turboshaft	1	Infringement of the Solent CTA (Class D) by an EC120 at 3500ft. Standard separation maintained.	Pilot later phoned ATC and apologised for causing a problem.
200710078	14/10/2007	EGTT : London (FIR)	Southampton (SAM)	10NE	D	CTA	MOONEY	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a Mooney20. Standard separation maintained.	A full and comprehensive report has been received from the crew involved who accept that they climbed to early and into the Southampton CTA. The appropriate lessons appear to have been learnt. See 200704729.

200710081	14/10/2007	EGTT : London (FIR)	Stansted	8 W	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 at 1300ft. Traffic info given and departures were stopped. Standard separation maintained.	PA28 pilot has written to Stansted ATC to apologise. Additionally, he has discussed the incident with his CFI. See 200409337.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200710099	10/10/2007	EGTT : London (FIR)	Weston On The Green		G	Danger area	MOONEY	Reciprocating	1	Infringement of the active Danger Area EG D129 (Weston onthe Green) by a Mooney 20 at approximately 2000ft. A/c flew across the drop zone whilst four canopies were in the air.	Mooney 20 pilot subsequently advised that he had initially been inbound to Oxford but had to divert to Cranfield due to Oxford runway being blocked. Infringement occurred during subsequent flight to Oxford. Pilot reminded of the importance of adequate pre-flight planning and remaining clear of active Danger Areas at all times.□ CAA Closure: No further CAA action required at this time.
200710171	15/10/2007	EGTT : London (FIR)	Bournemouth	10 NE	D	CTA	PILATUS	Turboprop	1	Infringement of the Solent CTA (Class D) by a PC12 at FL45. Standard separation maintained.	The controller subsequently spoke to the pilot who was under the impression that he was on a radar handover. See also 200801393, 200712555.
200710171	15/10/2007	EGTT : London (FIR)	Bournemouth	10 NE	D	CTA	UNKNOWN	Unknown		Infringement of the Solent CTA (Class D) by a PC12 at FL45. Standard separation maintained.	The controller subsequently spoke to the pilot who was under the impression that he was on a radar handover. See also 200801393, 200712555.
200710212	17/10/2007	EGTT : London (FIR)	Stansted	7 SW	D	CTA	PIPER	Reciprocating	1	Loss of separation due to an infringement of the StanstedCTA (Class D) by a PA28 at 2000ft. Traffic info and avoiding action given to a/c on approach. Numerous a/c held downwind.	The pilot was informed of his error and subsequently phoned Stansted ATC. He was very apologetic and fully aware ofthe serious consequences of infringing CAS.□ CAA Closure:No further CAA action required at this time.

200710212	17/10/2007	EGTT : London (FIR)	Stansted	7 SW	D	CTA	UNKNOWN	Unknown		Loss of separation due to an infringement of the StanstedCTA (Class D) by a PA28 at 2000ft. Traffic info and avoiding action given to a/c on approach. Numerous a/c held downwind.	The pilot was informed of his error and subsequently phoned Stansted ATC. He was very apologetic and fully aware ofthe serious consequences of infringing CAS.☐ CAA Closure:No further CAA action required at this time.
200710226	17/10/2007	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28. Heathrow Northbound departures from R/W27R were stopped. Traffic info was given. Standard separation maintained.	Investigation continues under 200709456. See also 200609099.
200710231	17/10/2007	EGTT : London (FIR)	NEDUL	W	D	CTA	PITTS	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a Pitts Special at 4000ft. Standard separation maintained.	
200710247	18/10/2007	EGTT : London (FIR)	St Albans Head		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Areas EGD031 and EGD026 by a C182 at 1300ft.	C182 pilot subsequently stated that he asked ATC if the Danger Area was active on departure and was informed that it was not.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200710307	19/10/2007	EGTT : London (FIR)	London City - LCY	6 NE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) and the London City CTR (Class D) by a C210 at 2500ft squawking 7000. Traffic info and avoiding action given to an RJ100. Standard separation maintained.	STCA activated.

200710307	19/10/2007	EGTT : London (FIR)	London City - LCY	6 NE	A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) and the London City CTR (Class D) by a C210 at 2500ft squawking 7000. Traffic info and avoiding action given to an RJ100. Standard separation maintained.	STCA activated.
200710310	19/10/2007	EGTT : London (FIR)	Glossop	NW	D	CTR	HUGHES	Turboshaft	1	Infringement of the Manchester CTR (Class D) by a Hughes 369 at 2400ft squawking 7000. Standard separation maintained.	The pilot concerned subsequently spoke with the Manchester ATC Watch Manager.
200710361	20/10/2007	EGTT : London (FIR)	Isle Of Wight		D	CTA	PITTS	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Pitts Special that had been told to remain clear of CAS. Traffic info was given. Standard separation maintained.	Pilot believed the base of CAS in that location was FL55, which is the base of Airway N866. The pilot is aware of his error and of the serious consequences of infringing CAS. See also 200710231.☐ CAA Closure: No further CAA action required at this time.
200710363	19/10/2007	EGTT : London (FIR)	North Weald		D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a PA28 at 2000ft squawking 7000. Traffic info given to a B737. Standard separation maintained.	Investigation continues under occ 200707244.
200710363	19/10/2007	EGTT : London (FIR)	North Weald		D	CTA	BOEING	Turbofan	2	Alleged infringement of the Stansted CTA (Class D) by a PA28 at 2000ft squawking 7000. Traffic info given to a B737. Standard separation maintained.	Investigation continues under occ 200707244.

200710389	22/10/2007	EGTT : London (FIR)	Audley End	4 NE	D	CTA	GROB	Reciprocating	1	G115 infringed the Stansted CTA (Class D). An a/c was broken off the approach. Traffic info and avoiding action given.	The pilot spoke to ATC and was informed of his error. The pilot subsequently descended to remain clear of CAS. He is aware of the serious consequence of infringing CAS. See also 200709145.☐ CAA Closure: No further CAA action required at this time.
200710449	22/09/2007	EGTT : London (FIR)	Luton (LUT)	6 NW	D	CTR	SIAI MARCHETTI	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Siai S205 receiving a FIS. Siai established contact with reporter and was given a heading towards its destination. Separation lost.	
200710602	22/10/2007	EGTT : London (FIR)	Detling (DET)	2 W	A	TMA	BEECH	Reciprocating	1	BE24 infringed the London TMA (Class A) and lost separation with an HS125. STCA activated. Traffic info and avoiding action was given to HS125.	BE24 pilot subsequently stated that, having climbed to 3800ft due to cloud, the a/c experienced a strong updraught which resulted in a brief infringement. He apologised for any inconvenience caused. See also 200401853.☐ CAA Closure: No further CAA action required at this time.
200710602	22/10/2007	EGTT : London (FIR)	Detling (DET)	2 W	A	TMA	HAWKER SIDDELEY	Turbofan	2	BE24 infringed the London TMA (Class A) and lost separation with an HS125. STCA activated. Traffic info and avoiding action was given to HS125.	BE24 pilot subsequently stated that, having climbed to 3800ft due to cloud, the a/c experienced a strong updraught which resulted in a brief infringement. He apologised for any inconvenience caused. See also 200401853.☐ CAA Closure: No further CAA action required at this time.
200710672	26/10/2007	EGTT : London (FIR)	Liverpool	6 S	D	CTR	ROBINSON	Reciprocating	1	Infringement of Liverpool CTR (Class D) by an R44. A B737being vectored to an ILS approach R/W27 was given trafficinfo and continued on the approach. R44 called ATC and appropriate action taken.	

200710672	26/10/2007	EGTT : London (FIR)	Liverpool	6 S	D	CTR	BOEING	Turbofan	2	Infringement of Liverpool CTR (Class D) by an R44. A B737being vectored to an ILS approach R/W27 was given trafficinfo and continued on the approach. R44 called ATC and appropriate action taken.	
200710674	25/10/2007	EGTT : London (FIR)	Portsmouth		G	Danger area	CESSNA	Reciprocating	1	C182 departed Bournemouth SVFR. On leaving CAS C182 was provided with a FIS and subsequently infringed Danger AreasEG D036 and D038 (Portsmouth). Military ATC were given details of C182.	See also 200710247.
200710683	30/10/2007	EGTT : London (FIR)	Stansted	4 S	D	CTR	ROBINSON	Reciprocating	1	R22 infringed the Stansted CTR (Class D) and lost separation with two departures. All departures were stopped. Traffic info given. When R22 left the area departures were resumed.	CAA Closure: Appropriate CAA is being taken as a result of this occurrence.
200710683	30/10/2007	EGTT : London (FIR)	Stansted	4 S	D	CTR	BOEING	Turbofan	2	R22 infringed the Stansted CTR (Class D) and lost separation with two departures. All departures were stopped. Traffic info given. When R22 left the area departures were resumed.	CAA Closure: Appropriate CAA is being taken as a result of this occurrence.
200710720	01/11/2007	EGTT : London (FIR)	Shoeburyness		G	Danger area	STODDARD HAMILTON	Reciprocating	1	Infringement of Danger Area EG D138 (Shoeburyness) by a Glasair receiving a FIS at 4500ft.	

200710725	01/11/2007	EGTT : London (FIR)	Manchester (MCT)	8 NW	D	CTR	CIRRUS	Reciprocating	1	Infringement of Manchester CTR (Class D) by an SR20 at 1500ft. Pilot allegedly late in calling ATC which resulted in a non standard routing. Standard separation maintained.	See also 200611712.
200710741	01/11/2007	EGTT : London (FIR)	Detling (DET)		A	TMA	CESSNA	Reciprocating	1	C182 cleared to climb to 3400ft, ATC then observed a/c at3800ft and infringing LTMA (Class A). A/c was then turnedand subsequently told to maintain 4000ft. Standard separation maintained.	
200710741	01/11/2007	EGTT : London (FIR)	Detling (DET)		A	TMA	BAE	Turbofan	4	C182 cleared to climb to 3400ft, ATC then observed a/c at3800ft and infringing LTMA (Class A). A/c was then turnedand subsequently told to maintain 4000ft. Standard separation maintained.	
200710779	25/10/2007	EGTT : London (FIR)	Church Fenton		G	ATZ	CESSNA	Reciprocating	1	Infringement of the active Church Fenton ATZ (Class G) bya Cessna 172 at 1700ft.	Appropriate CAA action is to be taken as a result of thisincident.
200710782	02/11/2007	EGTT : London (FIR)	CTA8		D	CTA	PERCIVAL	Turbofan	1	Infringement of the Bristol CTA 8 (Class D) by a Jet Provost (believed) at FL82. Standard separation maintained.	The infringement was a result of a navigational error. Appropriate follow-up action taken.

200710788	02/11/2007	EGTT : London (FIR)	Southampton (SAM)	6 N	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an R44. Standard separation maintained.	
200710799	02/11/2007	EGTT : London (FIR)	Stansted	8 N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172. Departures at Stansted were stopped for approximately 5mins. Standard separation maintained.	ATC have discussed the incident with the C172 pilot. A full and comprehensive report has been received from the pilot and his CFI. Investigations indicate that this infringement resulted from a number of factors. The problems initiated when the pilot decided to divert to Bourn for some circuits not realising the time that this would take. This in turn led him to be flying back into a setting sun with poor visibility. He then selected the wrong mode on the KNS80 equipment. On realising that something was wrong he failed to make an RT call to ask for help. Appropriate followup and training action is to be taken as a result of thisincident.
200710799	02/11/2007	EGTT : London (FIR)	Stansted	8 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172. Departures at Stansted were stopped for approximately 5mins. Standard separation maintained.	ATC have discussed the incident with the C172 pilot. A full and comprehensive report has been received from the pilot and his CFI. Investigations indicate that this infringement resulted from a number of factors. The problems initiated when the pilot decided to divert to Bourn for some circuits not realising the time that this would take. This in turn led him to be flying back into a setting sun with poor visibility. He then selected the wrong mode on the KNS80 equipment. On realising that something was wrong he failed to make an RT call to ask for help. Appropriate followup and training action is to be taken as a result of thisincident.
200710803	02/11/2007	EGTT : London (FIR)	Birmingham	8 W	D	CTA	SOCATA	Reciprocating	1	Infringement of Birmingham CTA (Class D) by a TB21 at FL44. Two DHC8 given traffic info and avoiding action. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident. See also 200710804.
200710803	02/11/2007	EGTT : London (FIR)	Birmingham	8 W	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of Birmingham CTA (Class D) by a TB21 at FL44. Two DHC8 given traffic info and avoiding action. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident. See also 200710804.

200710820	30/10/2007	EGTT : London (FIR)	Kenley		G		CESSNA	Reciprocating	1	Infringement of the South London Gliding Centre cable hazard at Kenley Airfield by a C152 at estimated 1100ft. A glider was launching at the time of the infringement.	
200710821	30/10/2007	EGTT : London (FIR)	Kenley		G		CESSNA	Reciprocating	1	Infringement of the South London Gliding Centre cable hazard at Kenley Airfield by a Cessna 152 at an estimated 1500ft.	See 200604941.
200710839	31/10/2007	EGTT : London (FIR)	Kenley		G		PIPER	Reciprocating	1	Infringement of the South London Gliding Centre cable hazard at Kenley Airfield by a PA28 at an estimated 800ft.	
200710846	05/11/2007	EGTT : London (FIR)	Birmingham	12 S	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an SR20 squawking 7000 at 2000ft. Traffic info given. Standard separation maintained.	An inbound EMB190 was extended downwind to avoid the infringer. The pilot concerned subsequently rang ATC and apologised. Shortly after departure from Wellesbourne, she encountered some poor weather and whilst trying to remain VMC and avoid a nearby RA(T) infringed CAS. The pilot concededthat a call to Birmingham would have been prudent.
200710984	06/11/2007	EGTT : London (FIR)	London-Gatwick - LGW	12 E	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 2300ft. Traffic info and avoiding action given to two a/c onapproach.	Appropriate CAA action is being taken as a result of thisincident.

200710984	06/11/2007	EGTT : London (FIR)	London-Gatwick - LGW	12 E	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 at 2300ft. Traffic info and avoiding action given to two a/c onapproach.	Appropriate CAA action is being taken as a result of thisincident.
200711111	12/11/2007	EGTT : London (FIR)	Bovingdon (BNN)	3 SE	A	TMA	LUSCOMBE	Reciprocating	1	An unidentified a/c at 4500ft infringed the London TMA (Class A) and lost separation with a/c inbound to Heathrow. Following a/c were turned early. A/c subsequently identified as a Luscombe.	Appropriate CAA action has been taken as a result of thisincident. See also 200608121.
200711117	12/11/2007	EGTT : London (FIR)	Stansted	9 W	D	CTA	EXTRA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an Extra. An inbound B767 was given traffic info and avoiding action.Standard separation maintained.	CAA Closure: Pilot has been made aware of the serious consequences of infringing CAS.
200711117	12/11/2007	EGTT : London (FIR)	Stansted	9 W	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an Extra. An inbound B767 was given traffic info and avoiding action.Standard separation maintained.	CAA Closure: Pilot has been made aware of the serious consequences of infringing CAS.
200711141	11/11/2007	EGTT : London (FIR)	Bristol Filton	2.4 E	G	ATZ	ROBINSON	Reciprocating	1	UK AIRPROX 162/2007 - R44 and a PA28, 2.4nm East of Bristol Filton at 1000ft.	PA28 was in the RH circuit for R/W27 at 1200ft when ATC observed R44 passing through the final approach at approximately 1000ft. Traffic info was given to PA28 who reported visual with R44, but R44 was not visual with PA28. R44 pilot had entered the Filton ATZ without permission and flew into conflict with the PA28. See also 200710672. □ CAA Closure: No further CAA action required at this time. This AIRPROX has been subject to a review by the United Kingdom AIRPROX Board (UKAB).

200711141	11/11/2007	EGTT : London (FIR)	Bristol Filton	2.4 E	G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 162/2007 - R44 and a PA28, 2.4nm East of Bristol Filton at 1000ft.	PA28 was in the RH circuit for R/W27 at 1200ft when ATC observed R44 passing through the final approach at approximately 1000ft. Traffic info was given to PA28 who reported visual with R44, but R44 was not visual with PA28. R44 pilot had entered the Filton ATZ without permission and flew into conflict with the PA28. See also 200710672. □ CAA Closure: No further CAA action required at this time. This AIRPROX has been subject to a review by the United Kingdom AIRPROX Board (UKAB).
200711145	12/11/2007	EGTT : London (FIR)	Southampton (SAM)	10 NE	D	CTA	YAKOVLEV	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Yak 18 squawking 7000 at 2900ft. Standard separation maintained.	See also 200508074.
200711163	03/11/2007	EGTT : London (FIR)	Snitterfield		G		ROBINSON	Reciprocating	1	R44 overflew Snitterfield Gliding Club's launch line at approximately 300-400ft. Launch was stopped. Birmingham hadadvised R44 that Snitterfield was active and to keep a good look out.	Pilot alerted.
200711183	07/11/2007	EGTT : London (FIR)	Salisbury	D123	G	Danger area	BEECH	Reciprocating	1	Infringement of active Danger Area D123 by a BE36.	A/c was receiving a FIS from RAF Lyneham, and had reported that it would stay clear of the Danger Area. Pilot, who was unfamiliar with the airspace, experienced a very high workload and inadvertently turned too early, resulting in the infringement. He subsequently flew several flights with the operator's chief pilot and proved to have sound navigational technique. Incident attributed to a lack of localknowledge and misidentification. See also 200702778. □ CAAClosure: The hazard is adequately controlled by the actions stated above.
200711206	10/11/2007	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	YAKOVLEV	Reciprocating	1	A B737 on a DTY 2N SID was given avoiding action on unknown a/c infringing the Nottingham East Midlands CTR (Class D). A/c called ATC and identified as a Yak 52. Pilot apologised for the incident.	The pilot's comprehensive report indicates that the incident resulted from a gyro error combined with a strong NW wind. He then turned South into the zone whilst establishing his position. Appropriate lessons have been learnt.

200711206	10/11/2007	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	BOEING	Turbofan	2	A B737 on a DTY 2N SID was given avoiding action on unknown a/c infringing the Nottingham East Midlands CTR (Class D). A/c called ATC and identified as a Yak 52. Pilot apologised for the incident.	The pilot's comprehensive report indicates that the incident resulted from a gyro error combined with a strong NW wind. He then turned South into the zone whilst establishing his position. Appropriate lessons have been learnt.
200711284	14/11/2007	EGTT : London (FIR)	Chippenham	2 SSW	D	CTR	ROBINSON	Reciprocating	1	Lyneham phoned Bristol requesting information on a squawk. R44 had infringed RAF Lyneham CTR (Class D) and was instructed to take up a Westerly heading to leave CAS. Standard separation maintained.	Military authorities investigation revealed that the incident resulted from a navigational error.
200711299	18/11/2007	EGTT : London (FIR)	Dover (DVR)		A		PIPER	Reciprocating	1	Infringement of Class A airspace by a PA28 at FL65. Standard separation maintained.	The pilot concerned has been contacted and he was very apologetic.
200711460	21/11/2007	EGTT : London (FIR)	Totton	1 S	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Southampton CTR (Class D) by a PA28. Standard separation maintained.	See also 200507190.
200711566	21/11/2007	EGTT : London (FIR)	Bristol International	12 ESE	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA28 receiving a FIS from a neighbouring military unit. Standard separation maintained.	Infringement was the result of a navigational error. Thiserror resulted from a concentration lapse due to the pilot's misunderstanding of the limitations of the FIS provided. The pilot was comprehensively de-briefed by ATC.

200711568	22/11/2007	EGTT : London (FIR)	Luton (LUT)	NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C182. Departures were stopped for 3mins. Standard separation maintained. C182 subsequently called ATC and pilot apologised for the incident.	
200711571	23/11/2007	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	PILATUS	Turboprop	1	During PC12's inbound and outbound flights to/from Denham, it infringed the London CTR (Class A). Standard separation maintained.	The pilot was new to type and has since received further training on the a/c including night flights in the vicinity of Denham.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200711571	23/11/2007	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	OTHER	Unknown		During PC12's inbound and outbound flights to/from Denham, it infringed the London CTR (Class A). Standard separation maintained.	The pilot was new to type and has since received further training on the a/c including night flights in the vicinity of Denham.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200711572	23/11/2007	EGTT : London (FIR)	Southampton (SAM)	12 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 receiving a FIS. PA28 was instructed to descend immediately and turned left to leave CAS. Standard separation maintained.	
200711573	25/11/2007	EGTT : London (FIR)	London-Gatwick - LGW	7 E	D	CTR	HUGHES	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Hughes 269. Traffic info and avoiding action was given to an inboundairliner. Standard separation maintained.	The pilots report indicates that he made a navigational error by tracking along an incorrect railway line. He now fully appreciates his errors and appears to have learnt from the incident.

200711573	25/11/2007	EGTT : London (FIR)	London-Gatwick - LGW	7 E	D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) by a Hughes 269. Traffic info and avoiding action was given to an inboundairliner. Standard separation maintained.	The pilots report indicates that he made a navigational error by tracking along an incorrect railway line. He now fully appreciates his errors and appears to have learnt from the incident.
200711574	23/11/2007	EGTT : London (FIR)	Southampton (SAM)	7.5 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28. PA28 called ATC and instructed to leave CAS. PA28 was alsogiven traffic info.	
200711575	24/11/2007	EGTT : London (FIR)	Liverpool	6	D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by aPA28. All departures were stopped. Separation was lost. STCA activated.	Traffic info given. No response received from the PA28 operator.□ CAA Closure: No further CAA action practicable.
200711575	24/11/2007	EGTT : London (FIR)	Liverpool	6	D	CTR	PIPER	Reciprocating	2	Alleged infringement of the Manchester CTR (Class D) by aPA28. All departures were stopped. Separation was lost. STCA activated.	Traffic info given. No response received from the PA28 operator.□ CAA Closure: No further CAA action practicable.
200711642	25/11/2007	EGTT : London (FIR)	Stansted	6 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by unknown a/cthat was subsequently identified as a PA28 and stated being unsure of its position. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident. See also 200701631, 200701427 and 200506942.

200711701	28/11/2007	EGTT : London (FIR)	Barrow-in-Furness		G	Restricted area	CESSNA	Reciprocating	1	Infringement of Restricted Area EGR445 by a Cessna 182 at800ft.	
200711745	28/11/2007	EGTT : London (FIR)	Stansted	E	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA38 at 2300ft squawking 7000. Standard separation maintained. Traffic info given. STCA activated.	Once contact had been established, poor RT by the pilot made it difficult to establish his intentions. Additionally, he did not use standard calls and his accent was hard to understand. No response received from the PA38 operator.CAA Closure: No further CAA action practicable.
200711876	04/12/2007	EGTT : London (FIR)	Southampton (SAM)	5 NW	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Southampton CTR (Class D) by an AS350B (believed). Standard separation maintained.	The AS350 free called Southampton requesting to follow the M3 due to poor weather. There was no conflicting traffic to affect the AS350, which was never officially identified but strongly believed to be the a/c involved.
200712002	07/11/2007	EGTT : London (FIR)	Shoeburyness		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area D138/A by a DR200 and a C180.	Both a/c had been advised of the activity by London Information. The C180 then contacted Southend for radar assistance and upon returning to London Information reported that Southend had advised the Danger Areas were now cold. London then spoke to Southend who confirmed that the Danger Areas were active and, in view of the fact that the C180 would shortly penetrate the area, agreed to provide both a/c with a radar service. (Both a/c were asked to squawk 0030.) The C180 then advised that he was still in contact with Southend and the DR200 was unable to select the Southend frequency. The DR200 was again advised and acknowledged that the Danger Areas were active. This incident is attributed to confusion about the status of Danger Areas D138 & D138A. It has not been possible to establish why the pilot of the C180 believed that Danger Areas were inactive or if London Information immediately corrected this mistaken belief (after checking with Southend) as they did with the DR200. There may also have been a period of ceasefire that may have given rise to the mistaken belief that activity had stopped. The situation was also aggravated by the inability of the DR200 pilot to change frequency and confusion about which frequency the C180 had selected for a service. CAA Closure: No further reports have been provided and it is no longer possible to verify the R/T recordings. Due to the elapsed time element no further investigation is possible
200712002	07/11/2007	EGTT : London (FIR)	Shoeburyness		G	Danger area	JODEL	Reciprocating	1	Infringement of active Danger Area D138/A by a DR200 and a C180.	Both a/c had been advised of the activity by London Information. The C180 then contacted Southend for radar assistance and upon returning to London Information reported that Southend had advised the Danger Areas were now cold. London then spoke to Southend who confirmed that the Danger Areas were active and, in view of the fact that the C180 would shortly penetrate the area, agreed to provide both a/c with a radar service. (Both a/c were asked to squawk 0030.) The C180 then advised that he was still in contact with Southend and the DR200 was unable to select the Southend frequency. The DR200 was again advised and acknowledged that the Danger Areas were active. This incident is attributed to confusion about the status of Danger Areas D138 & D138A. It has not been possible to establish why the pilot of the C180 believed that Danger Areas were inactive or if London Information immediately corrected this mistaken belief (after checking with Southend) as they did with the DR200. There may also have been a period of ceasefire that may have given rise to the mistaken belief that activity had stopped. The situation was also aggravated by the inability of the DR200 pilot to change frequency and confusion about which frequency the C180 had selected for a service. CAA Closure: No further reports have been provided and it is no longer possible to verify the R/T recordings. Due to the elapsed time element no further investigation is possible

200712003	31/10/2007	EGTT : London (FIR)	Bembridge	S	G	Danger area	CIRRUS	Reciprocating	1	Infringement of active EDG036 Portsmouth Danger Area by an SR22 at 1800ft. Standard separation maintained.	See also 200702034, 200609262, 200604861 and 200604394.
200712165	11/12/2007	EGTT : London (FIR)	Manchester (MCT)		D	CTR	OTHER	Reciprocating	1	Ikarus allegedly infringed the Manchester and Liverpool CTRs (Class D). Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200712197	12/12/2007	EGTT : London (FIR)	Detling (DET)	5 W	A	TMA	AVIONS ROBIN	Reciprocating	1	Loss of separation between an RJ100 and a DR400 (believed) that infringed the LTMA (Class A) at 3000ft. Avoiding action and traffic info given.	Pilot called ATC to apologise for the infringement, stating he had believed he had descended in time to clear the LTMA.
200712197	12/12/2007	EGTT : London (FIR)	Detling (DET)	5 W	A	TMA	BAE	Turbofan	4	Loss of separation between an RJ100 and a DR400 (believed) that infringed the LTMA (Class A) at 3000ft. Avoiding action and traffic info given.	Pilot called ATC to apologise for the infringement, stating he had believed he had descended in time to clear the LTMA.
200712494	20/12/2007	EGTT : London (FIR)	Southampton (SAM)	14 SW	D	CTA	PIPER	Reciprocating	1	PA28 in contact with Bournemouth Radar, infringed the Solent CTA (Class D). Standard separation maintained.	

200712498	20/12/2007	EGTT : London (FIR)	London-Gatwick - LGW	8E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C172. Traffic info given. An A320 was broken off final approach and departures were stopped for approx 20mins. Standard separation maintained.	The pilot eventually called Gatwick INT stating he was lost and he was then given appropriate vectors to Redhill.☐ CAA Closure: Letter sent to pilot. Appropriate advice given.
200712498	20/12/2007	EGTT : London (FIR)	London-Gatwick - LGW	8E	D	CTR	BOEING	Turbofan	4	Infringement of the Gatwick CTR (Class D) by a C172. Traffic info given. An A320 was broken off final approach and departures were stopped for approx 20mins. Standard separation maintained.	The pilot eventually called Gatwick INT stating he was lost and he was then given appropriate vectors to Redhill.☐ CAA Closure: Letter sent to pilot. Appropriate advice given.
200712550	21/12/2007	EGTT : London (FIR)	Manchester (MCT)	9 N	D	CTR	DIAMOND	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a DA40 at2000ft. Pilot later called and apologised and stated thathe was trying to avoid the low cloud. Standard separationmaintained.	
200712552	20/12/2007	EGTT : London (FIR)	London-Gatwick - LGW	3SE	D	CTR	CESSNA	Reciprocating	1	CANCELLED - Processed under 200712498	CANCELLED - Processed under 200712498
200712555	23/12/2007	EGTT : London (FIR)	Doncaster Sheffield		A		BEECH	Turboprop	2	BE200 at FL190 allegedly infringed Airways L26/L603/L975 (Class A) and lost separation with a PC12 joining CAS. STCA activated. Traffic info and avoiding action given.	Severe disruption was also caused to normal operations. Appropriate CAA action is being taken as a result of this incident. See also 200801393, 200712555.

200712555	23/12/2007	EGTT : London (FIR)	Doncaster Sheffield		A		PILATUS	Turboprop	1	BE200 at FL190 allegedly infringed Airways L26/L603/L975 (Class A) and lost separation with a PC12 joining CAS. STCA activated. Traffic info and avoiding action given.	Severe disruption was also caused to normal operations. Appropriate CAA action is being taken as a result of this incident. See also 200801393, 200712555.
200712625	30/12/2007	EGTT : London (FIR)	London City - LCY	6 E	A	TMA	PIPER	Reciprocating	1	PA32 outside CAS was observed to climb and infringe the London TMA (Class A). Separation was lost with a C650 inbound to Biggin. C650 was given traffic info and reported visual with PA32.	STCA activated. The pilot reported a roll control problemwith his autopilot and it was during the subsequent flight test that he became distracted and infringed the CAS. The pilot apologised and is fully aware of the serious consequences of infringing CAS.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200712625	30/12/2007	EGTT : London (FIR)	London City - LCY	6 E	A	TMA	CESSNA	Turbofan	2	PA32 outside CAS was observed to climb and infringe the London TMA (Class A). Separation was lost with a C650 inbound to Biggin. C650 was given traffic info and reported visual with PA32.	STCA activated. The pilot reported a roll control problemwith his autopilot and it was during the subsequent flight test that he became distracted and infringed the CAS. The pilot apologised and is fully aware of the serious consequences of infringing CAS.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200712725	23/12/2007	EGTT : London (FIR)	Lydd (LYD)		A		PIPER	Reciprocating	1	Alleged infringement of the Worthing CTA (Class A) by a PA46. Standard separation maintained.	
200712887	30/12/2007	EGTT : London (FIR)	London City - LCY	NE	A	TMA	DIAMOND	Reciprocating	1	Infringement of the LTMA (Class A) and the London City CTA (Class D) by a DA20 squawking 7000 at 2400ft. Traffic info given. Standard separation maintained.	STCA activated against an RJ100 which was given traffic info and a radar vectored orbit.

200712887	30/12/2007	EGTT : London (FIR)	London City - LCY	NE	A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) and the London City CTA (Class D) by a DA20 squawking 7000 at 2400ft. Traffic info given. Standard separation maintained.	STCA activated against an RJ100 which was given traffic info and a radar vectored orbit.
200712905	29/11/2007	EGTT : London (FIR)	Birmingham	NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28. Standard separation maintained.	Student pilot on solo cross-country. See also 200709879.
200712933	02/09/2007	EGTT : London (FIR)	Luton (LUT)	NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2800ft. Departures were stopped. Standard separation maintained.	
200712934	02/09/2007	EGTT : London (FIR)	Denham	3 W	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 1700ft. Heathrow northbound departures were stopped for approx 3mins. D&D alerted. Standard separation maintained.	
200712937	02/09/2007	EGTT : London (FIR)	Bansted		A	CTR	YAKOVLEV	Reciprocating	1	Infringement of the London CTR (Class A) at 2000ft and subsequently the LTMA (Class A) at 2500ft by a YAK18 squawking 7000. Standard separation maintained.	

200712942	12/02/2007	EGTT : London (FIR)	Blackpool (BPL)		G	ATZ	ROBINSON	Reciprocating	1	R44 was observed in the Blackpool ATZ (Class G) orbiting without contact with ATC. Controller anticipated the a/c had a radio failure and alerted RFFS. R44 later landed at Chipping.	
200712942	12/02/2007	EGTT : London (FIR)	Blackpool (BPL)		G	ATZ	AEROSPATIALE	Turboshaft	2	R44 was observed in the Blackpool ATZ (Class G) orbiting without contact with ATC. Controller anticipated the a/c had a radio failure and alerted RFFS. R44 later landed at Chipping.	
200712947	15/11/2007	EGTT : London (FIR)	Stansted	SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2300ft. Standard separation maintained.	
200800003	01/01/2008	EGTT : London (FIR)	Biggin (BIG)	4.5 S	D	CTR	DIAMOND	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a DA40 at 2000ft , 4.5nm South of Biggin Hill. ATC contacted the pilot, who was instructed to descend and head East. Standard separation maintained.	
200800129	05/01/2008	EGTT : London (FIR)	Bovingdon (BNN)	NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2400ft. Departures were stopped. D&D alerted. Standard separation maintained.	Pilot later called to apologise and stated that he had been lost. See also 200603731.

200800280	09/01/2008	EGTT : London (FIR)	Stansted	10-15NE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Robin HR200 at 2400ft squawking 7000.	Incident has been discussed with the CFI concerned who has debriefed the student involved.
200800438	15/01/2008	EGTT : London (FIR)	Wolverhampton		G	ATZ	ROBINSON	Reciprocating	1	Infringements of the Shawbury and Wolverhampton ATZ (Class G) and allegedly Birmingham CAS by a R44 at 1500ft. Standard separation maintained.	CAA Closure: The pilot has admitted to infringing the Shawbury and Wolverhampton ATZ, though he claims not to have infringed Birmingham CAS. The pilot was squawking on Mode S. Nevertheless, the pilot has apologised and intends to conform rigorously with airspace requirements in future.
200800583	13/01/2008	EGTT : London (FIR)	Duxford		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Duxford ATZ (Class G) by an R44 at approximately 1000ft. After landing pilot phoned and apologised. It is believed that a strong wind at 1000ft may have caught the pilot out.	See also 200607985 and 200708107.
200800637	24/01/2008	EGTT : London (FIR)	Sandown	E	G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area EG D037 (Portsmouth) by a C150.	C150 outbound from Sandown called London FIS reporting climbing to 5000ft and was subsequently noted to be inside active Danger Area EG D037 (Portsmouth). Military were informed, who requested C150 be transferred to their frequency.
200800686	26/01/2008	EGTT : London (FIR)	Stoney Cross		D	CTA	PIPER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a PA28 squawking 7000 at 2400ft. Standard separation maintained.	When being alerted that he was inside CAS, the pilot responded that he was outside according to his GPS.

200800687	26/01/2008	EGTT : London (FIR)	Bristol International	10 E	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA28R at FL70. Standard separation maintained.	Pilot later called ATC to apologise for the infringement.
200800689	27/01/2008	EGTT : London (FIR)	Denham	3 S	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28. Departures were stopped. Standard separation lost.	Pilot later phoned to apologise and reported that she hadmade a PAN call to D&D due to being unsure of a/c position, although no notification from D&D had been received regarding this incident.
200800689	27/01/2008	EGTT : London (FIR)	Denham	3 S	A	CTR	UNKNOWN	Unknown		Infringement of the Heathrow CTR (Class A) by a PA28. Departures were stopped. Standard separation lost.	Pilot later phoned to apologise and reported that she hadmade a PAN call to D&D due to being unsure of a/c position, although no notification from D&D had been received regarding this incident.
200800690	27/01/2008	EGTT : London (FIR)	Brecon (BCN)		A		OTHER	Reciprocating	1	Infringement of Airway N864 (Class A) at Brecon at 8400ftby an EV97. Standard separation maintained.	Pilot had been advised earlier to remain outside of controlled airspace. The pilot subsequently reported that he encountered strong mountain wave. This caused his a/c to climb and descend at a rate beyond its performance envelope to correct. The pilot stated that the conditions caused thea/c to roll at up to 90deg with the pilot at times thinking he was going to lose control of the a/c. The pilot was asked why he did not contact ATC, and he stated that due to the violent manoeuvres the radio became detached from its mountings and the headphones had come of his head.
200800691	27/01/2008	EGTT : London (FIR)	Cardiff (CDF)	13N	D	CTA	PIPER	Reciprocating	1	Infringement of Cardiff CTA (Class D) by a PA28 at FL45 squawking 7000. Standard separation maintained.	See also 200609345. Information indicates that the pilot was flying with an out of date chart.

200800743	27/01/2008	EGTT : London (FIR)	Wittering		G	ATZ	ROBINSON	Reciprocating	1	UK AIRPROX 9/2008 - ASK 21 glider and an R22 overhead Wittering airfield at 1300ft.	
200800743	27/01/2008	EGTT : London (FIR)	Wittering		G	ATZ	OTHER	Other	0	UK AIRPROX 9/2008 - ASK 21 glider and an R22 overhead Wittering airfield at 1300ft.	
200800752	28/01/2008	EGTT : London (FIR)	Seaford (SFD)	14W	A	CTR	CIRRUS	Reciprocating	1	Infringement of the Worthing CTA (Class A) by an SR22 at FL85. Traffic info given. STCA activated. D&D alerted. Separation lost with a CL604.	See 200604394, 200604861, 200609262, 200702034, 200712003. Appropriate CAA action is to be taken as a result of this incident.
200800752	28/01/2008	EGTT : London (FIR)	Seaford (SFD)	14W	A	CTR	CANADAIR	Turbofan	2	Infringement of the Worthing CTA (Class A) by an SR22 at FL85. Traffic info given. STCA activated. D&D alerted. Separation lost with a CL604.	See 200604394, 200604861, 200609262, 200702034, 200712003. Appropriate CAA action is to be taken as a result of this incident.
200800774	27/01/2008	EGTT : London (FIR)	Cardiff (CDF)		D	CTA	ROBINSON	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by an R44 squawking 7000 at 1800ft. Pilot later called ATC and stated that his altimeter was set to 1012mbs. Cardiff QNH was 1034mbs.	Standard separation maintained.

200800794	27/01/2008	EGTT : London (FIR)	Kenley		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 3000ft. Standard separation maintained.	
200800801	29/01/2008	EGTT : London (FIR)	Wellesbourne Mountford	3 N	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Robin 200 at FL45. Standard separation maintained. See also 200604918 and 200600423.	ATC spoke with the pilot who apologised.
200800815	12/01/2008	EGTT : London (FIR)	Panshanger		G	ATZ	UNKNOWN	Unknown		Infringement of the Panshanger ATZ (Class G) by an unknown high wing single engined Cessna, with a retractable undercarriage, at 1200ft.	
200800815	12/01/2008	EGTT : London (FIR)	Panshanger		G	ATZ	PIPER	Reciprocating	1	Infringement of the Panshanger ATZ (Class G) by an unknown high wing single engined Cessna, with a retractable undercarriage, at 1200ft.	
200800827	25/01/2008	EGTT : London (FIR)	Panshanger		G	ATZ	BELL	Turboshaft	1	Infringement of the Panshanger ATZ (Class G) by a Bell 206 at 1000ft. A PA28 was forced to take avoiding action.	See 200702301.

200800827	25/01/2008	EGTT : London (FIR)	Panshanger		G	ATZ	PIPER	Reciprocating	1	Infringement of the Panshanger ATZ (Class G) by a Bell 206 at 1000ft. A PA28 was forced to take avoiding action.	See 200702301.
200800847	30/01/2008	EGTT : London (FIR)	White Waltham	E	A	CTR	PIPER	Reciprocating	1	Alleged infringement of the London CTR (Class A) by a PA28. Heathrow departures were stopped as a precaution. Standard separation maintained.	See also 200710212. Appropriate CAA action is being takenas a result of this incident.
200800889	30/01/2008	EGTT : London (FIR)	Biggin (BIG)	3E	A	TMA	GRUMMAN	Reciprocating	1	Alleged infringement of the LTMA (Class A) and loss of separation by an unknown a/c squawking 7000 at 2800ft. Traffic info and avoiding action given. STCA activated. Attributed to Mode C fault.	Pilot confirmed a transponder Mode C fault that was pointed out to Biggin controller on both outbound and return legs of flight. Transponder Mode C suspected to be over-reading by 200 - 550ft. Pilot also confirms that his aircraft was at same altitude and parallel with a Cessna aircraft which was confirmed to be flying at 2300ft. Pilot confirms that transponder will be checked and re-calibrated and that if a similar situation occurs he will establish with ATCthe most appropriate and preferable course of action.
200800889	30/01/2008	EGTT : London (FIR)	Biggin (BIG)	3E	A	TMA	OTHER	Unknown		Alleged infringement of the LTMA (Class A) and loss of separation by an unknown a/c squawking 7000 at 2800ft. Traffic info and avoiding action given. STCA activated. Attributed to Mode C fault.	Pilot confirmed a transponder Mode C fault that was pointed out to Biggin controller on both outbound and return legs of flight. Transponder Mode C suspected to be over-reading by 200 - 550ft. Pilot also confirms that his aircraft was at same altitude and parallel with a Cessna aircraft which was confirmed to be flying at 2300ft. Pilot confirms that transponder will be checked and re-calibrated and that if a similar situation occurs he will establish with ATCthe most appropriate and preferable course of action.
200800944	02/02/2008	EGTT : London (FIR)	Lydd (LYD)		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at FL70. Standard separation maintained.	

200800989	04/02/2008	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 2400ft. Traffic info given. Standard separation maintained.	Pilot alerted to infringement.
200800990	04/02/2008	EGTT : London (FIR)	Biggin (BIG)	8 ENE	A	TMA	CESSNA	Reciprocating	1	C172 allegedly infringed London TMA (Class A) and lost separation with a BAe146 inbound to London City. Traffic info and avoiding action given to BAe146 and an EMB135. STCA,SMF and TCAS activated.	Occurrence possibly due to a transponder technical issue.☐ ☐ CAA Closure: Pilot report received. Pilot distracted andallowed aircraft to climb to 2600ft. Appropriate advice given with no further action required.
200800990	04/02/2008	EGTT : London (FIR)	Biggin (BIG)	8 ENE	A	TMA	BAE	Turbofan	4	C172 allegedly infringed London TMA (Class A) and lost separation with a BAe146 inbound to London City. Traffic info and avoiding action given to BAe146 and an EMB135. STCA,SMF and TCAS activated.	Occurrence possibly due to a transponder technical issue.☐ ☐ CAA Closure: Pilot report received. Pilot distracted andallowed aircraft to climb to 2600ft. Appropriate advice given with no further action required.
200801014	02/02/2008	EGTT : London (FIR)	Lambourne (LAM)		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA32 at 2700ft. Standard separation maintained.	
200801095	06/02/2008	EGTT : London (FIR)	London City - LCY	15 E	A	TMA	AVIONS ROBIN	Reciprocating	1	Robin 400, initially unidentified, infringed the LTMA (Class A) and lost separation with a City outbound RJ85 whichwas given traffic info. A/c subsequently identified and transferred to London FIS.	Robin also lost standard separation with a Falcon 900 inbound to London City. ☐ CAA Closure: The pilot has apologised and stated that he had not entered a flight plan into his GPS in advance, but was using the GOTO function instead. Appropriate advice has been given to the pilot.

200801095	06/02/2008	EGTT : London (FIR)	London City - LCY	15 E	A	TMA	BAE	Turbofan	4	Robin 400, initially unidentified, infringed the LTMA (Class A) and lost separation with a City outbound RJ85 which was given traffic info. A/c subsequently identified and transferred to London FIS.	Robin also lost standard separation with a Falcon 900 inbound to London City. ☐ CAA Closure: The pilot has apologised and stated that he had not entered a flight plan into his GPS in advance, but was using the GOTO function instead. Appropriate advice has been given to the pilot.
200801100	06/02/2008	EGTT : London (FIR)	NEDUL	7NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 at 2600ft squawking 7000. Standard separation maintained.	
200801101	06/02/2008	EGTT : London (FIR)	Denham	SW	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152. Heathrow departures were stopped. Traffic info given. Standard separation maintained.	CAA Closure: The pilot has acknowledged his error and will undergo further navigational training before being permitted by his CFI to fly solo.
200801147	06/02/2008	EGTT : London (FIR)	Bournemouth	4 NW	D	CTA	PIPER	Reciprocating	1	UK AIRPROX 14/2008 - B737 and a PA28 that infringed Bournemouth CTA (Class D) at 2700ft. Avoiding action and traffic info given to the B737.	PA28 pilot was on his first solo navigational flight and was unable to make RT contact to obtain a clearance into CAS.☐ CAA Closure: Student pilot acknowledged that he should have orbited rather than entered CAS. This AIRPROX has been subjected to a separate review by the United Kingdom AIRPROX Board (UKAB).
200801147	06/02/2008	EGTT : London (FIR)	Bournemouth	4 NW	D	CTA	BOEING	Turbofan	2	UK AIRPROX 14/2008 - B737 and a PA28 that infringed Bournemouth CTA (Class D) at 2700ft. Avoiding action and traffic info given to the B737.	PA28 pilot was on his first solo navigational flight and was unable to make RT contact to obtain a clearance into CAS.☐ CAA Closure: Student pilot acknowledged that he should have orbited rather than entered CAS. This AIRPROX has been subjected to a separate review by the United Kingdom AIRPROX Board (UKAB).

200801174	09/02/2008	EGTT : London (FIR)	Stansted	6-8SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA32 at 2000ft. Traffic info and avoiding action given. Departures were temporarily stopped. Standard separation maintained.	See also 200611977. Appropriate CAA action is to be taken as a result of this incident.
200801174	09/02/2008	EGTT : London (FIR)	Stansted	6-8SW	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA32 at 2000ft. Traffic info and avoiding action given. Departures were temporarily stopped. Standard separation maintained.	See also 200611977. Appropriate CAA action is to be taken as a result of this incident.
200801177	10/02/2008	EGTT : London (FIR)	North Weald	5W	D	CTA	JABIRU	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Jabiru J430 at 2200ft. Traffic info and avoiding action issued. Standard separation maintained.	
200801180	09/02/2008	EGTT : London (FIR)	Needles-Cowes	Isle of Wight	D	CTA	CIRRUS	Reciprocating	1	Alleged infringement of the Solent CTA (Class D) by a Cirrus SR20 at 3000ft. Standard separation maintained.	
200801182	10/02/2008	EGTT : London (FIR)	Southampton (SAM)	14N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2400ft. Standard separation maintained	See 200505833.

200801184	08/02/2008	EGTT : London (FIR)	Cowes	W	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3000ft, West of Cowes. PA28 subsequently infringed the CTA again whilst heading in the opposite direction at 2500ft.	Standard separation maintained.□ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200801256	11/02/2008	EGTT : London (FIR)	Southampton (SAM)	9N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 at 2000ft. Standard separation maintained.	
200801257	11/02/2008	EGTT : London (FIR)	Hamble		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an R44 at 900ft. Standard separation maintained.	CAA Closure: The pilot has apologised for the infringement and will make sure that he is in contact with Solent ATCat the appropriate position and time in future.
200801311	12/02/2008	EGTT : London (FIR)	Stansted	11 NE	D	CTA	DIAMOND	Reciprocating	1	DA40 at 2200ft called Wattisham requesting FIS and identified inside Stansted CTA (Class D). DA40 informed of infringement and told to descend to 1400ft, below CAS. Standardseparation maintained.	
200801340	13/02/2008	EGTT : London (FIR)	Northwich		D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C172 squawking 7000 at 1500ft. Standard separation maintained.	

200801342	13/02/2008	EGTT : London (FIR)	Lyneham		D	CTR	BELL	Turboshaft	1	Infringement of the Lyneham CTR (Class D) by a Bell 206 at 2000ft. Standard separation maintained.	
200801495	09/02/2008	EGTT : London (FIR)	Luton (LUT)	S	D	CTR	JABIRU	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Jabiru. Traffic info given. Standard separation maintained.	
200801504	17/02/2008	EGTT : London (FIR)	Dover (DVR)	10N	A		CIRRUS	Reciprocating	1	Infringement of Class A airspace by an SR20 at FL80. Standard separation maintained.	
200801505	17/02/2008	EGTT : London (FIR)	Nottingham East Midlands	8NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a PA28 at 3000ft. Traffic info and avoiding action given. Standard separation maintained.	
200801526	17/02/2008	EGTT : London (FIR)	Detling (DET)	2 SE	A	TMA	CESSNA	Reciprocating	1	C177 infringed the London TMA (Class A) and lost separation with a C560. C560 was given traffic info and avoiding action. STCA activated.	The pilot reported that the error was entirely down to a lapse in concentration. He had flown the route many times but, on this occasion, had a young passenger in the back who was airsick. The pilot apologised and is fully aware ofthe serious consequences of infringing CAS. <input type="checkbox"/> CAA Closure:No further CAA action required at this time.

200801526	17/02/2008	EGTT : London (FIR)	Detling (DET)	2 SE	A	TMA	CESSNA	Turbofan	2	C177 infringed the London TMA (Class A) and lost separation with a C560. C560 was given traffic info and avoiding action. STCA activated.	The pilot reported that the error was entirely down to a lapse in concentration. He had flown the route many times but, on this occasion, had a young passenger in the back who was airsick. The pilot apologised and is fully aware ofthe serious consequences of infringing CAS.□ CAA Closure:No further CAA action required at this time.
200801559	10/02/2008	EGTT : London (FIR)	Barkway (BKY)		A	TMA	SIAI MARCHETTI	Reciprocating	1	Infringement of the London TMA (Class A) by an SF260 at 4900ft. C550, inbound to Luton, was given avoiding action and traffic info. Standard separation was lost between the two a/c.	SF260 pilot was unaware of the infringement, attributing it to the avoidance of another GA a/c that were carrying out high speed aerobatic manoeuvres. He is an experienced pilot and has given examples of meticulous pre-flight planning. See also 200705951.□ CAA Closure: No further CAA action required at this time.
200801559	10/02/2008	EGTT : London (FIR)	Barkway (BKY)		A	TMA	CESSNA	Turbofan	2	Infringement of the London TMA (Class A) by an SF260 at 4900ft. C550, inbound to Luton, was given avoiding action and traffic info. Standard separation was lost between the two a/c.	SF260 pilot was unaware of the infringement, attributing it to the avoidance of another GA a/c that were carrying out high speed aerobatic manoeuvres. He is an experienced pilot and has given examples of meticulous pre-flight planning. See also 200705951.□ CAA Closure: No further CAA action required at this time.
200801562	18/02/2008	EGTT : London (FIR)	London City - LCY		D	CTA	SOCATA	Reciprocating	1	TB20 infringed the London City CTA (Class D). STCA activated with an HS125 outbound from London City. HS125 was given traffic info and avoiding action. Standard separation maintained.	
200801562	18/02/2008	EGTT : London (FIR)	London City - LCY		D	CTA	HAWKER SIDDELEY	Turbofan	2	TB20 infringed the London City CTA (Class D). STCA activated with an HS125 outbound from London City. HS125 was given traffic info and avoiding action. Standard separation maintained.	

200801571	18/02/2008	EGTT : London (FIR)	Luton (LUT)	12 NW	D	CTA	SIAI MARCHETTI	Reciprocating	1	Infringement of Luton CTA (Class D) by an SF260 at 2800ft. Inbound B737 was given traffic info and avoiding action.B737 was repositioned onto final approach. Standard separation maintained.	CAA Closure: The SF260 pilot regularly flies this route but had planned his visual descent based upon passing a lake. The pilot had misidentified the lake due to mist patches and started the descent too late to pass underneath the CTA at 2500ft. He is fully aware of the serious consequences of infringing CAS.
200801571	18/02/2008	EGTT : London (FIR)	Luton (LUT)	12 NW	D	CTA	BOEING	Turbofan	2	Infringement of Luton CTA (Class D) by an SF260 at 2800ft. Inbound B737 was given traffic info and avoiding action.B737 was repositioned onto final approach. Standard separation maintained.	CAA Closure: The SF260 pilot regularly flies this route but had planned his visual descent based upon passing a lake. The pilot had misidentified the lake due to mist patches and started the descent too late to pass underneath the CTA at 2500ft. He is fully aware of the serious consequences of infringing CAS.
200801574	10/02/2008	EGTT : London (FIR)	Haverhill	3W	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 at 3000ft squawking 7000. Standard separation maintained.	
200801580	09/02/2008	EGTT : London (FIR)	North Weald		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Cessna 182 at 1800ft squawking 7000. Standard separation maintained.	
200801609	13/02/2008	EGTT : London (FIR)	Kenley		G		PIPER	Reciprocating	1	Infringement of the South London Gliding Centre cable hazard at Kenley Airfield by a PA28 at 1800ft.	

200801629	21/02/2008	EGTT : London (FIR)	White Waltham	3	A	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of London CTR (Class A) by a Robin 2160 at 2000ft. Heathrow Northbound departures stopped for 3mins. STCA activated, traffic info given.	CAA Closure: Appropriate advice given to pilot.
200801630	09/02/2008	EGTT : London (FIR)	North Weald	3W	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained.	
200801639	21/02/2008	EGTT : London (FIR)	Farnborough	5 E	A	TMA	CESSNA	Turbofan	2	C525 inbound to R/W24 receiving a RIS was given traffic info on a PA28. C525 subsequently reported receiving a TCASRA and requested/given vectors for another approach.	As a result of this TCAS RA climb, the a/c climbed into the LTMA.
200801639	21/02/2008	EGTT : London (FIR)	Farnborough	5 E	A	TMA	PIPER	Reciprocating	1	C525 inbound to R/W24 receiving a RIS was given traffic info on a PA28. C525 subsequently reported receiving a TCASRA and requested/given vectors for another approach.	As a result of this TCAS RA climb, the a/c climbed into the LTMA.
200801696	23/02/2008	EGTT : London (FIR)	GARMI		G	Danger area	CESSNA	Reciprocating	1	Infringement of Danger Area D038 by a C172 at FL55. Standard separation maintained.	Pilot was informed that Danger Areas D038, D039 and D037 were active. The pilot acknowledged this and informed ATC that according to his charts they were active to FL55 and that he would climb to FL56. Danger Areas were active up to 17000ft. At this stage, the a/c was already infringing D038. □ CAA Closure: The pilot has apologised for the infringement and admitted to reading the ICAO chart incorrectly. Appropriate CAA advice given.

200801707	24/02/2008	EGTT : London (FIR)	Luton	W	D	CTR	CIRRUS	Reciprocating	1	Infringement of the Luton CTR (Class D) by an SR22 at 1800ft. Standard separation lost with an ATR. Traffic info given.	
200801707	24/02/2008	EGTT : London (FIR)	Luton	W	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by an SR22 at 1800ft. Standard separation lost with an ATR. Traffic info given.	
200801838	26/02/2008	EGTT : London (FIR)	Honiley (HON)	4 SW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an R1180 at 2600ft, 4nm Southwest of Honiley, resulting in a loss of standard separation against an inbound A321.	Pilot apologised for infringement, having been caught outby strong Westerly winds.☐ CAA Closure: Lessons have beenlearned and appropriate advice given.
200801838	26/02/2008	EGTT : London (FIR)	Honiley (HON)	4 SW	D	CTR	AIRBUS	Turbofan	2	Infringement of the Birmingham CTR (Class D) by an R1180 at 2600ft, 4nm Southwest of Honiley, resulting in a loss of standard separation against an inbound A321.	Pilot apologised for infringement, having been caught outby strong Westerly winds.☐ CAA Closure: Lessons have beenlearned and appropriate advice given.
200801867	27/02/2008	EGTT : London (FIR)	Southampton (SAM)	5E	D	CTA	OTHER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a microlight at 2300ft. Standard separation maintained.	

200801869	27/02/2008	EGTT : London (FIR)	Southampton (SAM)	30 SSW	A		BOLKOW	Reciprocating	1	Infringement of Airway R41 (Class A) by a Bolkow 209 at FL60. A/c instructed to descend to 3000ft. Standard separation maintained.	
200801870	27/02/2008	EGTT : London (FIR)	London City - LCY	7 E	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the London TMA (Class A) at 1900ft, 7nm East of London City. FK50, on a CLN SID, was instructed to climb to 4000ft on a 040deg heading, in order to avoid a conflict.	See 200504618. □ CAA Closure: The pilot has been sent a letter and is fully aware of the need to avoid controlled airspace.
200801870	27/02/2008	EGTT : London (FIR)	London City - LCY	7 E	A	TMA	FOKKER	Turboprop	2	Infringement of the London TMA (Class A) at 1900ft, 7nm East of London City. FK50, on a CLN SID, was instructed to climb to 4000ft on a 040deg heading, in order to avoid a conflict.	See 200504618. □ CAA Closure: The pilot has been sent a letter and is fully aware of the need to avoid controlled airspace.
200801872	27/02/2008	EGTT : London (FIR)	Stansted	7 SW	D	CTR	GRUMMAN	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Grumman AA5 squawking 7000. Outbound traffic was stopped for 2mins.Standard separation maintained.	
200801937	02/03/2008	EGTT : London (FIR)	Coventry		D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28R at 3000ft squawking 7000. Standard separation maintained.	Pilot believed he was turning over Wellesbourne Mountfordwhen in fact he was turning over Coventry.

200801958	03/03/2008	EGTT : London (FIR)	Honiley (HON)	12 S	A		PIPER	Reciprocating	1	Infringement of Airway N859 (Class A) by a PA28 at FL60 squawking 7000. Standard separation maintained.	Pilot later spoke with ATC and apologised for the error. The pilot appears to have failed to take into account the strong westerly wind. See also 200606752.
200802001	01/03/2008	EGTT : London (FIR)	Stansted	13 N	A	TMA	PIPER	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a PA28 at 4000ft. A B737 inbound to Stansted was given an extended routeing and delayed descent. Standard separation maintained.	
200802001	01/03/2008	EGTT : London (FIR)	Stansted	13 N	A	TMA	BOEING	Turbofan	2	Alleged infringement of the London TMA (Class A) by a PA28 at 4000ft. A B737 inbound to Stansted was given an extended routeing and delayed descent. Standard separation maintained.	
200802002	01/03/2008	EGTT : London (FIR)	London-Gatwick - LGW	10 E	D	CTR	PIPER	Reciprocating	1	PA28 infringed the Gatwick CTR/CTA (Class D). Two B737s inbound to Gatwick were given delaying actions and traffic info. Standard separation maintained.	CAA Closure: The pilot has been reminded about over-reliance on VOR indications, which are not completely accurate,and has been advised to allow a greater margin for error in future planning.
200802002	01/03/2008	EGTT : London (FIR)	London-Gatwick - LGW	10 E	D	CTR	BOEING	Turbofan	2	PA28 infringed the Gatwick CTR/CTA (Class D). Two B737s inbound to Gatwick were given delaying actions and traffic info. Standard separation maintained.	CAA Closure: The pilot has been reminded about over-reliance on VOR indications, which are not completely accurate,and has been advised to allow a greater margin for error in future planning.

200802020	28/02/2008	EGTT : London (FIR)	Bristol Filton		G	ATZ	ZENAIR	Reciprocating	1	Infringement of the Bristol Filton ATZ (Class G) by a Zenair at 1300ft. Traffic info given. Standard separation maintained.	
200802048	04/03/2008	EGTT : London (FIR)	Birmingham	S 7.5	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152 that was on a cross country and became lost. Traffic info and avoiding action was given to an inbound A321. Standard separation maintained.	Disruption caused to Birmingham operations. After C152 left Birmingham CAS, it was tracked and observed to infringeNottingham East Midlands CAS. C152 subsequently called D&D and given assistance to return to Leicester. AppropriateCAA action is being taken as a result of this incident. See also 200605614.
200802048	04/03/2008	EGTT : London (FIR)	Birmingham	S 7.5	D	CTR	AIRBUS	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a C152 that was on a cross country and became lost. Traffic info and avoiding action was given to an inbound A321. Standard separation maintained.	Disruption caused to Birmingham operations. After C152 left Birmingham CAS, it was tracked and observed to infringeNottingham East Midlands CAS. C152 subsequently called D&D and given assistance to return to Leicester. AppropriateCAA action is being taken as a result of this incident. See also 200605614.
200802167	05/03/2008	EGTT : London (FIR)	Stansted	10 NE	A	TMA	GROB	Reciprocating	1	Infringement of the LTMA at 4600ft by a Grob115, 10nm NE of Stansted. Two inbound a/c were given traffic info on the infringer and suffered a minor delay until the infringercleared CAS.	Standard separation maintained. A/c identified via its adopted squawk code after leaving CAS.
200802167	05/03/2008	EGTT : London (FIR)	Stansted	10 NE	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA at 4600ft by a Grob115, 10nm NE of Stansted. Two inbound a/c were given traffic info on the infringer and suffered a minor delay until the infringercleared CAS.	Standard separation maintained. A/c identified via its adopted squawk code after leaving CAS.

200802231	23/02/2008	EGTT : London (FIR)	Fleetlands		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the Fleetlands ATZ by a PA20.	A/c was observed routeing through the ATZ at approximately 1000ft West to East descending. Gliding was taking placeat Lee-on-Solent from R/W23 LH circuit. A/c departed the ATZ to the East. ATZ had been NOTAMed active. NOTAM B0371/08 applies. Appropriate CAA action is being taken.
200802303	09/03/2008	EGTT : London (FIR)	Birmingham	6N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 squawking 7000 at 1600ft. Standard separation maintained.	The pilot concerned subsequently rang Birmingham ATC to apologise. Appropriate advice has been passed.
200802494	15/03/2008	EGTT : London (FIR)	Southampton (SAM)	7NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a PA28 at 2600ft. Standard separation maintained.	
200802552	17/03/2008	EGTT : London (FIR)	Southampton (SAM)	10 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2600ft squawking 7000. Standard separation maintained.	
200802592	18/03/2008	EGTT : London (FIR)	Needles	E	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA24 at 3000ft. Standard separation maintained.	

200802593	17/03/2008	EGTT : London (FIR)	Coventry	10 SW	D	CTA	PIPER	Reciprocating	1	Unknown a/c infringed the Birmingham CTA (Class D) and lost separation with an inbound JS41 who was given traffic info. Unknown subsequently identified as a PA46.	The controller reported the incident as a distraction but safety was not compromised. Appropriate discussions have taken place with the pilot concerned.
200802593	17/03/2008	EGTT : London (FIR)	Coventry	10 SW	D	CTA	BAE	Turboprop	2	Unknown a/c infringed the Birmingham CTA (Class D) and lost separation with an inbound JS41 who was given traffic info. Unknown subsequently identified as a PA46.	The controller reported the incident as a distraction but safety was not compromised. Appropriate discussions have taken place with the pilot concerned.
200802622	19/03/2008	EGTT : London (FIR)	Denham	Overhead			PIPER	Reciprocating	1	D&D Cell Report: Pilot lost within Heathrow CTZ. DF fix obtained and discrete squawk allocated. Appropriate heading given to exit zone and steer provided for White Waltham, where a/c landed safely.	Student pilot on first solo navex.
200802646	18/03/2008	EGTT : London (FIR)	Stansted	8 SE	D	CTR	SCOTTISH AVIATION	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a Bulldog. An inbound B737 was given traffic info. Standard separation maintained.	See also 200706152.
200802646	18/03/2008	EGTT : London (FIR)	Stansted	8 SE	D	CTR	BOEING	Turbofan	2	Alleged infringement of the Stansted CTR (Class D) by a Bulldog. An inbound B737 was given traffic info. Standard separation maintained.	See also 200706152.

200802656	13/03/2008	EGTT : London (FIR)	Bristol Filton		G	ATZ	HUGHES	Turboshaft	1	Infringement of the Bristol Filton ATZ (Class G) by a Hughes 500 at 900ft, 3.5nm Southwest of Bristol Filton tracking Northeast. Standard separation maintained.	A/c was contacted by Bristol International, informed of its position and then handed over to Filton Radar. Pilot stated that he had been given a direct routeing by Bristol ATC. See also 200606747.
200802681	18/03/2008	EGTT : London (FIR)	North Weald		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2000ft. Standard separation maintained.	See also 200506682, 200506421.
200802691	24/03/2008	EGTT : London (FIR)	Manchester (MCT)	10N	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Robin 400 squawking 7000 at 1250ft. Standard separation maintained.	Pilot later spoke with ATC and apologised, stating that he believed he was further West than his actual position. See also 200605403.
200802758	15/03/2008	EGTT : London (FIR)	Watton				EUROCOPTER	Turboshaft	1	Infringement of the Watton Gliding Site by an EC120 at approx 350-400ft.	
200802805	24/03/2008	EGTT : London (FIR)	Stansted	12 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA32, 12nm Southwest of Stansted. A319 on R/W05 approach given traffic info and change of heading. Standard separation maintained.	Controller had to impose a check all while dealing with the infringer. PA32 pilot subsequently advised that he was distracted by two passengers being ill during the flight. Appropriate advice sought from CFI concerning how to deal with such situations. See also 200600044. □ CAA Closure: Nofurther CAA action required at this time.

200802805	24/03/2008	EGTT : London (FIR)	Stansted	12 SW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA32, 12nm Southwest of Stansted. A319 on R/W05 approach given traffic info and change of heading. Standard separation maintained.	Controller had to impose a check all while dealing with the infringer. PA32 pilot subsequently advised that he was distracted by two passengers being ill during the flight. Appropriate advice sought from CFI concerning how to deal with such situations. See also 200600044. □ CAA Closure: Nofurther CAA action required at this time.
200802990	30/03/2008	EGTT : London (FIR)	Southampton (SAM)	11 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA32. By the time PA32 was identified and informed of the infringement, it had already left CAS. Traffic info was given.	
200803029	27/03/2008	EGTT : London (FIR)	Clacton (CLN)	15 NW	A	TMA	BEECH	Reciprocating	1	BE33 infringed the LTMA (Class A) and lost separation with a B737 inbound to Stansted. B737 was given traffic info and avoiding action. Pilot of BE33 apologised.	CAA Closure: The BE33 pilot is fully aware of the seriousconsequences of infringing CAS.
200803029	27/03/2008	EGTT : London (FIR)	Clacton (CLN)	15 NW	A	TMA	BOEING	Turbofan	2	BE33 infringed the LTMA (Class A) and lost separation with a B737 inbound to Stansted. B737 was given traffic info and avoiding action. Pilot of BE33 apologised.	CAA Closure: The BE33 pilot is fully aware of the seriousconsequences of infringing CAS.
200803060	28/03/2008	EGTT : London (FIR)	Woodvale	SE	A	TMA	GROB	Reciprocating	1	Infringement of the Manchester TMA (Class A) by Grob G115at FL68. Traffic info and avoiding action given to a DHC8. Standard separation maintained. STCA activated.	The pilot states that during an Air Experience sortie thecadet appeared to start to feel ill and during this period the infringement is believed to have occurred.

200803060	28/03/2008	EGTT : London (FIR)	Woodvale	SE	A	TMA	DE HAVILLAND	Turboprop	2	Infringement of the Manchester TMA (Class A) by Grob G115at FL68. Traffic info and avoiding action given to a DHC8. Standard separation maintained. STCA activated.	The pilot states that during an Air Experience sortie thecadet appeared to start to feel ill and during this period the infringement is believed to have occurred.
200803190	03/04/2008	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a DH Chipmunk squawking 7000. All departures were stopped for approx 5mins. Standard separation maintained.	Believed pilot was lost. The pilot reports that in deteriorating conditions he attempted to call various local ATC units for a service but without any successful contact. After focussing on the radio problems he became uncertain of his position and commenced an orbit to try and identify his position. He then recognised he was in the Beaconsfield area and in the Heathrow Zone. He then turned away from the Zone and eventually contact was established with Wycombe. The pilot has apologised for the incident and accepts that in hindsight he should have called D&D at an early stage.
200803247	05/04/2008	EGTT : London (FIR)	Southampton (SAM)	15 SW	D	CTA	ROCKWELL	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Rockwell 114 squawking 7000 at 2500ft. Standard separation maintained.	
200803277	02/04/2008	EGTT : London (FIR)	Kirton-in-Lindsey	5nm	G	Restrictedd area	CESSNA	Reciprocating	1	Infringement of the Kirton-in-Lindsey RA(T) by a C152 at 2000ft during a Red Arrows air display. Standard separation maintained.	CAA Closure: Attempts to elicit a response from the operator concerned have been unsuccessful. No further CAA action possible.
200803277	02/04/2008	EGTT : London (FIR)	Kirton-in-Lindsey	5nm	G	Restrictedd area	OTHER	Unknown		Infringement of the Kirton-in-Lindsey RA(T) by a C152 at 2000ft during a Red Arrows air display. Standard separation maintained.	CAA Closure: Attempts to elicit a response from the operator concerned have been unsuccessful. No further CAA action possible.

200803318	07/04/2008	EGTT : London (FIR)	Burnham Estuary		D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a Grumman AA5 at 4000ft. Standard separation maintained.	Investigations have revealed that the pilot believed thatbecause he had filed a flight plan and had been receivinga service from an adjacent ATC unit, he was not in need of further clearance from Cardiff. Appropriate and comprehensive advice was given to the pilot by Cardiff ATC.
200803368	04/04/2008	EGTT : London (FIR)	Nottingham East Midlands	8W	D	CTA	CESSNA	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a Cessna 152 squawking 7000 at 2700ft. Standard separation was maintained.	
200803378	05/04/2008	EGTT : London (FIR)	Nottingham East Midlands	6E	D	CTR	JODEL	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by a DR1051 at 700ft. Traffic info and avoiding action given to B737. Standard separation maintained.	The Jodel pilot report states that this incident was basically caused by insufficient planning following a late decision to land at Hucknall. On departure from Hucknall, thea/c first routed West to avoid Langar and then further West to avoid bad weather and in so doing, entered the CTR.
200803378	05/04/2008	EGTT : London (FIR)	Nottingham East Midlands	6E	D	CTR	BOEING	Turbofan	2	Infringement of the Nottingham East Midlands CTR (Class D) by a DR1051 at 700ft. Traffic info and avoiding action given to B737. Standard separation maintained.	The Jodel pilot report states that this incident was basically caused by insufficient planning following a late decision to land at Hucknall. On departure from Hucknall, thea/c first routed West to avoid Langar and then further West to avoid bad weather and in so doing, entered the CTR.
200803396	09/04/2008	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTA	PIPER	Reciprocating	1	Infringement. Pilot unsure of position. Pilot reported smell / fumes and strong turbulence, causing difficulties inaircraft control. Given steers to scheduled destination. Landed safely.	

200803429	04/04/2008	EGTT : London (FIR)	Rochester		G	ATZ	CESSNA	Reciprocating	1	UK AIRPROX 38/2008 - C152 and a PA34 in the circuit at Rochester at 1050ft.	Following a go around as C152 was completing crosswind leg, a twin engine a/c appeared in the 1 o'clock position above heading towards the 8 o'clock position. C152 initiatedavoiding action of a right turn and descent.
200803429	04/04/2008	EGTT : London (FIR)	Rochester		G	ATZ	PIPER	Reciprocating	2	UK AIRPROX 38/2008 - C152 and a PA34 in the circuit at Rochester at 1050ft.	Following a go around as C152 was completing crosswind leg, a twin engine a/c appeared in the 1 o'clock position above heading towards the 8 o'clock position. C152 initiatedavoiding action of a right turn and descent.
200803435	09/04/2008	EGTT : London (FIR)	Elstree	7SE	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28R at 2400ft. Standard separation maintained.	
200803436	07/04/2008	EGTT : London (FIR)	Baldock	E	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Luton CTA (Class D) by a DA40 squawking 7000 at 3400ft. Standard separation maintained.	
200803482	12/04/2008	EGTT : London (FIR)	White Waltham	3S	A	CTR	WESTLAND	Turboshaft	1	Infringement of the London CTR (Class A) by a Gazelle squawking 7000. Standard separation maintained.	Pilot later called to apologise and to advise that he hadR/T problems.

200803483	12/04/2008	EGTT : London (FIR)	Bristol International	19 E	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA28 squawking 7000 at FL56. Standard separation maintained. See also 200704469.	
200803748	18/04/2008	EGTT : London (FIR)	Manchester (MCT)	7 SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C150 a 1000ft. Traffic info given. Standard separation maintained.	See also 200403517.
200803748	18/04/2008	EGTT : London (FIR)	Manchester (MCT)	7 SW	D	CTR	EMBRAER	Turbofan	2	Infringement of the Manchester CTR (Class D) by a C150 a 1000ft. Traffic info given. Standard separation maintained.	See also 200403517.
200803888	23/04/2008	EGTT : London (FIR)	London-Gatwick - LGW	25 E	A	TMA	SOCATA	Reciprocating	1	Infringement of the LTMA (Class A) by a TB20 at 3100ft. AB737 was broken off approach. Traffic info given. Standard separation maintained.	
200803888	23/04/2008	EGTT : London (FIR)	London-Gatwick - LGW	25 E	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a TB20 at 3100ft. AB737 was broken off approach. Traffic info given. Standard separation maintained.	

200803938	24/04/2008	EGTT : London (FIR)	JACKO	3W	A	TMA	AVIONS ROBIN	Reciprocating	1	Loss of separation between a RJ85 at FL60 and a DR400 at FL58 that infringed the LTMA (Class A). Traffic info given. RJ85 received a TCAS RA.	DR400 apologised for infringement, citing weather avoidance as a factor.☐ CAA Closure: Appropriate advice given. Pilot to allow greater margin for error when flying close toCAS.
200803938	24/04/2008	EGTT : London (FIR)	JACKO	3W	A	TMA	BAE	Turbofan	4	Loss of separation between a RJ85 at FL60 and a DR400 at FL58 that infringed the LTMA (Class A). Traffic info given. RJ85 received a TCAS RA.	DR400 apologised for infringement, citing weather avoidance as a factor.☐ CAA Closure: Appropriate advice given. Pilot to allow greater margin for error when flying close toCAS.
200803968	23/04/2008	EGTT : London (FIR)	Midhurst (MID)	5 SE	A	TMA	MOONEY	Reciprocating	1	Infringement of the LTMA (Class A) by a Mooney 20 at 4400ft. Standard separation maintained.	
200803991	25/04/2008	EGTT : London (FIR)	Redhill	4-5W	D	CTA	BELL	Turboshaft	1	Infringement of the Gatwick CTA (Class D) by a Bell 206 squawking 7000. Standard separation maintained.	
200804005	23/04/2008	EGTT : London (FIR)	Alderney	NE	A	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Channel Islands CTR (Class A) by an SA350 at 600ft. Standard separation maintained.	

200804019	26/04/2008	EGTT : London (FIR)	MONTY	2S	A		CESSNA	Reciprocating	1	Infringement of Airway (Class A) by a C182 at FL100. Standard separation maintained.	
200804027	12/04/2008	EGTT : London (FIR)	Southampton (SAM)	SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28R at 5000ft squawking 7000. Standard separation maintained.	
200804029	17/04/2008	EGTT : London (FIR)	London City - LCY	10 E	A	TMA	PIPER	Reciprocating	1	PA28 infringed the London TMA (Class A) and lost separation with an RJ85 outbound from London City, which was given traffic info and avoiding action.	An a/c inbound to London City was descended to 2000ft, briefly dropping outside CAS. This was to enable ATC to turn RJ85 further right to avoid PA28. The pilot is an experienced instructor who was aware of his position flying in his local area. He has examined the flight in question to identify where a discrepancy may have occurred, but cannot identify a reason. The instructor stressed that he spends time teaching students the importance of avoiding CAS. ☐ CAA Closure: The pilot intends to continue to squawk Mode C, having checked regularly that the system is operating correctly, and obtain a RIS or FIS whenever it is available.
200804029	17/04/2008	EGTT : London (FIR)	London City - LCY	10 E	A	TMA	BAE	Turbofan	4	PA28 infringed the London TMA (Class A) and lost separation with an RJ85 outbound from London City, which was given traffic info and avoiding action.	An a/c inbound to London City was descended to 2000ft, briefly dropping outside CAS. This was to enable ATC to turn RJ85 further right to avoid PA28. The pilot is an experienced instructor who was aware of his position flying in his local area. He has examined the flight in question to identify where a discrepancy may have occurred, but cannot identify a reason. The instructor stressed that he spends time teaching students the importance of avoiding CAS. ☐ CAA Closure: The pilot intends to continue to squawk Mode C, having checked regularly that the system is operating correctly, and obtain a RIS or FIS whenever it is available.
200804034	25/04/2008	EGTT : London (FIR)	Birmingham	8 N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C172 on a photo survey. Pilot apologised. An a/c inbound to Birmingham was given traffic info. Standard separation maintained.	CAA Closure: The pilot apologised for the infringement into controlled airspace and is now aware of the requirement to obtain a positive clearance prior to entry into CAS.

200804124	29/04/2008	EGTT : London (FIR)	Stansted	12NE	D	CTA	SOCATA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a TB20 at 2200ft squawking 7000. Standard separation maintained.	
200804239	26/04/2008	EGTT : London (FIR)	Brize Norton		D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA38.The pilot reports a breakdown in crew coordination was a factor in this incident.	See also 200705001, 200605515.
200804272	03/05/2008	EGTT : London (FIR)	Stansted	8 NE	D	CTR	EUROPA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Europa at1200ft squawking 7000. Traffic info given. Standard separation maintained.	
200804278	03/05/2008	EGTT : London (FIR)	Bristol International	13 SW	D	CTA	ROCKWELL	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Rockwell Commander 114 at 3000ft squawking 7000. Standard separationmaintained.	The incident was subsequently discussed with the pilot concerned.
200804294	02/05/2008	EGTT : London (FIR)	North Weald		D	CTA	AERO VODOCHODY	Turbofan	1	Infringement of the Stansted CTA (Class D) by an Aero L39at 1700ft squawking 7000. Standard separation maintained.	

200804296	02/05/2008	EGTT : London (FIR)	London City - LCY	NE	D	CTR	JABIRU	Reciprocating	1	Infringement of the London City CTR (Class D) by a Jabriuat 2100ft squawking 7000. Traffic info given. Separation maintained.	Pilot apologised for infringement, having placed an over-reliance on GPS which transpired to have an out of date database.☐ CAA Closure: Appropriate advice given. GPS database updated.
200804296	02/05/2008	EGTT : London (FIR)	London City - LCY	NE	D	CTR	CESSNA	Turbofan	2	Infringement of the London City CTR (Class D) by a Jabriuat 2100ft squawking 7000. Traffic info given. Separation maintained.	Pilot apologised for infringement, having placed an over-reliance on GPS which transpired to have an out of date database.☐ CAA Closure: Appropriate advice given. GPS database updated.
200804318	03/05/2008	EGTT : London (FIR)	NEDUL	5N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3000ft. Standard separation maintained.	Pilot distracted by low voltage warning light prior to infringement. He subsequently contacted ATC to apologise. See also 200802552.☐ CAA Closure: Appropriate advice given.
200804319	03/05/2008	EGTT : London (FIR)	Denham	6 W	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA46 (believed) at 2000ft. Standard separation maintained.	
200804325	05/05/2008	EGTT : London (FIR)	Southampton (SAM)	7.4 NE	D	CTR	SOCATA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a TB10 at 2300ft squawking 7000. Standard separation maintained.	

200804325	05/05/2008	EGTT : London (FIR)	Southampton (SAM)	7.4 NE	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) by a TB10 at 2300ft squawking 7000. Standard separation maintained.	
200804371	06/05/2008	EGTT : London (FIR)	Brookmans Park (BPK)		A	TMA	GRUMMAN	Reciprocating	1	Infringement of the LTMA (Class A) by a Grumman AA5 at 2700ft squawking 7000. Standard separation maintained. See also 200510385.	
200804371	06/05/2008	EGTT : London (FIR)	Brookmans Park (BPK)		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a Grumman AA5 at 2700ft squawking 7000. Standard separation maintained. See also 200510385.	
200804379	06/05/2008	EGTT : London (FIR)	Detling (DET)	SE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 3800ft.	
200804427	05/05/2008	EGTT : London (FIR)	Stansted		D	CTA	SOCATA	Reciprocating	1	Aircraft appeared to infringe Stansted CTA due to suspected erroneous/inconsistent transponder Mode 'C' altitude information. Recurring fault.	One other inbound aircraft re-routed in order to maintainrequired separation.☐ CAA Closure: Component failure, interface between aircraft wiring and transponder control unit. Transponder removed and re-racked after cleaning contacts. Nil further reports.

200804427	05/05/2008	EGTT : London (FIR)	Stansted		D	CTA	AIRBUS	Turbofan	2	Aircraft appeared to infringe Stansted CTA due to suspected erroneous/inconsistent transponder Mode 'C' altitude information. Recurring fault.	One other inbound aircraft re-routed in order to maintainrequired separation. □ CAA Closure: Component failure, interface between aircraft wiring and transponder control unit. Transponder removed and re-racked after cleaning contacts. Nil further reports.
200804430	06/05/2008	EGTT : London (FIR)	London-Heathrow - LHR	SE	A	CTR	CESSNA	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a C182 squawking 7000 at 1800ft stopping Heathrow departures for 2mins.	CAA Closure: Pilot arranged personal re-training. Additionally, letter sent giving further advice.
200804480	23/04/2008	EGTT : London (FIR)	Weston On The Green		G	Danger area	CIRRUS	Reciprocating	1	Infringement of Active Danger Area D129 (Weston on the Green), an active parachute drop zone, by an SR20 at 2000ft.Parachutists were in the air.	
200804505	07/05/2008	EGTT : London (FIR)	Stansted CTA		D	CTA	SOCATA	Reciprocating	1	Aircraft appeared to infringe Stansted CTA due to suspected erroneous/inconsistent transponder 'Mode C' altitude information. Recurring fault.	Evasive action taken with four inbound aircraft. Investigation progressed under 200804427 (similar incident two days earlier).
200804505	07/05/2008	EGTT : London (FIR)	Stansted CTA		D	CTA	BOEING	Turbofan	2	Aircraft appeared to infringe Stansted CTA due to suspected erroneous/inconsistent transponder 'Mode C' altitude information. Recurring fault.	Evasive action taken with four inbound aircraft. Investigation progressed under 200804427 (similar incident two days earlier).

200804548	08/05/2008	EGTT : London (FIR)	Birmingham	12 S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C150 at2000ft. STCA activated. Separation lost with a training helicopter on the Coventry 05 ILS.	The P1 concerned subsequently rang ATC and apologised.☐ CAA Closure: Advice letter sent to pilot recommending that additional training in flight planning was taken during the Flight Instructor course he is currently undertaking.
200804548	08/05/2008	EGTT : London (FIR)	Birmingham	12 S	D	CTA	OTHER	Other		Infringement of the Birmingham CTA (Class D) by a C150 at2000ft. STCA activated. Separation lost with a training helicopter on the Coventry 05 ILS.	The P1 concerned subsequently rang ATC and apologised.☐ CAA Closure: Advice letter sent to pilot recommending that additional training in flight planning was taken during the Flight Instructor course he is currently undertaking.
200804601	10/05/2008	EGTT : London (FIR)	Southampton (SAM)	13 S	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3000ft squawking 7000. Standard separation maintained.	
200804602	10/05/2008	EGTT : London (FIR)	Southampton (SAM)	10 S	D	CTA	LANCAIR	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Lancair at 4600ft. Standard separation maintained.	
200804603	10/05/2008	EGTT : London (FIR)	Stansted	7 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 at 2000ft squawking 7000. Traffic info given. Standard separation maintained.	Pilot denied the infringement and provided his GPS to support this claim.☐ CAA Closure: Unable to reconcile differing reports.

200804603	10/05/2008	EGTT : London (FIR)	Stansted	7 SW	D	CTR	MCDONNELL DOUGLAS	Turbofan	3	Infringement of the Stansted CTR (Class D) by a PA28 at 2000ft squawking 7000. Traffic info given. Standard separation maintained.	Pilot denied the infringement and provided his GPS to support this claim.☐ CAA Closure: Unable to reconcile differing reports.
200804615	07/05/2008	EGTT : London (FIR)	Southampton (SAM)	NE	D	CTA	DE HAVILLAND	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Tiger Moth.Traffic info and avoiding action given. Standard separation maintained.	Pilot called ATC the following day and apologised for theinfringement, stating it was caused by a navigational error and his misuse of the a/c's compass. The a/c had no transponder and an unserviceable radio.
200804615	07/05/2008	EGTT : London (FIR)	Southampton (SAM)	NE	D	CTA	EMBRAER	Turbofan	2	Infringement of the Solent CTA (Class D) by a Tiger Moth.Traffic info and avoiding action given. Standard separation maintained.	Pilot called ATC the following day and apologised for theinfringement, stating it was caused by a navigational error and his misuse of the a/c's compass. The a/c had no transponder and an unserviceable radio.
200804625	04/05/2008	EGTT : London (FIR)	Kenley		G		RUTAN	Reciprocating	1	Infringement of the South London Gliding Centre cable hazard at Kenley Airfield by an unknown Vari-eze at an estimated 800ft.	
200804639	08/05/2008	EGTT : London (FIR)	Nottingham East Midlands	7nm final R/W09	D	CTA	PIPER	Reciprocating	1	Infringement of Nottingham East Midlands CTA (Class D) bya PA28 at 2300ft. Standard separation maintained. Pilot unsure of his position.	CAA Closure: Pilot will be reviewing navigation procedures and consider his timing of interactions with passengers,which was a factor in this infringement. He has been reminded of the serious consequences of infringing.

200804640	08/05/2008	EGTT : London (FIR)	PIGOT	2NE	D	CTA	PIPER	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a PA28R at FL74. Standard separation maintained. A/c was displaying a Coventry Radar squawk.	
200804647	11/05/2008	EGTT : London (FIR)	Manchester (MCT)	14 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by PA28R squawking 7000. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisinfringement.
200804649	11/05/2008	EGTT : London (FIR)	Puckeridge	2E	D	CTR	GROB	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Grob 115 at 2000ft. Standard separation maintained.	
200804654	01/05/2008	EGTT : London (FIR)	Bovingdon (BNN)	NE	D	CTR	MOONEY	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Mooney 20 at2300ft squawking 7000. A departure was stopped and one a/c broken off approach. Standard separation maintained.	CAA Closure: The pilot is fully aware of the serious consequences of infringing CAS and has been advised that he should plan his future flights with a wider margin when approaching controlled airspace.
200804654	01/05/2008	EGTT : London (FIR)	Bovingdon (BNN)	NE	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a Mooney 20 at2300ft squawking 7000. A departure was stopped and one a/c broken off approach. Standard separation maintained.	CAA Closure: The pilot is fully aware of the serious consequences of infringing CAS and has been advised that he should plan his future flights with a wider margin when approaching controlled airspace.

200804704	02/05/2008	EGTT : London (FIR)	Lulworth		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D026 (Lulworth) by a PA28R.	CAA Closure: The CFI has put in place effective safeguards to avoid any future infringements. The pilot concerned has been interviewed and given the necessary guidance by both the CFI and the Quality Manager.
200804716	12/05/2008	EGTT : London (FIR)	Redhill	2 W	D	CTR	BELL	Turboshaft	1	Infringement of the Gatwick CTR (Class D) by a Bell 206 squawking 7000. A/c infringed the CTR for approx 7nm. Separation lost.	CAA Closure: Despite several attempts, no response forthcoming from Bell 206 owner. No further action possible.
200804716	12/05/2008	EGTT : London (FIR)	Redhill	2 W	D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) by a Bell 206 squawking 7000. A/c infringed the CTR for approx 7nm. Separation lost.	CAA Closure: Despite several attempts, no response forthcoming from Bell 206 owner. No further action possible.
200804718	11/05/2008	EGTT : London (FIR)	Reigate		A	TMA	DE HAVILLAND	Reciprocating	1	Infringement of the LTMA (Class A) by a Chipmunk at 3000ft. A/c instructed to descend immediately. Standard separation maintained.	
200804719	12/05/2008	EGTT : London (FIR)	London-Gatwick - LGW	6 W	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Robin 2160squawking 7000 at 2300ft. Traffic info given. Six inbounda/c were delayed as a result of this incident.	Separation lost with an inbound A319.□ CAA Closure: A/c VOR equipment fault, subsequently checked by a maintenance organisation.

200804719	12/05/2008	EGTT : London (FIR)	London-Gatwick - LGW	6 W	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a Robin 2160squawking 7000 at 2300ft. Traffic info given. Six inbounda/c were delayed as a result of this incident.	Separation lost with an inbound A319.☐ CAA Closure: A/c VOR equipment fault, subsequently checked by a maintenance organisation.
200804721	12/05/2008	EGTT : London (FIR)	London-Gatwick - LGW	15 SW	A	TMA	EUROPA	Reciprocating	1	Infringement of the LTMA (Class A) by a Europa at 3100ft squawking 7000. Two inbound a/c were delayed. Separation lost.	The pilot admits to poor airmanship and a navigational error.☐ CAA Closure: Incident discussed with ATC.
200804721	12/05/2008	EGTT : London (FIR)	London-Gatwick - LGW	15 SW	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by a Europa at 3100ft squawking 7000. Two inbound a/c were delayed. Separation lost.	The pilot admits to poor airmanship and a navigational error.☐ CAA Closure: Incident discussed with ATC.
200804793	04/05/2008	EGTT : London (FIR)	Stansted CTA				SOCATA	Reciprocating	1	Aircraft infringed Stansted CTA due to suspected erroneous/inconsistent transponder 'Mode C' altitude information. Recurring fault.	One other aircraft on approach routed through localiser to ensure separation and as a result over flew Sawbridgeworth below 2000ft on a visual approach. TB10 pilot later apologised for possible infringement. Investigation progressed under 200804427 (similar incident next day).
200804793	04/05/2008	EGTT : London (FIR)	Stansted CTA				AIRBUS	Turbofan	2	Aircraft infringed Stansted CTA due to suspected erroneous/inconsistent transponder 'Mode C' altitude information. Recurring fault.	One other aircraft on approach routed through localiser to ensure separation and as a result over flew Sawbridgeworth below 2000ft on a visual approach. TB10 pilot later apologised for possible infringement. Investigation progressed under 200804427 (similar incident next day).

200804815	14/05/2008	EGTT : London (FIR)	Honiley (HON)	4S	D	CTA	BEECH	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a BE36 at2200ft with a Coventry squawk of 0260. Standard separation maintained.	CAA Closure: The BE36 had been cleared to leave Coventry SVFR below the Birmingham CTA base of 1500ft. The pilot thought he was clear of CAS, hence his climb to 2200ft.
200804837	13/05/2008	EGTT : London (FIR)	Luton (LUT)	10 SE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C210 at 3000ft. Controller instructed the a/c to descend to 2400ft outside of the TMA, which it did. Standard separation maintained.	
200804987	18/05/2008	EGTT : London (FIR)	Stansted	11 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172. A B737 was given traffic info and a right turn to ensure standard separation was maintained.	
200804987	18/05/2008	EGTT : London (FIR)	Stansted	11 N	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172. A B737 was given traffic info and a right turn to ensure standard separation was maintained.	
200804988	17/05/2008	EGTT : London (FIR)	Cookham	3 E	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 at 1500ft squawking 7000. Traffic info given. Standard separation lost with an SVFR R44 which was visual with the traffic.	The instructor reports that on encountering a lowering cloud base he decided to turn back. He then became uncertainof his position in quickly deteriorating weather and visibility. He also appears to have mistaken Slough for Maidenhead. The instructor states that he has learnt from this incident.

200804988	17/05/2008	EGTT : London (FIR)	Cookham	3 E	A	CTR	ROBINSON	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 at 1500ft squawking 7000. Traffic info given. Standard separation lost with an SVFR R44 which was visual with the traffic.	The instructor reports that on encountering a lowering cloud base he decided to turn back. He then became uncertainof his position in quickly deteriorating weather and visibility. He also appears to have mistaken Slough for Maidenhead. The instructor states that he has learnt from this incident.
200804991	18/05/2008	EGTT : London (FIR)	London City - LCY	15E	A	TMA	CESSNA	Reciprocating	1	Infringement of the London LTMA (Class A) by a C172 (unconfirmed) at 3400ft squawking 7000. Standard separation maintained.	
200805000	15/05/2008	EGTT : London (FIR)	EXMOR		D	CTA	PIPER	Reciprocating	1	Infringement of Cardiff CAS (Class D) by a PA32 at FL60 that was instructed to wait 10mins for an entry clearance. The a/c was then observed to enter the CAS without clearance.	Standard separation maintained.☐ CAA Closure: Owner was requested several times to provide further information but,as at 10 Nov 2008, had not done so. Aircraft will be monitored for future occurrences.
200805010	18/05/2008	EGTT : London (FIR)	Dunsfold	2E	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an HR100 at 2300ft that was displaying a Farnborough LARS squawk. Gatwick Radar contacted Farnborough who instructed the a/c to descend/turn.	Standard separation maintained.
200805020	19/05/2008	EGTT : London (FIR)	Braintree		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2400ft enroute to Cambridge. Stansted departures stopped for 5mins.	Attempts were made to trace the aircraft with the FIR andCambridge. The aircraft was believed to be a PA28 enroutefrom France to Cambridge. As a result of this infringement, Stansted controller stopped all R/W05 right turn departures for 5mins. ☐ CAA Closure: The incident occurred due to the unknown aircraft entering the Stansted CTR without aclearance from ATC. Further tracing action failed to makecontact with the pilot or positively establish that this was the aircraft concerned.

200805034	04/05/2008	EGTT : London (FIR)	Brize Norton	8 E	D	Danger area	OTHER	Turbofan	1	A Gnat taking part in Abingdon Air Show infringed the Brize Norton CTR (Class D), which caused an inbound DC10 taking avoiding action to infringe active Danger Area EG D129 (Weston on the Green).	The DC10 was twice given avoiding action but was slow in responding to ATC instructions, which led to the infringement of D129. It also appears to have received a TCAS RA during this incident. The pilot of the Gnat subsequently advised that he only had one radio and was distracted by a leaking canopy seal.□ CAA Closure: The pilot is fully aware of the serious consequences of infringing CAS.
200805034	04/05/2008	EGTT : London (FIR)	Brize Norton	8 E	D	Danger area	MCDONNELL DOUGLAS	Turbofan	3	A Gnat taking part in Abingdon Air Show infringed the Brize Norton CTR (Class D), which caused an inbound DC10 taking avoiding action to infringe active Danger Area EG D129 (Weston on the Green).	The DC10 was twice given avoiding action but was slow in responding to ATC instructions, which led to the infringement of D129. It also appears to have received a TCAS RA during this incident. The pilot of the Gnat subsequently advised that he only had one radio and was distracted by a leaking canopy seal.□ CAA Closure: The pilot is fully aware of the serious consequences of infringing CAS.
200805084	20/05/2008	EGTT : London (FIR)	London-Heathrow - LHR	4 NW	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA38. Five a/c inbound to Heathrow were broken off or delayed and CPT departures were stopped. Standard separation maintained.	CAA Closure: CFI has arranged further navigation trainingfor the pilot.
200805088	20/05/2008	EGTT : London (FIR)	Luton (LUT)	NE	A	TMA	GROB	Reciprocating	1	Infringement of the LTMA (Class A) by a Grob G115 squawking 7000 at 6000ft. Traffic info and avoiding action given.	Distraction caused to ATC. The infringement was caused bythe pilot climbing above the cloud sheet and then failingto appreciate the strength of the easterly wind, which was blowing the a/c in a south-westerly direction towards CAS. Appropriate and comprehensive remedial action has been taken as a result of this incident.
200805088	20/05/2008	EGTT : London (FIR)	Luton (LUT)	NE	A	TMA	PIPER	Reciprocating	2	Infringement of the LTMA (Class A) by a Grob G115 squawking 7000 at 6000ft. Traffic info and avoiding action given.	Distraction caused to ATC. The infringement was caused bythe pilot climbing above the cloud sheet and then failingto appreciate the strength of the easterly wind, which was blowing the a/c in a south-westerly direction towards CAS. Appropriate and comprehensive remedial action has been taken as a result of this incident.

200805092	16/02/2008	EGTT : London (FIR)	Panshanger		G	ATZ	CESSNA	Reciprocating	1	Alleged infringement of the Panshanger ATZ (Class G) by an unknown a/c, possibly a Cessna 140, at 1200ft.	
200805092	16/02/2008	EGTT : London (FIR)	Panshanger		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the Panshanger ATZ (Class G) by an unknown a/c, possibly a Cessna 140, at 1200ft.	
200805093	06/02/2008	EGTT : London (FIR)	Panshanger		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the Panshanger ATZ (Class G) by an unknown PA28 at an estimated 1500ft.	
200805093	06/02/2008	EGTT : London (FIR)	Panshanger		G	ATZ	CESSNA	Reciprocating	1	Alleged infringement of the Panshanger ATZ (Class G) by an unknown PA28 at an estimated 1500ft.	
200805094	24/02/2008	EGTT : London (FIR)	Panshanger		G	ATZ	OTHER	Reciprocating	1	Alleged infringement of the Panshanger ATZ (Class G) by an unknown flexiwing microlight at an estimated 1100ft.	

200805094	24/02/2008	EGTT : London (FIR)	Panshanger		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the Panshanger ATZ (Class G) by an unknown flexiwing microlight at an estimated 1100ft.	
200805096	06/03/2008	EGTT : London (FIR)	Panshanger		G	ATZ	YAKOVLEV	Reciprocating	1	Alleged infringement of the Panshanger ATZ (Class G) by aYak 52 at an estimated 1500ft.	
200805097	18/05/2008	EGTT : London (FIR)	Panshanger		G	ATZ	OTHER	Unknown		Alleged infringement of the Panshanger ATZ (Class G) by an unknown Cessna 150/152 at an estimated 1600ft.	
200805097	18/05/2008	EGTT : London (FIR)	Panshanger		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the Panshanger ATZ (Class G) by an unknown Cessna 150/152 at an estimated 1600ft.	
200805101	20/05/2008	EGTT : London (FIR)	Bournemouth	5 NE	D	CTR	OTHER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by an Ikarus C42. Pilot was made aware of his error and departed CAS.Traffic info given. Standard separation maintained.	

200805103	18/05/2008	EGTT : London (FIR)	Nottingham East Midlands	10 W	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of Nottingham East Midlands CTR/CTA (Class D) by a C172 at 3000ft. R/W and approach lights were switched on. Standard separation maintained.	
200805107	20/05/2008	EGTT : London (FIR)	London-Gatwick - LGW	6 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 wearing an FIR squawk, but not working FIR. PA28 did subsequently contact FIR stating it was lost and they transferred itto D&D.	SFD departures stopped. Standard separation maintained.
200805160	22/05/2008	EGTT : London (FIR)	Bournemouth	7 NE	D	CTR	PIPER	Reciprocating	1	Solent alerted Bournemouth to a PA28 that reported it wasunsure of its position. PA28 allocated a squawk and identified inside the Bournemouth CTR (Class D). Position info passed to PA28.	
200805162	20/05/2008	EGTT : London (FIR)	Bracknell		A	CTR	EUROPA	Reciprocating	1	Infringement of the London CTR (Class A) by a Europa at 2000ft. ATC instructed Europa to turn West and, on leaving CAS, gave traffic info. Standard separation maintained.	
200805164	14/05/2008	EGTT : London (FIR)	Stansted		D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a C172. Standard separation maintained.	

200805168	22/05/2008	EGTT : London (FIR)	Luton (LUT)		D	CTA	PIPER	Reciprocating	1	Infringement of Luton CTR (Class D) by a PA28 on a NAVEX.A departing A321 was given traffic info and a heading to avoid the PA28. All further departures were stopped. Standard separation maintained.	CAA Closure: The pilot has been sent a warning letter reminding him of the serious consequences of infringing CAS. The pilot now intends to make use of the new Farnborough North LARS for future flights.
200805168	22/05/2008	EGTT : London (FIR)	Luton (LUT)		D	CTA	AIRBUS	Turbofan	2	Infringement of Luton CTR (Class D) by a PA28 on a NAVEX.A departing A321 was given traffic info and a heading to avoid the PA28. All further departures were stopped. Standard separation maintained.	CAA Closure: The pilot has been sent a warning letter reminding him of the serious consequences of infringing CAS. The pilot now intends to make use of the new Farnborough North LARS for future flights.
200805184	22/05/2008	EGTT : London (FIR)	Stansted		D	CTA	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a C172 at 2000ft. Standard separation maintained.	
200805249	22/05/2008	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2400ft. Standard separation maintained.	
200805251	23/05/2008	EGTT : London (FIR)	London City - LCY	4 SE	D	CTA	PIPER	Reciprocating	1	PA28 at 2200ft working Biggin was observed inside the London City CTA (Class D). RJ100 was given traffic info and avoiding action.	The PA28 pilot reported that he had an accurate fix on his position just prior to this infringement. He had then tracked directly to Biggin Hill and concedes that he may have clipped the Southeast corner of the London City CTA. He apologised and is fully aware of the serious consequences of infringing CAS.☐ CAA Closure: The pilot also now has the most current CAA chart of the area.

200805251	23/05/2008	EGTT : London (FIR)	London City - LCY	4 SE	D	CTA	BAE	Turbofan	4	PA28 at 2200ft working Biggin was observed inside the London City CTA (Class D). RJ100 was given traffic info and avoiding action.	The PA28 pilot reported that he had an accurate fix on his position just prior to this infringement. He had then tracked directly to Biggin Hill and concedes that he may have clipped the Southeast corner of the London City CTA. He apologised and is fully aware of the serious consequences of infringing CAS.□ CAA Closure: The pilot also now has the most current CAA chart of the area.
200805252	24/05/2008	EGTT : London (FIR)	DAYNE		D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Manchester CTA (Class D) by aPA28 at 2200ft. Standard separation maintained.	
200805254	23/05/2008	EGTT : London (FIR)	Woodley (WOD)	11 NE	A	CTR	DIAMOND	Reciprocating	1	Infringement of the London CTR (Class A) by a DA40D at 2300ft. Standard separation maintained.	ATC observed DA40D tracking towards the Northwest corner of the London CTR (Class A) and instructed it to turn ontoa Westerly heading, but a/c turned Southwest and entered the zone. ATC again instructed DA40D to turn onto a Westerly heading and leave the zone as soon as possible.
200805255	22/05/2008	EGTT : London (FIR)	Dunstable		D	CTR	BELL	Turboshaft	1	Bell 206 called for a zone transit and told to remain outside CAS. A/c subsequently infringed the Luton CTR (Class D) near the Dunstable gliding site. Traffic info given to an a/c inbound to Luton.	
200805261	25/05/2008	EGTT : London (FIR)	North Weald	3 S	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a PA28. Two inbound a/c were extended to maintain standard separation.	

200805261	25/05/2008	EGTT : London (FIR)	North Weald	3 S	D	CTA	BOEING	Turbofan	2	Alleged infringement of the Stansted CTA (Class D) by a PA28. Two inbound a/c were extended to maintain standard separation.	
200805287	22/05/2008	EGTT : London (FIR)	Southend (SND)		A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C206. C206 had been working London Info and called Southend ATC overhead Southend at FL45 descending.	Southend contacted TC SE, who had noticed C206 squawking 7000. London Info were contacted and stated they had been working C206 on squawk 1177, but this squawk disappeared from their FID (Flight Information Display) and a/c subsequently reported 6nm from Southend. In view of this C206 wasput to Southend frequency, whilst instructing it to descend. London Info report that 7000 squawks are not displayedon their FID.
200805305	29/04/2008	EGTT : London (FIR)	Detling (DET)		A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by a CTSW at 3300ft. Acheck was placed on City Departures to the East and South. An a/c inbound to London City was vectored around the a/c.	Pilot allegedly stated that the altimeter was reading 200ft lower than the Mode C readout.
200805306	17/04/2008	EGTT : London (FIR)	North Weald	3W	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA32 squawking 7000 at 2300ft. Standard separation maintained.	
200805361	27/05/2008	EGTT : London (FIR)	Brands Hatch	N	D	TMA	DIAMOND	Reciprocating	1	Infringement of LTMA (Class A) by a DA40 at 2700ft squawking 7000. Other a/c were manoeuvred around the DA40. Standard separation maintained.	Investigation ascertained that an unintentional infringement occurred while the pilot investigated an HSI problem.CAA Closure: Pilot apologetic and advises that the problem will not happen again.

200805422	26/05/2008	EGTT : London (FIR)	Nottingham East Midlands	4 ENE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by an R44. Standard separation maintained.	Investigation established that the wind was 28kts, gusting 38kts, which had an effect on the flight. It also became apparent that pilot had insufficient hours to commence flight in such conditions iaw the Flight Manual limitations.□ □ CAA Closure: Letter received from pilot and advice givenon flight planning and R44 Flight Manual limitations.
200805451	20/05/2008	EGTT : London (FIR)	Lydd (LYD)	5E	A	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Worthing CTA (Class A) by a Robin 400squawking 7000 at FL70. Standard separation maintained.	
200805479	29/05/2008	EGTT : London (FIR)	Fairoaks	6 W	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 1300ft. Standard separation maintained.	
200805525	31/05/2008	EGTT : London (FIR)	Luton (LUT)	10 WSW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 at 2000ft. Departures stopped. Traffic info given. D&D alerted. Separation lost.	Investigations indicate that the low hour PPL became lostin the Luton area, having previously performed his flyingfrom Biggin. The CFI at the operator concerned has been contacted and will take comprehensive remedial action.
200805525	31/05/2008	EGTT : London (FIR)	Luton (LUT)	10 WSW	D	CTR	GULFSTREAM	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28 at 2000ft. Departures stopped. Traffic info given. D&D alerted. Separation lost.	Investigations indicate that the low hour PPL became lostin the Luton area, having previously performed his flyingfrom Biggin. The CFI at the operator concerned has been contacted and will take comprehensive remedial action.

200805528	29/05/2008	EGTT : London (FIR)	White Waltham	S	A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R22 at 1300ft. Standard separation maintained.	
200805596	01/06/2008	EGTT : London (FIR)	Dunstable	S	D	CTR	VANS	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Vans RV-8 at1200ft. Traffic info and avoiding action given. Standard separation maintained.	The pilot sent a comprehensive report. He had clearly seen the chart depiction of airspace 3500-5500 but had not seen the SFC-3500. The pilot is fully aware of the serious consequences of infringing CAS, and regularly squawks Mode C.☐ CAA Closure: The VFR chart editor is aware of this lack of clarity and will amend future editions of the 1/4 million chart.
200805596	01/06/2008	EGTT : London (FIR)	Dunstable	S	D	CTR	CESSNA	Turbofan	2	Infringement of the Luton CTR (Class D) by a Vans RV-8 at1200ft. Traffic info and avoiding action given. Standard separation maintained.	The pilot sent a comprehensive report. He had clearly seen the chart depiction of airspace 3500-5500 but had not seen the SFC-3500. The pilot is fully aware of the serious consequences of infringing CAS, and regularly squawks Mode C.☐ CAA Closure: The VFR chart editor is aware of this lack of clarity and will amend future editions of the 1/4 million chart.
200805609	31/05/2008	EGTT : London (FIR)	Nottingham East Midlands	5 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Nottingham East Midlands CTR/CTA (Class D) by a PA28 at 2500ft. Standard separation maintained.Pilot apologised for the incident.	
200805686	29/05/2008	EGTT : London (FIR)	Nottingham East Midlands	6 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by C172 at 3000ft. An inbound A319 positioning for ILS R/W27 was broken off the approach. Traffic info given. Standard separation maintained.	

200805686	29/05/2008	EGTT : London (FIR)	Nottingham East Midlands	6 N	D	CTA	AIRBUS	Turbofan	2	Infringement of the Nottingham East Midlands CTA (Class D) by C172 at 3000ft. An inbound A319 positioning for ILS R/W27 was broken off the approach. Traffic info given. Standard separation maintained.	
200805723	04/06/2008	EGTT : London (FIR)	Oxshott		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by C152 at 2400ft. C152 had been working Farnborough who had instructed itto remain outside CAS. Standard separation maintained.	
200805782	05/06/2008	EGTT : London (FIR)	Kimpton Hall		D	CTR	PIPER	Reciprocating	1	Infringement of Luton CTR (Class D) by a PA28 at 2100ft. Two a/c broken of approach and re-positioned once the PA28had left the CTR. Traffic info given. Standard separationmaintained.	The solo student pilot involved apologised. The student is to under going additional navigational training under the auspice of the CFI and instructor concerned.
200805782	05/06/2008	EGTT : London (FIR)	Kimpton Hall		D	CTR	BEECH	Turboprop	2	Infringement of Luton CTR (Class D) by a PA28 at 2100ft. Two a/c broken of approach and re-positioned once the PA28had left the CTR. Traffic info given. Standard separationmaintained.	The solo student pilot involved apologised. The student is to under going additional navigational training under the auspice of the CFI and instructor concerned.
200805802	06/06/2008	EGTT : London (FIR)	DAYNE	NW	A	TMA	PIPER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a PA32 at3500ft. Traffic info and avoiding action given. Standard separation maintained.	

200805802	06/06/2008	EGTT : London (FIR)	DAYNE	NW	A	TMA	DOUGLAS	Turbofan	4	Infringement of the Manchester TMA (Class A) by a PA32 at3500ft. Traffic info and avoiding action given. Standard separation maintained.	
200805847	06/06/2008	EGTT : London (FIR)	Brookmans Park (BPK)		D	CTA	ROBINSON	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an R44 at 2000ft. Separation lost with a B737, which was given traffic info and avoiding action.	
200805847	06/06/2008	EGTT : London (FIR)	Brookmans Park (BPK)		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an R44 at 2000ft. Separation lost with a B737, which was given traffic info and avoiding action.	
200805848	05/06/2008	EGTT : London (FIR)	Detling (DET)		A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by a microlight squawking 7000 at FL65. Separation lost with a B737.	The pilot was responsible for the navigation for his and another aircraft following in loose formation. The pilot had been used to starting a flight well away from CAS. On the flight in question, the pilot started from Headcorn underneath the LTMA. The pilot had an over-reliance on his GPS to warn him of approaching CAS. On this occasion the flight originated under the LTMA and the airspace warning wasnot flagged up. □ CAA Closure: The pilot has since spokento his club CFI to further discuss this occurrence. The pilot was very embarrassed that he had made this error in an unfamiliar area. The pilot wanted to stress that he tooksafety very seriously and has already fitted a Mode S transponder to his aircraft. Both pilots have been warned about the serious consequences of infringing CAS.
200805848	05/06/2008	EGTT : London (FIR)	Detling (DET)		A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a microlight squawking 7000 at FL65. Separation lost with a B737.	The pilot was responsible for the navigation for his and another aircraft following in loose formation. The pilot had been used to starting a flight well away from CAS. On the flight in question, the pilot started from Headcorn underneath the LTMA. The pilot had an over-reliance on his GPS to warn him of approaching CAS. On this occasion the flight originated under the LTMA and the airspace warning wasnot flagged up. □ CAA Closure: The pilot has since spokento his club CFI to further discuss this occurrence. The pilot was very embarrassed that he had made this error in an unfamiliar area. The pilot wanted to stress that he tooksafety very seriously and has already fitted a Mode S transponder to his aircraft. Both pilots have been warned about the serious consequences of infringing CAS.

200805857	07/06/2008	EGTT : London (FIR)	Luton (LUT)	8S	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) and Luton CTR (Class D) by a PA28 at 1500ft. Pilot reported being lost. D&D Pan declared. A/c returned. Standard separation maintained.	
200805859	04/06/2008	EGTT : London (FIR)	Stansted	SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 at 1500ft resulting in a loss of separation with an outbound B737 operating a CPT SID from R/W23. Traffic info and avoiding action given to B737.	CAA Closure: The Pilot is fully aware of the serious consequences of infringing CAS and has been advised that he should plan his future flights with a wider margin for errorwhen approaching controlled airspace.
200805859	04/06/2008	EGTT : London (FIR)	Stansted	SW	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA28 at 1500ft resulting in a loss of separation with an outbound B737 operating a CPT SID from R/W23. Traffic info and avoiding action given to B737.	CAA Closure: The Pilot is fully aware of the serious consequences of infringing CAS and has been advised that he should plan his future flights with a wider margin for errorwhen approaching controlled airspace.
200805872	06/06/2008	EGTT : London (FIR)	Wrotham Mast	10NE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 squawking 7000 at 3000ft. Traffic info given. Standard separation maintained.	
200805875	08/06/2008	EGTT : London (FIR)	Isle Of Wight	SE of Needles	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 4500ft. Standard separation maintained.	

200805879	04/06/2008	EGTT : London (FIR)	Nottingham East Midlands		D	CTA	CESSNA	Reciprocating	1	Infringement of the Nottingham East Midlands CTR and CTA (Class D) by a C152 at 2500ft. Traffic info given. Standard separation maintained.	Pilot later spoke with ATC and apologised for his error and declared that he was a student pilot. Appropriate advice given.
200805893	09/06/2008	EGTT : London (FIR)	London City - LCY	5 E	D	CTR	ROCKWELL	Reciprocating	1	Alleged infringement of the London City CTR (Class D) by a Rockwell 112 squawking 7000 at 2400ft. Traffic info given. Standard separation maintained.	Pilot described his routing and stated that he passed theQE2 bridge at Dartford on his right. This would place himoutside the City CTR at 2400ft.☐ CAA Closure: Unable to reconcile the differing reports due to the elapsed time.
200805893	09/06/2008	EGTT : London (FIR)	London City - LCY	5 E	D	CTR	BAE	Turbofan	4	Alleged infringement of the London City CTR (Class D) by a Rockwell 112 squawking 7000 at 2400ft. Traffic info given. Standard separation maintained.	Pilot described his routing and stated that he passed theQE2 bridge at Dartford on his right. This would place himoutside the City CTR at 2400ft.☐ CAA Closure: Unable to reconcile the differing reports due to the elapsed time.
200805900	05/06/2008	EGTT : London (FIR)	Detling (DET)		A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by a microlight squawking 7000 at FL52. Separation lost with a B737.	Investigation progressed under 200805848.
200805900	05/06/2008	EGTT : London (FIR)	Detling (DET)		A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a microlight squawking 7000 at FL52. Separation lost with a B737.	Investigation progressed under 200805848.

200805959	08/06/2008	EGTT : London (FIR)	Luton (LUT)	4 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C172 at 2100ft. A/c had been instructed twice to remain outside of controlled airspace. Standard separation maintained.	
200805972	09/06/2008	EGTT : London (FIR)	Stansted	2 E	D	CTR	CESSNA	Reciprocating	1	Infringement of Stansted CTR (Class D) by a C172 at 1500ft. Disruption to Stansted traffic. Four separate losses ofseparation resulted.	Appropriate action is being taken as a result of this incident.
200805972	09/06/2008	EGTT : London (FIR)	Stansted	2 E	D	CTR	BOEING	Turbofan	2	Infringement of Stansted CTR (Class D) by a C172 at 1500ft. Disruption to Stansted traffic. Four separate losses ofseparation resulted.	Appropriate action is being taken as a result of this incident.
200806020	08/06/2008	EGTT : London (FIR)	White Waltham	4SSE	A	CTR	CESSNA	Reciprocating	1	Thames called Farnborough requesting information on a squawk. C150 had infringed London CTR (Class A) at 1700ft. C150 instructed to turn immediately onto West to exit CTR.	Standard separation maintained. When pilot was informed of the infringement, she responded that CAS was not marked on her map/GPS.
200806022	10/06/2008	EGTT : London (FIR)	White Waltham	4 SE	A	CTR	BELL	Turboshaft	1	Infringement of the Heathrow CTR (Class A) by a Bell 206 squawking 7000 at 1000ft. Standard separation maintained.	

200806025	10/06/2008	EGTT : London (FIR)	Middle Wallop		G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 82/2008 - Military a/c and a PA28 at Middle Wallop at 1500ft. A/c had previously infringed the Southampton CTR (Class D).	CAA Closure: While unsure of his position, the PA28 student pilot entered the Middle Wallop ATZ without permission and flew into conflict with the military a/c, which he didnot see. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200806025	10/06/2008	EGTT : London (FIR)	Middle Wallop		G	ATZ	OTHER	Unknown		UK AIRPROX 82/2008 - Military a/c and a PA28 at Middle Wallop at 1500ft. A/c had previously infringed the Southampton CTR (Class D).	CAA Closure: While unsure of his position, the PA28 student pilot entered the Middle Wallop ATZ without permission and flew into conflict with the military a/c, which he didnot see. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200806035	03/06/2008	EGTT : London (FIR)	Lulworth	EG D 026	G	Danger area	ROBINSON	Reciprocating	1	Infringement of active Danger Area EG D026 at Lulworth bya R44. Live firing stopped.	R44 pilot is aware of the serious consequences of infringing CAS / DAs and has learnt several lessons from this infringement.☐ CAA Closure: Following this incident, the pilot has accessed GASIL and Fly On Track and now intends to highlight Restricted Areas on his chart prior to flying.
200806056	10/06/2008	EGTT : London (FIR)	Cherbourg	35N	A		PIPER	Reciprocating	1	Infringement of Airway R41 (Class A) by a PA28 at FL40. Standard separation maintained.	
200806064	09/06/2008	EGTT : London (FIR)	Nash Point	3NW	D	CTR	GROB	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by a G115 at 2400ft. Pilot was advised he had entered controlled airspaceand to descend to below 1700ft. Standard separation maintained.	Investigations have revealed that the student pilot climbed above the altitude given by ATC. This was caused by thepilot misunderstanding his ATC clearance having previously read it back correctly. Appropriate and comprehensive remedial action has been taken by the operator.

200806093	10/06/2008	EGTT : London (FIR)	Luton (LUT)	15nm NE	D	CTA	VANS	Reciprocating	1	Aircraft appeared to infringe CTA due to suspected erroneous transponder Mode C altitude information.	Aircraft was showing a callsign conversion 'FIS', therefore 'FIS' were contacted. Aircraft was transferred and identified. Transponder was at times reading 200ft above the level stated by the pilot.☐ CAA Closure: Affected componenthas been removed. Upgraded model being fitted is awaitinginstallation process approval.
200806118	12/06/2008	EGTT : London (FIR)	Brecon (BCN)	8W	A		CESSNA	Reciprocating	1	Infringement of Airway (Class A) by a C206 at FL110. Standard separation maintained.	When the pilot was asked if he was told to remain outsideof CAS, he replied "yes", but stated that he advised the previous agency that he would be staying at FL110 after Amman. Previous agency possibly the London FIR. Investigations indicate that the pilot assumed that the military controller that he had been working had coordinated his entry into CAS with Cardiff Radar. Appropriate advice has been passed to the pilot concerned.
200806151	13/06/2008	EGTT : London (FIR)	Ockham (OCK)	4N	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C182 squawking 7000 at 1200ft. Standard separation maintained.	
200806153	13/06/2008	EGTT : London (FIR)	Southampton (SAM)	12S	D	CTA	BEECH	Reciprocating	1	Infringement of the Solent CTA (Class D) by a BE35 at 2500ft. Standard separation maintained.	
200806161	13/06/2008	EGTT : London (FIR)	Daventry (DTY)		A	CTR	BEECH	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a BE36 at FL70. Traffic info given. Standard separation maintained.	

200806199	14/06/2008	EGTT : London (FIR)	Bournemouth		D	CTA	OTHER	Reciprocating	1	Infringement of the Solent CTA (Class D) by an unknown microlight at an estimated 3000ft. Standard separation maintained.	
200806209	13/06/2008	EGTT : London (FIR)	London-Gatwick - LGW	5 NE	D	CTA	MORANE SAULNIER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by four a/c flying in formation at 2200ft. Traffic info given. Standard separation maintained.	
200806209	13/06/2008	EGTT : London (FIR)	London-Gatwick - LGW	5 NE	D	CTA	MORANE SAULNIER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by four a/c flying in formation at 2200ft. Traffic info given. Standard separation maintained.	
200806224	14/06/2008	EGTT : London (FIR)	London-Gatwick - LGW	5NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 at 1400ft. Standard separation maintained.	Navigational error.
200806229	15/06/2008	EGTT : London (FIR)	Barkway (BKY)	6SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 3000ft. Standard separation maintained.	

200806232	15/06/2008	EGTT : London (FIR)	Luton (LUT)	NW	D	CTR	ZENAIR	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Zenair CH601squawking 7000. Departures were stopped. Standard separation maintained.	Navigation error. Pilot misidentified Cheddington for Halton.☐ CAA Closure: Appropriate advice given. Pilot has agreed to undergo further instruction.
200806233	15/06/2008	EGTT : London (FIR)	Luton (LUT)	E	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Luton/Stansted CTA (Class D) by a Cirrus SR22 squawking 7000 at 3000ft. ATC instructed a/c to descend below 2500ft and leave the CTA. Standard separationmaintained.	
200806237	13/06/2008	EGTT : London (FIR)	London-Gatwick - LGW	5 NE	D	CTA	MORANE SAULNIER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by four a/c flying in formation at 2200ft. Traffic info given. Standard separation maintained.	One of the four a/c involved, which remains unidentified,did not turn away from the Gatwick CTR. This resulted in a Gatwick inbound being given delaying action to maintain separation.
200806237	13/06/2008	EGTT : London (FIR)	London-Gatwick - LGW	5 NE	D	CTA	UNKNOWN	Unknown		Infringement of the Gatwick CTA (Class D) by four a/c flying in formation at 2200ft. Traffic info given. Standard separation maintained.	One of the four a/c involved, which remains unidentified,did not turn away from the Gatwick CTR. This resulted in a Gatwick inbound being given delaying action to maintain separation.
200806258	14/06/2008	EGTT : London (FIR)	Luton (LUT)	7 E	D	CTA	CESSNA	Reciprocating	1	Two infringements of the Luton CTR and CTA (Class D) by aC172 squawking 7000 at 3000ft. Traffic info and avoiding action given.	Standard separation lost with inbound B737 during the first infringement.☐ CAA Closure: Pilot has undergone furthertraining in visual navigation and VOR tracking from his CFI.

200806258	14/06/2008	EGTT : London (FIR)	Luton (LUT)	7 E	D	CTA	BOEING	Turbofan	2	Two infringements of the Luton CTR and CTA (Class D) by aC172 squawking 7000 at 3000ft. Traffic info and avoiding action given.	Standard separation lost with inbound B737 during the first infringement.□ CAA Closure: Pilot has undergone furthertraining in visual navigation and VOR tracking from his CFI.
200806267	15/06/2008	EGTT : London (FIR)	Southampton (SAM)	10 E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 at 3000ft. Standard separation maintained.	
200806270	15/06/2008	EGTT : London (FIR)	Southampton (SAM)	5 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown PA28. Standard separation maintained.	
200806275	15/06/2008	EGTT : London (FIR)	Southampton (SAM)	N	D	CTR	OTHER	Reciprocating	1	Microlight infringed the Southampton CTR (Class D) and lost separation with an outbound EMB145, which was given traffic info and avoiding action.	Microlight pilot disputed the infringement, but the radartrace appeared to confirm that an infringement occurred.CAA Closure: Pilot advised to refresh his knowledge relating to CAS and to plan future flights to avoid CAS by a wider margin.
200806275	15/06/2008	EGTT : London (FIR)	Southampton (SAM)	N	D	CTR	EMBRAER	Turbofan	2	Microlight infringed the Southampton CTR (Class D) and lost separation with an outbound EMB145, which was given traffic info and avoiding action.	Microlight pilot disputed the infringement, but the radartrace appeared to confirm that an infringement occurred.CAA Closure: Pilot advised to refresh his knowledge relating to CAS and to plan future flights to avoid CAS by a wider margin.

200806288	31/05/2008	EGTT : London (FIR)	Watton	0.5N	G		CESSNA	Reciprocating	1	Infringement of the Watton Gliding Site by a Cessna 172 at an estimated 1800ft.	
200806336	16/06/2008	EGTT : London (FIR)	White Waltham	1.5 SE	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 2300ft. Standard separation maintained.	
200806393	13/06/2008	EGTT : London (FIR)	Nottingham East Midlands	8E	D	CTA	STODDARD HAMILTON	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a Glasair at 2600ft. Traffic info given. Standard separation maintained.	
200806400	16/06/2008	EGTT : London (FIR)	London-Heathrow - LHR	14 WSW	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 at 2900ft squawking 7000. An a/c on ILS approach instructed tofly through the ILS and positioned behind the PA28. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200806452	18/06/2008	EGTT : London (FIR)	Stansted	14N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 at 3000ft. Traffic info given. Standard separation maintained.	

200806452	18/06/2008	EGTT : London (FIR)	Stansted	14N	D	CTA	BAE	Turboprop	2	Infringement of the Stansted CTA (Class D) by a C172 at 3000ft. Traffic info given. Standard separation maintained.	
200806467	19/06/2008	EGTT : London (FIR)	Bournemouth	6W	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 at 2600ft. Standard separation maintained.	
200806467	19/06/2008	EGTT : London (FIR)	Bournemouth	6W	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 at 2600ft. Standard separation maintained.	
200806505	20/06/2008	EGTT : London (FIR)	Stansted	8 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 1400ft. A B737 was broken off approach. Standard separation maintained.	Student pilot later called ATC and apologised for his error.
200806505	20/06/2008	EGTT : London (FIR)	Stansted	8 NE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 1400ft. A B737 was broken off approach. Standard separation maintained.	Student pilot later called ATC and apologised for his error.

200806529	08/06/2008	EGTT : London (FIR)	Stansted	W	D	CTR	OTHER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a microlight. Traffic info given. Separation lost.	CAA Closure: Pilot has agreed to undertake further navigation training with an instructor.
200806529	08/06/2008	EGTT : London (FIR)	Stansted	W	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a microlight. Traffic info given. Separation lost.	CAA Closure: Pilot has agreed to undertake further navigation training with an instructor.
200806542	21/06/2008	EGTT : London (FIR)	Birmingham	7nm W			OTHER	Reciprocating	1	A/c encountered IMC and inadvertently entered CAS. A/c climbed clear of cloud and radar service given for VMC transit to destination.	
200806549	20/06/2008	EGTT : London (FIR)	North Weald	4W	D	CTA	AERONCA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an Aeronca squawking 7000 at 1900ft. Pilot had been in receipt of a Farnborough LARS service which had closed.	The Aeronca had previously just called Farnborough for a LARS service which was terminated almost immediately due staffing reasons. Standard separation maintained. Pilot later called apologising, and stating that the error may havebeen caused by a faulty transponder.
200806550	20/06/2008	EGTT : London (FIR)	Wycombe	5 S	A	TMA	ROBINSON	Reciprocating	1	Infringement of the LTMA (Class A) by an R44 squawking 7000 at 3000ft. Pilot was informed of his error, apologised and descended as soon as he could. Standard separation maintained.	

200806570	23/06/2008	EGTT : London (FIR)	White Waltham	SE	A	CTR	CIRRUS	Reciprocating	1	Infringement of the London CTR (Class A) by an SR22 squawking 7000 at 1200ft. Traffic info given. Heathrow departures stopped for approx 3mins. Standard separation maintained.	Operator has spoken to the pilot concerned. It transpiredthat he had planned to avoid the London CTR but, after take-off, changed his mind and asked ATC for a direct routing and transition through the CTR. He then established contact with his destination ATC, assuming that CTR transitionhad been authorised, but this was not the case.☐ CAA Closure: Appropriate advice given concerning pre-flight planning (or, as in this case, sticking with a plan) and the importance of avoiding CAS or confirming that the relevant authorisation has been obtained before entering.
200806586	19/06/2008	EGTT : London (FIR)	Bournemouth	6 W	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a Robin 400 at 1600ft. Standard separation maintained.	
200806646	23/06/2008	EGTT : London (FIR)	Stansted	9 NE	D	CTA	VANS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Vans RV6 squawking 7000 at 1800ft. Traffic info and avoiding actiongiven. Standard separation maintained.	
200806646	23/06/2008	EGTT : London (FIR)	Stansted	9 NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Vans RV6 squawking 7000 at 1800ft. Traffic info and avoiding actiongiven. Standard separation maintained.	
200806653	23/06/2008	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	PIPER	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a PA28 squawking 7000 at 2000ft. Departures were stopped. A/c then went onto infringe Manchester CTR (Class D) at 3000ft.	Standard separation maintained. Manchester commercial traffic also affected. Pilot was receiving an FIS and incorrectly assumed that this meant he did not need to establish contact with East Midlands or Manchester ATC. A lesson hasbeen learned as a result of this incident.☐ CAA Closure: Appropriate advice given via the DGAC.

200806653	23/06/2008	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	BOEING	Turbofan	2	Infringement of the Nottingham East Midlands CTA (Class D) by a PA28 squawking 7000 at 2000ft. Departures were stopped. A/c then went onto infringe Manchester CTR (Class D) at 3000ft.	Standard separation maintained. Manchester commercial traffic also affected. Pilot was receiving an FIS and incorrectly assumed that this meant he did not need to establish contact with East Midlands or Manchester ATC. A lesson hasbeen learned as a result of this incident.□ CAA Closure: Appropriate advice given via the DGAC.
200806684	24/06/2008	EGTT : London (FIR)	Nottingham East Midlands	5 W	D	CTR	BOEING	Turbofan	2	UK AIRPROX 91/2008 - B757 and a Hughes 500 that had infringed the Nottingham East Midlands CTR (Class D) at 1500ft.Traffic info and avoiding action given to B757.	Standard separation maintained.□ CAA Closure: No further CAA action at this time. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200806684	24/06/2008	EGTT : London (FIR)	Nottingham East Midlands	5 W	D	CTR	HUGHES	Turboshaft	1	UK AIRPROX 91/2008 - B757 and a Hughes 500 that had infringed the Nottingham East Midlands CTR (Class D) at 1500ft.Traffic info and avoiding action given to B757.	Standard separation maintained.□ CAA Closure: No further CAA action at this time. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200806685	23/06/2008	EGTT : London (FIR)	Nottingham	10E	D	CTA	ROBINSON	Reciprocating	1	Infringement of Nottingham East Midlands CTA (Class D) byan R44 at 2100ft squawking 7000.	
200806698	25/06/2008	EGTT : London (FIR)	SITET	S	A		ROCKWELL	Reciprocating	1	Infringement of Class A Airspace at SITET by a Rockwell 114 at FL85. The base of the CAS is FL75. A/c instructed todescend. Standard separation maintained.	

200806700	25/06/2008	EGTT : London (FIR)	Stansted	9 S	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR20 at 2600ft. Traffic info given. Standard separation maintained.	
200806700	25/06/2008	EGTT : London (FIR)	Stansted	9 S	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by an SR20 at 2600ft. Traffic info given. Standard separation maintained.	
200806733	25/06/2008	EGTT : London (FIR)	Banstead	2N	A	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the London CTR (Class A) by a Robin 400 squawking 7000 at 1900ft. Standard separation maintained.	
200806742	17/06/2008	EGTT : London (FIR)	Ascot		A	CTR	ROBINSON	Reciprocating	1	An R44 was observed inbound to Ascot prior to Royal AscotTemporary procedures coming into force at 0900hrs. R44 inthe Heathrow CTR (Class A) lost separation with a PA24. Traffic info given.	The pilot of the PA24 was instructed to turn Westbound, but responded with standby, and so the controller repeated the instruction with no response. Coordination was effected with Ascot ATC to try and resolve the conflict. When twoway communication was properly established with the PA24,accurate traffic info was passed and the pilot reported visual with the R44.□ CAA Closure: The incident was attributed to the pilot of the R44 entering CAS without a clearance from ATC and was further aggravated by the pilot of thePA24 not maintaining a listening watch during the period of the conflict. Local ATC action has taken place in orderto review the options available to the controller for a more effective resolution and for consideration in TRUCE training.
200806742	17/06/2008	EGTT : London (FIR)	Ascot		A	CTR	PIPER	Reciprocating	1	An R44 was observed inbound to Ascot prior to Royal AscotTemporary procedures coming into force at 0900hrs. R44 inthe Heathrow CTR (Class A) lost separation with a PA24. Traffic info given.	The pilot of the PA24 was instructed to turn Westbound, but responded with standby, and so the controller repeated the instruction with no response. Coordination was effected with Ascot ATC to try and resolve the conflict. When twoway communication was properly established with the PA24,accurate traffic info was passed and the pilot reported visual with the R44.□ CAA Closure: The incident was attributed to the pilot of the R44 entering CAS without a clearance from ATC and was further aggravated by the pilot of thePA24 not maintaining a listening watch during the period of the conflict. Local ATC action has taken place in orderto review the options available to the controller for a more effective resolution and for consideration in TRUCE training.

200806763	26/06/2008	EGTT : London (FIR)	London City - LCY	7 E	D	CTR	OTHER	Reciprocating	1	Infringement of the London City CTR (Class D) by a microlight squawking 7000 at 1900ft. Traffic info and avoiding action given. Standard separation maintained.	
200806763	26/06/2008	EGTT : London (FIR)	London City - LCY	7 E	D	CTR	FOKKER	Turboprop	2	Infringement of the London City CTR (Class D) by a microlight squawking 7000 at 1900ft. Traffic info and avoiding action given. Standard separation maintained.	
200806764	26/06/2008	EGTT : London (FIR)	Stansted		D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172 squawking 7000 at 1500ft. Traffic info given. Three a/c brokenoff approach. Separation lost.	Student pilot on first solo cross country flight became unsure of his location. Planned route too close to CAS and the land away destination was a grass airfield surrounded by agricultural land, which could easily be missed by a stressed student. □ CAA Closure: It has been suggested to the instructor concerned that a route further from CAS should be planned for the first solo cross country flight as the stress placed on a student should not be underestimated. Both instructor and student apologised for this incident.
200806764	26/06/2008	EGTT : London (FIR)	Stansted		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C172 squawking 7000 at 1500ft. Traffic info given. Three a/c brokenoff approach. Separation lost.	Student pilot on first solo cross country flight became unsure of his location. Planned route too close to CAS and the land away destination was a grass airfield surrounded by agricultural land, which could easily be missed by a stressed student. □ CAA Closure: It has been suggested to the instructor concerned that a route further from CAS should be planned for the first solo cross country flight as the stress placed on a student should not be underestimated. Both instructor and student apologised for this incident.
200806769	23/06/2008	EGTT : London (FIR)	Rochester		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Rochester ATZ (Class G) by a C182 at an estimated 700ft. Standard separation maintained.	Pilot later called and apologised, stating that he had entered the wrong ICAO code onto the a/c's new GPS, the pilot had thus overflown Rochester thinking it was Headcorn.

200806834	27/06/2008	EGTT : London (FIR)	London City - LCY	3 N	D	CTA	SOCATA	Reciprocating	1	Infringement of the London City CTA (Class D) by a TB20. Traffic info and avoiding action was given to an outbound RJ85. Standard separation maintained.	
200806834	27/06/2008	EGTT : London (FIR)	London City - LCY	3 N	D	CTA	BAE	Turbofan	4	Infringement of the London City CTA (Class D) by a TB20. Traffic info and avoiding action was given to an outbound RJ85. Standard separation maintained.	
200806838	28/06/2008	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2600ft. Traffic info given. Separation lost.	Pilot reports having a radio anomaly and was not successful in troubleshooting the radio problem and therefore decided to divert to Bourne. Pilot then deviated from his intended route and the infringement of the Luton CTR took place. Pilot then identified the landscape and continued to Turweston. On landing pilot was informed that he had an 'open microphone'. Pilot contacted LTCC and apologised for hiserror stating that his navigation skills could have been much better but he had become distracted by the radio problem.□ CAA Closure: The pilot has discussed the occurrence with his instructor and is undertaking further navigational training.
200806838	28/06/2008	EGTT : London (FIR)	Luton (LUT)		D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2600ft. Traffic info given. Separation lost.	Pilot reports having a radio anomaly and was not successful in troubleshooting the radio problem and therefore decided to divert to Bourne. Pilot then deviated from his intended route and the infringement of the Luton CTR took place. Pilot then identified the landscape and continued to Turweston. On landing pilot was informed that he had an 'open microphone'. Pilot contacted LTCC and apologised for hiserror stating that his navigation skills could have been much better but he had become distracted by the radio problem.□ CAA Closure: The pilot has discussed the occurrence with his instructor and is undertaking further navigational training.
200806851	27/06/2008	EGTT : London (FIR)	Stansted	10 SW	D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a DV20 at 2200ft. Standard separation maintained.	

200806853	27/06/2008	EGTT : London (FIR)	Manchester (MCT)	9 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained.	
200806869	29/06/2008	EGTT : London (FIR)	Blackbushe		G	ATZ	BEECH	Turboprop	2	Infringement of the Blackbushe ATZ (Class G) by a BE200. Traffic info given. SR22 had to fly a go-around. BE200 hadbeen positioned by Farnborough. Standard separation maintained.	CAA Closure: The incident was attributed to the BE200 pilot's failure to call Blackbushe FISO in sufficient time. No further investigation possible due to elapsed time.
200806869	29/06/2008	EGTT : London (FIR)	Blackbushe		G	ATZ	CIRRUS	Reciprocating	1	Infringement of the Blackbushe ATZ (Class G) by a BE200. Traffic info given. SR22 had to fly a go-around. BE200 hadbeen positioned by Farnborough. Standard separation maintained.	CAA Closure: The incident was attributed to the BE200 pilot's failure to call Blackbushe FISO in sufficient time. No further investigation possible due to elapsed time.
200806905	27/06/2008	EGTT : London (FIR)	Luton (LUT)	W	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by an R22 at 1500ft. Traffic info given. Standard separation maintained.	
200806916	30/06/2008	EGTT : London (FIR)	London-Gatwick - LGW	15S	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 at 6800ft. Standard separation maintained.	

200806916	30/06/2008	EGTT : London (FIR)	London-Gatwick - LGW	15S	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by an SR22 at 6800ft. Standard separation maintained.	
200806935	27/06/2008	EGTT : London (FIR)	Luton (LUT)	8E	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Luton CTR (Class D) by two DA40 a/c at 2000ft. A320 broken off approach. Standard separation maintained.	
200806935	27/06/2008	EGTT : London (FIR)	Luton (LUT)	8E	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Luton CTR (Class D) by two DA40 a/c at 2000ft. A320 broken off approach. Standard separation maintained.	
200806943	30/06/2008	EGTT : London (FIR)	Farndon	1E	A		MUDRY	Reciprocating	1	Possible infringement of Airway N864 by a CAP 10B at 3200ft.	
200806948	30/06/2008	EGTT : London (FIR)	Birmingham	9 SW	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Birmingham CTR (Class D) by aC152 squawking 7000 at 3600ft. Traffic info given. Standard separation maintained.	Believed the a/c concerned had called D&D and reported asbeing lost during this incident.

200806948	30/06/2008	EGTT : London (FIR)	Birmingham	9 SW	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Birmingham CTR (Class D) by aC152 squawking 7000 at 3600ft. Traffic info given. Standard separation maintained.	Believed the a/c concerned had called D&D and reported asbeing lost during this incident.
200806973	01/07/2008	EGTT : London (FIR)	Southampton (SAM)	2 NE	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an Ikarus C42. Traffic info given. Separation lost.	CAA Closure: The pilot has spoken to the CFI and watch manager and has discussed the infringement in depth. As a result, the he is participating in flying lessons of the local area.
200806973	01/07/2008	EGTT : London (FIR)	Southampton (SAM)	2 NE	D	CTR	PIPER	Reciprocating	2	Infringement of the Southampton CTR (Class D) by an Ikarus C42. Traffic info given. Separation lost.	CAA Closure: The pilot has spoken to the CFI and watch manager and has discussed the infringement in depth. As a result, the he is participating in flying lessons of the local area.
200806979	28/06/2008	EGTT : London (FIR)	Nottingham East Midlands		D	CTA	ROCKWELL	Reciprocating	1	Infringement of Nottingham East Midlands CTA (Class D) bya Rockwell Commander 114 at 2200ft. Traffic info given. Standard separation maintained.	
200806980	28/06/2008	EGTT : London (FIR)	Nottingham East Midlands	8 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a Cessna C172 squawking 7000 at 3500ft. Standard separation maintained.	

200807018	02/07/2008	EGTT : London (FIR)	London-Gatwick - LGW		A	TMA	DIAMOND	Reciprocating	1	Infringement of the LTMA by a DA40 squawking 7000. Standard separation maintained.	
200807045	02/07/2008	EGTT : London (FIR)	Manchester (MCT)	6NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 squawking 7000 at 1200ft. Standard separation maintained.	Pilot thought he obtained clearance to enter CAS.␣ CAA Closure: Appropriate advice given, including the need to seek clarification from ATC whenever there is any doubt.
200807049	03/07/2008	EGTT : London (FIR)	ORTAC		A		AVIONS ROBIN	Reciprocating	1	Infringement of Airway R41 (Class A) by two out of four a/c flying in formation at FL65. Standard separation maintained.	
200807049	03/07/2008	EGTT : London (FIR)	ORTAC		A		AVIONS ROBIN	Reciprocating	1	Infringement of Airway R41 (Class A) by two out of four a/c flying in formation at FL65. Standard separation maintained.	
200807052	10/02/2008	EGTT : London (FIR)	Luton (LUT)	7NE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by an R44 squawking 7000 at 1100ft. Standard separation maintained.	

200807055	25/06/2008	EGTT : London (FIR)	Duxford		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the Duxford ATZ (Class G) by a PA28 at 2000ft. Traffic info and avoiding action given. An F86 Sabre had to break off display. Standard separation maintained.	CAA Closure: From analysis of Pilot's response and ATC report, there may have been some confusion over the PA28's height and the pilot would of been clear of the ATZ. Pilot appeared to take correct action and displayed good airmanship.
200807055	25/06/2008	EGTT : London (FIR)	Duxford		G	ATZ	NORTH AMERICAN	Turbofan	1	Alleged infringement of the Duxford ATZ (Class G) by a PA28 at 2000ft. Traffic info and avoiding action given. An F86 Sabre had to break off display. Standard separation maintained.	CAA Closure: From analysis of Pilot's response and ATC report, there may have been some confusion over the PA28's height and the pilot would of been clear of the ATZ. Pilot appeared to take correct action and displayed good airmanship.
200807058	08/06/2008	EGTT : London (FIR)	Bentwaters		G		SCOTTISH AVIATION	Reciprocating	1	Infringement of the Bentwaters Display Area by a Bulldog during a notified air display. Lead a/c in formation took avoiding action.	The pilot has acknowledged his error in failing to study the NOTAMs adequately, and has instituted a procedure for marking nav warnings on his chart before flight. ☐ CAA Closure: Appropriate CAA advice has been passed to the pilot concerned.
200807058	08/06/2008	EGTT : London (FIR)	Bentwaters		G		OTHER	Unknown		Infringement of the Bentwaters Display Area by a Bulldog during a notified air display. Lead a/c in formation took avoiding action.	The pilot has acknowledged his error in failing to study the NOTAMs adequately, and has instituted a procedure for marking nav warnings on his chart before flight. ☐ CAA Closure: Appropriate CAA advice has been passed to the pilot concerned.
200807108	03/07/2008	EGTT : London (FIR)	ORTAC		A		AVIONS ROBIN	Reciprocating	1	CANCELLED - Processed under 200807049	CANCELLED - Processed under 200807049

200807108	03/07/2008	EGTT : London (FIR)	ORTAC		A		CESSNA	Reciprocating	1	CANCELLED - Processed under 200807049	CANCELLED - Processed under 200807049
200807123	04/07/2008	EGTT : London (FIR)	Farnborough	NE	A	CTR	BEECH	Turboprop	2	Infringement of the London CTR (Class A) by a BE90 at 2400ft. Traffic info given. Separation lost with a TB20.	CAA Closure: Owner requested several times to provide further information but, as at 12 Jan 2009, had not done so. No further action possible.
200807123	04/07/2008	EGTT : London (FIR)	Farnborough	NE	A	CTR	SOCATA	Reciprocating	1	Infringement of the London CTR (Class A) by a BE90 at 2400ft. Traffic info given. Separation lost with a TB20.	CAA Closure: Owner requested several times to provide further information but, as at 12 Jan 2009, had not done so. No further action possible.
200807124	03/07/2008	EGTT : London (FIR)	Bristol International	7	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a Robin 400 at 2000ft. Standard separation maintained.	
200807127	06/07/2008	EGTT : London (FIR)	Epping VRP	3NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 1900ft. Standard separation maintained.	

200807128	05/07/2008	EGTT : London (FIR)	Winchester	2W	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 squawking 7000. Standard separation maintained.	Pilot later called and apologised for the error.
200807326	08/07/2008	EGTT : London (FIR)	Gloucester-Staverton	5W		Restricted area	CESSNA	Reciprocating	1	Infringement of Restricted Airspace Temporary RA(T) for military flypast rehearsal by a C182 at FL50. RIS controller misunderstood the location of the RA(T) and didn't pass info to the C182 pilot.	A/c instructed to leave RA(T) and given navigational assistance to route away from the RA(T).
200807359	10/07/2008	EGTT : London (FIR)	Luton (LUT)	8S	A	TMA	PIPER	Reciprocating	1	Infringement of LTMA (Class A) by a PA32 at 3400ft. A/c contacted via FIS controller and issued a Luton/Stansted squawk. Standard separation maintained.	
200807407	13/07/2008	EGTT : London (FIR)	Poole	2N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a C172 at 1100ft. Standard separation maintained.	
200807495	13/07/2008	EGTT : London (FIR)	Stansted	6 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTA and CTR (Class D) by a PA28 at 2300ft. B737's departure was delayed. Standard separation maintained.	

200807495	13/07/2008	EGTT : London (FIR)	Stansted	6 SW	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTA and CTR (Class D) by a PA28 at 2300ft. B737's departure was delayed. Standard separation maintained.	
200807497	13/07/2008	EGTT : London (FIR)	Stansted	5 SW	D	CTR	OTHER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an unknown microlight. Departures were delayed for 3mins. Standard separation maintained.	
200807499	13/07/2008	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	PIPER	Reciprocating	1	Infringement of the LTMA (Class A), Heathrow Zone (Class A), Stansted CTR (Class D) and Farnborough Zone by a PA46 at 2000ft. Traffic info and avoiding action given. Separation lost.	Departures were stopped at Heathrow, four a/c were brokenoff approach, one a/c was sent around. At Stansted one a/c was sent around and one a/c's take-off aborted. Appropriate CAA action is being taken as a result of this incident.
200807506	13/07/2008	EGTT : London (FIR)	London-Gatwick - LGW	E	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA/CTR (Class D) by a PA32 squawking 7000 at 2300ft. An A319 was broken off approach. Standard separation maintained.	CAA Closure: Pilot who apologised for his error, having been distracted from navigating accurately. The pilot has since started an IMC rating to improve his navigation and has learnt from his error. He is fully aware of the seriousnature of infringing CAS.
200807506	13/07/2008	EGTT : London (FIR)	London-Gatwick - LGW	E	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA/CTR (Class D) by a PA32 squawking 7000 at 2300ft. An A319 was broken off approach. Standard separation maintained.	CAA Closure: Pilot who apologised for his error, having been distracted from navigating accurately. The pilot has since started an IMC rating to improve his navigation and has learnt from his error. He is fully aware of the seriousnature of infringing CAS.

200807510	25/01/2008	EGTT : London (FIR)	Cookham	ENE	A	CTR	MUDRY	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by Mudry Cap 10 squawking 7000. Heathrow Northbound departures were stopped for approx 3mins. Standard separation maintained.	
200807516	01/02/2008	EGTT : London (FIR)	Honiley (HON)	10 SW	A	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a Robin 200squawking 7000 at FL70. Standard separation maintained.	
200807518	02/05/2008	EGTT : London (FIR)	North Weald	2W	D	CTA	BELL	Turboshaft	1	Infringement of the Stansted CTA (Class D) by a Bell 206 squawking 7000 at 1800ft. Standard separation maintained.	
200807524	13/07/2008	EGTT : London (FIR)	Honiley (HON)	6 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 2600ft. Traffic info given. Standard separation maintained.	
200807528	14/07/2008	EGTT : London (FIR)	Brookmans Park (BPK)		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 3200ft. Standard separation maintained.	

200807529	14/07/2008	EGTT : London (FIR)	Duxford	NE	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 at 5200ft. Standard separation maintained.	
200807609	16/07/2008	EGTT : London (FIR)	Stansted	5 W	D	CTR	ROBINSON	Reciprocating	1	Stansted ATC did not receive contact from an R44 that became airborne and climbed to 1000ft whilst within the Stansted CTR (Class D).	CAA Closure: Appropriate CAA action is to be taken as a result of this incident.
200807652	16/07/2008	EGTT : London (FIR)	Southampton (SAM)	7 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Solent CTZ (Class D) by a PA28 at 1800ft. Traffic info and avoiding action given. Standard separation maintained.	
200807652	16/07/2008	EGTT : London (FIR)	Southampton (SAM)	7 N	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTZ (Class D) by a PA28 at 1800ft. Traffic info and avoiding action given. Standard separation maintained.	
200807688	17/07/2008	EGTT : London (FIR)	Bournemouth	3 S	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by an R44 squawking 7000 at 3500ft. Standard separation maintained.	

200807689	18/07/2008	EGTT : London (FIR)	Stapleford		A	TMA	ROCKWELL	Reciprocating	1	Infringement of the LTMA (Class A) by a Rockwell 112 at 2800ft. Traffic info given. ATC instructed a/c to descend to 2400ft. Standard separation maintained.	
200807690	18/07/2008	EGTT : London (FIR)	Southampton (SAM)	6N	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an R22. Traffic info given. Standard separation maintained.	
200807690	18/07/2008	EGTT : London (FIR)	Southampton (SAM)	6N	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) by an R22. Traffic info given. Standard separation maintained.	
200807691	18/07/2008	EGTT : London (FIR)	London-Gatwick - LGW	9 NE	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an R44 at 1800ft. Traffic info and avoiding action given. Standard separation maintained.	
200807693	20/07/2008	EGTT : London (FIR)	Stansted	NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 at 1500ft. Traffic info and avoiding action given to a B737. Standard separation maintained.	Pilot subsequently called ATC and apologised for his error, he explained that he had suffered both a compass and direction finder failure which increased his workload, whichthen resulted in the infringement.

200807693	20/07/2008	EGTT : London (FIR)	Stansted	NE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA28 at 1500ft. Traffic info and avoiding action given to a B737. Standard separation maintained.	Pilot subsequently called ATC and apologised for his error, he explained that he had suffered both a compass and direction finder failure which increased his workload, whichthen resulted in the infringement.
200807695	20/07/2008	EGTT : London (FIR)	Manchester (MCT)	8 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA24 squawking 7000 at 3700ft. Standard separation maintained.	
200807697	19/07/2008	EGTT : London (FIR)	Luton (LUT)	13 NE	D	CTA	EXTRA	Reciprocating	1	Infringement of the Luton CTA (Class D) by an Extra 300 at 3000ft. Traffic info and avoiding action given. Standardseparation maintained.	CAA Closure: Pilot apologised and is fully aware of CAS. He plans to increase his margins and use 7004 under CAS.
200807732	17/07/2008	EGTT : London (FIR)	Bournemouth	6.5 NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28. Traffic info given. Standard separation maintained.	CAA Closure: The CAA have spoken with pilot who is experienced and he is fully aware of CAS. He had purposely flown towards a specific village believing this to be outside CAS - but in reality he was inside. Pilot apologised for any inconvenience and is aware of his error.
200807735	20/07/2008	EGTT : London (FIR)	Bristol International	6 ENE	D	CTA	VANS	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Vans RV6 at 5000ft. Traffic info given. Standard separation maintained.	Pilot believed that Filton ATC had coordinated a crossingclearance of Bristol CAS.

200807752	21/07/2008	EGTT : London (FIR)	Honiley (HON)	6 S	D	CTA	SCOTTISH AVIATION	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Bulldogsquawking 7000 at 2400ft. Standard separation maintained.	Pilot later spoke with ATC and apologised for his error. He had misread his map, believing the base of CAS in his area was 2500ft when it was 1500ft.
200807771	21/07/2008	EGTT : London (FIR)	Birmingham	6.1 SW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an R44 at1100ft. Standard separation maintained.	Pilot later spoke with ATC and apologised for his error.
200807772	19/07/2008	EGTT : London (FIR)	THRED		A		PIPER	Reciprocating	1	Infringement of Airway R41 (Class A) by a PA28 at 3700ft.Traffic info given. SMF activated. Separation lost.	CAA Closure: The pilot has agreed to alter his pre-flightplanning both to provide greater separation from controlled airspace and to reduce in-flight workload.
200807772	19/07/2008	EGTT : London (FIR)	THRED		A		BRITTEN NORMAN	Reciprocating	3	Infringement of Airway R41 (Class A) by a PA28 at 3700ft.Traffic info given. SMF activated. Separation lost.	CAA Closure: The pilot has agreed to alter his pre-flightplanning both to provide greater separation from controlled airspace and to reduce in-flight workload.
200807778	21/07/2008	EGTT : London (FIR)	Manchester (MCT)	8 N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C182 squawking 7000. Standard separation maintained.	

200807809	18/07/2008	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTR	BELL	Turboshaft	1	Alleged infringement of the Gatwick CTA (Class D) by a Bell 206 at 1000ft.	Pilot apologises for his error.
200807824	20/07/2008	EGTT : London (FIR)	Duxford		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Duxford ATZ (Class G) by a C182. Standard separation maintained.	
200807827	22/07/2008	EGTT : London (FIR)	Mayfield (MAY)		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA by a PA28 at 3300ft. Traffic info and avoiding action given. Standard separation maintained. STCA activated.	
200807862	20/07/2008	EGTT : London (FIR)	Stansted	5E	D	CTR	OTHER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a microlight squawking 7000 at 1200ft. Traffic info given. Standard separation maintained.	
200807862	20/07/2008	EGTT : London (FIR)	Stansted	5E	D	CTR	HAWKER SIDDELEY	Turbofan	2	Infringement of the Stansted CTR (Class D) by a microlight squawking 7000 at 1200ft. Traffic info given. Standard separation maintained.	

200807866	22/07/2008	EGTT : London (FIR)	Stansted		D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000. Traffic info given. Separation lost. Solo student had become lost.	C152 pilot has subsequently flown with an instructor to re-trace the route and identify where any problems may haveoccurred.
200807866	22/07/2008	EGTT : London (FIR)	Stansted		D	CTR	BAE	Turboprop	2	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000. Traffic info given. Separation lost. Solo student had become lost.	C152 pilot has subsequently flown with an instructor to re-trace the route and identify where any problems may haveoccurred.
200807868	19/07/2008	EGTT : London (FIR)	Bristol International		D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Bristol CTA (Class D) by a PA24 at 5000ft receiving a FIS. An inbound A319 was given traffic info and vectors around the PA24.	Pilot believed that the a/c did not infringe. He requested radar traces, however, due to the elapsed time this was not possible.☐ CAA Closure: Unable to reconcile differing reports.
200807868	19/07/2008	EGTT : London (FIR)	Bristol International		D	CTA	AIRBUS	Turbofan	2	Alleged infringement of the Bristol CTA (Class D) by a PA24 at 5000ft receiving a FIS. An inbound A319 was given traffic info and vectors around the PA24.	Pilot believed that the a/c did not infringe. He requested radar traces, however, due to the elapsed time this was not possible.☐ CAA Closure: Unable to reconcile differing reports.
200807877	23/07/2008	EGTT : London (FIR)	M6	N	D	CTR	GROB	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Grob G115 at 1000ft. Standard separation maintained. A/c being flown by a solo student.	

200807889	24/07/2008	EGTT : London (FIR)	Cardiff (CDF)	8.5 SE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a C182 squawking 7000 at 3500ft. Standard separation maintained.	
200807934	25/07/2008	EGTT : London (FIR)	Detling (DET)		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C182 at 4000ft. Traffic info given. Separation lost against a C310.	
200807934	25/07/2008	EGTT : London (FIR)	Detling (DET)		A	TMA	CESSNA	Reciprocating	2	Infringement of the LTMA (Class A) by a C182 at 4000ft. Traffic info given. Separation lost against a C310.	
200807962	25/07/2008	EGTT : London (FIR)	Stansted	5 SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C150 squawking 7000 at 1100ft. Departures were stopped for approx 3mins. Pilot reported being lost. Standard separation maintained.	
200807964	23/07/2008	EGTT : London (FIR)	Stansted	SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA24 squawking 7000. Avoiding action given. Separation lost.	Appropriate CAA action is to be taken as a result of thisincident.

200807964	23/07/2008	EGTT : London (FIR)	Stansted	SW	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA24 squawking 7000. Avoiding action given. Separation lost.	Appropriate CAA action is to be taken as a result of thisincident.
200807965	26/07/2008	EGTT : London (FIR)	London-Gatwick - LGW	7NE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a Robin 400 at 2300ft. Traffic info and avoiding action given. Standard separation maintained.	Believed a/c had a faulty Mode C transponder readout.
200807965	26/07/2008	EGTT : London (FIR)	London-Gatwick - LGW	7NE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a Robin 400 at 2300ft. Traffic info and avoiding action given. Standard separation maintained.	Believed a/c had a faulty Mode C transponder readout.
200807966	26/07/2008	EGTT : London (FIR)	STAFA	10 SE	A	CTR	GROB	Reciprocating	1	Infringement of the Daventry CTA (Class A) and Class A airspace near Brecon by a G109 squawking 7000 at FL60. D&D alerted. Standard separation maintained.	CAA Closure: Pilot understands the consequences of infringing and apologised. Pilot identified a fault in the planning and communication. The importance of planning and speaking with ATC was been re-iterated.
200807967	26/07/2008	EGTT : London (FIR)	REXAM		A	TMA	CIRRUS	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an SR22 at FL65. Standard separation maintained.	

200808006	26/07/2008	EGTT : London (FIR)	Brecon (BCN)	15 W	A		OTHER	Reciprocating	1	Alleged infringement of Airway L9 (Class A) by a microlight squawking 7000 at FL75. Standard separation maintained.	This infringement cannot be confirmed as the a/c's Mode C never rose above FL75. Using the 200ft Mode C tolerance it is possible this a/c did not infringe.
200808055	27/07/2008	EGTT : London (FIR)	London City - LCY	NE	D	CTR	BEAGLE	Reciprocating	1	Infringement of the London City CTR (Class D) by a Beagle121 at 1500ft. Standard separation maintained.	
200808059	27/07/2008	EGTT : London (FIR)	Burnham	NW	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C172 squawking 7000 at 2200ft. Heathrow departures were stopped for several minutes. Standard separation maintained.	CAA Closure: Pilot understands why the infringement took place and has taken the appropriate action of double checking his flight plan, obtaining the necessary instruments to minimise the risk of this error repeating and purchasing a GPS.
200808061	27/07/2008	EGTT : London (FIR)	Vicinity Barkway VOR		A	TMA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) and the LTMA (Class A) by a PA28 squawking 7000 at 3900ft. Separation maintained.	Investigations revealed that the a/c climbed to operating altitude too early due to a navigation error. □ CAA Closure: Pilot has agreed to undertake remedial navigation training.
200808064	27/07/2008	EGTT : London (FIR)	Biggin (BIG)	8 SE	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by a Robin 400 at 2900ft. Standard separation maintained.	

200808066	28/07/2008	EGTT : London (FIR)	Lymington	2N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a C150 at 1600ft. Standard separation maintained. Avoiding action given by Bournemouth ATC as a result of this infringement.	Pilot subsequently discussed incident with ATC.
200808066	28/07/2008	EGTT : London (FIR)	Lymington	2N	D	CTR	BOEING	Turbofan	2	Infringement of the Bournemouth CTR (Class D) by a C150 at 1600ft. Standard separation maintained. Avoiding action given by Bournemouth ATC as a result of this infringement.	Pilot subsequently discussed incident with ATC.
200808068	28/07/2008	EGTT : London (FIR)	Hawarden	4 SSE	A	CTR	CESSNA	Reciprocating	1	Infringement of Class A airspace by a C152 squawking 7000at 4300ft. Standard separation maintained.	
200808069	27/07/2008	EGTT : London (FIR)	Southampton (SAM)	6 SW	D	CTR	BELL	Turboshaft	1	Infringement of the Southampton CTR (Class D) by a Bell 206 at 2100ft. Standard separation maintained.	
200808108	23/07/2008	EGTT : London (FIR)	Larkhill	4W of Boscombe Down	G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area EG D125 (Larkhill) by a PA28 squawking 7000 at 1900ft. Military activity had ceased a few minutes earlier.	

200808109	23/07/2008	EGTT : London (FIR)	Syerston		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Syerston ATZ (Class G) Gliding Site by C150 at 1500ft.	Student pilot attempting a qualifying cross-country. No gliders being winch launched at the time. Student's CFI informed.
200808162	29/07/2008	EGTT : London (FIR)	Luton (LUT)	12 W	D	CTA	PIPER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a PA28. Standard separation maintained. Incorrect QNH set.	CAA Closure: Pilot acknowledges need for care.
200808163	29/07/2008	EGTT : London (FIR)	Brookmans Park (BPK)	5N	D	CTA	OTHER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a microlight squawking 7000 at 3000ft. Traffic info given. Numerous inbound a/c required re-routing. Standard separation maintained.	Pilot unable to account for vertical infringement on a frequently flown route. However, transponder type known to have produced intermittent returns in other aircraft.☐ CAAClosure: Pilot has agreed to make better use of ATC facilities available in the vicinity of controlled airspace
200808221	27/07/2008	EGTT : London (FIR)	Portsmouth		G	Restrictedd area	LUSCOMBE	Reciprocating	1	UK AIRPROX 108/2008 - Harvard Texan AT6 and a Luscombe 8Fin the Portsmouth Harbour area at 1500ft.	During Air Display as Harvard initiated its first manoeuvre, a loop at approximately 800ft and at 50-60deg nose up,it observed a Luscombe above and to the left. Pilot assessed the situation and continued the loop remaining visual with the Luscombe. Harvard stopped its display until assured the area was clear.☐ CAA Closure: Luscombe pilot entered a NOTAMed air display area and flew into conflict with the Harvard, which he did not see. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200808221	27/07/2008	EGTT : London (FIR)	Portsmouth		G	Restrictedd area	NORTH AMERICAN	Reciprocating	1	UK AIRPROX 108/2008 - Harvard Texan AT6 and a Luscombe 8Fin the Portsmouth Harbour area at 1500ft.	During Air Display as Harvard initiated its first manoeuvre, a loop at approximately 800ft and at 50-60deg nose up,it observed a Luscombe above and to the left. Pilot assessed the situation and continued the loop remaining visual with the Luscombe. Harvard stopped its display until assured the area was clear.☐ CAA Closure: Luscombe pilot entered a NOTAMed air display area and flew into conflict with the Harvard, which he did not see. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

200808237	30/07/2008	EGTT : London (FIR)	Stansted	10SE	D	CTR	VANS	Reciprocating	1	Infringement of the Stansted CTR (Class D) and then the LTMA by a Vans RV8 squawking 7000 at 2700ft climbing to 4800ft. Standard separation maintained.	
200808238	30/07/2008	EGTT : London (FIR)	London-Gatwick - LGW	10E	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 at 2000ft. Departures were stopped. Standard separation maintained.	Solo student. Appropriate remedial action taken by instructor.
200808265	31/07/2008	EGTT : London (FIR)	Manchester (MCT)		D	CTR	CESSNA	Reciprocating	1	Infringement of Manchester CTR (Class D) and Liverpool CAS by a solo student in a C152. An inbound B737 was given traffic info and avoiding action. Standard separation maintained.	A 7366 squawk was observed entering the Manchester CTR (Class D). ATC made several blind calls to try and contact the a/c without success. A/c continued through R/W05L approach resulting in a DHC8 being broken off the approach. ATCcontinued to try and raise the a/c and called Barton who advised they suspected it to be a solo student, possibly lost and attempting to return to Barton. A/c was monitored and observed infringing Liverpool CAS, before establishingRT contact. Another inbound a/c, a B737, was given avoiding vectors. On establishing contact, a/c was identified and given advisory VFR headings away from Liverpool and subsequently direct to Barton, where a/c landed safely. Pilot,whose planning was inadequate, encountered reduced visibility en-route.☐ CAA Closure: Pilot attended additional navigation ground school and completed navigational flying exercises.
200808265	31/07/2008	EGTT : London (FIR)	Manchester (MCT)		D	CTR	BOEING	Turbofan	2	Infringement of Manchester CTR (Class D) and Liverpool CAS by a solo student in a C152. An inbound B737 was given traffic info and avoiding action. Standard separation maintained.	A 7366 squawk was observed entering the Manchester CTR (Class D). ATC made several blind calls to try and contact the a/c without success. A/c continued through R/W05L approach resulting in a DHC8 being broken off the approach. ATCcontinued to try and raise the a/c and called Barton who advised they suspected it to be a solo student, possibly lost and attempting to return to Barton. A/c was monitored and observed infringing Liverpool CAS, before establishingRT contact. Another inbound a/c, a B737, was given avoiding vectors. On establishing contact, a/c was identified and given advisory VFR headings away from Liverpool and subsequently direct to Barton, where a/c landed safely. Pilot,whose planning was inadequate, encountered reduced visibility en-route.☐ CAA Closure: Pilot attended additional navigation ground school and completed navigational flying exercises.
200808307	31/07/2008	EGTT : London (FIR)	Bristol	SW	D	CTA	GROB	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Grob G115 at FL42. Standard separation maintained.	

200808344	02/08/2008	EGTT : London (FIR)	Birmingham		D	CTR	GROB	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Grob G115 squawking 7000 at 1100ft. Traffic info given. Standard separation maintained.	Pilot later spoke with ATC and stated that he had been avoiding weather.
200808346	02/08/2008	EGTT : London (FIR)	Stansted	8NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 1900ft. B737 on initial climb vectored before SID turning point and climbed to 5000ft early. Standard separation maintained.	CAA Closure: CFI has de-briefed his student fully and thenecessary actions of further training have been taken.
200808346	02/08/2008	EGTT : London (FIR)	Stansted	8NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 1900ft. B737 on initial climb vectored before SID turning point and climbed to 5000ft early. Standard separation maintained.	CAA Closure: CFI has de-briefed his student fully and thenecessary actions of further training have been taken.
200808347	20/07/2008	EGTT : London (FIR)	Puckeridge	2SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172 squawking 7000. Standard separation maintained.	
200808348	03/08/2008	EGTT : London (FIR)	Southampton (SAM)	7.5S	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unidentified R44 squawking 7000. Departures were stopped. Standard separation maintained.	

200808446	04/08/2008	EGTT : London (FIR)	Nottingham East Midlands	10SE	D	CTA	PIEL	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a CP301 at 2100ft. Standard separation maintained.	
200808499	04/08/2008	EGTT : London (FIR)	Rochester		G	ATZ	PIPER	Reciprocating	1	Infringement of the Rochester ATZ (Class G) by six a/c flying in formation at 1400ft.	The a/c are also believed to have infringed the Stapleford ATZ.
200808499	04/08/2008	EGTT : London (FIR)	Rochester		G	ATZ	STAMPE	Reciprocating	1	Infringement of the Rochester ATZ (Class G) by six a/c flying in formation at 1400ft.	The a/c are also believed to have infringed the Stapleford ATZ.
200808513	04/08/2008	EGTT : London (FIR)	Fleetlands		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Fleetlands ATZ (Class G) and the Lee on Solent ATZ (Class G) by an R44 at an estimated 1200ft.	Pilot was later reminded that he must call before entering the ATZ.
200808563	08/08/2008	EGTT : London (FIR)	Southampton (SAM)	7.3SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 squawking 7000. Standard separation maintained.	

200808601	08/08/2008	EGTT : London (FIR)	Redhill	2S	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 squawking 7000 at 1000ft. Loss of separation with three commercial airliners. Avoiding action given.	CAA Closure: Numerous attempts to contact the operator both by the CAA and NATS have been unsuccessful. No further CAA action considered practical.
200808601	08/08/2008	EGTT : London (FIR)	Redhill	2S	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a PA28 squawking 7000 at 1000ft. Loss of separation with three commercial airliners. Avoiding action given.	CAA Closure: Numerous attempts to contact the operator both by the CAA and NATS have been unsuccessful. No further CAA action considered practical.
200808602	08/08/2008	EGTT : London (FIR)	Southampton (SAM)	7SSW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a DR400 at 1000ft. Standard separation maintained.	
200808602	08/08/2008	EGTT : London (FIR)	Southampton (SAM)	7SSW	D	CTR	PIPER	Reciprocating	2	Infringement of the Southampton CTR (Class D) by a DR400 at 1000ft. Standard separation maintained.	
200808693	12/08/2008	EGTT : London (FIR)	Southampton (SAM)		D	CTR	PIPER	Reciprocating	1	Infringement of Southampton CTR (Class D) by a PA28 at 1800ft. Two DHC8 broken off approach. Traffic info given. Standard separation maintained.	CAA Closure: The PIC was not a student at the time of theinfringement but relatively inexperienced to be flying insuch weather conditions. No licensing action required.

200808693	12/08/2008	EGTT : London (FIR)	Southampton (SAM)		D	CTR	DE HAVILLAND	Turboprop	2	Infringement of Southampton CTR (Class D) by a PA28 at 1800ft. Two DHC8 broken off approach. Traffic info given. Standard separation maintained.	CAA Closure: The PIC was not a student at the time of theinfringement but relatively inexperienced to be flying insuch weather conditions. No licensing action required.
200808747	11/08/2008	EGTT : London (FIR)	EGHI (SOU): Southampton	9 N	D	CTR	MOONEY	Reciprocating	1	M20P at 2200ft allegedly infringed the Solent CTA (Class D) and lost separation with a DHC8 inbound to Southampton.DHC8 was given avoiding action.	CAA Closure: No further CAA action possible due to the elapsed time involved.
200808747	11/08/2008	EGTT : London (FIR)	EGHI (SOU): Southampton	9 N	D	CTR	DE HAVILLAND	Turboprop	2	M20P at 2200ft allegedly infringed the Solent CTA (Class D) and lost separation with a DHC8 inbound to Southampton.DHC8 was given avoiding action.	CAA Closure: No further CAA action possible due to the elapsed time involved.
200808753	13/08/2008	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2000ft. A Stansted departure on a Dover SID was put on R/W heading until PA28 left the zone. Standard separation maintained.	
200808753	13/08/2008	EGTT : London (FIR)	Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 at 2000ft. A Stansted departure on a Dover SID was put on R/W heading until PA28 left the zone. Standard separation maintained.	

200808788	13/08/2008	EGTT : London (FIR)	Westcott (WCO)		A	TMA	ROBINSON	Reciprocating	1	Alleged infringement of the LTMA (Class A) by an R44 indicating FL89. R44 originally routing to Oxford, rerouted back to its departure airfield. Standard separation maintained.	
200808809	14/08/2008	EGTT : London (FIR)	Dunstable	2 NW	D	CTR	GROB	Reciprocating	1	Infringement of the Luton CTR (Class D) by a G115 that also flew through the Dunstable Downs glider site. All Lutondepartures were suspended until G115 left CAS. Standard separation maintained.	CAA Closure: The instructor made a series of vigorous turns to correct a track error. Unbeknown to the crew, the main compass then became desynchronised by approximately 40 degrees. Consequently in the practice diversion which immediately followed the heading flown was grossly in error. This led to the misidentification of ground features and the inadvertent infringement of Luton CAS.
200808825	14/08/2008	EGTT : London (FIR)	Coventry	3 SW	D	CTA	PIPER	Reciprocating	1	PA28 infringed the Birmingham CTA (Class D). Standard separation was maintained. Pilot phoned and apologised for the incident. The pilot had misread his chart.	The pilot subsequently stated to ATC that he had a sticker on the chart blocking the 1500ft numbers and thus flew at 2000ft and into CAS.
200808825	14/08/2008	EGTT : London (FIR)	Coventry	3 SW	D	CTA	FOKKER	Turbofan	2	PA28 infringed the Birmingham CTA (Class D). Standard separation was maintained. Pilot phoned and apologised for the incident. The pilot had misread his chart.	The pilot subsequently stated to ATC that he had a sticker on the chart blocking the 1500ft numbers and thus flew at 2000ft and into CAS.
200808834	07/08/2008	EGTT : London (FIR)	Old Warden		A	TMA	DIAMOND	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a DA40 at 4400ft. Standard separation maintained.	

200808837	15/08/2008	EGTT : London (FIR)	Southampton (SAM)	6.5 N	D	CTR	PIPER	Reciprocating	1	Boscombe Down advised Southampton that a PA28 was about to infringe their airspace. PA28 entered CAS and then turned Westbound to leave CAS. Standard separation maintained.	
200808855	16/08/2008	EGTT : London (FIR)	Northwood		A	CTR	PIPER	Turboprop	1	Infringement of the Heathrow CTR (Class A) and the DenhamATZ (Class G) by a PA46 at 2000ft. Heathrow Northbound departures suspended.	Appropriate CAA action is being taken as a result of thisincident. FAA advised.
200808860	16/08/2008	EGTT : London (FIR)	Banstead	1 N	A	CTR	GRUMMAN	Reciprocating	1	Infringement of the London CTR (Class A) by an AA5A. AA5Awas instructed to turn South to leave CAS. Standard separation maintained.	
200808869	17/08/2008	EGTT : London (FIR)	Windsor		A	CTR	PIPER	Reciprocating	1	Infringement of Heathrow CTR (Class A) by a PA38 at 1500ft. Heathrow departures were stopped for approximately 10 mins.	Appropriate CAA action is being taken as a result of thisincident.
200808873	15/08/2008	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) and the Luton Zone (Class D) by a PA28 at 2400ft. Two outbound a/c were turned off their SIDs to maintain separation.	Investigation ascertained that this was the PA28 pilot's first flight since passing PPL. Pilot mis-identified her location and subsequently departed from heading.☐ CAA Closure: Pilot advised of D&D and is to undergo further navigational training with an instructor. The consequences of infringing CAS and the importance of accurate planning have been re-iterated.

200808874	15/08/2008	EGTT : London (FIR)	London City - LCY	12 E	A	TMA	OTHER	Reciprocating	1	Loss of separation between an RJ100 and an MCR01 that infringed the LTMA (Class A) at 3000ft. Traffic info and avoiding action given.	CAA Closure: The pilot has responded directly to NATS and is aware of his errors. The pilot failed to change from the Redhill QFE to QNH and climbed too early and into the LTMA. The appropriate lessons appear to have been learnt.
200808874	15/08/2008	EGTT : London (FIR)	London City - LCY	12 E	A	TMA	BAE	Turbofan	4	Loss of separation between an RJ100 and an MCR01 that infringed the LTMA (Class A) at 3000ft. Traffic info and avoiding action given.	CAA Closure: The pilot has responded directly to NATS and is aware of his errors. The pilot failed to change from the Redhill QFE to QNH and climbed too early and into the LTMA. The appropriate lessons appear to have been learnt.
200808883	15/08/2008	EGTT : London (FIR)	Stansted	W	D	CTR	OTHER	Reciprocating	1	Microlight infringed the Stansted CTR (Class D) and lost separation with an outbound A321, which was given traffic info. Avoiding action given. A319 reported visual with the infringer.	
200808883	15/08/2008	EGTT : London (FIR)	Stansted	W	D	CTR	AIRBUS	Turbofan	2	Microlight infringed the Stansted CTR (Class D) and lost separation with an outbound A321, which was given traffic info. Avoiding action given. A319 reported visual with the infringer.	
200808885	15/08/2008	EGTT : London (FIR)	Stansted	E	D	CTR	CESSNA	Reciprocating	1	C152 infringed the Stansted CTR (Class D) and lost separation with two inbound a/c. The JS41 was given traffic info and both a/c elected to continue approach.	CAA Closure: The pilot's CFI has debriefed her and arranged further appropriate navigation training.

200808885	15/08/2008	EGTT : London (FIR)	Stansted	E	D	CTR	BAE	Turboprop	2	C152 infringed the Stansted CTR (Class D) and lost separation with two inbound a/c. The JS41 was given traffic infoand both a/c elected to continue approach.	CAA Closure: The pilot's CFI has debriefed her and arranged further appropriate navigation training.
200808966	16/08/2008	EGTT : London (FIR)	Nottingham East Midlands	5 N	D	CTR	SLINGSBY	Reciprocating	1	Infringement of the Nottingham East Midlands CTR/CTA (Class D) by a T67 unsure of its position. Navigational assistance was given to T67 through the zone and back to airfield of departure.	
200809008	19/08/2008	EGTT : London (FIR)	Southampton (SAM)	7 NW	D	CTA	AEROSPATIALE	Turboshaft	1	Infringement of the Solent CTA (Class D) by an AS350 at 1900ft. Standard separation maintained with an EMB190 inbound to Southampton.	
200809008	19/08/2008	EGTT : London (FIR)	Southampton (SAM)	7 NW	D	CTA	EMBRAER	Turbofan	2	Infringement of the Solent CTA (Class D) by an AS350 at 1900ft. Standard separation maintained with an EMB190 inbound to Southampton.	
200809036	17/08/2008	EGTT : London (FIR)	Nottingham East Midlands	8 NE	D	CTA	VANS	Reciprocating	1	Infringement of Nottingham East Midlands CTR (Class D) bya Vans RV9 at 1800ft. Avoiding action given to a B737 on approach. Standard separation maintained.	Pilot believed that he remained under CAS, but ATC reportadvised differently. It was concluded that the pilot climbed too early.☐ CAA Closure: Pilot recommended to plan hisroutes with a larger margin below CAS to allow enough height to rectify any mistakes.

200809036	17/08/2008	EGTT : London (FIR)	Nottingham East Midlands	8 NE	D	CTA	BOEING	Turbofan	2	Infringement of Nottingham East Midlands CTR (Class D) by a Vans RV9 at 1800ft. Avoiding action given to a B737 on approach. Standard separation maintained.	Pilot believed that he remained under CAS, but ATC report advised differently. It was concluded that the pilot climbed too early.☐ CAA Closure: Pilot recommended to plan his routes with a larger margin below CAS to allow enough height to rectify any mistakes.
200809061	21/08/2008	EGTT : London (FIR)	London-Gatwick - LGW	9 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Cessna 182. An A319 was broken off finals. Traffic info given. Standard separation maintained.	
200809061	21/08/2008	EGTT : London (FIR)	London-Gatwick - LGW	9 E	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a Cessna 182. An A319 was broken off finals. Traffic info given. Standard separation maintained.	
200809087	20/08/2008	EGTT : London (FIR)	Southend (SND)	N	A	TMA	PIPER	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a PA28. Stansted CLN departures were stopped as a precaution. Standard separation maintained.	The return indicated 6400ft but the pilot later claimed that he never went above 3500ft. Subsequent ATC investigation suggests a probable transponder malfunction. Pilot advised
200809126	21/08/2008	EGTT : London (FIR)	Bournemouth		D	CTR	CESSNA	Reciprocating	1	C152 on a qualifying cross country experienced a radio problem and infringed the Bournemouth CTR (Class D). Traffic info and avoiding action given on C152. Standard separation maintained.	When C152 pilot did call ATC, it was suggested that they land at Bournemouth.

200809135	21/08/2008	EGTT : London (FIR)	Bristol International	Sedgemoor Services VRP	D	CTA	SOCATA	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a TB10 at 3500ft. Pilot advised of the infringement and apologised forthe error. No other traffic was affected by this incident.	
200809137	21/08/2008	EGTT : London (FIR)	London-Gatwick - LGW	6 E	D	CTR	ROBINSON	Reciprocating	1	Unknown helicopter infringed the Gatwick CTR (Class D) and lost separation with an inbound B737, which was given traffic info and broken off the ILS. Unknown was subsequently identified as an R44.	CAA Closure: Pilot with low hours distracted by pax. Pilot very apologetic, appropriate advice given.
200809137	21/08/2008	EGTT : London (FIR)	London-Gatwick - LGW	6 E	D	CTR	BOEING	Turbofan	2	Unknown helicopter infringed the Gatwick CTR (Class D) and lost separation with an inbound B737, which was given traffic info and broken off the ILS. Unknown was subsequently identified as an R44.	CAA Closure: Pilot with low hours distracted by pax. Pilot very apologetic, appropriate advice given.
200809146	22/08/2008	EGTT : London (FIR)	Damyns Hall	3 E	A	TMA	GRUMMAN	Reciprocating	1	AG5B at 3600ft called ATC and issued with a squawk. AG5B was identified and informed it was infringing the LTMA (Class A) and to descend to 2400ft to leave CAS, which AG5B complied with.	Standard separation maintained.
200809157	23/08/2008	EGTT : London (FIR)	Stansted	9.3 NNE	D	CTA	PIPER	Reciprocating	1	PA28 at 2300ft infringed Stansted CTA (Class D) and traffic info was given to an inbound a/c. PA28 called ATC and issued a squawk, which was observed inside CAS. PA28 told to descend to below 1500ft.	Standard separation maintained.

200809159	24/08/2008	EGTT : London (FIR)	London-Gatwick - LGW	10 S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C182 at 2000ft. No other traffic affected. Standard separation maintained.	
200809160	23/08/2008	EGTT : London (FIR)	Stansted	8 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2200ft. An inbound B737 was given traffic info and vectors around the PA28. Standard separation maintained.	
200809160	23/08/2008	EGTT : London (FIR)	Stansted	8 NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 at 2200ft. An inbound B737 was given traffic info and vectors around the PA28. Standard separation maintained.	
200809227	26/08/2008	EGTT : London (FIR)	Denham	4 W	A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R44. Heathrow northbound departures were stopped until the R44 left CAS. Standard separation maintained.	The pilot on his third solo flight has been alerted to this incident. He believes that he flew further South than intended due in part to a compass error and possibly to the wind being different to that planned. He may also have mistaken Beaconsfield for High Wycombe. Appropriate lessons appear to have been learnt.
200809229	26/08/2008	EGTT : London (FIR)	Luton (LUT)	8 NE	D	CTR	SOCATA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a TB10 which entered NE corner of CAS tracking South. Inbound a/c were delayed until TB10 had cleared centreline for R/W26. Standard separation maintained.	The pilot accepts that the incident resulted from a poor display of airmanship. The incident has been discussed with ATC and appropriate lessons appear to have been learnt.

200809229	26/08/2008	EGTT : London (FIR)	Luton (LUT)	8 NE	D	CTR	GULFSTREAM	Turbofan	2	Infringement of the Luton CTR (Class D) by a TB10 which entered NE corner of CAS tracking South. Inbound a/c were delayed until TB10 had cleared centreline for R/W26. Standard separation maintained.	The pilot accepts that the incident resulted from a poor display of airmanship. The incident has been discussed with ATC and appropriate lessons appear to have been learnt.
200809230	25/08/2008	EGTT : London (FIR)	Stansted	E	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 1700ft. An inbound A300 was given vectors to ensure separation was maintained.	
200809230	25/08/2008	EGTT : London (FIR)	Stansted	E	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 at 1700ft. An inbound A300 was given vectors to ensure separation was maintained.	
200809319	28/08/2008	EGTT : London (FIR)	Bournemouth	NNE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a C152 at 2000ft. Avoiding action given. Standard separation maintained.	
200809395	29/08/2008	EGTT : London (FIR)	Romsey	2N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 1900ft. Traffic info given. Standard separation maintained.	Student pilot capacity overload on solo cross-county flight. Suspect mistaken interpretation of NPPL training syllabus by the instructor.☐ CAA Closure: Student subsequently debriefed accordingly.

200809396	27/08/2008	EGTT : London (FIR)	London-Gatwick - LGW	5.4 NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 squawking 7000 at 800ft. Departures were stopped for 4mins. Standard separation maintained.	Pilot misidentified Dorking for Reigate, which resulted in infringement.☐ CAA Closure: The importance of accurate navigation was emphasised to the pilot who has been referred to an instructor to discuss any issues with navigation that he may have.
200809398	22/08/2008	EGTT : London (FIR)	London City - LCY	5 NNE	D	CTR	CIRRUS	Reciprocating	1	Infringement of the London City CTR (Class D) by an SR22 at 2300ft. Traffic info given. Standard separation maintained.	
200809400	30/08/2008	EGTT : London (FIR)	Woodley (WOD)	S	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 3300ft. Traffic info given. Standard separation maintained.	
200809400	30/08/2008	EGTT : London (FIR)	Woodley (WOD)	S	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a PA28 at 3300ft. Traffic info given. Standard separation maintained.	
200809401	30/08/2008	EGTT : London (FIR)	Stansted	5 E	D	CTR	NORTH AMERICAN	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a Harvard. Loss of standard separation.	Pilot later called and apologised for error.☐ CAA Closure: Appropriate CAA action is to be taken as a result of this infringement.

200809401	30/08/2008	EGTT : London (FIR)	Stansted	5 E	D	CTR	UNKNOWN	Unknown		Alleged infringement of the Stansted CTR (Class D) by a Harvard. Loss of standard separation.	Pilot later called and apologised for error.□ CAA Closure: Appropriate CAA action is to be taken as a result of this infringement.
200809402	30/08/2008	EGTT : London (FIR)	Southampton (SAM)		D	CTA	PIPER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a PA28 at 1800ft. Traffic info and avoiding action given. Standardseparation maintained.	CAA Closure: Despite several attempts, no response forthcoming from PA28 owner. No further action possible.
200809402	30/08/2008	EGTT : London (FIR)	Southampton (SAM)		D	CTA	BAE	Turboprop	2	Infringement of the Southampton CTA (Class D) by a PA28 at 1800ft. Traffic info and avoiding action given. Standardseparation maintained.	CAA Closure: Despite several attempts, no response forthcoming from PA28 owner. No further action possible.
200809404	30/08/2008	EGTT : London (FIR)	Woodley (WOD)	6N	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA32 at 3000ft. Standard separation maintained.	
200809405	31/08/2008	EGTT : London (FIR)	London City - LCY	4 N	D	CTR	GRUMMAN	Reciprocating	1	Infringement of the London City CTR (Class D) by an AA5A.Avoiding action given. Standard separation maintained.	

200809448	01/09/2008	EGTT : London (FIR)	Calshot VRP NW		D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Southampton CTR (Class D) by a C182 at 400ft. Departures were stopped. Standard separation maintained.	
200809506	02/09/2008	EGTT : London (FIR)	D036		G		SOCATA	Reciprocating	1	Alleged infringement of Danger Area EG D036 by a TB20 at 2000ft receiving an FIS. Standard separation maintained.	
200809543	30/08/2008	EGTT : London (FIR)	Exeter		G	ATZ	ROBINSON	Reciprocating	1	Alleged infringement of the Exeter ATZ (Class G) by an R22 at 500ft, transiting through active R/W08 approach approximately 1.5nm West of the aerodrome.	
200809544	01/09/2008	EGTT : London (FIR)	Southend (SND)		G	ATZ	BEECH	Reciprocating	1	Infringement of the Southend ATZ (Class G) by a BE33 at 1500ft. Standard separation maintained.	
200809558	03/09/2008	EGTT : London (FIR)	Stansted		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C150 at 2400ft, resulting in a loss of separation against two inbound a/c.	CAA Closure: C150 pilot subsequently contacted ATC. Appropriate advice given.

200809558	03/09/2008	EGTT : London (FIR)	Stansted		D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C150 at 2400ft, resulting in a loss of separation against two inbound a/c.	CAA Closure: C150 pilot subsequently contacted ATC. Appropriate advice given.
200809776	08/09/2008	EGTT : London (FIR)	GARMI		G	Danger area	CESSNA	Reciprocating	1	C172 entered Danger Area D036 without clearance. A/c permitted to transit due no activity at the time. Pilot apologised for his error.	Pilot initially contacted LACC FIS 5nm South of GARMI andwas advised that the Danger Area was active. A/c subsequently infringed the Danger Area whilst the FIS were communicating with the Military ATC regarding its current status.
200809836	06/08/2008	EGTT : London (FIR)	Stansted	5NE	D	CTR	AVIONS ROBIN	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a Robin DR400. Standard separation maintained.	
200809880	10/09/2008	EGTT : London (FIR)	Manchester (MCT)	13NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C150 squawking 7000. Standard separation maintained.	
200809921	03/09/2008	EGTT : London (FIR)	Birmingham		D	CTA	BEECH	Reciprocating	1	Infringement of Birmingham CTA (Class D) by a BE36 at FL45. Pilot was instructed to remain clear of the CTA. Standard separation maintained.	

200809972	13/09/2008	EGTT : London (FIR)	Cardiff (CDF)	N	D	CTA	PIPER	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a PA38 at FL52.	Standard separation maintained.☐ CAA Closure: Despite several attempts, no response forthcoming from PA38 owner. However, he was briefed by ATC at the time and was very apologetic.
200809996	14/09/2008	EGTT : London (FIR)	Stansted	12SW	D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an EV97. Traffic info given. Standard separation maintained.	
200809996	14/09/2008	EGTT : London (FIR)	Stansted	12SW	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an EV97. Traffic info given. Standard separation maintained.	
200810008	13/09/2008	EGTT : London (FIR)	Berry Head (BHD) - TINAN		A		GRUMMAN	Reciprocating	1	Infringement of UN864 between BHD and TINAN by an AA5 at FL75.	Standard separation maintained. AA5 pilot distracted while avoiding IMC.☐ CAA Closure: Pilot identified his errors and is due to undertake further IMC training with an instructor.
200810011	13/09/2008	EGTT : London (FIR)	Thelwall	3 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C172, 3nm East of Thelwall. Departures stopped.	Standard separation maintained. Investigation establishedthat the pilot was undertaking an aerial survey of the ship canal. He had informed Liverpool ATC of the proposed routeing but, once airborne, realised that the routeing was taking him further to the East than he had originally anticipated. The pilot was aware that he had infringed, changed his squawk to 7000 and spoke to Manchester.☐ CAA Closure: The pilot will now plan more carefully, comparing his computer-planned route to the chart. He will always use ModeC.

200810069	14/09/2008	EGTT : London (FIR)	London-Gatwick - LGW		D	CTA	EUROPA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an Europa 912 at 2400ft. Standard separation maintained.	
200810080	13/09/2008	EGTT : London (FIR)	Nottingham East Midlands	12SE	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by an R22 at 2300ft. Standard separation maintained.	
200810092	16/09/2008	EGTT : London (FIR)	London-Gatwick - LGW	6W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C152 at 1100ft. Traffic info and avoiding action given. Separation lost.	Student on a solo cross country flight.☐ CAA Closure: CFto ensure that student conducts several dual navigation flights in this region.
200810092	16/09/2008	EGTT : London (FIR)	London-Gatwick - LGW	6W	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C152 at 1100ft. Traffic info and avoiding action given. Separation lost.	Student on a solo cross country flight.☐ CAA Closure: CFto ensure that student conducts several dual navigation flights in this region.
200810099	13/09/2008	EGTT : London (FIR)	Bournemouth	6W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a C172. Standard separation maintained.	Pilot subsequently called ATC to apologise.

200810124	28/08/2008	EGTT : London (FIR)	Fleetlands		G	ATZ	PIPER	Reciprocating	1	Infringement of the Fleetlands ATZ by a PA28 at approx 800ft. A/c routed through the ATZ during hours of service without contacting AFISO.	
200810176	17/09/2008	EGTT : London (FIR)	Stansted		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an R22 on aNAVEX as pilot had become unsure of their position. Stansted traffic was disrupted, but standard separation maintained.	
200810181	14/09/2008	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	DIAMOND	Reciprocating	1	Infringement of Biggin Hill ATZ (Class G) by a DA40 squawking 7000 that did not call ATC. LJ45 departing Biggin Hill received and responded to a TCAS RA climb.	
200810181	14/09/2008	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	LEARJET	Turbofan	2	Infringement of Biggin Hill ATZ (Class G) by a DA40 squawking 7000 that did not call ATC. LJ45 departing Biggin Hill received and responded to a TCAS RA climb.	
200810203	08/09/2008	EGTT : London (FIR)	Rufforth		D	CTR	OTHER	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by a motor glider, 5nm Northwest of Doncaster Sheffield. B737 on ILS approach R/W20 given traffic info and avoiding action.	ATC contacted the gliding instructor, who advised that the student was on first solo cross-country flight, became disorientated and returned to the airfield. Instructor apologised for the infringement.

200810203	08/09/2008	EGTT : London (FIR)	Rufforth		D	CTR	BOEING	Turbofan	2	Infringement of the Doncaster CTR (Class D) by a motor glider, 5nm Northwest of Doncaster Sheffield. B737 on ILS approach R/W20 given traffic info and avoiding action.	ATC contacted the gliding instructor, who advised that the student was on first solo cross-country flight, became disorientated and returned to the airfield. Instructor apologised for the infringement.
200810274	18/09/2008	EGTT : London (FIR)	Bembridge		A		CIRRUS	Reciprocating	1	Infringement of Airway L980 (Class A) by an SR22 at FL105. Standard separation maintained.	
200810279	20/09/2008	EGTT : London (FIR)	Luton (LUT)	8 SE	D	CTR	BEAGLE	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Beagle 121 squawking 7000. Traffic info given. A320 broken off approach. Separation lost.	The pilot was very apologetic. He had misidentified Stevenage and was not familiar with the area.☐ CAA Closure: Thepilot has been reminded of the serious consequences of infringing CAS, with appropriate advice given.
200810279	20/09/2008	EGTT : London (FIR)	Luton (LUT)	8 SE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a Beagle 121 squawking 7000. Traffic info given. A320 broken off approach. Separation lost.	The pilot was very apologetic. He had misidentified Stevenage and was not familiar with the area.☐ CAA Closure: Thepilot has been reminded of the serious consequences of infringing CAS, with appropriate advice given.
200810280	20/09/2008	EGTT : London (FIR)	Stansted	12NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28R squawking 7000 at 2000ft. Traffic info and avoiding action given. Separation lost. STCA activated.	Pilot was very apologetic.

200810280	20/09/2008	EGTT : London (FIR)	Stansted	12NE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28R squawking 7000 at 2000ft. Traffic info and avoiding action given. Separation lost. STCA activated.	Pilot was very apologetic.
200810282	21/09/2008	EGTT : London (FIR)	Isle Of Wight		C		OTHER	Reciprocating	1	UK AIRPROX 139/2008 - B757 and an unknown microlight at FL180. Possible infringement of Class C airspace by the unknown microlight.	Conflict in Class C airspace with an untraced microlight.☐ ☐ CAA Closure: No further CAA action possible. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200810282	21/09/2008	EGTT : London (FIR)	Isle Of Wight		C		BOEING	Turbofan	2	UK AIRPROX 139/2008 - B757 and an unknown microlight at FL180. Possible infringement of Class C airspace by the unknown microlight.	Conflict in Class C airspace with an untraced microlight.☐ ☐ CAA Closure: No further CAA action possible. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200810283	18/09/2008	EGTT : London (FIR)	Odiham	2NW	G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Odiham ATZ by an R44 at 1200ft. Pilot had been instructed to remain outside of the ATZ. Standard separation maintained.	
200810284	20/09/2008	EGTT : London (FIR)	Sandown		G	Restricted area	RUTAN	Reciprocating	1	Infringement of the RA(T) at Sandown, Isle of Wight by a Vari-Eze and two unknown a/c during a Red Arrows display.	

200810284	20/09/2008	EGTT : London (FIR)	Sandown		G	Restricted area	OTHER	Unknown		Infringement of the RA(T) at Sandown, Isle of Wight by a Vari-Eze and two unknown a/c during a Red Arrows display.	
200810285	21/09/2008	EGTT : London (FIR)	Stansted	SE	D	CTR	OTHER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a microlight squawking 7000 at 2600ft. Two a/c broken off approach. Standard separation maintained.	The student pilot became unsure of his position and infringed Stansted airspace. He was squawking 7000 and made radio contact with ATC which enabled him to be assisted in his return to base.□ CAA Closure: Instructor contacted and given information to assist in debriefing his student.
200810286	21/09/2008	EGTT : London (FIR)	Stansted	S	D	CTR	OTHER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a microlight squawking 7000 at 1900ft. Traffic info and avoiding action given. Separation lost with a B737.	CAA Closure: Despite several attempts, no response forthcoming from microlight owner. No further action possible.
200810286	21/09/2008	EGTT : London (FIR)	Stansted	S	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a microlight squawking 7000 at 1900ft. Traffic info and avoiding action given. Separation lost with a B737.	CAA Closure: Despite several attempts, no response forthcoming from microlight owner. No further action possible.
200810289	18/09/2008	EGTT : London (FIR)	Bournemouth	6.5N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a C172 at 1900ft. Traffic info given. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200810327	23/08/2008	EGTT : London (FIR)	Bodelwyddan		G	Restricted area	RANS	Reciprocating	1	Infringement of the Bodelwyddan RA(T) by a Rans S6-ESD (MOD) during a Red Arrows display.	Appropriate CAA action is to be taken as a result of this incident.
200810327	23/08/2008	EGTT : London (FIR)	Bodelwyddan		G	Restricted area	OTHER	Unknown		Infringement of the Bodelwyddan RA(T) by a Rans S6-ESD (MOD) during a Red Arrows display.	Appropriate CAA action is to be taken as a result of this incident.
200810335	22/09/2008	EGTT : London (FIR)	Romsey		D	CTA	PIPER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a PA28 at 2500ft. Traffic info given. Standard separation maintained.	
200810347	16/09/2008	EGTT : London (FIR)	Gloucester-Staverton		G	ATZ	OTHER	Unknown		Two military a/c flying in formation. One military a/c infringed the Gloucester-Staverton ATZ (Class G) and flew underneath the circuit traffic. Traffic info and avoiding action given.	Standard separation maintained.
200810347	16/09/2008	EGTT : London (FIR)	Gloucester-Staverton		G	ATZ	VANS	Reciprocating	1	Two military a/c flying in formation. One military a/c infringed the Gloucester-Staverton ATZ (Class G) and flew underneath the circuit traffic. Traffic info and avoiding action given.	Standard separation maintained.

200810412	02/09/2008	EGTT : London (FIR)	Brooklands		A	CTR	CESSNA	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a C172. Standard separation maintained.	CAA Closure: Investigations have revealed misunderstanding/bad communication and uncertainty. A comprehensive letter has been sent to the pilot pointing out the serious consequences of infringing controlled airspace.
200810414	20/09/2008	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	CESSNA	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by a C152 at 2000ft squawking 7000. Standard separation maintained.	On contact with ATC, pilot (a student) reported being lost and a significant direction indicator error became apparent. □ CAA Closure: The student has not returned to flying since the occurrence. The CFI will carry out remedial training should the student return.
200810418	21/09/2008	EGTT : London (FIR)	Isle of Man	30 SE	A		PIPER	Reciprocating	1	Infringement of Airway L10 by PA28 climbing to FL85. Standard separation maintained	Pilot called Ronaldsway for permission to enter their Zone. Once ATC had identified a/c, they informed the pilot that he had entered CAS. ATC instructed a/c to descend to below FL65 and then resume his course. Pilot has apologised and appears to have learnt from the incident.
200810467	21/09/2008	EGTT : London (FIR)	Ascot	NW	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 at 1800ft, North West of Ascot.	7000 squawk observed tracking towards Ascot. ATC identified the a/c and queried its position. Pilot reported North of Farnborough, although no return correlated with this position report. A/c given immediate turn in order to leave the zone by the shortest route. Standard separation maintained.
200810468	21/09/2008	EGTT : London (FIR)	Horsham	1S Jackrells Farm	D	CTA	BEECH	Reciprocating	1	Infringement of the Gatwick CTA (Class D) at 1900ft, 1nm South of Jackrells Farm, near Horsham. ATC contacted the a/c, which was issued a heading to vacate CAS via the shortest route.	Standard separation maintained.

200810545	26/09/2008	EGTT : London (FIR)	London-Heathrow - LHR	4 SW	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28. Traffic info given. Separation lost with three a/c on approach.	Investigation established an over-reliance on VOR tracking. The pilot did not positively identify White Waltham before heading East. □ CAA Closure: Appropriate advice given and refresher flight with an instructor recommended.
200810545	26/09/2008	EGTT : London (FIR)	London-Heathrow - LHR	4 SW	A	CTR	AIRBUS	Turbofan	4	Infringement of the Heathrow CTR (Class A) by a PA28. Traffic info given. Separation lost with three a/c on approach.	Investigation established an over-reliance on VOR tracking. The pilot did not positively identify White Waltham before heading East. □ CAA Closure: Appropriate advice given and refresher flight with an instructor recommended.
200810547	27/09/2008	EGTT : London (FIR)	Fairoaks	5E	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 at 1400ft. Standard separation maintained.	Investigation established that a late change of routing from Farnborough Radar may have contributed to cockpit workload for this low hour PPL pilot, who headed East from Fairoaks straight into the Heathrow CTR. □ CAA Closure: Appropriate advice given.
200810548	25/09/2008	EGTT : London (FIR)	North Weald		D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 1500ft. Traffic info given. Standard separation maintained.	The a/c had allegedly landed at North Weald in error for its intended destination of Stapleford, whilst still in communication with Stapleford. The a/c had then departed from a closed R/W and turned North instead of South and into CAS. The pilot eventually contacted the Stansted radar controller and reported being lost. □ CAA Closure: The pilot has undergone navigational training flights with his instructor and is aware of the serious consequences of infringing controlled airspace.
200810548	25/09/2008	EGTT : London (FIR)	North Weald		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 at 1500ft. Traffic info given. Standard separation maintained.	The a/c had allegedly landed at North Weald in error for its intended destination of Stapleford, whilst still in communication with Stapleford. The a/c had then departed from a closed R/W and turned North instead of South and into CAS. The pilot eventually contacted the Stansted radar controller and reported being lost. □ CAA Closure: The pilot has undergone navigational training flights with his instructor and is aware of the serious consequences of infringing controlled airspace.

200810549	25/09/2008	EGTT : London (FIR)	London-Heathrow - LHR	6 W	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 at 1250ft. Traffic info given. One a/c broken off approach. Standard separation lost with three a/c.	Appropriate CAA action is being taken as a result of thisincident.
200810549	25/09/2008	EGTT : London (FIR)	London-Heathrow - LHR	6 W	A	CTR	UNKNOWN	Unknown		Infringement of the Heathrow CTR (Class A) by a PA28 at 1250ft. Traffic info given. One a/c broken off approach. Standard separation lost with three a/c.	Appropriate CAA action is being taken as a result of thisincident.
200810550	28/09/2008	EGTT : London (FIR)	Birmingham	2 E	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an R44 squawking 7000 at 1500ft. Standard separation maintained. Traffic info given.	Pilot later spoke with ATC with appropriate advice being passed. Inexperienced pilot.
200810556	27/09/2008	EGTT : London (FIR)	London-Heathrow - LHR	4S	A	CTR	CESSNA	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a C152 squawking 7000. Departures were stopped for approx 5mins. Standard separation maintained.	The weather deteriorated along route and, while the pilotattempted to remain VMC, he became temporarily unsure of his position.□ CAA Closure: The pilot has been reminded ofthe serious consequences of infringing CAS.
200810557	27/09/2008	EGTT : London (FIR)	London-Gatwick - LGW	13 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA46 squawking 7000 at 2200ft. Traffic info given. Standard separation maintained.	B737 broken off the approach.

200810557	27/09/2008	EGTT : London (FIR)	London-Gatwick - LGW	13 NE	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA46 squawking 7000 at 2200ft. Traffic info given. Standard separation maintained.	B737 broken off the approach.
200810564	27/09/2008	EGTT : London (FIR)	Stansted	10NE	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an SR22 at 3000ft. Standard separation maintained. Inbound B737 affected. Traffic info given.	
200810564	27/09/2008	EGTT : London (FIR)	Stansted	10NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an SR22 at 3000ft. Standard separation maintained. Inbound B737 affected. Traffic info given.	
200810565	28/09/2008	EGTT : London (FIR)	Manchester (MCT)	12 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 squawking 7000. Standard separation maintained.	
200810611	19/09/2008	EGTT : London (FIR)	Leeds Bradford (LBA)	18SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Leeds Bradford CTA/CTR (Class D) by aPA32 squawking 7000 at 3400ft. Traffic info and avoiding action given. Standard separation maintained.	Pilot later called ATC and apologised. He had been distracted by a passenger and arrived at the Leeds CTA sooner than expected due to a tailwind.☐ CAA Closure: A review of the pilot's report shows that he has learnt the lessons needed from this incident.

200810611	19/09/2008	EGTT : London (FIR)	Leeds Bradford (LBA)	18SE	D	CTA	BOEING	Turbofan	2	Infringement of the Leeds Bradford CTA/CTR (Class D) by aPA32 squawking 7000 at 3400ft. Traffic info and avoiding action given. Standard separation maintained.	Pilot later called ATC and apologised. He had been distracted by a passenger and arrived at the Leeds CTA sooner than expected due to a tailwind.☐ CAA Closure: A review of the pilot's report shows that he has learnt the lessons needed from this incident.
200810613	29/09/2008	EGTT : London (FIR)	Banstead		A	CTR	BELL	Turboshaft	1	Infringement of the Heathrow CTR (Class A) by a Bell 206 squawking 7000 at 1400ft. Standard separation maintained.	
200810626	29/09/2008	EGTT : London (FIR)	Stansted	12 N	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a DA40 at 2800ft. Standard separation maintained.	
200810626	29/09/2008	EGTT : London (FIR)	Stansted	12 N	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a DA40 at 2800ft. Standard separation maintained.	
200810654	14/09/2008	EGTT : London (FIR)	Peterborough-Sibson		G		GROB	Reciprocating	1	Infringement of the active Peterborough-Sibson parachute drop zone by a Grob 109. A parachute drop had to be aborted.	Local action taken.

200810670	21/09/2008	EGTT : London (FIR)	Leeds Bradford (LBA)	4 NW	D	CTR	BELL	Turboshaft	1	Infringement of the Leeds Bradford CTR (Class D) by a Bell 206 squawking 7000 at 800ft. Standard separation maintained.	
200810691	26/09/2008	EGTT : London (FIR)	Panshanger	1.5 WNW	G	ATZ	ROBINSON	Reciprocating	1	UK AIRPROX 135/2008 - PA28 and an R44 helicopter at 800ft1.5 WNW of Panshanger.	CAA Closure: R44 pilot entered the Panshanger ATZ and flew into conflict with the PA28, which he did not see. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200810691	26/09/2008	EGTT : London (FIR)	Panshanger	1.5 WNW	G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 135/2008 - PA28 and an R44 helicopter at 800ft1.5 WNW of Panshanger.	CAA Closure: R44 pilot entered the Panshanger ATZ and flew into conflict with the PA28, which he did not see. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200810725	01/10/2008	EGTT : London (FIR)	ABBOT		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA46 at 5500ft.. Inbound Stansted traffic was given traffic info. Standard separation maintained. During this incident controller's headset failed.	CAA Closure: Initial response received from pilot in Dec 2008, but no further information received. Closed due to elapsed time.
200810731	28/09/2008	EGTT : London (FIR)	Southend (SND)	13NE	A	TMA	MORANE SAULNIER	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a Rallye 235 at FL65. Standard separation maintained.	

200810775	01/10/2008	EGTT : London (FIR)	Cardiff (CDF)	5N	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by an R44 at 500ft. Standard separation maintained.	Pilot checked in with ATC and stated his route, which included a routing through controlled airspace. This was acknowledged, however, the ATCO did not tell the a/c to remainoutside of controlled airspace. Pilot later apologised for the infringement.
200810856	30/09/2008	EGTT : London (FIR)	Doncaster Sheffield	4NE	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by an R44 at 500ft. Traffic info and avoiding action given. Standard separation maintained.	
200810856	30/09/2008	EGTT : London (FIR)	Doncaster Sheffield	4NE	D	CTA	BOEING	Turbofan	2	Infringement of the Doncaster Sheffield CTA (Class D) by an R44 at 500ft. Traffic info and avoiding action given. Standard separation maintained.	
200810860	02/10/2008	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	JODEL	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by a Jodel DR1050 squawking 7000 at 2500ft. Traffic infogiven. Standard separation maintained.	The pilot was subsequently contacted by ATC and it appears that although the pilot was listening out on the frequency, he thought he was near the TNT VOR, and nowhere near his actual position, and thus did not respond to ATC calls addressed to an a/c in the subject area. A gross navigational error appears to have taken place.
200810894	06/10/2008	EGTT : London (FIR)	EXMOR		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Cardiff CTA-7 (Class D) by a DR400 squawking 7000 at 5000ft. D&D alerted. Standard separation maintained.	Investigation revealed that the infringement occurred because the P1 misread his map. Additional factors (1) poor weather, (2) attempting to maintain VMC whilst flying an unplanned route and (3) subsequent failure to contact any ATSU. ATC have spoken to the pilot and appropriate lessons appear to have been learnt.

200810988	06/10/2008	EGTT : London (FIR)	Nottingham East Midlands	11 ENE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a C172 at 2400ft, 11nm ENE of Nottingham East Midlands.	Prior to the infringement, C172 requested a CTA transit and a squawk was issued. Before a/c had been cleared to enter, the a/c was identified inside CAS slightly North of final approach R/W27. No traffic affected. Pilot informed to remain outside of CAS until cleared to enter.
200811009	08/10/2008	EGTT : London (FIR)	Birmingham	13 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 at 4000ft. Traffic info given. Standard separation maintained.	Navigation error by the instructor concerned whilst concentrating on the actions of his student. <input type="checkbox"/> CAA Closure: Suitable advice given.
200811060	04/10/2008	EGTT : London (FIR)	Brookmans Park (BPK)		A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by a DR400 at 3000ft. Standard separation was maintained.	
200811101	09/10/2008	EGTT : London (FIR)	Botley	2NE	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an EV-97 at 1900ft. Standard separation maintained.	
200811115	09/10/2008	EGTT : London (FIR)	Brecon (BCN)		A		PIPER	Reciprocating	1	Infringement of Airway N864 (Class A) by a PA46 squawking 7000 at 5900ft. D&D alerted. Standard separation maintained.	The pilot subsequently rang ATC and stated that he had misread 5500 as FL55 and, due to it being a day with the pressure being high (QNH1031), this had placed him inside CAS. ATC discussed incident with pilot concerned.

200811151	11/10/2008	EGTT : London (FIR)	Southampton (SAM)	SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 at 1100ft. Traffic info and avoiding action given. Separation lost with a Trislander.	Solo student pilot conducting qualifying cross-country flight. On becoming uncertain of her position, the pilot failed to contact local ATC units.☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200811151	11/10/2008	EGTT : London (FIR)	Southampton (SAM)	SW	D	CTR	BRITTEN NORMAN	Reciprocating	3	Infringement of the Southampton CTR (Class D) by a PA28 at 1100ft. Traffic info and avoiding action given. Separation lost with a Trislander.	Solo student pilot conducting qualifying cross-country flight. On becoming uncertain of her position, the pilot failed to contact local ATC units.☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200811153	11/10/2008	EGTT : London (FIR)	London-Heathrow - LHR	SW	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 at 1800ft. Standard separation maintained.	ATC workload increased due to pilot becoming disorientated. Appropriate CAA action is being taken as a result of this incident.
200811155	12/10/2008	EGTT : London (FIR)	White Waltham	4 S	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a Cessna 182 at 2000ft. Standard separation maintained.	
200811158	10/10/2008	EGTT : London (FIR)	Cardiff (CDF)	6S	D	CTA	PIPER	Reciprocating	1	Infringement of the Cardiff CTA - CTA 5 (Class D) by a PA28 at 4000ft. Standard separation maintained.	Investigation revealed that the P1 believed that the a/c had passed CAS. The a/c subsequently encountered a significant updraft. Due to significant power adjustments required, the crew allowed the a/c to climb in the belief that they were outside CAS. The crew were unaware of their error and have subsequently been debriefed.

200811159	11/10/2008	EGTT : London (FIR)	Bournemouth	8 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 at 1500ft. Pilot was advised his course would take the a/c into CAS. Pilot apologised and continued into CAS. Standard separation maintained.	Pilot advised of his position and apologised again.
200811341	11/10/2008	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	PIPER	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by a PA28. Traffic info and avoiding action was given to an inbound A320, which reported visual with PA28. Standard separation maintained.	
200811341	11/10/2008	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	AIRBUS	Turbofan	2	Infringement of the Nottingham East Midlands CTR (Class D) by a PA28. Traffic info and avoiding action was given to an inbound A320, which reported visual with PA28. Standard separation maintained.	
200811349	10/10/2008	EGTT : London (FIR)	Denham		A	CTR	CESSNA	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a C172 squawking 7000 at 2800ft. Standard separation lost with a B737 outbound from Heathrow.	Pilot's report acknowledges a navigational error due to reliance on a GPS. Pilot also acknowledges that he was unfamiliar with the system and had consequently entered the incorrect track. Pilot states that he also misread his map and misidentified Aylesbury. Pilot has subsequently undertaken a training flight with his CFI and understands that a GPS should not be used as a sole navigational aid.
200811349	10/10/2008	EGTT : London (FIR)	Denham		A	CTR	BOEING	Turbofan	2	Infringement of the Heathrow CTR (Class A) by a C172 squawking 7000 at 2800ft. Standard separation lost with a B737 outbound from Heathrow.	Pilot's report acknowledges a navigational error due to reliance on a GPS. Pilot also acknowledges that he was unfamiliar with the system and had consequently entered the incorrect track. Pilot states that he also misread his map and misidentified Aylesbury. Pilot has subsequently undertaken a training flight with his CFI and understands that a GPS should not be used as a sole navigational aid.

200811370	16/10/2008	EGTT : London (FIR)	Calshot		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 3000ft. ATC attempted to contact the a/c to noavail. It was subsequently discovered to be a student pilot.	Standard separation maintained.
200811387	16/10/2008	EGTT : London (FIR)	Stansted	10-12 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C150 squawking 7000 at 1800ft. Standard separation maintained.	Pilot subsequently contacted ATC and apologised for the incident.
200811389	17/10/2008	EGTT : London (FIR)	Panshanger		G	ATZ	MOONEY	Reciprocating	1	Alleged infringement of the Panshanger ATZ (Class G) by aMooney 20 at an estimated 1200ft.	
200811427	17/10/2008	EGTT : London (FIR)	St Albans		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 at 2300ft. Standard separation maintained. Believed to have been a student pilot.	
200811428	17/10/2008	EGTT : London (FIR)	Dunstable	1SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a solo studentin PA28 at 2000ft. Solo student reports being unsure of his position. Standard separation maintained.	A Luton departure was delayed as a result of this incident. Appropriate follow up action has been taken by the CFI concerned.

200811464	17/10/2008	EGTT : London (FIR)	Manchester (MCT)	7 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by solo student in a PA38 at 1000ft. Departures were stopped. Solo student had become lost. Standard separation maintained.	ATC navigational assistance provided following pilot's call requesting navigational help.
200811465	18/10/2008	EGTT : London (FIR)	Birmingham	12 SE	D	CTA	SOCATA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a TB20 squawking 7000 at 2600ft. Traffic info and avoiding action given. Loss of standard separation.	Pilot reports high cockpit workload and a changed plan after refusal of a routing overhead Coventry.☐ CAA Closure: Appropriate advice given.
200811466	18/10/2008	EGTT : London (FIR)	Manchester (MCT)	7 W	D	TMA	PIPER	Reciprocating	1	Infringement of the Manchester TMA (Class D) by a PA28 at1250ft. Traffic info given. Departures were stopped. Standard separation maintained.	Pilot diverted due to poor weather conditions and became unsure of position which led to the a/c infringing CAS. The diversion was decided too late and lead to the error in navigation.☐ CAA Closure: Pilot concerned is to undertake further training to be carried out with his CFI.
200811467	19/10/2008	EGTT : London (FIR)	London-Gatwick - LGW	6 SW	D	CTR	SCOTTISH AVIATION	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Bulldog. Standard separation maintained.	
200811468	19/10/2008	EGTT : London (FIR)	Luwknor	W	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 at 6000ft. Standard separation maintained.	

200811569	21/10/2008	EGTT : London (FIR)	Birmingham	12 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by PA28 that had become lost. PA28 called D&D and transferred to Birmingham who gave PA28 navigational assistance. Standard separation maintained.	Appropriate ATC advice passed to the operator concerned.
200811611	18/10/2008	EGTT : London (FIR)	Daventry (DTY)	LIC NDB	A	CTR	SOCATA	Reciprocating	1	Infringement of Daventry CTA (Class A) by a Socata TB20 at FL57. ATC instructed the a/c to descend out of the CTA. Standard separation maintained.	
200811661	16/10/2008	EGTT : London (FIR)	Burnham		A	CTR	ROBINSON	Reciprocating	1	Infringement of London CTR (Class A) by a R44 at 1000ft. Northbound Heathrow departures were stopped for 8mins.	Attributed to poor planning and navigation error. ☐ CAA Closure: Pilot has learned a lesson from the incident and modified his procedures accordingly.
200811661	16/10/2008	EGTT : London (FIR)	Burnham		A	CTR	UNKNOWN	Unknown		Infringement of London CTR (Class A) by a R44 at 1000ft. Northbound Heathrow departures were stopped for 8mins.	Attributed to poor planning and navigation error. ☐ CAA Closure: Pilot has learned a lesson from the incident and modified his procedures accordingly.
200811664	22/10/2008	EGTT : London (FIR)	London City - LCY	15 E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class) A and London City CTR/CTA (Class D) by a PA28 at 3000ft and 2400ft respectively.	The pilot changed from the planned route and did not appreciate the proximity of the LTMA. The pilot had been asked to remain at 3000ft due to other traffic but failed to realise her position. ☐ CAA Closure: A debrief has been given and additional training undertaken with the CFI.

200811667	23/10/2008	EGTT : London (FIR)	Bournemouth	6 NW	D	CTA	UNKNOWN	Unknown		Infringement of the Bournemouth CTA (Class D) by an unknown a/c with a military squawk at 600ft. Avoiding action given to a PC12 and Falcon 20. Military ATC contacted, however a/c was not identified.	
200811667	23/10/2008	EGTT : London (FIR)	Bournemouth	6 NW	D	CTA	PILATUS	Turboprop	1	Infringement of the Bournemouth CTA (Class D) by an unknown a/c with a military squawk at 600ft. Avoiding action given to a PC12 and Falcon 20. Military ATC contacted, however a/c was not identified.	
200811707	24/10/2008	EGTT : London (FIR)	Belfast (BEL)	8E	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Belfast CTR (Class D) by an R44 at 1000ft. Standard separation maintained.	Pilot had selected wrong RT frequency and inadvertently infringed CAS. Pilot apologised for his error.
200811732	25/10/2008	EGTT : London (FIR)	Dunstable		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C172. Standard separation maintained.	
200811765	27/10/2008	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a solo student in a PA28 squawking 7000. Traffic info and avoiding action given. Standard separation maintained.	PA28 infringed the same airspace approximately 1hr 11mins later. CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200811765	27/10/2008	EGTT : London (FIR)	Luton (LUT)		D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a solo student in a PA28 squawking 7000. Traffic info and avoiding action given. Standard separation maintained.	PA28 infringed the same airspace approximately 1hr 11mins later. CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200811777	11/10/2008	EGTT : London (FIR)	Weston On The Green		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area D129 by a C152 at 1500ft. Parachutists were in the air.	The pilot was a student on a solo navigation exercise whom is identified Turweston. CAA Closure: CFI has discussed the incident with the pilot who is to undergo 5 hours of remedial nav training followed by a nav test. The CFI has also instructed the pilot to undergo extra ground school to cover lost procedures.
200811867	28/10/2008	EGTT : London (FIR)	Bournemouth	5 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a C152 on a qualifying cross country whose pilot entered cloud in heavy rain and became lost. Standard separation maintained.	C152 heard ATC giving traffic info to other a/c on an unknown contact and elected not to call either for help or to check his position. Investigations revealed that the student pilot on a qualifying cross country flight, (the same route had been flown 5 days earlier with an Instructor with no problem) deviated from his intended route to avoid a shower. The Instructor has always taught his students, on the leg from Old Sarum to Exeter, to monitor the Bournemouth frequency but not to call because of the intense nature of the radio in that area. CAA Closure: The Instructor is to change his teaching methods.
200811870	28/10/2008	EGTT : London (FIR)	Detling (DET)	7 NNW	A	TMA	BELL	Turboshaft	1	Infringement of the LTMA (Class A) by a Bell 206 at 2900ft. Standard separation maintained.	
200811919	30/10/2008	EGTT : London (FIR)	Honiley (HON)	10 W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a solo student in a C152 at 2500ft. D&D alerted. Solo student had become lost.	

200811935	30/10/2008	EGTT : London (FIR)	Yarmouth	NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2600ft. Standard separation maintained.	Investigation established that the pilot misread the chart.☐ CAA Closure: Suitable advice given.
200811951	31/10/2008	EGTT : London (FIR)	London-Heathrow - LHR	4 W	A	CTR	CESSNA	Reciprocating	1	Infringement of London CTR (Class A) by a C172 between 400ft and 1800ft. Heathrow departures stopped for 13mins andtraffic broken off the approach. Separation lost.	Appropriate CAA action is being taken as a result of thisincident.
200811951	31/10/2008	EGTT : London (FIR)	London-Heathrow - LHR	4 W	A	CTR	CESSNA	Turbofan	2	Infringement of London CTR (Class A) by a C172 between 400ft and 1800ft. Heathrow departures stopped for 13mins andtraffic broken off the approach. Separation lost.	Appropriate CAA action is being taken as a result of thisincident.
200811984	31/10/2008	EGTT : London (FIR)	Southampton (SAM)	5N	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Dv20 at 2000ft. Standard separation maintained.	
200811986	02/11/2008	EGTT : London (FIR)	Belfast (BEL)	6S	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Belfast CTR (Class D) by an R44 at 1000ft. Standard separation maintained.	

200812169	22/10/2008	EGTT : London (FIR)	ORTAC		A		CESSNA	Reciprocating	1	Infringement of Airway R41 (Class A) by a C182 at FL60, no other a/c affected. Pilot allegedly misread the base of the Airway to be FL135 rather than FL35. Standard separation maintained.	
200812217	08/11/2008	EGTT : London (FIR)	Stansted		D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an unknown a/c squawking 7000. Standard separation maintained.	Pilot later apologised, stating he had become distracted by avoiding cloud at the time of the infringement.
200812241	31/10/2008	EGTT : London (FIR)	Nr Tiptree	Essex	A	TMA	CESSNA	Reciprocating	1	Possible infringement of the LTMA (Class A) by a C152 at 3700ft.	The relatively new flying instructor concerned has learntfrom this incident and in future will plan flights to give a greater margin for navigational errors.
200812348	12/11/2008	EGTT : London (FIR)	London City - LCY	10 E	A	TMA	PIPER	Reciprocating	1	Loss of separation between a DHC8 and a PA28R (believed) that infringed the LTMA (Class A) at 2700ft. Traffic info and avoiding action given. STCA and SMF activated.	CAA Closure: Incident investigated by NATS. Instructor allowed a/c to climb into LTMA. Appropriate action taken, nofurther action required by CAA.
200812348	12/11/2008	EGTT : London (FIR)	London City - LCY	10 E	A	TMA	DE HAVILLAND	Turboprop	2	Loss of separation between a DHC8 and a PA28R (believed) that infringed the LTMA (Class A) at 2700ft. Traffic info and avoiding action given. STCA and SMF activated.	CAA Closure: Incident investigated by NATS. Instructor allowed a/c to climb into LTMA. Appropriate action taken, nofurther action required by CAA.

200812421	14/11/2008	EGTT : London (FIR)	London City - LCY	7E	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 at 2400ft. SMF activated. London City inbound RJ100 received a TCAS RA.	
200812421	14/11/2008	EGTT : London (FIR)	London City - LCY	7E	A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) by an SR22 at 2400ft. SMF activated. London City inbound RJ100 received a TCAS RA.	
200812428	24/10/2008	EGTT : London (FIR)	London City - LCY	13E	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 3000ft. Standard separation maintained.	
200812434	11/11/2008	EGTT : London (FIR)	White Waltham	2 NE	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 squawking 7000 at 1000ft. Pilot apologised for his error statinghe was unsure of his position. Standard separation maintained.	
200812435	12/11/2008	EGTT : London (FIR)	Audley End		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 at 1300ft. Traffic info given. Standard separation maintained.	The pilot, an instructor, subsequently rang in to ATC andthe incident was discussed.

200812435	12/11/2008	EGTT : London (FIR)	Audley End		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C152 at 1300ft. Traffic info given. Standard separation maintained.	The pilot, an instructor, subsequently rang in to ATC andthe incident was discussed.
200812455	13/11/2008	EGTT : London (FIR)	Nottingham East Midlands	7 E	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by an SR22 at FL50. Traffic info and avoiding action given. Standard separation maintained.	The pilot, believed to be a foreign national, had been telling ATC units that he was inbound to Nottingham Airfield. However, he was actually routing via Nottingham (possibly the NOT NDB) and then to the DTY VOR . This was the direct cause of the infringement.
200812455	13/11/2008	EGTT : London (FIR)	Nottingham East Midlands	7 E	D	CTA	BOEING	Turbofan	2	Infringement of the Nottingham East Midlands CTA (Class D) by an SR22 at FL50. Traffic info and avoiding action given. Standard separation maintained.	The pilot, believed to be a foreign national, had been telling ATC units that he was inbound to Nottingham Airfield. However, he was actually routing via Nottingham (possibly the NOT NDB) and then to the DTY VOR . This was the direct cause of the infringement.
200812525	18/11/2008	EGTT : London (FIR)	Goodwood (GWC)	10W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at FL61. Standard separation maintained.	
200812548	19/11/2008	EGTT : London (FIR)	London-Gatwick - LGW	12 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 2200ft. Standard separation maintained.	See also 200601768.

200812561	18/11/2008	EGTT : London (FIR)	Cookham		A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R44 at 1400ft. Heathrow Northbound departures were stopped until R44was observed leaving the zone. Standard separation maintained.	Attributed to a navigation error during an unplanned airborne diversion to show passenger a landmark.☐ CAA Closure:Pilot apologised and has learned a lesson from this incident.
200812608	20/11/2008	EGTT : London (FIR)	CHASE	4 NW	A	CTR	SOCATA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) and DaventryCTA (Class A) by TB20 at 4000ft. An inbound B737 was given traffic info. Standard separation maintained.	After landing at destination pilot of the TB20 apologisedfor the infringement. Believed incident caused by poor flight planning and not taking the forecast wind into consideration.
200812608	20/11/2008	EGTT : London (FIR)	CHASE	4 NW	A	CTR	BOEING	Turbofan	2	Infringement of the Birmingham CTA (Class D) and DaventryCTA (Class A) by TB20 at 4000ft. An inbound B737 was given traffic info. Standard separation maintained.	After landing at destination pilot of the TB20 apologisedfor the infringement. Believed incident caused by poor flight planning and not taking the forecast wind into consideration.
200812632	21/11/2008	EGTT : London (FIR)	Burgess Hill		A	TMA	PIPER	Reciprocating	1	Infringement of LTMA (Class A) by a PA28 at 3600ft. PA28 called Farnborough requesting a FIS. PA28 was identified and requested to descend immediately, which it did. Standard separation maintained.	
200812805	25/11/2008	EGTT : London (FIR)	Southampton (SAM)	7 N	D	CTR	ROBINSON	Reciprocating	1	Infringement of Southampton CTR (Class D) by a R44. Do328broken off approach. Standard separation maintained.	CAA Closure: Despite several attempts, no response forthcoming from R44 owner. No further action possible.

200812805	25/11/2008	EGTT : London (FIR)	Southampton (SAM)	7 N	D	CTR	DORNIER	Turboprop	2	Infringement of Southampton CTR (Class D) by a R44. Do328broken off approach. Standard separation maintained.	CAA Closure: Despite several attempts, no response forthcoming from R44 owner. No further action possible.
200812833	19/11/2008	EGTT : London (FIR)	Ronaldsway	7 NW	D	CTR	BEAGLE	Reciprocating	1	Infringement of the Isle of Man CTR (Class D) by a Beagle121. Traffic info given. Standard separation maintained.	Appropriate advice passed to the pilot by ATC.
200812978	03/12/2008	EGTT : London (FIR)	GOLES		D	CTR	BEAGLE	Reciprocating	1	Loss of separation between an IFR PA31 working MACC and aVFR B121 believed to be working Doncaster Sheffield approach. STCA and SMF activated.	Avoiding action and traffic info given to the PA31 by MACC. Subsequent information suggests that the B121 infringedDoncaster CAS whilst wearing a military squawk. DoncasterRadar received a pre-note from the military unit and a/c was asked to freecall Doncaster Radar. Investigation confirmed that B121 pilot entered Doncaster CTA without clearance.☐ CAA Closure: Suitable advice given.
200812978	03/12/2008	EGTT : London (FIR)	GOLES		D	CTR	PIPER	Reciprocating	2	Loss of separation between an IFR PA31 working MACC and aVFR B121 believed to be working Doncaster Sheffield approach. STCA and SMF activated.	Avoiding action and traffic info given to the PA31 by MACC. Subsequent information suggests that the B121 infringedDoncaster CAS whilst wearing a military squawk. DoncasterRadar received a pre-note from the military unit and a/c was asked to freecall Doncaster Radar. Investigation confirmed that B121 pilot entered Doncaster CTA without clearance.☐ CAA Closure: Suitable advice given.
200813038	05/12/2008	EGTT : London (FIR)	London-Gatwick - LGW	17E	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) and Gatwick CTR (ClassD) by a C172 squawking 7000 at 2900ft. Standard separation maintained.	The pilot has acknowledged that he made a navigational error that led to the infringement and has apologised for it. He attributes the error to mistaking Bough Beech Reservoir for Bewl Water due to high glare in high pressure weather conditions.☐ CAA Closure: Pilot intends to complete IMCtraining.

200813066	06/12/2008	EGTT : London (FIR)	Bovingdon (BNN)	3S	A	TMA	ROBINSON	Reciprocating	1	Infringement of the LTMA by an R44 squawking 7000 at 3800ft. B737's departure stopped and traffic info given to an A319. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200813066	06/12/2008	EGTT : London (FIR)	Bovingdon (BNN)	3S	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA by an R44 squawking 7000 at 3800ft. B737's departure stopped and traffic info given to an A319. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200813102	07/12/2008	EGTT : London (FIR)	Ware	VRP	D	CTA	PIPER	Reciprocating	1	Infringement of Stansted CTA (Class D) by a PA28 at 2000ft. No traffic was affected so standard separation maintained.	
200813130	06/12/2008	EGTT : London (FIR)	Weston Supermare		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Robin 400 at 3000ft. Standard separation maintained.	Pilot had misidentified Weston-Super-Mare Pier for Clevedon Pier.
200813218	11/12/2008	EGTT : London (FIR)	Southampton (SAM)	8NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2200ft. Solo student reported being lost. Standard separationmaintained. Southampton inbound traffic delayed. Standardseparation maintained.	

200813247	03/12/2008	EGTT : London (FIR)	Doncaster Sheffield	9N	D	CTA	JODEL	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by a Jodel D140 at FL50. Standard separation maintained.	Pilot apologised having been reminded of his responsibilities by ATC.
200813280	12/12/2008	EGTT : London (FIR)	Southampton (SAM)	7 SW	D	CTR	WESTLAND	Turboshaft	1	Alleged infringement of the Southampton CTR (Class D) by a Scout. Standard separation maintained. Believed pilot unsure of his position in poor weather.	
200813297	10/12/2008	EGTT : London (FIR)	Nottingham East Midlands	9 E	D	CTA	PIPER	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a PA28 squawking 7000 at 2600ft. Standard separation maintained.	
200813298	09/12/2008	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	BELL	Turboshaft	1	Infringement of the Nottingham East Midlands CTR (Class D) by a Bell 206 at 1000ft. Traffic info given. Standard separation maintained.	A/c subsequently called ATC requesting a FIS and requesting to route southbound. ATC advised Bell 206 of the infringement and to route eastbound. A/c continued to proceed southbound.
200813299	10/12/2008	EGTT : London (FIR)	Nottingham East Midlands	3-4 SW	D	CTR	BELL	Turboshaft	1	Infringement of the Nottingham East Midlands CTR (Class D) by a Bell 206 at 2000ft. Standard separation maintained.	Pilot stated to ATC that "the airspace wasn't on his GPS"and "his chart had the airspace where he was from 2500ft to FL75". CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200813408	17/12/2008	EGTT : London (FIR)	Southampton (SAM)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a C182 at 2000ft receiving a FIS. Pilot reported that ATC radio transmissions were very poor but ATC received transmissions readability 5.	Traffic info given to two inbound DHC8s, one of which wasbroken off the approach.☐ CAA Closure: Appropriate CAA action is to be taken as a result of this infringement.
200813408	17/12/2008	EGTT : London (FIR)	Southampton (SAM)		D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) by a C182 at 2000ft receiving a FIS. Pilot reported that ATC radio transmissions were very poor but ATC received transmissions readability 5.	Traffic info given to two inbound DHC8s, one of which wasbroken off the approach.☐ CAA Closure: Appropriate CAA action is to be taken as a result of this infringement.
200813418	04/12/2008	EGTT : London (FIR)	Sandtoft		G	ATZ	OTHER	Unknown		Infringement of the Sandtoft ATZ by a large military helicopter.	
200813418	04/12/2008	EGTT : London (FIR)	Sandtoft		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Sandtoft ATZ by a large military helicopter.	
200813449	11/12/2008	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an R44 at an estimated 3000ft. Traffic info given. Standard separation maintained.	

200813511	19/12/2008	EGTT : London (FIR)	London-Gatwick - LGW	E	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA24 at 2400ft. Traffic info given to DHC8. Standard separation maintained.	
200813511	19/12/2008	EGTT : London (FIR)	London-Gatwick - LGW	E	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Gatwick CTA (Class D) by a PA24 at 2400ft. Traffic info given to DHC8. Standard separation maintained.	
200813681	24/12/2008	EGTT : London (FIR)	London-Gatwick - LGW	10 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA32 at 2400ft. An inbound B737 was broken off the ILS for R/W26L and given traffic info. Standard separation maintained.	
200813681	24/12/2008	EGTT : London (FIR)	London-Gatwick - LGW	10 NE	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a PA32 at 2400ft. An inbound B737 was broken off the ILS for R/W26L and given traffic info. Standard separation maintained.	
200813694	27/12/2008	EGTT : London (FIR)	Brookmans Park (BPK)	6 S	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2900ft. Traffic info given. Separation lost.	

200813694	27/12/2008	EGTT : London (FIR)	Brookmans Park (BPK)	6 S	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2900ft. Traffic info given. Separation lost.	
200813698	28/12/2008	EGTT : London (FIR)	Stansted	13 NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2400ft. Standard separation maintained.	
200813699	29/12/2008	EGTT : London (FIR)	Bristol International	19 ENE	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA28R at 6000ft. Standard separation maintained.	Pilot later spoke with ATC and apologised for the error having misinterpreted his map.
200813702	28/12/2008	EGTT : London (FIR)	London-Gatwick - LGW	5 NE	D	CTR	BEAGLE	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Beagle B121 at 1100ft. Departures were stopped and a B737 had to go-around. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200813702	28/12/2008	EGTT : London (FIR)	London-Gatwick - LGW	5 NE	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a Beagle B121 at 1100ft. Departures were stopped and a B737 had to go-around. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200813703	29/12/2008	EGTT : London (FIR)	Southampton (SAM)	SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 3000ft. Standard separation maintained.	
200813705	27/12/2008	EGTT : London (FIR)	Southampton (SAM)	6.4NW	D	CTR	BELL	Turboshaft	1	Infringement of the Southampton CTR (Class D) by a Bell 206 squawking 7000. Standard separation maintained.	
200813943	01/12/2008	EGTT : London (FIR)	Brize Norton	8 W	D	CTR		Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a MauleMX-7 at 1200ft.	
200813944	02/12/2008	EGTT : London (FIR)	Brize Norton	9 W	D	CTR	RUTAN	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a RutanLongeze squawking 7000.	
200813947	11/12/2008	EGTT : London (FIR)	Brize Norton	9 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 7000 and indicating between 1200 and 1600ft.	

200813949	10/12/2008	EGTT : London (FIR)	Lyneham	9 W	D	CTR	PIPER	Reciprocating	1	Infringement of the Lyneham CTR (Class D) by a PA28. Believed navigational error. A/c called Lyneham late having been released by Filton.	
200900007	02/01/2009	EGTT : London (FIR)	Luton (LUT)	W	D	CTR	SCHWEIZER	Reciprocating	1	Infringement of the Luton CTR (Class D) and the LTMA (Class A) by a Schweizer 269C squawking 7000 at 3000ft. Traffic info and avoiding action given. Separation lost.	Appropriate CAA action is to be taken as a result of thisincident.
200900007	02/01/2009	EGTT : London (FIR)	Luton (LUT)	W	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) and the LTMA (Class A) by a Schweizer 269C squawking 7000 at 3000ft. Traffic info and avoiding action given. Separation lost.	Appropriate CAA action is to be taken as a result of thisincident.
200900011	03/01/2009	EGTT : London (FIR)	Stansted	NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 3000ft. Traffic info given. Standard separation maintained.Inbound traffic delayed.	
200900021	04/01/2009	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a Robin DR400 at 2400ft. Traffic info given. Standard separation maintained.	

200900030	03/01/2009	EGTT : London (FIR)	Cardiff (CDF)	15 N	D	CTA	PIPER	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a PA28 at 4500ft. The student pilot on a navigational exercise reported being unsure of his position. Standard separation maintained.	Appropriate and comprehensive action is to be taken by the instructor concerned.
200900034	03/01/2009	EGTT : London (FIR)	Bovingdon (BNN)	WNW	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C150 at 4000ft. Traffic info and avoiding action given. Standard separation maintained.	The pilot later phoned ATC and explained that he left the QFE set for a portion of the flight.
200900035	03/01/2009	EGTT : London (FIR)	London City - LCY	11 NE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C150 at 2600ft. Traffic info and avoiding action given. Standard separation maintained.	
200900035	03/01/2009	EGTT : London (FIR)	London City - LCY	11 NE	A	TMA	FOKKER	Turboprop	2	Infringement of the LTMA (Class A) by a C150 at 2600ft. Traffic info and avoiding action given. Standard separation maintained.	
200900036	02/01/2009	EGTT : London (FIR)	Dunsfold	5 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 2300ft. Standard separation maintained.	

200900091	06/01/2009	EGTT : London (FIR)	NEDUL		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28. Standard separation maintained. After PA28 had left CAS, ATC received a call from PA28 stating that it may have infringedthe CTA.	
200900104	06/01/2009	EGTT : London (FIR)	Woodley (WOD)	S	A	TMA	SOCATA	Turboprop	1	Infringement of the LTMA (Class A) by a TBM700 receiving a FIS. Standard separation maintained.	
200900136	08/01/2009	EGTT : London (FIR)	Southend (SND)	12 SW	A	TMA	GRUMMAN	Reciprocating	1	Infringement of the Thames RMA (Class A) by a Grumman AA5at 3200ft, 12nm South West of Southend. Standard separation maintained.	
200900186	11/01/2009	EGTT : London (FIR)	Stansted	8E	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28R at 2800ft. Standard separation maintained.	
200900188	09/01/2009	EGTT : London (FIR)	Birmingham	8 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 3500ft. Standard separation maintained.	Pilot later spoke with ATC and apologised, stating that he could not see very well, as he was in haze. Appropriate advice has been passed to the pilot concerned.

200900298	14/01/2009	EGTT : London (FIR)	Bristol International	S	D	CTR	PIPER	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a PA28 at 4700ft. Standard separation maintained.	
200900371	16/01/2009	EGTT : London (FIR)	Cardiff (CDF)	13W	D	CTA	GROB	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a Grob G115 at FL67. Standard separation maintained.	
200900460	17/01/2009	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	CESSNA	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a C150 at 3500ft. Standard separation maintained.	
200900499	21/01/2009	EGTT : London (FIR)	London-Gatwick - LGW	8 E	A	TMA	BELL	Turboshaft	1	Bell 206L infringed the LTMA (Class A) and the Gatwick CTR (Class D) and lost separation with an inbound A330, which was given traffic info and avoiding action.	Appropriate CAA action is to be taken as a result of thisincident.
200900499	21/01/2009	EGTT : London (FIR)	London-Gatwick - LGW	8 E	A	TMA	AIRBUS	Turbofan	2	Bell 206L infringed the LTMA (Class A) and the Gatwick CTR (Class D) and lost separation with an inbound A330, which was given traffic info and avoiding action.	Appropriate CAA action is to be taken as a result of thisincident.

200900516	18/01/2009	EGTT : London (FIR)	London-Gatwick - LGW	10 NE	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an SR20 at 2100ft. An A320 and a B737 given traffic info and instructed to orbit to remain clear of the SR20. Standard separation maintained.	
200900516	18/01/2009	EGTT : London (FIR)	London-Gatwick - LGW	10 NE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by an SR20 at 2100ft. An A320 and a B737 given traffic info and instructed to orbit to remain clear of the SR20. Standard separation maintained.	
200900629	24/01/2009	EGTT : London (FIR)	Lydd (LYD)	15 W	A	CTR	SOCATA	Reciprocating	1	Alleged infringement of the Worthing CTA (Class A) by a TB10 with Mode C indicating FL58. Standard separation maintained.	A/c was using Heathrow QNH at 991mb as opposed to ChathamQNH at 984mb, which could have resulted in a large difference between indicated FL and altitude.
200900630	24/01/2009	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTA	EXTRA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an Extra 300at 2200ft and the Heathrow CTA (Class A). The infringement of the Heathrow CTA was marginal. Standard separation maintained.	
200900771	22/01/2009	EGTT : London (FIR)	Syerston		G	ATZ	HUGHES	Turboshaft	1	Infringement of the Syerston ATZ Gliding Site by a Hughes369 at 1500ft. Glider launches were suspended until helicopter was clear of site.	CAA Closure: No further information became available. No further action practicable due to elapsed time.

200900888	31/01/2009	EGTT : London (FIR)	Calshot	1 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 at 1500ft. Standard separation maintained.	
200900888	31/01/2009	EGTT : London (FIR)	Calshot	1 NE	D	CTR	FOKKER	Turbofan	2	Infringement of the Southampton CTR (Class D) by a PA28 at 1500ft. Standard separation maintained.	
200900889	31/01/2009	EGTT : London (FIR)	Snitterfield		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Robin 2100 at FL45. Traffic info given. Standard separation maintained.	The pilot of the Robin was caught out by the strong southerly wind. On realising his position he routed West. The pilot has been advised that a call to Birmingham Radar would have greatly assisted in resolving the situation.
200900929	01/02/2009	EGTT : London (FIR)	Bournemouth	7.5E	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28R.Traffic info and avoiding action given. Standard separation maintained.	
200901088	07/02/2009	EGTT : London (FIR)	Luton (LUT)	5NW	D	CTR	SOCATA	Turboprop	1	Infringement of the Luton CTR (Class D) by a TBM700 at 3400ft. Departures were stopped. Standard separation maintained.	

200901256	12/02/2009	EGTT : London (FIR)	Bristol International	9SE	D	CTA	HUGHES	Turboshaft	1	Infringement of the Bristol CTA (Class D) by a Hughes 369squawking 7000 at 3000ft. Traffic info given. Standard separation maintained.	
200901335	15/02/2009	EGTT : London (FIR)	Denham	2S	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 2000ft. Standard separation maintained.	
200901353	14/02/2009	EGTT : London (FIR)	Lambourne (LAM)		A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 squawking 7000 at 3000ft. Traffic info and avoiding action given to an RJ85. Standard separation lost.	
200901353	14/02/2009	EGTT : London (FIR)	Lambourne (LAM)		A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) by an SR22 squawking 7000 at 3000ft. Traffic info and avoiding action given to an RJ85. Standard separation lost.	
200901354	14/02/2009	EGTT : London (FIR)	Luton (LUT)	7SW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by an R44. Standard separation maintained.	

200901357	13/02/2009	EGTT : London (FIR)	Manchester (MCT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 at1300ft. Standard separation maintained.	
200901371	16/02/2009	EGTT : London (FIR)	Burnham		A	TMA	ROBINSON	Reciprocating	1	Infringement of the LTMA (Class A) by an R44 squawking 7000 at 3000ft. Separation lost.	ATC subsequently discussed the matter with R44 pilot.☐ CAA Closure: Pilot to seek further safety training.
200901371	16/02/2009	EGTT : London (FIR)	Burnham		A	TMA	BOEING	Turbofan	4	Infringement of the LTMA (Class A) by an R44 squawking 7000 at 3000ft. Separation lost.	ATC subsequently discussed the matter with R44 pilot.☐ CAA Closure: Pilot to seek further safety training.
200901395	13/02/2009	EGTT : London (FIR)	Snitterfield		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Robin 200 squawking 7000 at 3000ft. Standard separation maintained.	
200901399	10/02/2009	EGTT : London (FIR)	Leeds Bradford (LBA)	7N	D	CTR	OTHER	Reciprocating	1	Infringement of the Leeds/Bradford CTR (Class D) by a Skyranger at 2500ft. Traffic info given. Standard separation maintained.	CAA Closure: Suitable advice given concerning VFR navigation.

200901411	17/02/2009	EGTT : London (FIR)	Epsom (EPM)	2N	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 at 1400ft. Standard separation maintained.	Poor landline communication between Farnborough and Odiham resulted in the C152 infringing for approx 2m before being given instructions to turn.
200901444	17/02/2009	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an R22 at 1000ft. Traffic info given to an A319. Separation lost.	The R22 pilot appears to have become distracted by a vibration that did not seem to him to be normal and has also stated that his 'electrics' were intermittent. The a/c had apparently had recent maintenance action although the pilot did not report any loss of control or loss of power. Thepilot failed to change to the correct frequency after leaving Redhill which further exacerbated his loss of awareness; however the a/c's transponder was functioning indicating 7000.☐ CAA Closure: The pilot has been contacted and informed as to the details of his infringement as well as the serious nature of such an incident in regards to flight safety.
200901444	17/02/2009	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by an R22 at 1000ft. Traffic info given to an A319. Separation lost.	The R22 pilot appears to have become distracted by a vibration that did not seem to him to be normal and has also stated that his 'electrics' were intermittent. The a/c had apparently had recent maintenance action although the pilot did not report any loss of control or loss of power. Thepilot failed to change to the correct frequency after leaving Redhill which further exacerbated his loss of awareness; however the a/c's transponder was functioning indicating 7000.☐ CAA Closure: The pilot has been contacted and informed as to the details of his infringement as well as the serious nature of such an incident in regards to flight safety.
200901464	17/02/2009	EGTT : London (FIR)	Southampton (SAM)	10N	A	CTA	OTHER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a microlight at 3000ft. Standard separation maintained.	Pilot exceeded the privileges of his licence by entering IMC conditions without the necessary rating.☐ CAA Closure:Pilot interviewed, and it was suggested that he re-gain an IMC rating, which had been gained in early 1980 but had subsequently lapsed.
200901471	18/02/2009	EGTT : London (FIR)	Manchester (MCT)		D	CTR	OTHER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown microlight. Traffic info given. Standard separation maintained.	

200901559	21/02/2009	EGTT : London (FIR)	Stansted	NW	D	CTA	GRUMMAN	Reciprocating	1	Infringement of Stansted CTA (Class D) by a Grumman AA5B squawking 7000 at 3200ft. Avoiding action given to B737. Separation lost.	Pilot believed that he did not infringe as reported, but apologised if he did inadvertently infringe. Altimeter was set to a QNH given by North Weald and not the Stansted QNH, which may explain the infringement. The pilot was squawking Mode C and claimed he was aware of the airspace above him. □ CAA Closure: Pilot now aware of the incident. No further action required.
200901559	21/02/2009	EGTT : London (FIR)	Stansted	NW	D	CTA	BOEING	Turbofan	2	Infringement of Stansted CTA (Class D) by a Grumman AASB squawking 7000 at 3200ft. Avoiding action given to B737. Separation lost.	Pilot believed that he did not infringe as reported, but apologised if he did inadvertently infringe. Altimeter was set to a QNH given by North Weald and not the Stansted QNH, which may explain the infringement. The pilot was squawking Mode C and claimed he was aware of the airspace above him. □ CAA Closure: Pilot now aware of the incident. No further action required.
200901563	20/02/2009	EGTT : London (FIR)	Andrewsfield		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2700ft. Standard separation maintained.	CAA Closure: Pilot subsequently apologised for what was a navigation error.
200901564	22/02/2009	EGTT : London (FIR)	Bristol International		D	TMA	PIPER	Reciprocating	1	Infringement of Bristol CTA-6 CAS (Class D) by a PA32 at FL45. Standard separation maintained.	Investigations have revealed that the pilot failed to comply with an ATC instruction to remain outside of CAS. The pilot also thought that an SSR code allocated indicated a clearance into CAS and therefore elected to continue. The pilot is now aware that this is incorrect.
200901565	21/02/2009	EGTT : London (FIR)	Wethersfield		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 1800ft. Two B737 had their approaches delayed. Standard separation maintained.	

200901565	21/02/2009	EGTT : London (FIR)	Wethersfield		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 1800ft. Two B737 had their approaches delayed. Standard separation maintained.	
200901567	24/01/2009	EGTT : London (FIR)	Woodley (WOD)	4 N	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28R at 2900ft. A/c was instructed to descend. Standard separation maintained.	
200901569	21/02/2009	EGTT : London (FIR)	New Alresford	SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a C150 squawking 7000 at 1700ft. Standard separation maintained.	When queried over the infringement the pilot stated that he was affected by sun glare.
200901576	19/02/2009	EGTT : London (FIR)	Liverpool		D	CTA	ROBINSON	Reciprocating	1	Infringement of the Liverpool CTA (Class D) by an R44. Standard separation maintained.	
200901578	20/02/2009	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C172 at 2600ft. Traffic info given. Approaches were suspended. Standard separation maintained.	The pilots report indicates that on departing from Biggin, the a/c suffered RT/Nav system problems with the pilot being aware of the priority to remain clear of Gatwick CAS.On reaching the M25, the pilot regained RT contact with Biggin Hill, requested a QDM and then returned.

200901578	20/02/2009	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C172 at 2600ft. Traffic info given. Approaches were suspended. Standard separation maintained.	The pilots report indicates that on departing from Biggin, the a/c suffered RT/Nav system problems with the pilot being aware of the priority to remain clear of Gatwick CAS.On reaching the M25, the pilot regained RT contact with Biggin Hill, requested a QDM and then returned.
200901579	21/02/2009	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by an R44 at 2400ft. Avoiding action given. Departures were stopped for approx 6mins. Standard separation maintained.	Only one Luton outbound affected.
200901603	21/02/2009	EGTT : London (FIR)	Bournemouth	6NE	D	CTA	MORANE SAULNIER	Reciprocating	1	Alleged infringement of the Bournemouth CTA (Class D) by an MS Rallye. Traffic info and avoiding action given to a C421C.	
200901603	21/02/2009	EGTT : London (FIR)	Bournemouth	6NE	D	CTA	CESSNA	Reciprocating	2	Alleged infringement of the Bournemouth CTA (Class D) by an MS Rallye. Traffic info and avoiding action given to a C421C.	
200901619	13/02/2009	EGTT : London (FIR)	Hawarden		D	CTR	OTHER	Reciprocating	1	Infringement of the Hawarden ATZ (Class G) and the Liverpool CTR (Class D) by a microlight squawking 7000. D&D alerted. Traffic info and avoiding action given.	Standard separation maintained. ATC spoke with pilot who reports having RT and visibility problems.

200901631	19/02/2009	EGTT : London (FIR)	Salisbury Plain	D123	G	Danger area	OTHER	Reciprocating	1	Infringement of Salisbury Plain active Danger Area D123 by an H36 Super Dimona squawking 7000 at 2300ft.	Pilot phoned Air Ops after landing and he was briefing onthe procedures involved.
200901646	23/02/2009	EGTT : London (FIR)	Stansted	10 E	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2400ft. Standard separation maintained.	
200901676	21/02/2009	EGTT : London (FIR)	Barrow on Trent		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by an R22. Standard separation maintained.	
200901762	26/02/2009	EGTT : London (FIR)	Stansted	11 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2600ft. Traffic info given. Standard separation maintained. Commercial inbound traffic delayed.	Appropriate CAA action is being taken as result of this incident.
200901809	01/03/2009	EGTT : London (FIR)	Stretton		D	CTR	SLINGSBY	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Slingsby T67 squawking 7000. Standard separation maintained.	

200901810	28/02/2009	EGTT : London (FIR)	London (LON)	6 N	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a solo student in a PA28 squawking 7000 at 2000ft. All Heathrow departures were stopped for 7mins. Standard separation maintained.	The solo student on his first solo cross country became disorientated. Appropriate and comprehensive remedial action is being taken by the CFI concerned.
200901817	28/02/2009	EGTT : London (FIR)	Barkway (BKY)		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Robin 400between 3000ft and 3200ft. Standard separation maintained.	
200901904	02/03/2009	EGTT : London (FIR)	Southampton (SAM)	9 NE	D	CTA	JABIRU	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Jabiru at 2200ft, 9nm Northeast of Southampton. Standard separation maintained.	
200901925	28/02/2009	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	CIRRUS	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an SR22 at 2400ft. Standard separation maintained.	
200901926	28/02/2009	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a PA28 at 2400ft. Traffic info given. Standard separation maintained.	Investigation under 200901563.

200902075	05/03/2009	EGTT : London (FIR)	Langar		G		BELL	Turboshaft	1	Infringement of the Langar parachute drop zone by a Bell 206 at 1000ft. Parachute drop zone was notified as active.A/c was endeavouring to route around adverse weather.	Pilot debriefed by company Ops and appropriate remedial action taken.
200902089	06/03/2009	EGTT : London (FIR)	EGHI (SOU): Southampton	8 NNE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2200ft on a 2650 squawk. Traffic info and avoiding action given. Separation lost.	CAA Closure: No further CAA action due to the elapsed time involved.
200902089	06/03/2009	EGTT : London (FIR)	EGHI (SOU): Southampton	8 NNE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a PA28 at 2200ft on a 2650 squawk. Traffic info and avoiding action given. Separation lost.	CAA Closure: No further CAA action due to the elapsed time involved.
200902097	06/03/2009	EGTT : London (FIR)	Birmingham		D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info and avoiding action given. Standard separation maintained.	
200902097	06/03/2009	EGTT : London (FIR)	Birmingham		D	CTA	FOKKER	Turbofan	2	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info and avoiding action given. Standard separation maintained.	

200902102	06/03/2009	EGTT : London (FIR)	Bovingdon (BNN)	2	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 at 2400ft. Standard separation maintained.	
200902165	09/03/2009	EGTT : London (FIR)	Luton (LUT)		A	TMA	SLINGSBY	Reciprocating	1	T67C infringed the LTMA (Class A) and the Luton CTR (Class D) and lost separation with an outbound C560, which was given traffic info and avoiding action.	An inbound A319 was given extended vectors downwind to maintain separation with the T67C. Appropriate CAA action isbeing taken as a result of this incident.
200902165	09/03/2009	EGTT : London (FIR)	Luton (LUT)		A	TMA	CESSNA	Turbofan	2	T67C infringed the LTMA (Class A) and the Luton CTR (Class D) and lost separation with an outbound C560, which was given traffic info and avoiding action.	An inbound A319 was given extended vectors downwind to maintain separation with the T67C. Appropriate CAA action isbeing taken as a result of this incident.
200902180	07/03/2009	EGTT : London (FIR)	Duxford		G	ATZ	BEECH	Reciprocating	1	Infringement of the Duxford ATZ (Class G) by a BE33 at 1700ft and second unknown a/c believed to be flying in formation. Standard separation maintained.	
200902180	07/03/2009	EGTT : London (FIR)	Duxford		G	ATZ	UNKNOWN	Unknown		Infringement of the Duxford ATZ (Class G) by a BE33 at 1700ft and second unknown a/c believed to be flying in formation. Standard separation maintained.	

200902188	06/03/2009	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an R44 squawking 7000 at an estimated 1600ft. Traffic info given. Standard separation maintained.	
200902201	10/03/2009	EGTT : London (FIR)	Colerne		D	CTA	CESSNA	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a C172 squawking 7000 at 5000ft. Standard separation maintained.	
200902323	13/03/2009	EGTT : London (FIR)	Glasgow (GOW)	10.5 SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Glasgow CTR (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. Standard separation maintained.	
200902333	13/03/2009	EGTT : London (FIR)	Ockham (OCK)	4NE	A	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the London CTR (Class A) by an SA350 at 1400ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200902334	14/03/2009	EGTT : London (FIR)	Stansted	NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172 at 1500ft. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200902334	14/03/2009	EGTT : London (FIR)	Stansted	NE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C172 at 1500ft. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200902339	14/03/2009	EGTT : London (FIR)	London-Gatwick - LGW	W	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C182 squawking 7000, between 2200ft and 2400ft. Standard separation maintained.	
200902352	15/03/2009	EGTT : London (FIR)	Bournemouth	10E	D	CTR	OTHER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by two microlights at an estimated 2400ft. Traffic info given. Standard separation maintained.	
200902352	15/03/2009	EGTT : London (FIR)	Bournemouth	10E	D	CTR	OTHER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by two microlights at an estimated 2400ft. Traffic info given. Standard separation maintained.	
200902374	15/03/2009	EGTT : London (FIR)	Bournemouth	3N	D	CTR	OTHER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by an unknown microlight at 1000ft. Traffic info given. Standard separation maintained.	

200902385	16/03/2009	EGTT : London (FIR)	Southampton (SAM)	14 NNE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Robin 2160 at 3000ft. Standard separation maintained.	
200902442	17/03/2009	EGTT : London (FIR)	Stansted	5 E	A	TMA	ROBINSON	Reciprocating	1	R22 infringed the London TMA (Class A) and the Stansted CTA (Class D) and lost separation with two outbound B737s, 6mins apart. After landing, R22 reported its GPS had failed.	Infringement attributed to a navigation error contributedto by a reliance on GPS.□ CAA Closure: Pilot did contact ATC after the event and was given advice. He has also madean accurate assessment of the causes of the infringement and what he should learn from it.
200902442	17/03/2009	EGTT : London (FIR)	Stansted	5 E	A	TMA	BOEING	Turbofan	2	R22 infringed the London TMA (Class A) and the Stansted CTA (Class D) and lost separation with two outbound B737s, 6mins apart. After landing, R22 reported its GPS had failed.	Infringement attributed to a navigation error contributedto by a reliance on GPS.□ CAA Closure: Pilot did contact ATC after the event and was given advice. He has also madean accurate assessment of the causes of the infringement and what he should learn from it.
200902461	15/03/2009	EGTT : London (FIR)	Doncaster Sheffield	8 NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster CTR/CTA (Class D) by a PA28R at 3900ft. Traffic info and avoiding action given.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200902461	15/03/2009	EGTT : London (FIR)	Doncaster Sheffield	8 NW	D	CTA	BOEING	Turbofan	2	Infringement of the Doncaster CTR/CTA (Class D) by a PA28R at 3900ft. Traffic info and avoiding action given.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200902475	17/03/2009	EGTT : London (FIR)	Southampton (SAM)	8 NE	D	CTA	MOONEY	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Mooney 20 at 3000ft. Traffic info and avoiding action given. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200902475	17/03/2009	EGTT : London (FIR)	Southampton (SAM)	8 NE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a Mooney 20 at 3000ft. Traffic info and avoiding action given. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200902520	19/03/2009	EGTT : London (FIR)	Altrincham		D	CTR	VANS	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Vans RV-8 at 1250ft. Standard separation maintained.	
200902525	18/03/2009	EGTT : London (FIR)	White Waltham	8	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 2800ft. Traffic info and avoiding action givento several a/c inbound to Heathrow. Loss of separation.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200902566	21/03/2009	EGTT : London (FIR)	Stansted	6 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR/CTA (Class D) by a PA28 squawking 7000. Traffic info and avoiding action given. Standard separation maintained.	

200902566	21/03/2009	EGTT : London (FIR)	Stansted	6 NE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR/CTA (Class D) by a PA28 squawking 7000. Traffic info and avoiding action given. Standard separation maintained.	
200902567	21/03/2009	EGTT : London (FIR)	Southampton (SAM)	ENE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Cessna172. Standard separation maintained.	
200902580	20/03/2009	EGTT : London (FIR)	Booker	3SE	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C172 squawking 7000 at 3000ft. Separation lost.	C172 pilot reported that a distraction led to a/c descending later than intended and subsequent infringement of CAS.☐ CAA Closure: The pilot is now fully aware of the serious consequences of infringing CAS.
200902580	20/03/2009	EGTT : London (FIR)	Booker	3SE	A	CTR	UNKNOWN	Unknown		Infringement of the London CTR (Class A) by a C172 squawking 7000 at 3000ft. Separation lost.	C172 pilot reported that a distraction led to a/c descending later than intended and subsequent infringement of CAS.☐ CAA Closure: The pilot is now fully aware of the serious consequences of infringing CAS.
200902582	20/03/2009	EGTT : London (FIR)	London-Gatwick - LGW	5 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Cessna 152at 1900ft. Standard separation maintained. Pilot appears to have misidentified Ardingly Reservoir as Bewl Water.	

200902583	21/03/2009	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	JABIRU	Reciprocating	1	Infringement of the London CTR (Class A) by a Jabiru UL, at 2000ft. D&D alerted. Separation lost with three Heathrow outbounds.	Appropriate CAA action is being taken as a result of thisincident.
200902583	21/03/2009	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by a Jabiru UL, at 2000ft. D&D alerted. Separation lost with three Heathrow outbounds.	Appropriate CAA action is being taken as a result of thisincident.
200902584	22/03/2009	EGTT : London (FIR)	London-Gatwick - LGW	7-8 ENE	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR/CTA (Class D) by an R22 squawking 7000 at 1200ft. Traffic info given. Separation lost.	The infringement was caused by a student pilot on first solo becoming distracted whilst contacting Redhill and subsequently missing an important feature.☐ CAA Closure: The CFI has instigated instructions for students during their navigation training to help prevent future infringements.
200902584	22/03/2009	EGTT : London (FIR)	London-Gatwick - LGW	7-8 ENE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR/CTA (Class D) by an R22 squawking 7000 at 1200ft. Traffic info given. Separation lost.	The infringement was caused by a student pilot on first solo becoming distracted whilst contacting Redhill and subsequently missing an important feature.☐ CAA Closure: The CFI has instigated instructions for students during their navigation training to help prevent future infringements.
200902654	22/03/2009	EGTT : London (FIR)	Manchester (MCT)	4 WNW	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 squawking 7000. Standard separation maintained. Manchester departures stopped.	Commercial a/c broken off approach and orbited.

200902668	21/03/2009	EGTT : London (FIR)	Nottingham East Midlands	2N	D	CTR	CIRRUS	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by an SR20 squawking 7000 at 1700ft. Standard separationmaintained.	
200902747	21/03/2009	EGTT : London (FIR)	D146		G	Danger area	GRUMMAN	Reciprocating	1	Infringement of active Danger Area D146 by a Grumman AA5 at 2100ft. London Information were working the AA5 but were unaware that the Danger Area was active. Standard separation maintained.	An unknown a/c was observed by the Southend controller passing through D146, which was active up to 3000ft amsl. Southend contacted Farnborough LARS who informed Southend that the a/c was on a London FIS squawk (1177) at 2400ft. Oncontacting London FIR, the controller was informed that London FIR were unaware that D146 was active. They were aware of the traffic, which was receiving a Basic Service from FIR. Subsequent investigation determined that D146 is activated by NOTAM and London FIR had not received such information on that day with regard to the Danger Area. □ CAA Closure: Elapsed time precludes further investigation intothe discrepancy between available information. There wereno reported losses of separation/other associated incidents. The pilot of the a/c concerned was in contact with Southend after the incident and was asked to consider callingthe unit when flying in such proximity.
200902763	24/03/2009	EGTT : London (FIR)	London City - LCY		A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the LTMA by a C172 at 2700ft. Traffic info given. Standard separation maintained.	
200902763	24/03/2009	EGTT : London (FIR)	London City - LCY		A	TMA	BAE	Turbofan	4	Alleged infringement of the LTMA by a C172 at 2700ft. Traffic info given. Standard separation maintained.	
200902797	24/03/2009	EGTT : London (FIR)	Leeds Bradford (LBA)	8 NNW	D	CTR	SLINGSBY	Reciprocating	1	Infringement of the Leeds Bradford CTR (Class D) by a Slingsby T67M at 1100ft. Traffic info given. Standard separation maintained.	Pilot spoke with ATC and apologised, acknowledging that he may have turned too early, which along with the strong W/SW wind caused the infringement.

200902802	21/03/2009	EGTT : London (FIR)	Weston On The Green		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area EG D129 (Weston on theGreen) by a C182 at 2000ft.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200902833	29/03/2009	EGTT : London (FIR)	Lambourne (LAM)	3 W	A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by a Pulsar squawking 7000 at 3000ft. City departures were stopped and inbounds were routed to avoid the traffic. Standard separation maintained.	Same a/c subsequently infringed the same airspace approx 3½ hours later, which again resulted in a disruption to inbound and outbound traffic. ☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200902836	29/03/2009	EGTT : London (FIR)	KEGUN		A	TMA	PIPER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a PA28 atFL55. Standard separation maintained.	
200902844	29/03/2009	EGTT : London (FIR)	Detling (DET)	W			PIPER	Reciprocating	1	Infringement of the Thames RMA (Class A) by a PA28 squawking 7000 at 3500ft. Standard separation maintained.	
200902924	29/03/2009	EGTT : London (FIR)	Manchester (MCT)	5SSW	D	CTR	OTHER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown microlight at an estimated 1000ft. Standard separation maintained.	

200902953	22/03/2009	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	OTHER	Other		Infringement of the Biggin Hill ATZ (Class G) by an unknown helicopter at 1500ft. Traffic info given to a PA28. Standard separation maintained.	
200902953	22/03/2009	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an unknown helicopter at 1500ft. Traffic info given to a PA28. Standard separation maintained.	
200902956	29/03/2009	EGTT : London (FIR)	Southampton (SAM)	14.5	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C175 squawking 7000 at 2500ft. Standard separation maintained.	
200902986	01/04/2009	EGTT : London (FIR)	Bournemouth	4NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 at 2000ft. Standard separation maintained.	
200903007	01/04/2009	EGTT : London (FIR)	Bovingdon (BNN)	5S	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 3000ft. Pilot reports having set the incorrect QNH. Standard separation maintained.	Remedial training action taken as a result of this incident.

200903009	01/04/2009	EGTT : London (FIR)	Luton (LUT)	3 SE	D	CTR	JODEL	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Jodel D150 at 2200ft. Traffic info given. Departures were stopped. Separation lost.	Pilot apologised for his navigation error. □ CAA Closure: The pilot is aware of the serious consequences of infringing CAS.
200903030	02/04/2009	EGTT : London (FIR)	Luton (LUT)	6	D	CTR	CIRRUS	Reciprocating	1	Infringement of the Luton CTR (Class D) by an SR22 at 2400ft. Standard separation maintained.	
200903072	02/04/2009	EGTT : London (FIR)	PENIL	5S	A	TMA	CESSNA	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a C172 at FL58. Standard separation maintained.	
200903073	02/04/2009	EGTT : London (FIR)	Southampton (SAM)	14.3 S	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28R squawking 7000 at 2700ft. Standard separation maintained.	
200903117	30/03/2009	EGTT : London (FIR)	Lands End (LND)		G	ATZ	PIPER	Reciprocating	1	Infringement of the Lands End ATZ (Class G) by a PA28 at 1500ft. Traffic info given. Standard separation maintained. Poor visibility and low cloud evident.	Pilot spoke with ATC apologising for his error.

200903141	05/04/2009	EGTT : London (FIR)	Swansea				OTHER	Reciprocating	1	Aircraft landed at an incorrect airfield due to an alleged navigation error. The pilot had been in contact with, and had received landing permission from, the intended destination.	CAA Closure: The pilot was fully aware of the error and had subsequently filed the initial report.
200903142	05/04/2009	EGTT : London (FIR)	Biggin (BIG)	1S			CESSNA	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a C152 at 2400ft. Traffic info given. Standard separation maintained.	
200903148	05/04/2009	EGTT : London (FIR)	North Weald		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2400ft. Traffic info given. Standard separation maintained.	CAA Closure: The pilot has written to the CAA explaining the circumstances of this incident with the appropriate lessons appearing to have been learnt. The pilot was using the privileges of his FAA licence during this flight.
200903148	05/04/2009	EGTT : London (FIR)	North Weald		D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2400ft. Traffic info given. Standard separation maintained.	CAA Closure: The pilot has written to the CAA explaining the circumstances of this incident with the appropriate lessons appearing to have been learnt. The pilot was using the privileges of his FAA licence during this flight.
200903199	04/04/2009	EGTT : London (FIR)	Southampton (SAM)	12N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 at 3800ft. Traffic info given. Standard separation maintained.	

200903210	06/04/2009	EGTT : London (FIR)	Clacton (CLN)	10W	A	CTA	VANS	Reciprocating	1	Infringement of the Clacton CTA (Class A) by a Vans RV-8 squawking 7000 at FL55. Standard separation maintained.	
200903215	05/04/2009	EGTT : London (FIR)	Detling (DET)	10NNE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA32 at 4000ft. Standard separation maintained. Several a/c required vectoring to maintain separation.	
200903217	06/04/2009	EGTT : London (FIR)	London-Gatwick - LGW	5 W	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 squawking 7000. Traffic info given. Separation lost. Weather conditions hazy with variable winds.	The pilot has acknowledged his error and telephoned Gatwick ATC to identify himself on arrival at his destination. He appears to have appreciated the reason for his navigation error and has taken advice from an instructor. ☐ CAA Closure: The CAA has advised him that three a/c were affected by his infringement, one being broken off an approach and the two others put into a hold, and controller workload was dramatically increased. It has been suggested he consider that a radio call to the Gatwick frequency when he wasunsure of position would have assisted.
200903217	06/04/2009	EGTT : London (FIR)	London-Gatwick - LGW	5 W	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a PA28 squawking 7000. Traffic info given. Separation lost. Weather conditions hazy with variable winds.	The pilot has acknowledged his error and telephoned Gatwick ATC to identify himself on arrival at his destination. He appears to have appreciated the reason for his navigation error and has taken advice from an instructor. ☐ CAA Closure: The CAA has advised him that three a/c were affected by his infringement, one being broken off an approach and the two others put into a hold, and controller workload was dramatically increased. It has been suggested he consider that a radio call to the Gatwick frequency when he wasunsure of position would have assisted.
200903244	05/04/2009	EGTT : London (FIR)	Southampton (SAM)	8 S	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3000ft. Traffic info given. Standard separation maintained.	

200903267	07/04/2009	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 2300ft. Standard separation maintained.	
200903268	07/04/2009	EGTT : London (FIR)	London-Gatwick - LGW	SE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C172 at 2100ft. Standard separation maintained.	Pilot apologised for his navigational error, appearing to have mistaken Uckfield for Heathfield. Pilot has since undertaken a further training flight under tutorship of the CFI. Pilot is also to re-sit the PPL navigation theory exam in order to identify any misunderstandings that the pilot may have regarding navigation and control zones.
200903317	08/04/2009	EGTT : London (FIR)	Lower Upham		D	CTR	OTHER	Reciprocating	1	Infringement of the Solent CTR (Class D) by a microlight at 1200ft at Lower Upham, resulting in a loss of separation against a DHC8 on approach. Traffic info given.	CAA Closure: The pilot has been de-briefed by ATC on the infringement and has apologised for his error.
200903317	08/04/2009	EGTT : London (FIR)	Lower Upham		D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTR (Class D) by a microlight at 1200ft at Lower Upham, resulting in a loss of separation against a DHC8 on approach. Traffic info given.	CAA Closure: The pilot has been de-briefed by ATC on the infringement and has apologised for his error.
200903336	08/04/2009	EGTT : London (FIR)	Uckfield Farm		D	CTA	OTHER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Pegasus Quik at 7000ft. Pilot phoned and apologised for the incident. Standard separation maintained. Pilot had an out of date map.	Investigations have also revealed that the controller concerned did not annotate the strip with the altitude of the a/c and did not detect that the a/c was at a level that would enter CAS.

200903347	09/04/2009	EGTT : London (FIR)	DOMUT		G		PIPER	Reciprocating	1	Infringement of Airway R41 (Class A) by a PA32 at FL70.	
200903353	10/04/2009	EGTT : London (FIR)	Stansted	10S	D	CTA	VANS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Vans RV-9A at 2300ft. Standard separation maintained.	
200903359	11/04/2009	EGTT : London (FIR)	Compton (CPT)		A	TMA	BOLKOW	Reciprocating	1	Infringement of the LTMA (Class A) by a Bolkow 209 squawking 7000 at FL60. Standard separation maintained.	
200903365	11/04/2009	EGTT : London (FIR)	Cardiff (CDF)	12 W	D	CTA	PIPER	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a PA28 squawking 7000 at 5000ft. Standard separation maintained.	Investigations have revealed that the a/c was being navigated on radials and DME ranges from a VOR. The primary equipment in the a/c had failed and the secondary system was being used. When transiting to the West of Cardiff, this equipment also failed and an infringement resulted.
200903377	13/04/2009	EGTT : London (FIR)	Mayfield (MAY)	S	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2900ft. Standard separation maintained.	

200903566	14/04/2009	EGTT : London (FIR)	Burnham	6 N	A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R44 at 900ft, 6nm North of BUR tracking South towards the Heathrow approach path. Traffic info given. Standard separation maintained.	CAA Closure: Despite writing to the registered owner no additional information has been forthcoming. No further CAAaction considered practical at this time.
200903642	17/02/2009	EGTT : London (FIR)	EGR 313		G	Restrict ed area	PIPER	Reciprocating	1	Infringement of Restricted Area EG R313 by a PA28 climbing to 2100ft. Traffic info issued to the Red Arrows.	Pilot apologised for his error.
200903642	17/02/2009	EGTT : London (FIR)	EGR 313		G	Restrict ed area	OTHER	Unknown		Infringement of Restricted Area EG R313 by a PA28 climbing to 2100ft. Traffic info issued to the Red Arrows.	Pilot apologised for his error.
200903643	18/03/2009	EGTT : London (FIR)	Lyneham	10 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Lyneham CTZ by a C182 receiving a BS (Basic Service).	C182 called Boscombe Down after entering Lyneham airspaceand was asked to report passing Devizes at which point controller would have free called it across to Bristol. Controller does not recall if a/c reported Devizes due to other duties, but when C182 did call wanting to change to Bristol, controller did not look for its position due workloadand instructed it to squawk 7000 and freecall Bristol.
200903649	16/04/2009	EGTT : London (FIR)	Birmingham	8.9NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28R squawking 7000 at 2400ft. Standard separation maintained.	The pilot subsequently contacted ATC and apologised for his error.

200903654	19/04/2009	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	CESSNA	Reciprocating	1	Alleged infringement of the Biggin Hill ATZ (Class G) by a C172 at approximately 2000ft.	
200903656	19/04/2009	EGTT : London (FIR)	Denham		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTA (Class A) by a C152 at 2000ft. Standard separation maintained. Heathrow ATC took avoiding action with an inbound a/c.	ATC unit investigation reveals that the pilot was flying on an Australian PPL and had undergone conversion training. The relevant CFI has been contacted and the pilot's solo flying status has been revoked pending further navigational training.
200903658	19/04/2009	EGTT : London (FIR)	Fairoaks	3 W	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 at 1000ft. Standard separation maintained.	
200903663	19/04/2009	EGTT : London (FIR)	Southampton (SAM)	8 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTR (Class D) by a PA28 at 2000ft. Standard separation maintained. Commercial traffic affected.	Pilot unsure of position due to combination of navigationerrors and poor visibility.☐ CAA Closure: Appropriate advice given.
200903663	19/04/2009	EGTT : London (FIR)	Southampton (SAM)	8 NE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTR (Class D) by a PA28 at 2000ft. Standard separation maintained. Commercial traffic affected.	Pilot unsure of position due to combination of navigationerrors and poor visibility.☐ CAA Closure: Appropriate advice given.

200903668	18/04/2009	EGTT : London (FIR)	Liverpool		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by an R22.	Pilot reported being unsure of his bearings.
200903670	18/04/2009	EGTT : London (FIR)	Middlewich	2 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C172 at2200ft. Standard separation maintained.	Standard of RT was very poor.
200903671	19/04/2009	EGTT : London (FIR)	Fairoaks		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C210. Standard separation maintained.	The controller attempted to turn the a/c away from the CTR but twice used an incorrect registration before the error was realised and the situation resolved.
200903747	20/04/2009	EGTT : London (FIR)	Southampton (SAM)	11N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3000ft resulting in a loss of separation against a departing DHC8.	ATC training in progress. The Solent controller saw the situation developing and elected to let the situation run for training value. He subsequently instructed the trainee to turn the DHC8 right on an attempt to achieve 5nm horizontal separation, but this is not believed to have been achieved.
200903747	20/04/2009	EGTT : London (FIR)	Southampton (SAM)	11N	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a PA28 at 3000ft resulting in a loss of separation against a departing DHC8.	ATC training in progress. The Solent controller saw the situation developing and elected to let the situation run for training value. He subsequently instructed the trainee to turn the DHC8 right on an attempt to achieve 5nm horizontal separation, but this is not believed to have been achieved.

200903749	20/04/2009	EGTT : London (FIR)	Honiley (HON)	7 W	D	CTR	ROBINSON	Reciprocating	1	Believed two infringements of the Birmingham CTR (Class D) by an R44 squawking 7000 at 1700ft. Standard separation maintained.	The pilot subsequently contacted ATC and apologised citing problems with his GPS. The pilot had also been on the Barnsley QNH, which would probably have accounted for him being above the 1500ft base of the CTA. Appropriate advice passed by ATC to the pilot concerned.
200903800	21/04/2009	EGTT : London (FIR)	Birmingham	13 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 between 2200ft and 3300ft. Traffic info and avoiding action given. Standard separation maintained.	The pilot had made a navigational error thinking he was over Redditch when he initiated climb, the a/c was actuallyclose to Leamington Spa. The instructor concerned has received appropriate advice from ATC.
200903800	21/04/2009	EGTT : London (FIR)	Birmingham	13 SE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 between 2200ft and 3300ft. Traffic info and avoiding action given. Standard separation maintained.	The pilot had made a navigational error thinking he was over Redditch when he initiated climb, the a/c was actuallyclose to Leamington Spa. The instructor concerned has received appropriate advice from ATC.
200903834	14/04/2009	EGTT : London (FIR)	Aberystwyth	SW	G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D201 (Aberporth) bya PA28 squawking 7000 at 2900ft. Later PA28 at 1500ft infringed the Danger Area again.	
200903837	11/03/2009	EGTT : London (FIR)	Brize Norton	5 NE	D	CTR	GROB	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a Grob Tutor at 2900ft. Pilot called and apologised.	

200903838	14/03/2009	EGTT : London (FIR)	Brize Norton	6 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C172 at 3000ft. Pilot apologised and was made aware of the implications of his actions.	
200903845	08/02/2009	EGTT : London (FIR)	Brize Norton	6 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C172 squawking 7000. Pilot apologised having become lost due to losing DME. Pilot vectored to Kemble.	He also stated that he was unable to identify his position due to a snowy landscape. Appropriate advice given.
200903846	11/02/2009	EGTT : London (FIR)	Brize Norton	NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C182 squawking 7000.	
200903847	11/02/2009	EGTT : London (FIR)	Brize Norton	4 SE	D	CTR	BEECH	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a BE33.	
200903849	26/02/2009	EGTT : London (FIR)	Brize Norton	9 E	D	CTR	CESSNA	Reciprocating	1	Infringement of Brize Norton CTR (Class D) by C182. Pilot apologised.	

200903851	06/01/2009	EGTT : London (FIR)	Brize Norton	8.5 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 7000.	
200903913	23/04/2009	EGTT : London (FIR)	London-Gatwick - LGW	6N	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an R44. D&D alerted. Traffic info given. Standard separation maintained.	
200903913	23/04/2009	EGTT : London (FIR)	London-Gatwick - LGW	6N	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by an R44. D&D alerted. Traffic info given. Standard separation maintained.	
200903915	23/04/2009	EGTT : London (FIR)	Luton (LUT)	8 NE	D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Skyranger. Traffic info given. Standard separation maintained.	See also 200904227.
200903915	23/04/2009	EGTT : London (FIR)	Luton (LUT)	8 NE	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a Skyranger. Traffic info given. Standard separation maintained.	See also 200904227.

200903918	23/04/2009	EGTT : London (FIR)	Woodley (WOD)	SE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 squawking 7000 at 2900ft. Heathrow departures were stopped. Standard separation maintained.	Pilot reviewed the flight and identified the error.☐ CAA Closure: The pilot has been reminded of the serious consequences of infringing CAS.
200903919	23/04/2009	EGTT : London (FIR)	London-Gatwick - LGW	4 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR/CTA (Class D) by a C182 at 1500ft. A320 broken off approach. Traffic info given. Three a/c were delayed. Separation lost.	CAA Closure: The pilots report indicated that he was avoiding VFR helicopter traffic on departure from Redhill on a similar heading. He is also aware of the serious consequences of infringing controlled airspace. The pilot has apologised.
200903919	23/04/2009	EGTT : London (FIR)	London-Gatwick - LGW	4 E	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR/CTA (Class D) by a C182 at 1500ft. A320 broken off approach. Traffic info given. Three a/c were delayed. Separation lost.	CAA Closure: The pilots report indicated that he was avoiding VFR helicopter traffic on departure from Redhill on a similar heading. He is also aware of the serious consequences of infringing controlled airspace. The pilot has apologised.
200903953	24/04/2009	EGTT : London (FIR)	TRIPO	8 W	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C206 squawking 7000 at 5300ft. Standard separation maintained.	
200903961	24/04/2009	EGTT : London (FIR)	Manchester (MCT)	12 E	D	CTR	BEECH	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a BE36 at2900ft. Standard separation maintained.	

200903968	13/04/2009	EGTT : London (FIR)	Watton		Other	Other	OTHER	Reciprocating	1	Infringement of the Watton Gliding Site by four microlights flying in formation at 600ft.	
200903968	13/04/2009	EGTT : London (FIR)	Watton		Other	Other	OTHER	Reciprocating	1	Infringement of the Watton Gliding Site by four microlights flying in formation at 600ft.	
200903969	13/04/2009	EGTT : London (FIR)	Watton		Other	Other	OTHER	Reciprocating	1	Infringement of the Watton Gliding Site by four microlights flying in formation at 600ft.	
200903969	13/04/2009	EGTT : London (FIR)	Watton		Other	Other	OTHER	Reciprocating	1	Infringement of the Watton Gliding Site by four microlights flying in formation at 600ft.	
200903982	18/04/2009	EGTT : London (FIR)	Denham	4 SW	A	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the London CTR (Class A) by a DR400 squawking 7000ft. Standard separation maintained.	

200903984	21/04/2009	EGTT : London (FIR)	Odiham		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Odiham ATZ (Class G) by an R44. Pilot had been instructed to remain outside of the ATZ. Standard separation maintained.	
200903985	25/04/2009	EGTT : London (FIR)	Cowes	SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3800ft. Standard separation maintained.	
200903986	25/04/2009	EGTT : London (FIR)	Barkway (BKY)		D	CTA	CIRRUS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an SR22 squawking 7000 at 3000ft. Standard separation maintained.	
200903987	25/04/2009	EGTT : London (FIR)	Luton (LUT)	4W	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by an R44 at 1500ft. Standard separation maintained.	
200903988	25/04/2009	EGTT : London (FIR)	Southampton (SAM)	8 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 at 1800ft. Traffic info given. Standard separation maintained.	

200903989	26/04/2009	EGTT : London (FIR)	White Waltham	E	A	CTR	PITTS	Reciprocating	1	Infringement of the London CTR (Class A) by a Pitts Special. Separation lost with Heathrow inbound traffic.	Appropriate CAA action is being taken as a result of thisincident.
200903989	26/04/2009	EGTT : London (FIR)	White Waltham	E	A	CTR	UNKNOWN	Unknown		Infringement of the London CTR (Class A) by a Pitts Special. Separation lost with Heathrow inbound traffic.	Appropriate CAA action is being taken as a result of thisincident.
200903990	26/04/2009	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C182. Standard separation maintained.	Investigation progressed under 200903919.
200903995	19/04/2009	EGTT : London (FIR)	Doncaster Sheffield	5	D	CTR	JODEL	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a D112 at 1200ft. Traffic info and avoiding action given. Standard separation maintained.	
200903995	19/04/2009	EGTT : London (FIR)	Doncaster Sheffield	5	D	CTR	BOEING	Turbofan	2	Infringement of the Doncaster Sheffield CTR (Class D) by a D112 at 1200ft. Traffic info and avoiding action given. Standard separation maintained.	

200904062	26/04/2009	EGTT : London (FIR)	Odiham		G	ATZ	AEROSPATIALE	Turboshaft	1	Infringement of the Odiham ATZ (Class G) by an SA350 at 1700ft. Pilot had been told to remain outside of the ATZ. Standard separation maintained.	
200904105	28/04/2009	EGTT : London (FIR)	Manchester (MCT)	8 NW	D	CTR	OTHER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Rotorsport MT-03 at 1000ft. Two a/c were put into the hold and another inbound was given an extended circuit. Standard separation maintained.	Navigation error, pilot having misidentified his position.[] CAA Closure: Pilot made aware of the serious consequences of infringing CAS.
200904130	29/04/2009	EGTT : London (FIR)	Manchester (MCT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA38. Standard separation maintained.	
200904189	28/04/2009	EGTT : London (FIR)	Chippenham		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Lyneham CTR (Class D) by an R44 at 2000ft. Pilot infringed outbound and also inbound whilst on a navigational exercise. Pilot used incorrect frequency for Lyneham.	The student concerned had correctly completed the PLOG and had a correct marking on his chart. Despite this, he believed the correct frequency for Lyneham was 123.45 not 123.40. The pilot having tried to communicate with Lyneham then assumed, having received no answer, that the unit was closed and proceeded along his planned route through the zone. Pilot has been comprehensively re-briefed regarding entry into controlled airspace.
200904222	03/05/2009	EGTT : London (FIR)	Brookmans Park (BPK)	2 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2300ft. Departures were put on check all. Avoiding action given. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.

200904227	25/04/2009	EGTT : London (FIR)	Luton (LUT)		D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Skyranger atan estimated 2000ft. Traffic info and avoiding action given to an ATR72. Standard separation maintained.	CAA Closure: Despite writing to the registered owner, no additional information has been forthcoming. No further CAA action considered practical at this time.
200904227	25/04/2009	EGTT : London (FIR)	Luton (LUT)		D	CTR	ATR	Turboprop	2	Infringement of the Luton CTR (Class D) by a Skyranger atan estimated 2000ft. Traffic info and avoiding action given to an ATR72. Standard separation maintained.	CAA Closure: Despite writing to the registered owner, no additional information has been forthcoming. No further CAA action considered practical at this time.
200904228	29/04/2009	EGTT : London (FIR)	Odiham	2 SW	G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the Odiham ATZ (Class G) by a PA28 at 1700ft. Standard separation maintained. Farnborough ATC were providing the a/c with a Basic Service.	High ATC workload.
200904232	01/05/2009	EGTT : London (FIR)	Birmingham	8 NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 at2800ft. Standard separation maintained.	Pilot spoke with ATC and appropriate advice was passed. Pilot apologised.
200904233	01/05/2009	EGTT : London (FIR)	Bovingdon (BNN)	4 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 (believed) squawking 7000 at 2600ft. Standard separation maintained.	

200904236	01/05/2009	EGTT : London (FIR)	Luton (LUT)	7 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2400ft. Departures were stopped. Standard separation maintained. Traffic info given.	
200904236	01/05/2009	EGTT : London (FIR)	Luton (LUT)	7 SW	D	CTR	HAWKER SIDDELEY	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2400ft. Departures were stopped. Standard separation maintained. Traffic info given.	
200904239	02/05/2009	EGTT : London (FIR)	Lambourne (LAM)	2W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2600ft. Traffic info given. Standard separation maintained.	
200904239	02/05/2009	EGTT : London (FIR)	Lambourne (LAM)	2W	A	TMA	FOKKER	Turboprop	2	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2600ft. Traffic info given. Standard separation maintained.	
200904240	02/05/2009	EGTT : London (FIR)	London City - LCY	NE	D	CTR	OTHER	Reciprocating	1	Infringement of the London City CTR (Class D) by a Dynamic WT9 at 2200ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.

200904241	02/05/2009	EGTT : London (FIR)	Denham	5W	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C150 squawking 7000. D&D alerted. Heathrow outbound traffic was stopped for approx 2mins. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200904242	02/05/2009	EGTT : London (FIR)	Southampton (SAM)	7 NE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Robin DR400at 2400ft. Standard separation maintained.	
200904243	02/05/2009	EGTT : London (FIR)	London-Gatwick - LGW	E	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 2000ft. Standard separation maintained.	
200904245	02/05/2009	EGTT : London (FIR)	Stansted	13 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C182 squawking 7000 at 2300ft. Traffic info given. Standard separation maintained.	
200904246	02/05/2009	EGTT : London (FIR)	Woodley (WOD)		A	CTA	PIPER	Reciprocating	1	Infringement of the London CTA (Class A) by a PA28 at 2800ft. ATC instructed a/c to descend immediately to 2400ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.

200904250	03/05/2009	EGTT : London (FIR)	Denham	3 W	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 2000ft. Standard separation maintained.	
200904251	03/05/2009	EGTT : London (FIR)	London-Gatwick - LGW	N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C172 at 1300ft. Standard separation maintained.	
200904252	03/05/2009	EGTT : London (FIR)	White Waltham		A	CTA	CIRRUS	Reciprocating	1	Infringement of the London CTR (Class A) by an SR22 at 2000ft. A/c was diverting due to an open door. Standard separation maintained.	
200904256	03/05/2009	EGTT : London (FIR)	Ware	2 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained.	
200904257	03/05/2009	EGTT : London (FIR)	Redhill	7SE	A	TMA	VANS	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by Vans RV-8 squawking 7000 at 2200ft. Traffic info and avoiding action given. The Vans RV-8 then infringed the LTMA (Class A) approx 4hrs later.	Appropriate CAA action is being taken as a result of thisincident.

200904257	03/05/2009	EGTT : London (FIR)	Redhill	7SE	A	TMA	UNKNOWN	Unknown		Infringement of the Gatwick CTA (Class D) by Vans RV-8 squawking 7000 at 2200ft. Traffic info and avoiding action given. The Vans RV-8 then infringed the LTMA (Class A) approx 4hrs later.	Appropriate CAA action is being taken as a result of thisincident.
200904258	03/05/2009	EGTT : London (FIR)	Denham	3W	A	CTA	PILATUS	Turboprop	1	Infringement of the London CTR (Class A) by a PC12 at 2400ft. Standard separation maintained.	
200904259	03/05/2009	EGTT : London (FIR)	London City - LCY	SE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C152 squawking 7000 at 3000ft. The C152 then also infringed the LTMA (ClassA) on its return journey. Standard separation maintained.	
200904260	03/05/2009	EGTT : London (FIR)	Warrington	3 S	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Robin 200. Standard separation maintained.	Pilot apologised, citing a strong Westerly wind as the reason for the navigation error.☐ CAA Closure: Pilot made aware of the serious consequences of infringing CAS.
200904261	04/05/2009	EGTT : London (FIR)	Yarmouth	N	D	CTA	OTHER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Aeromot AMT-200S at 2500ft. Traffic info and avoiding action given toa PA44. Separation lost.	CAA Closure: Despite writing to the registered owner, no additional information has been forthcoming. No further CAA action considered practical at this time.

200904261	04/05/2009	EGTT : London (FIR)	Yarmouth	N	D	CTA	PIPER	Reciprocating	2	Infringement of the Solent CTA (Class D) by a Aeromot AMT-200S at 2500ft. Traffic info and avoiding action given to PA44. Separation lost.	CAA Closure: Despite writing to the registered owner, no additional information has been forthcoming. No further CAA action considered practical at this time.
200904262	03/05/2009	EGTT : London (FIR)	London City - LCY	11 NE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 squawking 7000 at 3000ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of this incident.
200904270	04/05/2009	EGTT : London (FIR)	Southampton (SAM)	8N	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an R22 at 1800ft. Traffic info given. Standard separation maintained.	
200904277	04/05/2009	EGTT : London (FIR)	Redhill	4 ENE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 1800ft. Standard separation maintained.	
200904323	05/05/2009	EGTT : London (FIR)	Southampton (SAM)	8W	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 4000ft. Standard separation maintained.	

200904324	03/05/2009	EGTT : London (FIR)	Redhill	7 SE	D	CTR	BELL	Turboshaft	1	Infringement of the Gatwick CTR (Class D) by a Bell 206 squawking 7000 at 800ft. Traffic info and avoiding action given. Standard separation maintained.	
200904324	03/05/2009	EGTT : London (FIR)	Redhill	7 SE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a Bell 206 squawking 7000 at 800ft. Traffic info and avoiding action given. Standard separation maintained.	
200904326	02/05/2009	EGTT : London (FIR)	Rougham		Other	Other	PIPER	Reciprocating	1	PA28 at approximately 800ft infringed the NOTAMed model display area at Rougham airfield.	Investigations revealed a pilot navigational error and a failure to check NOTAMS. ☐ CAA Closure: Safety awareness material and resources have been provided to the pilot to prevent a recurrence.
200904378	03/05/2009	EGTT : London (FIR)	Exeter	1E	G	ATZ	DE HAVILLAND	Reciprocating	1	Infringement of the Exeter ATZ (Class G) by a Tiger Moth between 1000ft and 1500ft. Standard separation maintained.	
200904414	06/05/2009	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTA	OTHER	Reciprocating	1	Infringement of the Gatwick CTA by two microlights. Traffic info and avoiding action given. Separation lost. Disruption to Gatwick operations.	

200904465	06/05/2009	EGTT : London (FIR)	Nottingham East Midlands	12 ESE	D	CTA	AUSTER	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by an Auster squawking 7000 at 1700ft. Traffic info and avoiding action given. Standard separation maintained.	
200904465	06/05/2009	EGTT : London (FIR)	Nottingham East Midlands	12 ESE	D	CTA	HAWKER SIDDELEY	Turbofan	2	Infringement of the Nottingham East Midlands CTA (Class D) by an Auster squawking 7000 at 1700ft. Traffic info and avoiding action given. Standard separation maintained.	
200904506	08/05/2009	EGTT : London (FIR)	Coventry	5 NE	A	CTA	SIAI MARCHETTI	Reciprocating	1	Alleged infringement of the Daventry CTA (Class A) by an SF260D at FL120. Traffic info and avoiding action given toB737. STCA activated. Standard separation maintained.	Subsequent analysis determined that the subject a/c was most probably transmitting erroneous transponder data.
200904506	08/05/2009	EGTT : London (FIR)	Coventry	5 NE	A	CTA	BOEING	Turbofan	2	Alleged infringement of the Daventry CTA (Class A) by an SF260D at FL120. Traffic info and avoiding action given toB737. STCA activated. Standard separation maintained.	Subsequent analysis determined that the subject a/c was most probably transmitting erroneous transponder data.
200904508	08/05/2009	EGTT : London (FIR)	Detling (DET)	2 NW	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2700ft. Traffic info given. STCA and SMF activated. Possible loss of separation.	The radar replay indicates that the a/c did indicate 2700ft where the base of CAS was 2500ft. This occurred for four radar sweeps however the Mode C was intermittent at times.□ CAA Closure: Pilot is aware of the incident and has apologised. He has reviewed the errors that led to the infringement and learnt from the process.

200904508	08/05/2009	EGTT : London (FIR)	Detling (DET)	2 NW	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2700ft. Traffic info given. STCA and SMF activated. Possible loss of separation.	The radar replay indicates that the a/c did indicate 2700ft where the base of CAS was 2500ft. This occurred for four radar sweeps however the Mode C was intermittent at times.☐ CAA Closure: Pilot is aware of the incident and has apologised. He has reviewed the errors that led to the infringement and learnt from the process.
200904510	09/05/2009	EGTT : London (FIR)	Stoney Cross	4 SE	D	CTA	PIPER	Reciprocating	1	Two infringements of the Solent CTA (Class D) by a PA28 at 2100ft. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200904511	09/05/2009	EGTT : London (FIR)	Stansted	12 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2400ft. Standard separation maintained.	
200904512	09/05/2009	EGTT : London (FIR)	Southampton (SAM)	7 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a C152 squawking 7000. Traffic info given. Standard separation maintained. Commercial traffic delayed.	
200904512	09/05/2009	EGTT : London (FIR)	Southampton (SAM)	7 NE	D	CTR	UNKNOWN	Unknown		Infringement of the Southampton CTR (Class D) by a C152 squawking 7000. Traffic info given. Standard separation maintained. Commercial traffic delayed.	

200904524	09/05/2009	EGTT : London (FIR)	Southampton (SAM)	7 NE	D	CTR	OTHER	Reciprocating	1	Infringement of the Solent CTR (Class D) by an unknown microlight. Traffic info given. Standard separation maintained.	
200904538	10/05/2009	EGTT : London (FIR)	Puckeridge		D	CTR	GRUMMAN	Reciprocating	1	Alleged infringement of the Luton and Stansted CTRs (Class D) by a Grumman AA5 on a 0013 squawk code at 2000ft. Stansted departures stopped. Standard separation maintained.	Traffic info and avoiding action given. Believed a/c being flown by a student pilot.[] CAA Closure: Despite intensive efforts by the CAA, no further information has been received regarding this incident.
200904554	09/05/2009	EGTT : London (FIR)	Southampton (SAM)	SW	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 2500ft. Standard separation maintained.	
200904556	11/05/2009	EGTT : London (FIR)	Stoney Cross		D	CTA	PILATUS	Turboprop	1	Infringement of the Solent CTA (Class D) by a PC12 squawking 7000 at 2500ft and climbing. Standard separation maintained.	
200904559	10/05/2009	EGTT : London (FIR)	Brize Norton	3nm SE	D	CTR	CESSNA	Reciprocating	1	D&D Cell Report: Pilot lost within Brize Norton CTZ. PAN declared. Position fixed and vectors given for High Wycombe.	

200904602	10/05/2009	EGTT : London (FIR)	South Cerney		Other	Other	GRUMMAN	Reciprocating	1	Alleged infringement of the South Cerney active parachutedrop zone by an AA5 at 2000ft.	
200904730	14/05/2009	EGTT : London (FIR)	Stansted	10.5 NE	D	CTA	BEECH	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a BE23 squawking 7000 at 2300ft. Standard separation maintained. A check all on departures was implemented.	
200904756	14/05/2009	EGTT : London (FIR)	Woodley (WOD)	4 NNE	A	TMA	PIPER	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a PA32 at 2800ft. Traffic info and avoiding action given. STCA activated. Separation lost.	Pilot believed that no infringement occurred. Unable to reconcile the pilot's report with ATC. Incorrect altimeter setting suspected. ☐ CAA Closure: NATS action to produce and publicise AWARE device should reduce the risk of future events.
200904756	14/05/2009	EGTT : London (FIR)	Woodley (WOD)	4 NNE	A	TMA	AIRBUS	Turbofan	2	Alleged infringement of the LTMA (Class A) by a PA32 at 2800ft. Traffic info and avoiding action given. STCA activated. Separation lost.	Pilot believed that no infringement occurred. Unable to reconcile the pilot's report with ATC. Incorrect altimeter setting suspected. ☐ CAA Closure: NATS action to produce and publicise AWARE device should reduce the risk of future events.
200904799	15/05/2009	EGTT : London (FIR)	Stansted	6 W	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. Standard separation maintained.	Commercial traffic affected/delayed. ☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200904799	15/05/2009	EGTT : London (FIR)	Stansted	6 W	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. Standard separation maintained.	Commercial traffic affected/delayed.☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200904801	17/05/2009	EGTT : London (FIR)	Cookham		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C172 squawking 7000 at 1500ft. Traffic info and avoiding action given. Standard separation maintained.	
200904801	17/05/2009	EGTT : London (FIR)	Cookham		A	CTR	AGUSTA	Turboshaft	2	Infringement of the London CTR (Class A) by a C172 squawking 7000 at 1500ft. Traffic info and avoiding action given. Standard separation maintained.	
200904924	20/05/2009	EGTT : London (FIR)	White Waltham	3 SW	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 squawking 7000. Heathrow departures were stopped for approx 4mins. Traffic info given.	CAA Closure: The pilot is aware of his error and the needto avoid similar errors in the future.
200904928	20/05/2009	EGTT : London (FIR)	Midhurst (MID)		A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 at 4000ft. Pilot has been instructed to maintain clear of CAS. Standard separation maintained.	

200904938	20/05/2009	EGTT : London (FIR)	Stansted	4 E	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an R2120U squawking 7000 at 1000ft. Traffic info given and a/c brokenoff approach. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200904947	14/05/2009	EGTT : London (FIR)	Sheffield	4N	A		AUSTER	Reciprocating	1	Infringement of Airway L603 (Class A) by an Auster at FL98. D&D alerted. Standard separation maintained.	Pilot reported that he was at 9800ft VMC above the cloud,but unable to descend through the cloud to depart CAS. Aircraft was requested to change heading to clear CAS whichwas agreed by the pilot. Aircraft still unable to descendrequesting the utilisation of a shepherd aircraft.
200904968	21/05/2009	EGTT : London (FIR)	HAZEL	5 SW	A		MOONEY	Reciprocating	1	Infringement of Airway R8 (Class A) by a Mooney 20 squawking 7000 at FL65. Standard separation maintained.	
200904985	21/05/2009	EGTT : London (FIR)	White Waltham		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 1900ft. Standard separation maintained.	
200905001	22/05/2009	EGTT : London (FIR)	D026 Lulworth		G	Danger area	SOCATA	Reciprocating	1	Infringement of Danger Area D026 (Lulworth) by a TB10 at 1800ft. Standard separation maintained.	

200905012	22/05/2009	EGTT : London (FIR)	Ockham (OCK)	NE	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 at 2000ft. Standard separation maintained.	
200905033	21/05/2009	EGTT : London (FIR)	London-Gatwick - LGW	10 SE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C172 squawking 7000 at 2300ft. Standard separation maintained.	
200905043	23/05/2009	EGTT : London (FIR)	Burnham	W	A	CTR	CIRRUS	Reciprocating	1	Infringement of London CTR (Class A) by an SR22. All Heathrow departures were stopped. SR22 called Farnborough wheninside CAS and told to turn to leave the area. Standard separation maintained.	CAA Closure: No response received from SR22 owner. Closeddue to elapsed time.
200905043	23/05/2009	EGTT : London (FIR)	Burnham	W	A	CTR	UNKNOWN	Unknown		Infringement of London CTR (Class A) by an SR22. All Heathrow departures were stopped. SR22 called Farnborough wheninside CAS and told to turn to leave the area. Standard separation maintained.	CAA Closure: No response received from SR22 owner. Closeddue to elapsed time.
200905046	23/05/2009	EGTT : London (FIR)	Stansted	9 NE	A	TMA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) and LTMA (Class A) by a MCR1 squawking 7000 at 2300ft, causing delay to three inbound a/c. Traffic info was given to a B737. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200905046	23/05/2009	EGTT : London (FIR)	Stansted	9 NE	A	TMA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) and LTMA (Class A) by a MCR1 squawking 7000 at 2300ft, causing delay to three inbound a/c. Traffic info was given to a B737. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200905048	23/05/2009	EGTT : London (FIR)	Luton (LUT)	8 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of Luton CTR (Class D) by a C172 at 2200ft resulting in a loss of separation against an inbound A320. Several a/c were broken off the approach. C172 then turnedand left CAS.	Pilot subsequently stated that he made a mistake on departure.☐ CAA Closure: The pilot has familiarised himself with the correct procedures and has apologised for his error.
200905048	23/05/2009	EGTT : London (FIR)	Luton (LUT)	8 SE	D	CTR	AIRBUS	Turbofan	2	Infringement of Luton CTR (Class D) by a C172 at 2200ft resulting in a loss of separation against an inbound A320. Several a/c were broken off the approach. C172 then turnedand left CAS.	Pilot subsequently stated that he made a mistake on departure.☐ CAA Closure: The pilot has familiarised himself with the correct procedures and has apologised for his error.
200905050	23/05/2009	EGTT : London (FIR)	Manchester (MCT)	22 NE	A	TMA	PIPER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a PA28 at1900ft. Traffic info given. Standard separation maintained.	
200905050	23/05/2009	EGTT : London (FIR)	Manchester (MCT)	22 NE	A	TMA	DE HAVILLAND	Turboprop	2	Infringement of the Manchester TMA (Class A) by a PA28 at1900ft. Traffic info given. Standard separation maintained.	

200905053	24/05/2009	EGTT : London (FIR)	Bovingdon (BNN)	4 S	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C152 squawking 7000 at 2800ft. Standard separation maintained.	
200905060	24/05/2009	EGTT : London (FIR)	London-Gatwick - LGW	E	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTA (Class A) by a Robin 400 at 1800ft and then the LTMA (Class A) at 3000ft. Standard separation maintained.	
200905061	24/05/2009	EGTT : London (FIR)	Mayfield (MAY)	1.5 SW	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 2700ft. Standard separation maintained.	
200905066	24/05/2009	EGTT : London (FIR)	Epping		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2100ft. Standard separation maintained.	
200905067	24/05/2009	EGTT : London (FIR)	Cardiff (CDF)	12.9 SE	D	CTR	OTHER	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by a Pegasus Quik at 3700ft. Traffic info given. Standard separation maintained.	

200905071	24/05/2009	EGTT : London (FIR)	Luton (LUT)	12 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a PA28 squawking 7000 at 4000ft. Standard separation maintained.	
200905073	24/05/2009	EGTT : London (FIR)	Andrewsfield		D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 at 2700ft squawking 0013, but not maintaining a listening watch on Essex Radar frequency 120.625. Standard separation maintained.	Investigation progressed under 200904798.
200905076	24/05/2009	EGTT : London (FIR)	Cardiff (CDF)	23 N	A		PIPER	Reciprocating	1	Infringement of Airway N864 (Class A) by a PA28 at FL60.	As a result of this and other similar incidents, the VFR Charts have been amended in order to enhance the visibility regarding the base of controlled airspace in the vicinity of BCN.
200905079	24/05/2009	EGTT : London (FIR)	Detling (DET)	8 SE	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by a Robin 400 at 5000ft. ATC were unable to establish two way communications with the a/c with relays being used. Standard separation maintained.	
200905081	24/05/2009	EGTT : London (FIR)	Luton (LUT)	NE	A	TMA	PITTS	Reciprocating	1	Infringement of the LTMA on two occasions by a Pitts Special, first at 4000ft and then at 5000ft. Standard separation maintained.	

200905087	23/05/2009	EGTT : London (FIR)	Denham	4 W	A	CTR	CIRRUS	Reciprocating	1	Infringement of the London CTR (Class A) by an SR22 squawking 7000 at 2400ft. Standard separation maintained.	
200905088	24/05/2009	EGTT : London (FIR)	White Waltham	3 SSE	A	CTR	BEECH	Reciprocating	1	Infringement of the London CTR (Class A) by a BE36 at 2000ft. Standard separation maintained.	
200905089	24/05/2009	EGTT : London (FIR)	Duxford	E	D	CTA	MOONEY	Reciprocating	1	Infringement of the Stansted CTA (Class A) by a Mooney 20at 2800ft. Standard separation maintained.	
200905090	23/05/2009	EGTT : London (FIR)	Harlow		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) and then the CTR (Class D) by a PA28 at 1800ft. Standard separation maintained.	
200905092	24/05/2009	EGTT : London (FIR)	Belfast (BEL)	7 SE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Belfast CTR (Class D) by an R44 at 2000ft. Traffic info given. Standard separation maintained.	Pilot later spoke with ATC and apologised for the error, reporting that he had experienced problems with his radio.Appropriate advice passed to the pilot by ATC.

200905092	24/05/2009	EGTT : London (FIR)	Belfast (BEL)	7 SE	D	CTR	BOEING	Turbofan	2	Infringement of the Belfast CTR (Class D) by an R44 at 2000ft. Traffic info given. Standard separation maintained.	Pilot later spoke with ATC and apologised for the error, reporting that he had experienced problems with his radio.Appropriate advice passed to the pilot by ATC.
200905097	24/05/2009	EGTT : London (FIR)	Detling (DET)	5 NW	A	TMA	GRUMMAN	Reciprocating	1	Infringement of the LTMA (Class A) by an AA5 at 4100ft. Standard separation maintained.	
200905105	26/05/2009	EGTT : London (FIR)	Southampton (SAM)	11 NE	D	CTA	BEECH	Reciprocating	1	Infringement of the Solent CTA (Class D) by a BE33 squawking 7000 at 3300ft. Traffic info and avoiding action given. Standard separation maintained.	
200905154	26/05/2009	EGTT : London (FIR)	Bournemouth	5N	D	CTR	SOCATA	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a TB20 at 3100ft. Traffic info given. Standard separation maintained.	
200905157	25/05/2009	EGTT : London (FIR)	London City - LCY	6NE	D	CTR	PIPER	Reciprocating	1	Infringement of the London City CTR (Class D) by a PA28 at 2100ft. Standard separation maintained.	

200905158	26/05/2009	EGTT : London (FIR)	Lambourne (LAM)	5 SE	A	TMA	OTHER	Reciprocating	1	Unidentified microlight infringed LTMA (Class A) and then the Gatwick CTR (Class D) twice. Traffic info and avoiding action was given on first and third infringements where separation was also lost.	An RJ100 inbound to London City was given traffic info on unidentified microlight at 2600ft squawking 7000 and obtained a/c visually. Microlight then descended below CAS to 1500ft and appeared to be following M25 motorway. Microlight then proceeded South and entered Gatwick CTR at 900ft North of airport. Microlight orbited left and left CAS, but 1min later turned South and entered CTR again. A319 was given avoiding action and broken off approach, a following B757 was also broken off approach and a DHC8 was given an orbit.
200905158	26/05/2009	EGTT : London (FIR)	Lambourne (LAM)	5 SE	A	TMA	BAE	Turbofan	4	Unidentified microlight infringed LTMA (Class A) and then the Gatwick CTR (Class D) twice. Traffic info and avoiding action was given on first and third infringements where separation was also lost.	An RJ100 inbound to London City was given traffic info on unidentified microlight at 2600ft squawking 7000 and obtained a/c visually. Microlight then descended below CAS to 1500ft and appeared to be following M25 motorway. Microlight then proceeded South and entered Gatwick CTR at 900ft North of airport. Microlight orbited left and left CAS, but 1min later turned South and entered CTR again. A319 was given avoiding action and broken off approach, a following B757 was also broken off approach and a DHC8 was given an orbit.
200905172	23/05/2009	EGTT : London (FIR)	Nottingham East Midlands	4NE	D	CTR	SOCATA	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by a TB10 squawking 7000 at 1700ft. Standard separation maintained.	
200905196	26/05/2009	EGTT : London (FIR)	Brecon (BCN)	9 SE	D	CTA	VANS	Reciprocating	1	RV4 at 4400ft infringed the Cardiff CTA, CTA-5 (Class D). Pilot believed base of CAS where RV4 was routing was 5500ft. Standard separation maintained.	
200905230	24/05/2009	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	AEROSPATIALE	Turboshaft	1	Infringement of the Biggin Hill ATZ (Class G) by an SA350 at 2400ft. Standard separation maintained.	

200905295	04/05/2009	EGTT : London (FIR)	EGD036	Portsmouth	G	Danger area	EUROPA	Reciprocating	1	Infringement of Danger Area D036 (Portsmouth) by a Europaat 3000ft.	
200905324	29/05/2009	EGTT : London (FIR)	Stansted	SE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA by a PA28R squawking 7000 at 3600ft. Standard separation maintained.	
200905325	29/05/2009	EGTT : London (FIR)	London City - LCY	16 SE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C152 squawking 7000 at 3400ft. Standard separation maintained.	
200905332	30/05/2009	EGTT : London (FIR)	Stansted	20 SE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C152 squawking 7000 at 3800ft. Standard separation maintained.	
200905333	29/05/2009	EGTT : London (FIR)	Southampton (SAM)	8.6 W	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 at 2900ft. Standard separation maintained.	

200905334	30/05/2009	EGTT : London (FIR)	Stansted	8 SW	D	CTA	MOONEY	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Mooney 20at 2000ft. Standard separation maintained. A/c believed lost.	Mooney called Cambridge ATC finals for R/W05 but not observed by ATC. Cambridge instructed the a/c to go-around andadvised the a/c they were not at Cambridge and to contactEssex Radar for assistance. LTCC noted a/c overhead NorthWeald.
200905338	30/05/2009	EGTT : London (FIR)	Needles	Isle of Wight	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 2600ft. Standard separation maintained.	
200905352	31/05/2009	EGTT : London (FIR)	London-Gatwick - LGW	E	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 at 2000ft. Gatwick SFD departures were stopped. Standard separation maintained.	Pilot allegedly showed poor language skills. The pilot had planned his route too close to CAS and was unaware of the infringement until after landing. □ CAA Closure: The pilot has been reminded of the serious consequences of infringing CAS.
200905358	31/05/2009	EGTT : London (FIR)	Hawarden		A		GRUMMAN	Reciprocating	1	Infringement of Airway N864 (Class A) by an AA5 at 4400ft. Standard separation maintained.	Pilot apologised.
200905366	03/05/2009	EGTT : London (FIR)	Doncaster Sheffield	10 NW	D	CTR	CIRRUS	Reciprocating	1	Infringement of the Doncaster/Sheffield CTR (Class D) by an SR22 at 5000ft. Standard separation maintained.	

200905375	31/05/2009	EGTT : London (FIR)	Southampton (SAM)	7 N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C152 squawking 7000 at 1800ft. Traffic info given. Standard separation maintained.	Instructor apologised.
200905377	31/05/2009	EGTT : London (FIR)	Luton (LUT)	8 SW	D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown a/c, subsequently believed to be a Pulsar. Traffic info and avoiding action given. Separation lost.	
200905377	31/05/2009	EGTT : London (FIR)	Luton (LUT)	8 SW	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown a/c, subsequently believed to be a Pulsar. Traffic info and avoiding action given. Separation lost.	
200905378	31/05/2009	EGTT : London (FIR)	Southend (SND)	6 SE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28R squawking 7000 at 5800ft. Standard separation maintained.	
200905397	25/05/2009	EGTT : London (FIR)	Detling (DET)	4 W	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C150 squawking 7000 at 3000ft. Standard separation maintained.	

200905422	02/06/2009	EGTT : London (FIR)	Barkway (BKY)	2 NW	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an SR22 at 2800ft.	
200905454	28/05/2009	EGTT : London (FIR)	EGD 036	Portsmouth	G	Danger area	AUSTER	Reciprocating	1	Infringement of Danger Area EG D036 by an Auster 5A-160 squawking 7000 at 3000ft.	
200905461	29/05/2009	EGTT : London (FIR)	EGD 036	Portsmouth	G	Danger area	DIAMOND	Reciprocating	1	Infringement of active Danger Area EG D036 by a DA40 at 3000ft.	
200905477	31/05/2009	EGTT : London (FIR)	Bovingdon (BNN)	N	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 at 2000ft. Standard separation maintained.	
200905484	02/06/2009	EGTT : London (FIR)	Luton (LUT)	SE	D	CTR	ROBINSON	Reciprocating	1	Alleged infringement of the Luton CTR (Class D) by an R44squawking 7000 at 2300ft. Standard separation maintained.	

200905489	02/06/2009	EGTT : London (FIR)	Stansted	5 W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172 at 1900ft. Standard separation maintained. Traffic info given.	The pilot apologised to Farnborough ATC stating that the incident occurred because he mistakenly input the frequency for the LAM VOR instead of the BPK VOR, LAM being his reporting point after BPK.
200905500	31/05/2009	EGTT : London (FIR)	Stansted	E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 at 2600ft. Standard separation maintained.	
200905561	04/06/2009	EGTT : London (FIR)	Denham	W	A	CTR	CIRRUS	Reciprocating	1	Infringement of the London CTR (Class A) by an S22 at 800ft. Standard separation maintained.	
200905575	03/06/2009	EGTT : London (FIR)	EG D026	Lulworth	G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EDG 026 (Lulworth) by a PA28 squawking 7000 at 3000ft.	
200905605	05/06/2009	EGTT : London (FIR)	DAYNE	5 SE	A	TMA	CESSNA	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a C182 atFL55. Standard separation maintained.	

200905608	29/04/2009	EGTT : London (FIR)	EGD 036	Portsmouth	G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EGD 036 by a PA28R squawking 7000.	
200905617	08/06/2009	EGTT : London (FIR)	RIDLEY		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C206 at 4700ft. A/c had been instructed to remain outside of controlled airspace. Standard separation maintained. Avoiding action given.	
200905622	06/06/2009	EGTT : London (FIR)	Hendon		A	TMA	EUROCOPTER	Turboshaft	1	Infringement of the LTMA (Class A) by an EC120 at 2800ft. Standard separation maintained.	Pilot apologised, reporting that he had been distracted by a sick passenger.
200905624	06/06/2009	EGTT : London (FIR)	Puckeridge	1S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 1900ft. Traffic info given. Standard separation maintained.	B737 traffic delayed. The pilot states that on passing BPK he did not change to "fly from" which caused the infringement.
200905641	04/06/2009	EGTT : London (FIR)	Luton (LUT)				ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by an R44 squawking 7000 at 1800ft. Departures were stopped. Standard separation maintained.	

200905641	04/06/2009	EGTT : London (FIR)	Luton (LUT)				LET	Reciprocating	2	Infringement of the Luton CTR (Class D) by an R44 squawking 7000 at 1800ft. Departures were stopped. Standard separation maintained.	
200905645	05/06/2009	EGTT : London (FIR)	Haverhill	3W	D	CTA	VANS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Vans RV-9at 1900ft. Traffic info given. Standard separation maintained.	
200905709	08/06/2009	EGTT : London (FIR)	Stansted	6nm	D	CTR	BELL	Turboshaft	1	Infringement of the Stansted CTR (Class D) by a Bell 206 at 1000ft. Traffic info given. Standard separation maintained.	
200905720	07/06/2009	EGTT : London (FIR)	ASPEN		A		OTHER	Reciprocating	1	Infringement of Airway R41 (Class A) by a Storm Ultralight at FL55. Standard separation maintained.	
200905728	30/05/2009	EGTT : London (FIR)	Weston On The Green			Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area D129 (Weston on the Green) by a C182 at an estimated 1000ft.	

200905772	09/06/2009	EGTT : London (FIR)	Leighton Buzzard	S	D	CTR	DIAMOND	Reciprocating	1	Infringement of the Luton CTA/CTR (Class D) by a DA40 squawking 7000 between 2000ft and 3000ft. Standard separationmaintained.	Solo student. Navigation error identified by the student's CFI. Student pilot to undergo further training.
200905777	08/06/2009	EGTT : London (FIR)	Ronaldsway	3.5NE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Isle of Man CTR (Class D) by an R44 at 1200ft. Standard separation maintained.	
200905789	10/06/2009	EGTT : London (FIR)	Castlemartin		G	Danger area	CIRRUS	Reciprocating	1	Due to alleged lack/poor information, FISO believed Danger Area EG D113B (Castlemartin Range) was inactive. This resulted in an SR22 receiving a BS (Basic Service) infringing the active Danger Area.	SR22 called FISO at 0808hrs requesting status of Danger Area EG D113B (Castlemartin Range). SIS (Service Information System) recorded it as blue and Danger Area chart was checked, which stated activity as 0830-2359hrs Mon-Fri and as notified. Info was passed to SR22, which stated it wouldbe through before it became active. LJAO subsequently reported that SR22 had flown through activate Danger Area. Itappears the military assistant had different times and was late in amending SIS page. Also, there is a caveat to info on Danger Area chart stating Danger Area is open 1hr earlier during the summer period.
200905799	22/04/2009	EGTT : London (FIR)	Lyneham		D	Danger area	MORANE SAULNIER	Reciprocating	1	Infringement of the Lyneham CTR (Class D) by an MS Rallyesquawking 7000 at 1500ft. Also alleged that a/c infringedactive Danger Area D129 (Weston on the Green).	The a/c had allegedly earlier infringed Danger Area EG D125 while living firing was taking place. No specific evidence was presented for the alleged Danger Area infringement, but pilot apologised for Lyneham Zone infringement, believing he was outside CAS. Navigation errors suspected, including misidentification of turning point.□ CAA Closure: Appropriate advice given for avoiding infringements. Additionally, NATS AWARE device and other initiatives should reduce future risk.
200905834	11/06/2009	EGTT : London (FIR)	Wellesbourne Mountford	5 S	A		AVIONS ROBIN	Reciprocating	1	Infringement of Airway N589 (Class A) by a Robin R2160 atFL75. Standard separation maintained.	

200905839	05/06/2009	EGTT : London (FIR)	Burtonwood		D	CTR	GROB	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a Grob G115 a/c squawking 7000 at 2000ft. Traffic info given. Departures were stopped and two missed approaches flown. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200905859	11/06/2009	EGTT : London (FIR)	North of Needles	Isle of Wight	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 between 2500ft and 2800ft. Standard separation maintained.	
200905870	09/06/2009	EGTT : London (FIR)	Leeds Bradford (LBA)	3E	A	CTR	ROBINSON	Reciprocating	1	Infringement of the Leeds Bradford CTR (Class D) by an R44 at 1300ft. Standard separation maintained.	
200905915	13/06/2009	EGTT : London (FIR)	Cookham		A	CTR	SOCATA	Reciprocating	1	Infringement of the London CTR (Class A) by a TB20 squawking 7000 at 2600ft. Traffic info given. Standard separation maintained.	
200905918	13/06/2009	EGTT : London (FIR)	Stansted	E	D	CTA	UNKNOWN	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a microlight indicating between 1700-1800ft. Two a/c broken off approach. Traffic info and avoiding action given. Standard separation maintained.	Microlight pilot denied the infringement. Unable to confirm when considering accepted Mode C tolerance.☐ CAA Closure: Pilot provided with guidance on avoiding infringements.

200905918	13/06/2009	EGTT : London (FIR)	Stansted	E	D	CTA	UNKNOWN	Unknown		Alleged infringement of the Stansted CTA (Class D) by a microlight indicating between 1700-1800ft. Two a/c broken off approach. Traffic info and avoiding action given. Standard separation maintained.	Microlight pilot denied the infringement. Unable to confirm when considering accepted Mode C tolerance.☐ CAA Closure: Pilot provided with guidance on avoiding infringements.
200905919	13/06/2009	EGTT : London (FIR)	Stansted	SE	A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) and the LTMA (Class A) by a C172 squawking 7000 originally at 900ft and then at 3000ft. B737 broken off approach. Traffic info given.	A/c started orbiting and then appears to have contacted D&D presumably having become lost. Standard separation maintained.
200905919	13/06/2009	EGTT : London (FIR)	Stansted	SE	A	TMA	BOEING	Turbofan	2	Alleged infringement of the Stansted CTR (Class D) and the LTMA (Class A) by a C172 squawking 7000 originally at 900ft and then at 3000ft. B737 broken off approach. Traffic info given.	A/c started orbiting and then appears to have contacted D&D presumably having become lost. Standard separation maintained.
200905920	13/06/2009	EGTT : London (FIR)	Romsey	W	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 squawking 7000 at 3200ft. Standard separation maintained.	
200905921	13/06/2009	EGTT : London (FIR)	Beaulieu		D	CTR	BEECH	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a BE17 at 1400ft. Pilot apologised. Standard separation maintained.	

200905923	14/06/2009	EGTT : London (FIR)	London City - LCY	5.5E	D	CTA	PIPER	Reciprocating	1	Infringement of the London City CTA (Class D) by a PA28 squawking 7000 at 2100ft. Traffic info given. One a/c broken off approach. Pilot apologised. Standard separation maintained.	
200905925	14/06/2009	EGTT : London (FIR)	Barkway (BKY)	5N	A	TMA	JODEL	Reciprocating	1	Infringement of the LTMA (Class A) by a Jodel squawking 7000 at 5300ft. Standard separation maintained.	
200905926	14/06/2009	EGTT : London (FIR)	Stansted	10 N	D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a microlight squawking 7000 at 1800ft. Traffic info given. Separationlost.	
200905926	14/06/2009	EGTT : London (FIR)	Stansted	10 N	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a microlight squawking 7000 at 1800ft. Traffic info given. Separationlost.	
200905929	14/06/2009	EGTT : London (FIR)	Farnborough	10 NE	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C150. Standard separation maintained.	

200905932	14/06/2009	EGTT : London (FIR)	Stansted	E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 at 2000ft. Numerous a/c were delayed. Traffic info and avoiding action given. Separation lost.	Appropriate CAA action is being taken as a result of thisincident.
200905932	14/06/2009	EGTT : London (FIR)	Stansted	E	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C152 at 2000ft. Numerous a/c were delayed. Traffic info and avoiding action given. Separation lost.	Appropriate CAA action is being taken as a result of thisincident.
200905986	14/06/2009	EGTT : London (FIR)	Blackbushe		G	ATZ	PIPER	Reciprocating	1	Infringement of the Blackbushe ATZ (Class G) by two PA28 flying in formation at 800ft. Traffic info given. Standardseparation maintained.	
200905986	14/06/2009	EGTT : London (FIR)	Blackbushe		G	ATZ	PIPER	Reciprocating	1	Infringement of the Blackbushe ATZ (Class G) by two PA28 flying in formation at 800ft. Traffic info given. Standardseparation maintained.	
200906056	14/06/2009	EGTT : London (FIR)	Cookham	1N	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 2600ft. Standard separation maintained.	

200906057	14/06/2009	EGTT : London (FIR)	Stansted	15N	D	CTA	SCOTTISH AVIATION	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Bulldog squawking 7000 at 1900ft. Standard separation maintained.	
200906074	13/06/2009	EGTT : London (FIR)	Benson	NW	G	Restrict ed area	OTHER	Unknown		UK AIRPROX 2009/048 - Military a/c and two microlights, Northwest of RAF Benson at 2000ft.	Military a/c was operating as the lead a/c of a NOTAMed flypast formation. Military a/c received info upon ATC handover of a two a/c contact. One microlight was sighted in the 1 o'clock position and the military a/c took evasive action. Another military formation following behind also reported an Airprox with one microlight but had seen two a/c in close formation. The second military a/c formation also reported taking evasive action. □ CAA Closure: The pilot of the second a/c "led" the microlight formation but from the back and the pilots of both a/c had not formulated a plan for what to do in the event that the two a/c infringed the NOTAMed RA(T). Although the a/c "leading" the formation i.e. the one behind, climbed to avoid the RA there was no way of communicating that to the first a/c. There was also no attempt made to establish communication with ATC. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200906074	13/06/2009	EGTT : London (FIR)	Benson	NW	G	Restrict ed area	OTHER	Reciprocating	1	UK AIRPROX 2009/048 - Military a/c and two microlights, Northwest of RAF Benson at 2000ft.	Military a/c was operating as the lead a/c of a NOTAMed flypast formation. Military a/c received info upon ATC handover of a two a/c contact. One microlight was sighted in the 1 o'clock position and the military a/c took evasive action. Another military formation following behind also reported an Airprox with one microlight but had seen two a/c in close formation. The second military a/c formation also reported taking evasive action. □ CAA Closure: The pilot of the second a/c "led" the microlight formation but from the back and the pilots of both a/c had not formulated a plan for what to do in the event that the two a/c infringed the NOTAMed RA(T). Although the a/c "leading" the formation i.e. the one behind, climbed to avoid the RA there was no way of communicating that to the first a/c. There was also no attempt made to establish communication with ATC. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200906099	13/06/2009	EGTT : London (FIR)	Doncaster Sheffield	10nm SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster CTA/CTR (Class D) and ATZ by a PA32. ATC contacted the pilot, who was unaware he was transiting through CAS. Standard separation maintained.	Traffic info given. PA32 pilot was using an old chart and acknowledged additional navigation error. □ CAA Closure: Pilot advised to undergo remedial navigation training and warned about future incidents.
200906100	23/05/2009	EGTT : London (FIR)	Gamston (GAM)	2N			CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by a C182 squawking 7000 at 3500ft. Pilot apologised.	

200906101	10/06/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	UNKNOWN	Unknown		Infringement of the Doncaster Sheffield CTR (Class D) by an unknown a/c. Traffic info and avoiding action given to a PA28. Standard separation maintained.	
200906101	10/06/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an unknown a/c. Traffic info and avoiding action given to a PA28. Standard separation maintained.	
200906102	11/06/2009	EGTT : London (FIR)	Isle of Man (IOM)	15 SE	D	CTR	OTHER	Reciprocating	1	Infringement of the Isle of Man CTR (Class D) by a Storm Ultralight squawking 7000. Pilot reported having radio problems on approach. Standard separation maintained.	Non-radio landing performed. Other traffic delayed.
200906122	16/06/2009	EGTT : London (FIR)	Winchester	5E	D	CTA	VANS	Reciprocating	1	Infringement of the Solent CTA (Class D) by an Vans RV6 squawking 7000 at 2600ft. Pilot apologised. Standard separation maintained.	
200906125	17/06/2009	EGTT : London (FIR)	White Waltham	3.5NE	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA24 squawking 7000 at 800ft.	

200906142	16/06/2009	EGTT : London (FIR)	Glossop		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an R44. The a/c was supposed to be routing North in the LLR howeverthe pilot changed his mind but failed to tell ATC. Standard separation maintained.	A/c routed through the Eastern part of the Manchester Zone. Pilot navigation error.☐ CAA Closure: Pilot advised that a radio call to the Manchester frequency when he was unsure of position would have assisted.
200906143	17/06/2009	EGTT : London (FIR)	Luton (LUT)	7SE	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Robin DR400 squawking 7000. Standard separation maintained.	
200906144	16/06/2009	EGTT : London (FIR)	Coventry		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Coventry ATZ (Class G) by an R44 squawking 7000 at 1000ft. Standard separation maintained. Pilot failed to make contact with Coventry ATC.	Helicopter continued to a non-radio landing at Coventry. Pilot had been calling tower on incorrect frequency due tooout of date charts. Pilot apologised.
200906150	16/06/2009	EGTT : London (FIR)	D408 (Feldom)		G	Danger area	OTHER	Reciprocating	1	Alleged infringement of D408 (Feldom) by an Ikarus C42 at2400ft.	
200906192	19/06/2009	EGTT : London (FIR)	Bournemouth	13 NE	D	CTA	SOCATA	Reciprocating	1	TB20 called for transit. TB20 was identified and told to remain outside CAS, which was acknowledged. A/c was then observed entering the Solent CTA (Class D) before receivinga clearance.	CAA Closure: TB20 owner contacted. No response forthcoming. Closed due to elapsed time.

200906207	19/06/2009	EGTT : London (FIR)	North Weald	3W	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2100ft. Standard separation maintained.	
200906219	18/06/2009	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a PA28 at 1600ft. Traffic info given. Standard separation maintained.	
200906235	19/06/2009	EGTT : London (FIR)	Potters Bar	3nm NE	D	CTR	MORANE SAULNIER	Reciprocating	1	Infringement of the Luton CTR (Class D) by an MS Rallye squawking 7000 at 3500ft. D&D alerted. PAN declared pilot reported being lost. Traffic info given. Standard separation maintained.	
200906243	20/06/2009	EGTT : London (FIR)	Belfast (BEL)	6SW	D	CTR	OTHER	Reciprocating	1	Infringement of the Belfast CTR (Class D) by a microlighisquawking 7000 at 1700ft. Standard separation maintained.	Pilot allegedly showed poor language skills.
200906244	20/06/2009	EGTT : London (FIR)	Stansted	E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTA/CTR (Class D) by a C152.Separation lost. Traffic info given. Commercial traffic broken off approach.	Pilot flew incorrect headings and misidentified navigation features. Incident compounded by apparent Mode C failure.☐ CAA Closure: ATC contacted the pilot and discussed the matter with him.

200906244	20/06/2009	EGTT : London (FIR)	Stansted	E	D	CTR	AIRBUS	Turbofan	2	Infringement of the Stansted CTA/CTR (Class D) by a C152.Separation lost. Traffic info given. Commercial traffic broken off approach.	Pilot flew incorrect headings and misidentified navigation features. Incident compounded by apparent Mode C failure.☐ CAA Closure: ATC contacted the pilot and discussed the matter with him.
200906258	20/06/2009	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	OTHER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an EV97. Standard separation maintained.	
200906259	20/06/2009	EGTT : London (FIR)	Bovingdon (BNN)	2 SE	A	TMA	EUROCOPTER	Turboshaft	1	Infringement of the LTMA by an EC120 squawking 7000 at 2900ft. Separation lost.	Investigation established that the flight was being conducted by a Flying Instructor (FI) on a pilot who was to flythe helicopter the next day to the British Grand Prix. The company wanted to be sure the pilot was fully briefed onthe airfield and surrounding areas as it was her first visit to the event. However, the FI was momentarily distracted and did not immediately notice that the pilot had allowed the helicopter to drift upwards.☐ CAA Closure: The pilot was reminded of the maximum altitude within the LTMA, while appropriate remedial action was taken concerning the FI.
200906259	20/06/2009	EGTT : London (FIR)	Bovingdon (BNN)	2 SE	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA by an EC120 squawking 7000 at 2900ft. Separation lost.	Investigation established that the flight was being conducted by a Flying Instructor (FI) on a pilot who was to flythe helicopter the next day to the British Grand Prix. The company wanted to be sure the pilot was fully briefed onthe airfield and surrounding areas as it was her first visit to the event. However, the FI was momentarily distracted and did not immediately notice that the pilot had allowed the helicopter to drift upwards.☐ CAA Closure: The pilot was reminded of the maximum altitude within the LTMA, while appropriate remedial action was taken concerning the FI.
200906262	21/06/2009	EGTT : London (FIR)	Stansted	8nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28. Standard separation maintained.	

200906263	21/06/2009	EGTT : London (FIR)	North Weald	3 N	D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a microlight at 2000ft. Standard separation maintained.	CAA Closure: The pilot appears to have entered Class D airspace surrounding North Weald at a height above the base of 1500ft and he acknowledges that an incorrect altimeter setting may have contributed to the error. A letter has been sent to the pilot concerned.
200906265	21/06/2009	EGTT : London (FIR)	Silverstone		A	Restrict ed area	CIRRUS	Reciprocating	1	Infringement of the Red Arrows RA(T) at Silverstone by anSR22. Traffic info given. The SR22 was receiving a service from a military LARS unit at the time of the infringement.	Appropriate CAA action is being taken as a result of thisincident.
200906265	21/06/2009	EGTT : London (FIR)	Silverstone		A	Restrict ed area	OTHER	Unknown		Infringement of the Red Arrows RA(T) at Silverstone by anSR22. Traffic info given. The SR22 was receiving a service from a military LARS unit at the time of the infringement.	Appropriate CAA action is being taken as a result of thisincident.
200906285	21/06/2009	EGTT : London (FIR)	Doncaster Sheffield	10 SSE	D	CTA	PITTS	Reciprocating	1	UK AIRPROX 2009/060 - DHC8 and a Pitts Special at Doncaster Sheffield at 3000ft.	DHC8 descending on a downwind heading for R/W02 at 3000ftwas advised of unknown traffic in the 11 o'clock position. Traffic was obtained visually and approach continued under radar control with traffic visual at all times.☐ CAA Closure: This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
200906285	21/06/2009	EGTT : London (FIR)	Doncaster Sheffield	10 SSE	D	CTA	DE HAVILLAND	Turboprop	2	UK AIRPROX 2009/060 - DHC8 and a Pitts Special at Doncaster Sheffield at 3000ft.	DHC8 descending on a downwind heading for R/W02 at 3000ftwas advised of unknown traffic in the 11 o'clock position. Traffic was obtained visually and approach continued under radar control with traffic visual at all times.☐ CAA Closure: This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

200906304	21/06/2009	EGTT : London (FIR)	Silverstone		G	Restricted area	OTHER	Reciprocating	1	Infringement of the Red Arrows RA(T) at Silverstone by a microlight. Traffic info was given to the Red Arrows.	Appropriate CAA action is being taken as a result of this incident.
200906304	21/06/2009	EGTT : London (FIR)	Silverstone		G	Restricted area	OTHER	Unknown		Infringement of the Red Arrows RA(T) at Silverstone by a microlight. Traffic info was given to the Red Arrows.	Appropriate CAA action is being taken as a result of this incident.
200906323	13/06/2009	EGTT : London (FIR)	Watton		G	ATZ	PIPER	Reciprocating	1	Infringement of the Watton Gliding Site by a PA28 squawking 7000 at an estimated 300ft.	
200906333	20/06/2009	EGTT : London (FIR)	Dunsfold	4NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA32 at 2100ft. Standard separation maintained.	
200906336	22/06/2009	EGTT : London (FIR)	Sandbanks	N	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 at 1900ft. Standard separation maintained.	

200906396	23/06/2009	EGTT : London (FIR)	Bishops Waltham	12 NNE	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 at 1900ft. PA28 was indicating RT failure. Communication was established 6mins later. Standard separation maintained.	
200906414	23/06/2009	EGTT : London (FIR)	Watford		A	TMA	JODEL	Reciprocating	1	Infringement of the LTMA (Class A) by a DR1050 squawking 7000 at 3000ft. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200906414	23/06/2009	EGTT : London (FIR)	Watford		A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by a DR1050 squawking 7000 at 3000ft. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200906430	23/06/2009	EGTT : London (FIR)	London City - LCY	8N	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2700ft. An RJ85 departing London City was taken off its CLN SID. Standard separation maintained.	CAA Closure: No further action was taken with the pilot by ATC. Information has been included on the ATC database to identify hotspots and trends. This is then presented to the GA community.
200906430	23/06/2009	EGTT : London (FIR)	London City - LCY	8N	A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2700ft. An RJ85 departing London City was taken off its CLN SID. Standard separation maintained.	CAA Closure: No further action was taken with the pilot by ATC. Information has been included on the ATC database to identify hotspots and trends. This is then presented to the GA community.

200906431	23/06/2009	EGTT : London (FIR)	Detling (DET)	13m	A	TMA	MOONEY	Reciprocating	1	Infringement of the LTMA (Class A) by a Mooney 20 at 2900ft. Standard separation maintained.	
200906445	25/06/2009	EGTT : London (FIR)	Denham	5WSW			MOONEY	Reciprocating	1	Infringement of the London CTR (Class A) by a Mooney 20. Standard separation maintained.	
200906485	24/06/2009	EGTT : London (FIR)	Rexam		A	TMA	STODDARD HAMILTON	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a Glasairat 5200ft. Traffic info and avoiding action given to a JS41. Standard separation maintained.	Pilot accepts his error in failing to descend before reaching CAS boundary. He attempted to descend by lowering thenose without reducing power or adjusting trim.☐ CAA Closure: Pilot is aware of his error.
200906485	24/06/2009	EGTT : London (FIR)	Rexam		A	TMA	BAE	Turboprop	2	Infringement of the Manchester TMA (Class A) by a Glasairat 5200ft. Traffic info and avoiding action given to a JS41. Standard separation maintained.	Pilot accepts his error in failing to descend before reaching CAS boundary. He attempted to descend by lowering thenose without reducing power or adjusting trim.☐ CAA Closure: Pilot is aware of his error.
200906486	25/06/2009	EGTT : London (FIR)	Rochester	3NW	A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by an EV97 at 2900ft resulting in a loss of separation against an RJ85.	The pilot was a recently qualified NPPL holder engaged onhis first Channel crossing. His planned altitude of 100ftbelow CAS left little margin for error and, when he drifted above it, he penetrated the base of the TMA.☐ CAA Closure: Appropriate action taken by CFI to improve pilot's ability to plan routes around CAS.

200906486	25/06/2009	EGTT : London (FIR)	Rochester	3NW	A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) by an EV97 at 2900ft resulting in a loss of separation against an RJ85.	The pilot was a recently qualified NPPL holder engaged onhis first Channel crossing. His planned altitude of 100ftbelow CAS left little margin for error and, when he drifted above it, he penetrated the base of the TMA.□ CAA Closure: Appropriate action taken by CFI to improve pilot's ability to plan routes around CAS.
200906537	15/06/2009	EGTT : London (FIR)	EGD007, 007A, 007B		G	Danger area	PIPER	Reciprocating	1	Infringement of Portsmouth active Danger Areas EGD 007, 007A and 007B by a PA28 squawking 7000 at 3000ft.	
200906538	25/06/2009	EGTT : London (FIR)	London-Heathrow - LHR	WNW	A	TMA	GRUMMAN	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a Grumman AA5 at 2700ft. Standard separation maintained.	
200906540	24/06/2009	EGTT : London (FIR)	EG D036	Portsmouth	G	Danger area	CESSNA	Reciprocating	1	Infringement of Portsmouth active Danger Area EG D036 by a C172 squawking 7000 at 3200ft.	
200906551	27/06/2009	EGTT : London (FIR)	Hamble		D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 squawking 7000 at 1700ft. Standard separation maintained.	

200906553	27/06/2009	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 at 2100ft. Departures at Luton were delayed. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200906553	27/06/2009	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	ATR	Turboprop	2	Infringement of the Luton CTR (Class D) by a PA28 at 2100ft. Departures at Luton were delayed. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200906554	27/06/2009	EGTT : London (FIR)	London-Gatwick - LGW	E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) and Gatwick CTA (ClassD) by a PA28R squawking 7000 at 2800ft. Traffic info given. Pilot reported having a radio problem. Standard separation maintained.	
200906554	27/06/2009	EGTT : London (FIR)	London-Gatwick - LGW	E	A	TMA	EMBRAER	Turbofan	2	Infringement of the LTMA (Class A) and Gatwick CTA (ClassD) by a PA28R squawking 7000 at 2800ft. Traffic info given. Pilot reported having a radio problem. Standard separation maintained.	
200906560	11/06/2009	EGTT : London (FIR)	Benson	6S	G		BEECH	Reciprocating	1	Infringement of the CAS-T (Class A) by a BE36. A/c's modeC was indicating 4800ft unverified.	

200906561	11/06/2009	EGTT : London (FIR)	Benson	6S	A		MAULE	Reciprocating	1	Infringement of the CAS-T (Class A) by a Maule M5, a/c'smode C was indicating 3800ft.	
200906633	27/06/2009	EGTT : London (FIR)	Luton (LUT)		D	CTR	ROCKWELL	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Rockwell 114squawking 7000 at 2000ft. Luton departures were stopped. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200906633	27/06/2009	EGTT : London (FIR)	Luton (LUT)		D	CTR	ATR	Turboprop	2	Infringement of the Luton CTR (Class D) by a Rockwell 114squawking 7000 at 2000ft. Luton departures were stopped. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200906658	30/06/2009	EGTT : London (FIR)	Bournemouth		D	CTR	UNKNOWN	Unknown		Infringement of the Bournemouth CTR (Class D) by an unknown a/c. C172 given traffic info. Standard separation maintained.	
200906658	30/06/2009	EGTT : London (FIR)	Bournemouth		D	CTR	CESSNA	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by an unknown a/c. C172 given traffic info. Standard separation maintained.	

200906694	30/06/2009	EGTT : London (FIR)	London City - LCY	6 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the London City CTA (Class D) by a PA28 at 1800ft. Departures were stopped. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200906695	30/06/2009	EGTT : London (FIR)	Stansted		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C182 squawking 7000 at 2000ft. Standard separation maintained.	
200906696	30/06/2009	EGTT : London (FIR)	Bovingdon (BNN)	3 N	A	TMA	PIPER	Reciprocating	1	PA28 at 2400ft infringed the LTMA (Class A) and Luton CTR(Class D). Several a/c were delayed and given vectors to remain clear of PA28. Separation lost against two Luton inbounds.	Traffic info given.☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200906696	30/06/2009	EGTT : London (FIR)	Bovingdon (BNN)	3 N	A	TMA	CANADAIR	Turbofan	2	PA28 at 2400ft infringed the LTMA (Class A) and Luton CTR(Class D). Several a/c were delayed and given vectors to remain clear of PA28. Separation lost against two Luton inbounds.	Traffic info given.☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200906789	01/07/2009	EGTT : London (FIR)	Manchester (MCT)	15 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C150 at2700ft, 15nm East of Manchester, resulting in significanttraffic disruption. Standard separation maintained.	CAA Closure: It is believed that the pilot spoke to ATC and is now fully aware of the serious consequences of infringing controlled airspace.

200906800	26/06/2009	EGTT : London (FIR)	Hawarden		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Hawarden ATZ (Class G) by two R44's squawking 7000ft. Traffic info given. Standard separation maintained.	
200906800	26/06/2009	EGTT : London (FIR)	Hawarden		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Hawarden ATZ (Class G) by two R44's squawking 7000ft. Traffic info given. Standard separation maintained.	
200906815	22/06/2009	EGTT : London (FIR)	Romsey		D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 at 2000ft. One departure at Southampton was delayed. Standard separation maintained.	
200906854	05/07/2009	EGTT : London (FIR)	Andrewsfield	2M	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Robin DR400 squawking 7000 at 1200ft. Standard separation maintained.	Pilot was asked to squawk 0202, which appeared on radar. Pilot is then believed to have switched his SSR immediately off, after ATC requested his position. ATC instructed pilot to turn it back on in order to identify a/c using the 0202 squawk.
200906856	05/07/2009	EGTT : London (FIR)	Bristol International	16E	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA32 squawking 7000 at FL65. Standard separation maintained.	

200906896	02/07/2009	EGTT : London (FIR)	Birmingham	7 SW	D	CTR	GROB	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Grob 115 at 1100ft. Departures at Birmingham were stopped. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200906897	03/07/2009	EGTT : London (FIR)	Bristol International	8 WSW	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA28 squawking 7000 at 3000ft. Standard separation maintained.	
200906898	04/07/2009	EGTT : London (FIR)	Stansted		D	CTA	DIAMOND	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a DA40 squawking 7000 at 1700ft. Traffic info given. B737 was broken off approach. Standard separation maintained.	
200906898	04/07/2009	EGTT : London (FIR)	Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a DA40 squawking 7000 at 1700ft. Traffic info given. B737 was broken off approach. Standard separation maintained.	
200906899	04/07/2009	EGTT : London (FIR)	Stansted	12m	D	CTA	GARDAN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Gardan 80squawking 7000 at 2400ft. B737's approach was delayed andthree other a/c entered the hold. Standard separation maintained.	

200906899	04/07/2009	EGTT : London (FIR)	Stansted	12m	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Gardan 80squawking 7000 at 2400ft. B737's approach was delayed andthree other a/c entered the hold. Standard separation maintained.	
200906900	04/07/2009	EGTT : London (FIR)	Chase	2E	D	CTA	AUSTER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an AusterJ1N at 2500ft. Standard separation maintained.	
200906901	04/07/2009	EGTT : London (FIR)	London-Gatwick - LGW	15SW	A	TMA	DIAMOND	Reciprocating	1	Infringement of the LTMA (Class A) by a DA40 squawking 7000 at 2900ft. Standard separation maintained. A 'check all' on Gatwick departures was implemented.	
200906902	04/07/2009	EGTT : London (FIR)	Woodley (WOD)		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C150 at 3000ft. Standard separation maintained.	
200906903	04/07/2009	EGTT : London (FIR)	Bennington	3m	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152 at 1700ft. Standard separation maintained.	

200906913	05/07/2009	EGTT : London (FIR)	Goodwood (GWC)		G	Restrict ed area	GARDAN	Reciprocating	1	Infringement of the Red Arrows RA(T) by a Gardan GY 80 squawking 7000 at 2000ft over Goodwood. Traffic info given.	Red Arrows display affected. Pilot unaware of RA(T). He was visual with the Red Arrows throughout.☐ CAA Closure: French pilot unfamiliar with English internet aviation information service. Appropriate link provided.
200906952	05/07/2009	EGTT : London (FIR)	Nottingham East Midlands	9SW	D	CTA	VANS	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a Vans RV6 squawking 7000 at 2600ft. Traffic info andavoiding action given to B737. Standard separation maintained.	
200906952	05/07/2009	EGTT : London (FIR)	Nottingham East Midlands	9SW	D	CTA	BOEING	Turbofan	2	Infringement of the Nottingham East Midlands CTA (Class D) by a Vans RV6 squawking 7000 at 2600ft. Traffic info andavoiding action given to B737. Standard separation maintained.	
200906975	26/04/2009	EGTT : London (FIR)	Stanta Watton		G		CESSNA	Reciprocating	1	Infringement of notified active Stanta Watton gliding site by a C150 at 2000ft in contact with Norwich ATC. C150 had been informed area was active, but not that it was operating up to 3000ft.	
200907008	05/07/2009	EGTT : London (FIR)	Gamston (GAM)	6NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained.	

200907009	02/07/2009	EGTT : London (FIR)	Doncaster Sheffield	3E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a C172 squawking 7000 at an estimated 2000ft. Standard separation maintained.	
200907095	09/07/2009	EGTT : London (FIR)	Stansted	E	D	CTA	PIPER	Reciprocating	1	PA28 tracking erratically at 3000ft infringed Stansted CTA (Class D), Luton CTA (Class D) and LTMA (Class A). B737 inbound to Stansted was given traffic info and avoiding action. Separation was lost.	Appropriate CAA action is being taken as a result of thisincident.
200907095	09/07/2009	EGTT : London (FIR)	Stansted	E	D	CTA	BOEING	Turbofan	2	PA28 tracking erratically at 3000ft infringed Stansted CTA (Class D), Luton CTA (Class D) and LTMA (Class A). B737 inbound to Stansted was given traffic info and avoiding action. Separation was lost.	Appropriate CAA action is being taken as a result of thisincident.
200907096	09/07/2009	EGTT : London (FIR)	London-Gatwick - LGW	14m	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR20 squawking 7000 at 3100ft. Standard separation maintained.	
200907110	08/07/2009	EGTT : London (FIR)	Bristol International	10.7m	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA28 at 2500ft. Pilot had been instructed to remain outside of CAS. Traffic info given. Standard separation maintained.	

200907111	09/07/2009	EGTT : London (FIR)	White Waltham	3SE	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 1700ft. Standard separation maintained.	
200907112	09/07/2009	EGTT : London (FIR)	Manchester (MCT)	5W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C152. Standard separation maintained.	
200907138	10/07/2009	EGTT : London (FIR)	Stansted	NE	D	CTA	BELL	Turboshaft	1	Infringement of the Stansted CTA (Class D) by a Bell 206 squawking 7000 at 2300ft. Traffic info given. Standard separation maintained.	Pilot navigation error.☐ CAA Closure: Appropriate flight planning and navigational advice given to Bell 206 pilot.
200907138	10/07/2009	EGTT : London (FIR)	Stansted	NE	D	CTA	MCDONNELL DOUGLAS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Bell 206 squawking 7000 at 2300ft. Traffic info given. Standard separation maintained.	Pilot navigation error.☐ CAA Closure: Appropriate flight planning and navigational advice given to Bell 206 pilot.
200907158	12/07/2009	EGTT : London (FIR)	Honiley (HON)	10m	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 atFL43. Standard separation maintained.	Pilot became distracted and entered CAS whilst attemptingto resolve a radio technical fault following a loss of RTcontact. Pilot debriefed by ATC.

200907159	12/07/2009	EGTT : London (FIR)	Stansted		D	CTA	CIRRUS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an SR20 squawking 7000 at 2000ft. Standard separation maintained.	
200907161	11/07/2009	EGTT : London (FIR)	Clacton (CLN)	5 SE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA46T at FL75. Standard separation maintained.	Pilot reports that his charts dated 2009 showed the base at FL105. Pilot apologised.
200907168	11/07/2009	EGTT : London (FIR)	Headcorn / Lashenden	3SW	A	TMA	CESSNA	Turboprop	1	Infringement of the LTMA (Class A) by a C208 at 4500ft. Standard separation maintained.	
200907169	10/07/2009	EGTT : London (FIR)	London City - LCY	13 E	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 2800ft. Traffic info and avoiding action given. Separation lost.	The C172 pilot reports that he was familiar with the route and was aware of the base level of uncontrolled airspace. He was squawking 4653 with Mode C and was receiving a service from Farnborough LARS. He achieved his PPL in Jan 2009 and had since flown 30 hours. He suspects that he incorrectly set his altimeter and apologised for his error.☐ CAA Closure: Appropriate advice given.
200907169	10/07/2009	EGTT : London (FIR)	London City - LCY	13 E	A	TMA	CESSNA	Turbofan	2	Infringement of the LTMA (Class A) by a C172 at 2800ft. Traffic info and avoiding action given. Separation lost.	The C172 pilot reports that he was familiar with the route and was aware of the base level of uncontrolled airspace. He was squawking 4653 with Mode C and was receiving a service from Farnborough LARS. He achieved his PPL in Jan 2009 and had since flown 30 hours. He suspects that he incorrectly set his altimeter and apologised for his error.☐ CAA Closure: Appropriate advice given.

200907173	10/07/2009	EGTT : London (FIR)	Heaton Park		D	CTR	GROB	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Grob G115. Standard separation maintained.	Pilot apologised.
200907180	10/07/2009	EGTT : London (FIR)	Bovingdon (BNN)	4SW	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by a Robin DR400 at 3400ft. Standard separation maintained.	
200907244	10/07/2009	EGTT : London (FIR)	Birmingham	8 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 at2300ft. One a/c was broken off approach and other a/c were delayed. Traffic info given. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200907245	12/07/2009	EGTT : London (FIR)	Stansted	12m	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Robin DR400 squawking 7000 at 2000ft. Standard separation maintained.	
200907246	12/07/2009	EGTT : London (FIR)	Hatfield		A	TMA	PITTS	Reciprocating	1	Infringement of the LTMA (Class A) by a Pitts Special carrying out aerobatics. A check all was placed on Luton departures. Standard separation maintained.	One a/c in the vicinity had to make considerable track alteration to avoid the Pitts Special a/c.☐ CAA Closure: Following advice from CFI, pilot will practice in an area where LTMA increases to 4500ft, there is less traffic and more open space for aerobatics.

200907247	13/07/2009	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class A) by a PA28 squawking 7000.	
200907249	13/07/2009	EGTT : London (FIR)	Stansted		D	CTA	ROCKWELL	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Rockwell 112 squawking 7000 at 2000ft. Standard separation maintained.	
200907260	12/07/2009	EGTT : London (FIR)	Nottingham East Midlands	2NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by a PA28 squawking 7000. Standard separation maintained.	
200907274	12/07/2009	EGTT : London (FIR)	Leeds Bradford (LBA)	10S	D	CTA	NORTH AMERICAN	Reciprocating	1	Infringement of the Leeds Bradford CTA (Class D) by a T6 Havard at an estimated 2800ft. Traffic info given.	ATC spoke with pilot who confirmed that he had inadvertently penetrated the CTA due to a misread of his chart.
200907296	13/07/2009	EGTT : London (FIR)	Southampton (SAM)	7.9m	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Solent CTA (Class D) by a PA28 squawking 7000. Traffic info given. Standard separation maintained.	

200907296	13/07/2009	EGTT : London (FIR)	Southampton (SAM)	7.9m	D	CTA	DE HAVILLAND	Turboprop	2	Alleged infringement of the Solent CTA (Class D) by a PA28 squawking 7000. Traffic info given. Standard separation maintained.	
200907302	14/07/2009	EGTT : London (FIR)	Birmingham	12m	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152 squawking 7000 at 2200ft. A 'check all' was placed on Birmingham departures. Standard separation maintained.	Pilot contacted by the ATC unit after landing. Pilot apologised for the error.
200907341	10/07/2009	EGTT : London (FIR)	EG D036			Danger area	VANS	Reciprocating	1	Infringement of active Danger Area EG D036 by an RV6 squawking 7000 at FL29.	
200907381	16/07/2009	EGTT : London (FIR)	London-Gatwick - LGW	10W	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C172 at 2000ft. Departures were stopped. Standard separation maintained.	The pilot was a student engaged on a cross-country navigation exercise. He mistakenly used a distance on his plan as a time and flew further North than his first turning point, which put him into CAS on his second leg.☐ CAA Closure: Extensive remedial navigation training undertaken, including map reading in the vicinity of the Gatwick CTA.
200907394	09/07/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	EUROPA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a Europa at 1800ft. Standard separation maintained.	

200907395	10/07/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	GROB	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by military a/c at 3000ft. Traffic info given. Standard separation maintained.	
200907395	10/07/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	BOEING	Turbofan	2	Infringement of the Doncaster Sheffield CTR (Class D) by military a/c at 3000ft. Traffic info given. Standard separation maintained.	
200907426	18/07/2009	EGTT : London (FIR)	North Weald		D	CTR	MORANE SAULNIER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an MS Rallye at 2000ft. Standard separation maintained.	Pilot apologised stating in his report he had become distracted due to an ill passenger.
200907436	18/07/2009	EGTT : London (FIR)	London-Gatwick - LGW	7 E	D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Chipmunk. Traffic info given to an A319. One other a/c delayed. Standard separation maintained	Appropriate CAA action is being taken as a result of thisincident.
200907436	18/07/2009	EGTT : London (FIR)	London-Gatwick - LGW	7 E	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a Chipmunk. Traffic info given to an A319. One other a/c delayed. Standard separation maintained	Appropriate CAA action is being taken as a result of thisincident.

200907484	19/07/2009	EGTT : London (FIR)	Doncaster Sheffield	12 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by a C182 at 2500ft resulting in a loss of separation against an inbound DHC8. Traffic info and avoiding action given.	The C182 pilot subsequently phoned ATC to apologise. During the flight he had lost the HSI/RMI. In trying to rectify the problems the a/c entered heavy precipitation as a result of which the pilot became temporarily unaware of his position. He had previously selected the Humberside frequency on his second radio so during the instrument problems he had insufficient time to call Doncaster to advise of his situation. As soon as he became aware of his position hedescended and tracked away.
200907484	19/07/2009	EGTT : London (FIR)	Doncaster Sheffield	12 N	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Doncaster CTA (Class D) by a C182 at 2500ft resulting in a loss of separation against an inbound DHC8. Traffic info and avoiding action given.	The C182 pilot subsequently phoned ATC to apologise. During the flight he had lost the HSI/RMI. In trying to rectify the problems the a/c entered heavy precipitation as a result of which the pilot became temporarily unaware of his position. He had previously selected the Humberside frequency on his second radio so during the instrument problems he had insufficient time to call Doncaster to advise of his situation. As soon as he became aware of his position hedescended and tracked away.
200907516	20/07/2009	EGTT : London (FIR)	SANDY		A		EUROCOPTER	Turboshaft	1	Infringement of Worthing CTA (Class A) by an EC120 at FL110. Standard separation maintained. Believed that the EC120 was climbed by Lille Approach.	Lille rang LACC to state that the EC120 would be routing to a point 10nm West of ING at FL135. The pilot had submitted a VFR flight plan and LACC had no details. The call from Lille was made as the helicopter entered LACC airspace.The Lille controller appeared to believe that the helicopter was in his airspace.
200907549	21/07/2009	EGTT : London (FIR)	WILLO	5 WSW	A	TMA	DIAMOND	Reciprocating	1	Infringement of the LTMA (Class A) and the Gatwick CTA (Class D) by a DA40 squawking 7000 at 3000ft. Separation lost. Student pilot.	Student pilot flying solo had been instructed to fly at 2000ft but instead flew at 3000ft, misidentified his visualreference and entered CAS, initially as an unidentified a/c. As soon as the pilot realised he had misidentified hisvisual reference he turned South, however, by that time departures had already been stopped. Pilot had also been incorrectly briefed by his instructor to remain on the Shoreham frequency rather than contact Farnborough due to the planned route going through the Shoreham overhead.
200907632	23/07/2009	EGTT : London (FIR)	Honiley (HON)	7m	D	CTA	BEECH	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a BE36 squawking 7000 at 1900ft. Standard separation maintained.	Following pilot discussions with ATC, it appears that theinfringement resulted from the pilot failing to recognisethat his intended route would take him through a portion of Birmingham airspace where the base is 1500ft.

200907643	22/07/2009	EGTT : London (FIR)	Bristol International		D	CTA	CESSNA	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a C172 at 1800ft. Standard separation maintained.	Pilot apologised.
200907706	17/07/2009	EGTT : London (FIR)	EG D026		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area EG D026 by a C182 at 3000ft.	It appears that Bournemouth ATC had been contacted by Lulworth earlier in the day and told that they were not firing on this day and the range would be cold. Bournemouth ATCpassed this info on to the a/c. Plymouth Military are concerned that there could be NGS firing or cabin gun firing that Lulworth would not be aware of. No actual activity was taking place at the time of the infringement.
200907709	22/07/2009	EGTT : London (FIR)	EG D004		G	Danger area	PILATUS	Turboprop	1	Infringement of active Danger Area EG D004 by a PC12 at FL210.	
200907711	22/07/2009	EGTT : London (FIR)	EG D026		G	Danger area	SCOTTISH AVIATION	Reciprocating	1	Infringement of active Danger Area EG D026 by a Bulldog. ATC procedural problems were highlighted as a result of this incident.	
200907719	25/07/2009	EGTT : London (FIR)	Honiley (HON)	1W	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by PA28 squawking 7000 at 1300ft. Traffic info given. Standard separation maintained.	The infringement was caused by a navigational error. Pilot given appropriate advice by ATC staff.

200907720	26/07/2009	EGTT : London (FIR)	Stansted		D	CTR	OTHER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an unknown microlight. One a/c broken off approach. Standard separation maintained.	Pilot of DHC8 said the a/c may have been some form of kite.
200907720	26/07/2009	EGTT : London (FIR)	Stansted		D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Stansted CTR (Class D) by an unknown microlight. One a/c broken off approach. Standard separation maintained.	Pilot of DHC8 said the a/c may have been some form of kite.
200907805	26/07/2009	EGTT : London (FIR)	Luton (LUT)		D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a microlight squawking 7000 at an estimated 1500ft. Two a/c were delayedin departing by approx 5mins. Standard separation maintained.	
200907805	26/07/2009	EGTT : London (FIR)	Luton (LUT)		D	CTR	HAWKER SIDDELEY	Turbofan	2	Infringement of the Luton CTR (Class D) by a microlight squawking 7000 at an estimated 1500ft. Two a/c were delayedin departing by approx 5mins. Standard separation maintained.	
200907808	27/07/2009	EGTT : London (FIR)	Luton (LUT)	NE	D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by numerous microlights. Traffic info given. Both inbound and outbound traffic out of Luton was delayed. Standard separation maintained.	

200907841	28/07/2009	EGTT : London (FIR)	Stansted	11 NE	D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a microlight squawking 7000 at 2500ft. Traffic info given. Standard separation maintained. Inbound traffic affected.	An incorrect flight plan was also filed for the this a/c indicating that it was departing Cambridge at 1000hrs when the a/c had not actually landed there.☐ CAA Closure: The incident was subject to an investigation by the French Authorities.
200907842	28/07/2009	EGTT : London (FIR)	Stevenage	2 E	D	CTA	PIPER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a PA28 squawking 7000 at 3000ft. Standard separation maintained.	This a/c has been involved in recent similar incidents. PA28 pilot became distracted while investigating an intermittent RT fault and inadvertently climbed above desired altitude.☐ CAA Closure: Pilot apologised for any inconvenience and confirmed that the comms problem has been diagnosed and rectified.
200907866	27/07/2009	EGTT : London (FIR)	Luton (LUT)		D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a microlight at 1500ft. Traffic info given. Five a/c were delayed. Microlight subsequently went on to infringe the Stansted CTR (Class D).	Standard separation maintained.
200907866	27/07/2009	EGTT : London (FIR)	Luton (LUT)		D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a microlight at 1500ft. Traffic info given. Five a/c were delayed. Microlight subsequently went on to infringe the Stansted CTR (Class D).	Standard separation maintained.
200907867	26/07/2009	EGTT : London (FIR)	Burnham	5 N	A	TMA		Reciprocating	1	Infringement of the LTMA (Class A) by a Maule MX7 squawking 7000 at 3500ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of this incident.

200907880	25/07/2009	EGTT : London (FIR)	Liverpool		D	CTR	UNKNOWN	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a Sipa 903at 1500ft. Traffic info and avoiding action given. Separation lost.	CAA Closure: No further CAA action is considered applicable at this time.
200907880	25/07/2009	EGTT : London (FIR)	Liverpool		D	CTR	UNKNOWN	Unknown		Infringement of the Liverpool CTR (Class D) by a Sipa 903at 1500ft. Traffic info and avoiding action given. Separation lost.	CAA Closure: No further CAA action is considered applicable at this time.
200907964	30/07/2009	EGTT : London (FIR)	Midhurst (MID)	3SE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 3000ft. Standard separation maintained.	
200907972	25/07/2009	EGTT : London (FIR)	Weston On The Green			Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area D129 (Weston on the Green) by a C152 at an estimated 1500ft. Parachutists were active.	
200907995	02/08/2009	EGTT : London (FIR)	Luton (LUT)	S	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. Separation lost.	Pilot subsequently called Luton and reported being unsureof his position and requesting vectors to Elstree. Investigation progressed under 200906430.

200907995	02/08/2009	EGTT : London (FIR)	Luton (LUT)	S	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. Separation lost.	Pilot subsequently called Luton and reported being unsureof his position and requesting vectors to Elstree. Investigation progressed under 200906430.
200908002	31/07/2009	EGTT : London (FIR)	Barkway (BKY)	3NW	D	CTA	PIAGGIO	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Piaggio P149 squawking 7000 at 3200ft. Westbound departures were stopped. Standard separation maintained.	
200908004	01/08/2009	EGTT : London (FIR)	Andrewsfield	2 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) and the Wethersfield Gliding Site by a C152 squawking 7000 at 1500ft. Standard separation maintained.	CAA Closure: ATC did not take any further action with thepilot. Incident filed on their database for future information.
200908005	01/08/2009	EGTT : London (FIR)	Stansted	10 NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2000ft. Traffic info and avoiding action given. CL600 broken off approach. Separation lost.	After speaking to London Information, C172 pilots erroneously believed that they were cleared to continue at 2000ftdirect to destination. This was not the case, and a/c subsequently infringed the Stansted CTA.□ CAA Closure: C172 pilots assumed that they were receiving a similar ATC service as they were used to in Germany. This was not the case and they are now aware of UK procedures. Following this incident, pilots will always call ATC units in the vicinity of controlled aerodromes when flying outside of Germany.
200908005	01/08/2009	EGTT : London (FIR)	Stansted	10 NE	D	CTA	CANADAIR	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2000ft. Traffic info and avoiding action given. CL600 broken off approach. Separation lost.	After speaking to London Information, C172 pilots erroneously believed that they were cleared to continue at 2000ftdirect to destination. This was not the case, and a/c subsequently infringed the Stansted CTA.□ CAA Closure: C172 pilots assumed that they were receiving a similar ATC service as they were used to in Germany. This was not the case and they are now aware of UK procedures. Following this incident, pilots will always call ATC units in the vicinity of controlled aerodromes when flying outside of Germany.

200908008	02/08/2009	EGTT : London (FIR)	Stansted	10NNE	D	CTA	JODEL	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Jodel DR250 squawking 7000 at 2400ft. Standard separation maintained.	
200908008	02/08/2009	EGTT : London (FIR)	Stansted	10NNE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Jodel DR250 squawking 7000 at 2400ft. Standard separation maintained.	
200908010	02/08/2009	EGTT : London (FIR)	Stansted	E	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2300ft. Traffic info and avoiding action given. Several a/c were delayed. Separation lost.	Appropriate CAA action is being taken as a result of thisincident.
200908010	02/08/2009	EGTT : London (FIR)	Stansted	E	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2300ft. Traffic info and avoiding action given. Several a/c were delayed. Separation lost.	Appropriate CAA action is being taken as a result of thisincident.
200908014	02/08/2009	EGTT : London (FIR)	Southampton (SAM)	11NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 at 3500ft. Standard separation maintained.	

200908022	02/08/2009	EGTT : London (FIR)	Southampton (SAM)	8SW	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a microlight. Standard separation maintained.	ATC spoke with pilot who believed they had not infringed and had possibly been blown off course by the wind, which was stronger than anticipated.
200908024	02/08/2009	EGTT : London (FIR)	Southampton (SAM)	NE	D	Danger area	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) and possibly Danger Area D127 by a Robin 400 squawking 7000 at 3200ft. Traffic info and avoiding action given. Separation lost.	Investigation established that both pilots were involved in familiarising themselves with new GPS equipment to the detriment of flying and navigating the a/c.☐ CAA Closure: Appropriate lesson learnt from this incident.
200908024	02/08/2009	EGTT : London (FIR)	Southampton (SAM)	NE	D	Danger area	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) and possibly Danger Area D127 by a Robin 400 squawking 7000 at 3200ft. Traffic info and avoiding action given. Separation lost.	Investigation established that both pilots were involved in familiarising themselves with new GPS equipment to the detriment of flying and navigating the a/c.☐ CAA Closure: Appropriate lesson learnt from this incident.
200908077	02/08/2009	EGTT : London (FIR)	Biggin (BIG)		G		PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a PA28 at 2000ft. Traffic info passed to traffic in Biggin Hill circuit. Standard separation maintained.	
200908095	03/08/2009	EGTT : London (FIR)	Luton (LUT)	4N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152 at 1800ft. Standard separation maintained.	

200908097	03/08/2009	EGTT : London (FIR)	Southampton (SAM)	12 N	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 at FL80. SR22 allegedly under the control of LJAO. Standard separation maintained.	
200908112	31/07/2009	EGTT : London (FIR)	Wadworth	2 SE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an R44 at 1500ft. Standard separation maintained.	Previous occurrence reported concerning this R44. The pilot had requested a Basic Service from the ATS and the pilots first call to Doncaster was made within the boundary ofthe CTR. The root cause of this incident was a pilot navigational error.☐ CAA Closure: The pilot was contacted by the CAA and consequently furnished an account of the event where he admitted that he could learn lessons from the event despite being an experienced pilot.
200908113	02/08/2009	EGTT : London (FIR)	Doncaster Sheffield	5N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a C172 at 2000ft. Standard separation maintained.	Pilot apologised.
200908114	02/08/2009	EGTT : London (FIR)	Doncaster City	2N	D	CTR	OTHER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a microlight at 1500ft. Standard separation maintained.	
200908115	02/08/2009	EGTT : London (FIR)	Doncaster Sheffield	6NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a PA28 at 1500ft. Standard separation maintained.	Pilot apologised.

200908117	31/07/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an R44 squawking 7000 at 1000ft. Traffic info given. Standard separation maintained.	Pilot apologised.
200908155	02/08/2009	EGTT : London (FIR)	Biggin (BIG)	2E	G	ATZ	PITTS	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a Pitts Special. Standard separation maintained.	
200908230	06/08/2009	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an R22 squawking 7000. Departures were stopped for approx 3mins. Standard separation maintained.	The CFI of the operator concerned has investigated this incident and has concluded that it was caused by 6 factors, 1/ Lack of experience, 2/ Inadequate planning, 3/ Relinquishing planning of the flight to another pilot, 4/ Not using Farnborough East LARS, 5/ Allowing inadequate time prior to starting the flight and 6/ Peer pressure. Appropriatefollow up action has been taken.
200908254	06/08/2009	EGTT : London (FIR)	Mayfield (MAY)	4W	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA24 at 2200ft. Standard separation maintained.	
200908255	06/08/2009	EGTT : London (FIR)	Stansted	10SW	D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Chipmunk squawking 7000 at 1700. Standard separation maintained.	Pilot apologised.

200908255	06/08/2009	EGTT : London (FIR)	Stansted	10SW	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a Chipmunk squawking 7000 at 1700. Standard separation maintained.	Pilot apologised.
200908257	05/08/2009	EGTT : London (FIR)	Shoreham		G	ATZ	MORANE SAULNIER	Reciprocating	1	Infringement of the Shoreham ATZ (Class G) by a MS Rallyeat 2000ft. Standard separation maintained.	
200908275	07/08/2009	EGTT : London (FIR)	Southampton (SAM)		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3100ft. Standard separation maintained.	
200908304	07/08/2009	EGTT : London (FIR)	Liverpool	6NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a C150 squawking 7000 at 1250ft. Standard separation maintained.	Pilot apologised.
200908308	08/08/2009	EGTT : London (FIR)	London-Gatwick - LGW		D	CTA	ROCKWELL	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a Rockwell 114 squawking 7000 at 2000ft. A/c was instructed to descend. A/c was then observed to infringe the LTMA (Class A) at 2700ft before descending.	Standard separation maintained.

200908315	09/08/2009	EGTT : London (FIR)	Birmingham	13m	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 squawking 7000 at 3000ft. Traffic info given. D&D alerted. Standard separation maintained.	The pilot who was on his first solo cross country apologised. He became unsure of his position and contacted D&D.
200908317	09/08/2009	EGTT : London (FIR)	Honiley (HON)		D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28 squawking 7000. A 'check all' was placed on Birmingham departures. Standard separation maintained.	
200908337	08/08/2009	EGTT : London (FIR)	Stansted		D	CTA	BELL	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Bell 47 squawking 7000 at 1900ft. Traffic info and avoiding action given.	The pilot was contacted by the CAA and informed as to the details of their infringement; a copy of the 'Top Ten Tips' leaflet was also enclosed. The pilot responded that they had since reviewed the flight with an experienced flight instructor who had provided analysis and given appropriate advice and guidance on airspace and flight-planning. CAA Closure: No further CAA action at this time.
200908337	08/08/2009	EGTT : London (FIR)	Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Bell 47 squawking 7000 at 1900ft. Traffic info and avoiding action given.	The pilot was contacted by the CAA and informed as to the details of their infringement; a copy of the 'Top Ten Tips' leaflet was also enclosed. The pilot responded that they had since reviewed the flight with an experienced flight instructor who had provided analysis and given appropriate advice and guidance on airspace and flight-planning. CAA Closure: No further CAA action at this time.
200908338	08/08/2009	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C150 squawking 7000. A 'check all' was placed on departures. Standard separation maintained.	

200908339	08/08/2009	EGTT : London (FIR)	Stansted		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Robin 400squawking 7000 at 2000ft. Traffic info given.	Pilot admitted to poor planning and a lapse in concentration.☐ CAA Closure: Pilot to allow a greater margin around CAS.
200908339	08/08/2009	EGTT : London (FIR)	Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Robin 400squawking 7000 at 2000ft. Traffic info given.	Pilot admitted to poor planning and a lapse in concentration.☐ CAA Closure: Pilot to allow a greater margin around CAS.
200908341	07/08/2009	EGTT : London (FIR)	Stansted		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Robin 400squawking 7000 at 1800ft. Traffic info and avoiding action given. Standard separation maintained.	
200908341	07/08/2009	EGTT : London (FIR)	Stansted		D	CTA	UNKNOWN	Unknown		Infringement of the Stansted CTA (Class D) by a Robin 400squawking 7000 at 1800ft. Traffic info and avoiding action given. Standard separation maintained.	
200908390	10/08/2009	EGTT : London (FIR)	Stansted	5SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 1800ft. Departures were stopped. Standard separation maintained.	CAA Closure: No action was taken by ATC at the time, although information was added to their database. No further action practicable due to elapsed time.

200908396	09/08/2009	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 1900ft. Two a/c broken off approach. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure: ATC did not take any further action with thepilot. Incident filed on their database for future information.
200908396	09/08/2009	EGTT : London (FIR)	Stansted		D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 at 1900ft. Two a/c broken off approach. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure: ATC did not take any further action with thepilot. Incident filed on their database for future information.
200908423	11/08/2009	EGTT : London (FIR)	Southampton (SAM)	15SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2800ft. Separation lost.	Pilot changed his planned route without confirming the airspace structure ahead.⚠ CAA Closure: Appropriate advice given.
200908423	11/08/2009	EGTT : London (FIR)	Southampton (SAM)	15SW	D	CTA	BRITTEN NORMAN	Reciprocating	3	Infringement of the Solent CTA (Class D) by a PA28 at 2800ft. Separation lost.	Pilot changed his planned route without confirming the airspace structure ahead.⚠ CAA Closure: Appropriate advice given.
200908425	11/08/2009	EGTT : London (FIR)	North Weald	1NW	D	CTA	MAULE	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Maule M5 squawking 7000 at 2200ft. Standard separation maintained.	

200908436	11/08/2009	EGTT : London (FIR)	Brecon (BCN)		A		SOCATA	Reciprocating	1	Infringement of Airway N864 (Class A) by a TB10 at 5800ft. Standard separation maintained.	
200908451	11/08/2009	EGTT : London (FIR)	London-Gatwick - LGW	13ENE	D	CTA	BOLKOW	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a Bolkow 207at 2000ft. A320 on approach at 4800ft issued with avoiding action. Standard separation maintained.	
200908451	11/08/2009	EGTT : London (FIR)	London-Gatwick - LGW	13ENE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a Bolkow 207at 2000ft. A320 on approach at 4800ft issued with avoiding action. Standard separation maintained.	
200908457	09/08/2009	EGTT : London (FIR)	Lasham		Other	Other	YAKOVLEV	Reciprocating	1	Over flight of Lasham Gliding site by a YAK 18 at an estimated 1800ft. Pilot was advised of his error.	
200908489	11/08/2009	EGTT : London (FIR)	Southampton (SAM)	8 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 at 1700ft. Standard separation maintained.	Bournemouth LARS initially reported that they could not see the a/c as this area was a radar 'black spot'.

200908497	11/08/2009	EGTT : London (FIR)	London City - LCY	7E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2900ft. Traffic info and avoiding action given. Pilot reported being at 2200ft, Mode C indicated 2900ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200908499	11/08/2009	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2800ft. Standard separation maintained.	
200908506	09/08/2009	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	OTHER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a microlight. Standard separation maintained.	
200908510	08/08/2009	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a PA32. Traffic info given. Standard separation maintained.	
200908561	13/08/2009	EGTT : London (FIR)	Ware	3 SE	D	CTA	BELL	Turboshaft	1	Infringement of the Stansted CTA (Class D) by a Bell 206 at 1900ft, 3nm Southeast of Ware. Separation lost against a Stansted inbound.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200908561	13/08/2009	EGTT : London (FIR)	Ware	3 SE	D	CTA	UNKNOWN	Unknown		Infringement of the Stansted CTA (Class D) by a Bell 206 at 1900ft, 3nm Southeast of Ware. Separation lost against a Stansted inbound.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200908564	13/08/2009	EGTT : London (FIR)	Westcott (WCO)		A	TMA	MUDRY	Reciprocating	1	Infringement of the LTMA (Class A) by a CAP10B indicatingFL60. Standard separation maintained.	
200908566	13/08/2009	EGTT : London (FIR)	Southampton (SAM)	NE	A	CTR	HUGHES	Turboshaft	1	Alleged infringement of the Southampton CTR (Class D) by a Hughes 500. Standard separation maintained.	Hughes 500 called on frequency reporting it would be operating at Winchester Northeast of SAM and was instructed to remain outside CAS. Hughes 500 was told to squawk 3671, which indicated Hughes 500 to be inside CAS. Pilot informed of infringement and believed Hughes 500 was outside CAS. ATC subsequently realised that squawk 3671 had already been allocated to another a/c, which was South of SAM. Hughes 500 was then allocated squawk 3672.
200908570	13/08/2009	EGTT : London (FIR)	Bournemouth	5 NE	D	CTA	PIPER	Reciprocating	1	PA28 at 3000ft, infringed the Solent CTA (Class D) and lost separation with an a/c inbound to Bournemouth, which was given traffic info and avoiding action.	Pilot reports that he misread his chart with respect to the base of controlled airspace. He had called Bournemouth Approach to request a service and was told to standby. After some delay, he again called Bournemouth Approach and was asked to pass his details. His height report identified his infringement and he was instructed to descend immediately. He apologised for his error with a telephone call to Bournemouth ATC.□ CAA Closure: Pilot subsequently reminded that it is his responsibility to remain clear of CAS unless permission to enter has been given. He has written an account of the incident for the club notice board at his airfield, so that others may learn from this experience.
200908570	13/08/2009	EGTT : London (FIR)	Bournemouth	5 NE	D	CTA	UNKNOWN	Unknown		PA28 at 3000ft, infringed the Solent CTA (Class D) and lost separation with an a/c inbound to Bournemouth, which was given traffic info and avoiding action.	Pilot reports that he misread his chart with respect to the base of controlled airspace. He had called Bournemouth Approach to request a service and was told to standby. After some delay, he again called Bournemouth Approach and was asked to pass his details. His height report identified his infringement and he was instructed to descend immediately. He apologised for his error with a telephone call to Bournemouth ATC.□ CAA Closure: Pilot subsequently reminded that it is his responsibility to remain clear of CAS unless permission to enter has been given. He has written an account of the incident for the club notice board at his airfield, so that others may learn from this experience.

200908579	09/08/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	PIPER	Reciprocating	1	PA28 allegedly infringed the Doncaster Sheffield CTR (Class D). Standard separation maintained.	
200908619	13/08/2009	EGTT : London (FIR)	Mayfield (MAY)	4 W	D	CTA	OTHER	Reciprocating	1	Infringement of Gatwick CTA (Class D) by a microlight squawking 7000 at 2000ft. An inbound DHC8 was given traffic info and avoiding action as it passed astern the a/c. Standard separation maintained.	
200908619	13/08/2009	EGTT : London (FIR)	Mayfield (MAY)	4 W	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of Gatwick CTA (Class D) by a microlight squawking 7000 at 2000ft. An inbound DHC8 was given traffic info and avoiding action as it passed astern the a/c. Standard separation maintained.	
200908624	14/08/2009	EGTT : London (FIR)	Panshanger		D	CTR	CESSNA	Reciprocating	1	A PA28 squawking 7000 carrying out circuits at Panshanger, extended too far upwind before turning back downwind andtwice infringed the Luton CTR (Class D). Standard separation maintained.	
200908636	14/08/2009	EGTT : London (FIR)	Stansted	10 NNE	D	CTA	SOCATA	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a TB10 squawking 7000 at 2200ft. Standard separation maintained.	

200908640	15/08/2009	EGTT : London (FIR)	Lambourne (LAM)	2.5 NE	D	CTA	SOCATA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a TB10 at 2000ft squawking 4653. Standard separation maintained.	TB10 called LARS and issued squawk 4653 and given a BasicService. TB10 reported routeing to LAM and was asked if it required to call Stapleford as their ATZ was active, which foreign pilot did not understand. LARS put TB10 onto Stapleford's frequency whilst still retaining squawk 4653 for identification purposes. ATC subsequently observed TB10 indicating 1900ft and heading towards Stansted CTA. Essex were advised of impending infringement and Stapleford werecontacted. TB10 was then observed descending to 1400ft.
200908642	15/08/2009	EGTT : London (FIR)	Stansted	SW	D	CTA	SOCATA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a TB10 squawking 7000 indicating 1700-2000ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200908650	16/08/2009	EGTT : London (FIR)	Stansted		D	CTA	EXTRA	Reciprocating	1	An Extra 300 squawking 7000 indicating 2300ft infringed the Stansted CTA (Class D). A check all was imposed. Squawkchanged to 4650 and Extra 300 was identified. Standard separation maintained.	A B737 was delayed on the ground.
200908650	16/08/2009	EGTT : London (FIR)	Stansted		D	CTA	BOEING	Turbofan	2	An Extra 300 squawking 7000 indicating 2300ft infringed the Stansted CTA (Class D). A check all was imposed. Squawkchanged to 4650 and Extra 300 was identified. Standard separation maintained.	A B737 was delayed on the ground.
200908651	11/08/2009	EGTT : London (FIR)	Doncaster Sheffield		A	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a student pilot in a PA28 squawking 6160. Standard separation maintained. Instructor contacted and informed of the situation.	Appropriate action taken.

200908653	16/08/2009	EGTT : London (FIR)	Pirton VRP	2 SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152 squawking 7000 at 2200ft. Standard separation maintained.	
200908655	11/08/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a R22 squawking 7000. R22 then changed squawk and controlling unit contacted who advised R22 of infringement. Standard separation maintained.	
200908658	11/08/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a PA28 at 1500ft. Standard separation maintained. Pilot apologised for the incident.	There have been other similar incidents involving this a/c.☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200908722	17/08/2009	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by C172 squawking7000 at 2000ft. Standard separation maintained.	
200908723	17/08/2009	EGTT : London (FIR)	Honiley (HON)	1 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28 squawking 0260 at 1500ft. An inbound B737 was given a heading to increase separation. Pilot phoned ATC and given appropriate advice.	Separation lost. See also 200903663.

200908723	17/08/2009	EGTT : London (FIR)	Honiley (HON)	1 SW	D	CTR	BOEING	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a PA28 squawking 0260 at 1500ft. An inbound B737 was given a heading to increase separation. Pilot phoned ATC and given appropriate advice.	Separation lost. See also 200903663.
200908729	09/08/2009	EGTT : London (FIR)	Leeds Bradford (LBA)		D	CTR	JODEL	Reciprocating	1	Jodel D120 squawking 7000 allegedly twice infringed the Leeds Bradford CTR (Class D). Standard separation maintained.	
200908769	19/08/2009	EGTT : London (FIR)	Chiltern (CHT)		A	CTR	CESSNA	Reciprocating	1	C177 squawking 1177 at 2000ft initially unidentified, infringed London CTR (Class A). C177 identified and left CAS.Pilot apologised for incident.	
200908769	19/08/2009	EGTT : London (FIR)	Chiltern (CHT)		A	CTR	UNKNOWN	Unknown		C177 squawking 1177 at 2000ft initially unidentified, infringed London CTR (Class A). C177 identified and left CAS.Pilot apologised for incident.	
200908776	18/08/2009	EGTT : London (FIR)	Stansted	12 ENE	D	CTA	AVIONS ROBIN	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a DR400 squawking 7000 displaying 1600ft. Two inbound a/c were given delaying action as a precaution. Standard separation maintained.	

200908787	13/08/2009	EGTT : London (FIR)	Nottingham East Midlands	20 SE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a 7000 squawk indicating FL60. Blind calls were made.C172 responded and was given a zone clearance. Standard separation maintained.	
200908794	16/08/2009	EGTT : London (FIR)			D	CTA	AVIONS ROBIN	Reciprocating	1	During navigational training, DR400 twice infringed the Solent CTA (Class D) due to pilot being distracted by passenger. Incident discussed with ATC after DR400 had landed.	
200908809	19/08/2009	EGTT : London (FIR)	Bellerby		G	Danger area	HUGHES	Turboshaft	1	MD500 free called ATC and told to display 7040. MD500 wasidentified and reported at 1400ft, which placed it insideactive Danger Area EG D442 (Bellerby). MD500 reported leaving area asap.	
200908817	19/08/2009	EGTT : London (FIR)	Luton (LUT)	8 E	D	CTR	PIPER	Reciprocating	1	PA28 infringed the Luton CTR (Class D) and lost separation with two inbound airliners . PA28 left CAS and both inbounds continued with approach.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200908817	19/08/2009	EGTT : London (FIR)	Luton (LUT)	8 E	D	CTR	BOEING	Turbofan	2	PA28 infringed the Luton CTR (Class D) and lost separation with two inbound airliners . PA28 left CAS and both inbounds continued with approach.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200908854	19/08/2009	EGTT : London (FIR)	Stansted	NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2200ft. An inbound B747 was given a heading to route aroundthe PA28. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200908854	19/08/2009	EGTT : London (FIR)	Stansted	NE	D	CTA	BOEING	Turbofan	4	Infringement of the Stansted CTA (Class D) by a PA28 at 2200ft. An inbound B747 was given a heading to route aroundthe PA28. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200908892	21/08/2009	EGTT : London (FIR)	Southampton (SAM)		D	CTR	SOCATA	Reciprocating	1	Shortly after a 7000 squawk at 1900ft entered the Southampton CTR (Class D) tracking along the boundary, a/c squawked 7356 and identified. Standard separation maintained.	
200908897	21/08/2009	EGTT : London (FIR)	Southampton (SAM)	8 SSE	D	CTR	PIPER	Reciprocating	1	After a 7000 squawk at 1900ft entered the Southampton CTR(Class D) its squawk changed to 7355 and identified as a PA28. ATC then cleared PA28 on a direct track. Standard separation maintained.	Traffic info and avoiding action given.
200908909	23/08/2009	EGTT : London (FIR)	Bournemouth		D	CTR	OTHER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by possiblemicrolight. Traffic info was given to a/c in the vicinity. Standard separation maintained.	

200908916	23/08/2009	EGTT : London (FIR)	Stansted		D	CTA	SLINGSBY	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Slingsby T67 squawking 7000 at 2000ft. Standard separation maintained.	
200908917	23/08/2009	EGTT : London (FIR)	Puckridge		D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 at 2100ft. Standard separation maintained.	
200908918	23/08/2009	EGTT : London (FIR)	Epping		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 1800ft. Standard separation maintained.	
200908920	21/08/2009	EGTT : London (FIR)	Luton (LUT)	7 W	D	CTR	CESSNA	Reciprocating	1	C172 became lost and infringed the Luton CTR (Class D). All Luton departures were stopped. Standard separation maintained.	D&D informed Farnborough that a C172 had become lost nearLuton and Farnborough offered to work the a/c. On transfer C172 was identified inside the Luton CTR and advised to turn West, but C172 was unable to comply due to weather. Luton were advised of C172's position and inability to turnWest. C172 subsequently left CAS.
200908922	21/08/2009	EGTT : London (FIR)	Stansted	13 S	D	CTA		Reciprocating	1	CZAW Sportcruiser squawking 7000 indicating 2000ft entered the Stansted CTA (Class D) and circled within CTA for approximately 5mins then descended. Stansted departures werestopped during this time.	Pilot attempting to carry on to destination in deteriorating weather conditions. He accepts that a diversion would have been prudent.☐ CAA Closure: Lesson learnt from this incident.

200908923	21/08/2009	EGTT : London (FIR)	Luton (LUT)	5NE	D	CTR	GRUMMAN	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Grumman AA5 at 2000ft. Standard separation maintained.	
200908925	22/08/2009	EGTT : London (FIR)	Stansted	11 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 2000ft.	Recent similar incident reported. C152 pilot is a part-time instructor. He reports that he was familiar with the airspace through which he was flying but opted to fly a zig-zag route back to base with his trial lesson student who had complained that the setting sun was in his eyes. His explanation for the infringement is that he must have flown further North than he intended. He has apologised for the error.☐ CAA Closure: Appropriate advice given.
200908957	11/08/2009	EGTT : London (FIR)	Rivar Hill		Other	Other	ROBINSON	Reciprocating	1	Over flight of the Shalbourne Soaring Society cable hazard by an R44 at an estimated 1000ft. There were three gliders waiting to launch.	
200908958	11/08/2009	EGTT : London (FIR)	Rivar Hill		Other	Other	ENSTROM	Reciprocating	1	Over flight of the Shalbourne Soaring Society cable hazard by an Enstrom 280 at an estimated 500ft. One glider was preparing to launch.	
200908966	16/07/2009	EGTT : London (FIR)	Doncaster Sheffield	6NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by a PA28 squawking 7000 at 5800ft. Standard separation maintained.	

200908967	19/08/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by a Robin 400 squawking 7000 at 3300ft.	Pilot apologised.
200908968	19/08/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by a PA28 at 2000ft. Pilot reported having RT problems and apologised. Standard separation maintained.	
200908991	23/08/2009	EGTT : London (FIR)	Lambourne (LAM)	4S	A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by a Eurostar EV97 at 3400ft. Standard separation maintained.	
200909028	24/08/2009	EGTT : London (FIR)	Stansted		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Robin 400squawking 7000 at 1800ft. Standard separation maintained.	
200909117	21/08/2009	EGTT : London (FIR)	Gamston (GAM)	2 N	D	CTR	GROB	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a G115 at 4200ft squawking 2641. Supervisor contacted who stated that, according to his charts, a/c was outside CAS.	CAA Closure: The appropriate military Authority has been alerted to this incident. No further CAA action.

200909139	25/08/2009	EGTT : London (FIR)	Warwick		D	CTA	SOCATA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Socata TB200 squawking 7000 at 4000ft. Standard separation maintained.	The pilot apologised for the incident and following discussions with ATC it appears to have been caused by the pilot flying an inaccurate training exercise and becoming confused with flying to and from a VOR.
200909145	24/08/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Nottingham East Midlands and Doncaster CTR (Class D) by an SA350 squawking 7000 at an estimated1500ft. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure: SA350 owner contacted. No response forthcoming. Closed due to elapsed time.
200909147	21/08/2009	EGTT : London (FIR)	Nottingham East Midlands	6 NW	D	CTR	UNKNOWN	Reciprocating	1	Stemme S10-VT at 2400ft squawking 7000 allegedly infringed the East Midlands CTR (Class D). Stop departures requested by ADC. Traffic info given to an a/c that had been released on DTY SID.	Standard separation maintained.☐ CAA Closure: Swiss CAA contacted pilot who advised that he did not enter the East Midlands CTR. He provided his GPS track to support this. Subsequent information from ATC advised that a/c actually infringed the CTA, West of the CTR. ATC have emphasised to controller's the importance of accurate reporting. No further follow-up action with Swiss CAA due to elapsed time since incident.
200909147	21/08/2009	EGTT : London (FIR)	Nottingham East Midlands	6 NW	D	CTR	UNKNOWN	Unknown		Stemme S10-VT at 2400ft squawking 7000 allegedly infringed the East Midlands CTR (Class D). Stop departures requested by ADC. Traffic info given to an a/c that had been released on DTY SID.	Standard separation maintained.☐ CAA Closure: Swiss CAA contacted pilot who advised that he did not enter the East Midlands CTR. He provided his GPS track to support this. Subsequent information from ATC advised that a/c actually infringed the CTA, West of the CTR. ATC have emphasised to controller's the importance of accurate reporting. No further follow-up action with Swiss CAA due to elapsed time since incident.
200909184	24/08/2009	EGTT : London (FIR)	Cranfield (CIT)	2SW	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C182 squawking 7000 at 6000ft. Standard separation maintained.	

200909186	27/08/2009	EGTT : London (FIR)	Little Walden		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 3800ft. Standard separation maintained.	
200909245	29/08/2009	EGTT : London (FIR)	ABBOT		A	TMA				Infringement of the LTMA (Class A) by a MCR-01 and a Quickie flying in formation, squawking 7000 at 4000ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200909245	29/08/2009	EGTT : London (FIR)	ABBOT		A	TMA	RUTAN	Reciprocating	1	Infringement of the LTMA (Class A) by a MCR-01 and a Quickie flying in formation, squawking 7000 at 4000ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200909251	30/08/2009	EGTT : London (FIR)	Bovingdon (BNN)	2 NE	D	CTR	CESSNA	Reciprocating	1	C152 infringed the Luton CTR (Class D) and lost separation with a C680, which was given traffic info. STCA activated.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200909251	30/08/2009	EGTT : London (FIR)	Bovingdon (BNN)	2 NE	D	CTR	CESSNA	Turbofan	2	C152 infringed the Luton CTR (Class D) and lost separation with a C680, which was given traffic info. STCA activated.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200909252	30/08/2009	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an R22 at 1900ft. Standard separation maintained.	
200909253	30/08/2009	EGTT : London (FIR)	Congleton (Cheshire)		D	CTA	ROBINSON	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an R44 at1100ft. Radio contact lost, D&D alerted. Standard separation maintained.	
200909256	31/08/2009	EGTT : London (FIR)	London-Gatwick - LGW	12E	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 1700ft. Traffic info given. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200909256	31/08/2009	EGTT : London (FIR)	London-Gatwick - LGW	12E	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 1700ft. Traffic info given. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200909292	25/08/2009	EGTT : London (FIR)	Leeds Bradford (LBA)	5 NW	D	CTR	BELL	Turboshaft	1	Infringement of the Leeds Bradford CTR (Class D) by a Bell 206 squawking 7000 at 1000ft. Bell 206 on return journeyagain infringed the CTR. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200909347	31/08/2009	EGTT : London (FIR)	HEMEL		D	CTR	AUSTER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Beagle D5 atHEMEL resulting in a loss of separation against a departing A319 on a DVR SID. Traffic info given. Further departures suspended.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200909347	31/08/2009	EGTT : London (FIR)	HEMEL		D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a Beagle D5 atHEMEL resulting in a loss of separation against a departing A319 on a DVR SID. Traffic info given. Further departures suspended.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200909348	31/08/2009	EGTT : London (FIR)	Mayfield (MAY)	3 NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 2200ft, 3nm Northwest of Mayfield. Traffic info given. Standard separation maintained.	One inbound a/c on base leg given extended vectoring and three inbound a/c vectored into the hold until the infringing a/c vacated the CTA. Investigation under 200903217.
200909348	31/08/2009	EGTT : London (FIR)	Mayfield (MAY)	3 NW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 at 2200ft, 3nm Northwest of Mayfield. Traffic info given. Standard separation maintained.	One inbound a/c on base leg given extended vectoring and three inbound a/c vectored into the hold until the infringing a/c vacated the CTA. Investigation under 200903217.
200909349	01/09/2009	EGTT : London (FIR)	Honiley (HON)		D	CTA	DIAMOND	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a DA40 at2000ft. Standard separation maintained.	Pilot reported becoming momentarily distracted.

200909409	19/08/2009	EGTT : London (FIR)	Lyneham		D	CTR	OTHER	Reciprocating	1	Infringement of the Lyneham CTR (Class D) by a Rotorsportat 2000ft.	
200909410	02/09/2009	EGTT : London (FIR)	Wattisham		G	ATZ	PIPER	Reciprocating	1	Infringement of the Wattisham ATZ (Class G) by a PA28 squawking 7000 at an estimated 1000ft. The PA28 then allegedly over flew an active gliding site.	
200909479	03/09/2009	EGTT : London (FIR)	Dunstable	2SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C182 at 2100ft. Standard separation maintained.	
200909491	04/09/2009	EGTT : London (FIR)	Manchester (MCT)	20 SW	A	TMA	PIPER	Reciprocating	1	PA32 at FL45 requested climb to FL70. ATC requested a/c standby. PA32 then observed climbing to 5300ft, infringing the Manchester TMA (Class A). Traffic info given.	Standard separation maintained.
200909493	01/09/2009	EGTT : London (FIR)			D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTR (Class D) by a C172 at 1200ft. Standard separation maintained.	

200909528	04/09/2009	EGTT : London (FIR)	Stansted		D	CTA	ARV	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an ARV at 1500ft. Traffic info and avoiding action given. Standard separation maintained.	
200909528	04/09/2009	EGTT : London (FIR)	Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an ARV at 1500ft. Traffic info and avoiding action given. Standard separation maintained.	
200909530	04/09/2009	EGTT : London (FIR)	Honiley (HON)	13	D	CTA	BEECH	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a BE36 atFL44. ATC transmitted blind calls, however, contact was not established. Standard separation maintained.	Pilot apologised. Investigation revealed that a major contributory factor was the pilot's over reliance placed on the GPS. Pilot reminded to cross-check the GPS with other navigational aids. Additionally, the pilot was advised of the existence of the 0010 squawk code.
200909532	05/09/2009	EGTT : London (FIR)	Bournemouth	20S	A		OTHER	Reciprocating	1	Infringement of Airway R41 by a microlight at FL95. Standard separation maintained.	
200909533	05/09/2009	EGTT : London (FIR)	London City - LCY		D	CTR	CESSNA	Reciprocating	1	Infringement of the London City CTR (Class D) by a C152 squawking 7000. Traffic info given. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.

200909703	08/09/2009	EGTT : London (FIR)	London-Gatwick - LGW	5 NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 at 1200ft, 5nm Northwest of Gatwick. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200909703	08/09/2009	EGTT : London (FIR)	London-Gatwick - LGW	5 NW	D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) by a PA28 at 1200ft, 5nm Northwest of Gatwick. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200909736	09/09/2009	EGTT : London (FIR)	Southampton (SAM)	10 N	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a DA40 at 5000ft, 10nm North of Southampton. Southampton departures suspended. Standard separation maintained.	Attributed to a navigation error, with GPS power supply u/s. Pilot accepts that he should have re-planned route when he knew GPS was not available to give more clearance around CTA.□ CAA Closure: Appropriate advice given, includingto practice VFR navigation without the use of GPS so thatany future failures do not result in infringements.
200909742	09/09/2009	EGTT : London (FIR)	Taff Ely Windfarm		D	CTA	OTHER	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a microlighiat 3300ft. Standard separation maintained.	Pilot failed to into account a strong northerly wind. As a result, the a/c drifted inside CAS. Pilot error acknowledged.
200909752	02/09/2009	EGTT : London (FIR)	Stansted		D	CTA	ROBINSON	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an R44 squawking 7000 at 1800ft.	

200909791	10/09/2009	EGTT : London (FIR)	London-Gatwick - LGW	8 S	D	CTA	SOCATA	Reciprocating	1	Infringement of Gatwick CTA (Class D) by a TB9 at 2400ft,8nm South of Gatwick. Inbound traffic delayed. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200909843	09/09/2009	EGTT : London (FIR)	Hendon		A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 at 4000ft. Standard separation maintained.	
200909859	12/09/2009	EGTT : London (FIR)	Biggin (BIG)	NE	A	TMA	BEAGLE	Reciprocating	1	Infringement of the LTMA (Class A) by a Beagle B121 squawking 7000 at 3300ft. Traffic info given. STCA activated. D&D alerted. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200909859	12/09/2009	EGTT : London (FIR)	Biggin (BIG)	NE	A	TMA	CANADAIR	Turbofan	2	Infringement of the LTMA (Class A) by a Beagle B121 squawking 7000 at 3300ft. Traffic info given. STCA activated. D&D alerted. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200909861	12/09/2009	EGTT : London (FIR)	London-Gatwick - LGW	E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C152 resulting a loss of separation against a departing B777. Departures stopped. Traffic info and avoiding action given.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200909861	12/09/2009	EGTT : London (FIR)	London-Gatwick - LGW	E	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C152 resulting a loss of separation against a departing B777. Departures stopped. Traffic info and avoiding action given.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200909862	12/09/2009	EGTT : London (FIR)	Birmingham	10 S	D	CTA	VANS	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by two Vans RV-7 at 2000ft. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200909862	12/09/2009	EGTT : London (FIR)	Birmingham	10 S	D	CTA	AIRBUS	Turbofan	2	Infringement of the Birmingham CTA (Class D) by two Vans RV-7 at 2000ft. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200909894	04/09/2009	EGTT : London (FIR)	Whitegate (WHI)		D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Liverpool CTR (Class D) by an SA350 squawking 7000 at 1100ft. Traffic info given. Standard separation maintained.	
200909959	13/09/2009	EGTT : London (FIR)	Calshot		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 2300ft. Standard separation maintained.	

200909960	12/09/2009	EGTT : London (FIR)	Nedul	2N	D	CTA	JODEL	Reciprocating	1	Infringement of the Solent CTA (Class D) by a DR1050 at 3000ft. Traffic info given. Standard separation maintained.	
200909975	13/09/2009	EGTT : London (FIR)	Southampton (SAM)	12.5m		Restrict ed area	PIPER	Reciprocating	1	Infringement of the Red Arrows RA(T) by a PA28 squawking 7000 at 1800ft. Traffic info given. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200909989	11/09/2009	EGTT : London (FIR)	Nottingham East Midlands	10SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by a PA28 at 1700ft. Standard separation maintained.	
200910014	11/09/2009	EGTT : London (FIR)	Doncaster Sheffield	13N	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by an SR20 squawking 7000 at FL55. Standard separation maintained.	
200910027	13/09/2009	EGTT : London (FIR)	Burnham	N	A	CTR	BELL	Turboshaft	1	Infringement of the London CTR (Class A) by a Bell 206 atan estimated 1100ft. Traffic info given. Separation lost with an Agusta A109.	Appropriate CAA action has been taken as a result of thisincident.

200910027	13/09/2009	EGTT : London (FIR)	Burnham	N	A	CTR	AGUSTA	Turboshaft	2	Infringement of the London CTR (Class A) by a Bell 206 atan estimated 1100ft. Traffic info given. Separation lost with an Agusta A109.	Appropriate CAA action has been taken as a result of thisincident.
200910031	16/09/2009	EGTT : London (FIR)	Northwich		D	CTA	CESSNA	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a C152 at2000ft. Standard separation maintained.	
200910098	17/09/2009	EGTT : London (FIR)	Denham	3NW	A	CTR		Turboshaft	1	Infringement of the London CTR (Class A) by a Hughes 369.Standard separation maintained.	
200910099	17/09/2009	EGTT : London (FIR)	Midhurst (MID)		A	TMA	PILATUS	Turboprop	1	Infringement of the LTMA (Class A) by a PC12 squawking 7000 at 3000ft. Traffic info given. Separation lost.	
200910099	17/09/2009	EGTT : London (FIR)	Midhurst (MID)		A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a PC12 squawking 7000 at 3000ft. Traffic info given. Separation lost.	

200910128	17/09/2009	EGTT : London (FIR)	Odiham		G	ATZ	OTHER	Reciprocating	1	Infringement of the Odiham ATZ (Class G) by a Rebel at 2000ft. Standard separation maintained.	
200910138	01/09/2009	EGTT : London (FIR)	Brize Norton		D	CTR	BELL	Turboshaft	1	Infringement of the Brize Norton CTR (Class D) by a Bell 206 squawking 7000 at 1700ft.	
200910139	27/08/2009	EGTT : London (FIR)	Brize Norton		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Brize Norton ATZ (Class D) by an R44 squawking 7000 at 2000ft.	
200910140	10/09/2009	EGTT : London (FIR)	Brize Norton		D	CTR	BEECH	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a BE36 at 2000ft.	Pilot apologised.
200910149	19/09/2009	EGTT : London (FIR)	Wethersfield		A	TMA	SCOTTISH AVIATION	Reciprocating	1	Infringement of the LTMA (Class A) by a Bulldog at 3000ft. A 'check all' was placed on Stansted traffic. Standard separation maintained.	

200910150	19/09/2009	EGTT : London (FIR)	Manchester (MCT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 at 2600ft. Standard separation maintained.	
200910151	19/09/2009	EGTT : London (FIR)	Horsham	W	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 1700ft. West of Horsham. Separation lost against an inbound A320. Traffic info given.	Pilot navigation error after change of routing. ☐ CAA Closure: Appropriate advice given.
200910151	19/09/2009	EGTT : London (FIR)	Horsham	W	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 at 1700ft. West of Horsham. Separation lost against an inbound A320. Traffic info given.	Pilot navigation error after change of routing. ☐ CAA Closure: Appropriate advice given.
200910156	20/09/2009	EGTT : London (FIR)	Cardiff (CDF)	13NW	D	CTA	VANS	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a Vans RV6 at 3500ft. Standard separation maintained.	Pilot apologised and acknowledged that a navigational error occurred when misidentifying a visual reference point whilst attempting to locate a small grass strip.
200910238	20/09/2009	EGTT : London (FIR)	Stansted	W	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 at 1800ft. Three inbound a/c broken off the approach. Traffic info given. Standard separation maintained.	The CAA have spoken to pilot concerned who believed he had set North Weald QNH but in reality had set North Weald QFE, therefore giving a 300 foot height difference. ☐ CAA Closure: The pilot is now aware of the serious consequences of infringing CAS.

200910243	21/09/2009	EGTT : London (FIR)	Stansted	8m	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C150 squawking 7000 at 1000ft. Standard separation maintained.	
200910244	21/09/2009	EGTT : London (FIR)	Detling (DET)	2NW	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by a Robin 1180 squawking 7000 at 3400ft. Traffic info given and several a/c delayed into London City. Standard separation maintained.	CAA Closure: The pilot sent a full report to ATC. He considers that the main cause of the incident was him changingfrom his original plan but not re-planning properly for the new route. The appropriate lessons appear to have been learnt from this incident.
200910324	21/09/2009	EGTT : London (FIR)			D	CTR	WESTLAND	Turboshaft	1	Infringement of the Manchester CTR (Class D) by a Gazellesquawking 7000. Standard separation maintained.	Pilot apologised.
200910332	24/09/2009	EGTT : London (FIR)	Stansted	10E	A	TMA	GARDAN	Reciprocating	1	Infringement of the LTMA (Class A) by a Gardan 80 squawking 7000 at 3900ft. Standard separation maintained.	
200910333	24/09/2009	EGTT : London (FIR)			G	Restrict ed area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a PA28.	

200910382	24/09/2009	EGTT : London (FIR)	Southampton (SAM)	8 N	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Solent CTA (Class D) by an R44 at 2000ft. Traffic info given. DHC8 broken off approach. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200910382	24/09/2009	EGTT : London (FIR)	Southampton (SAM)	8 N	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by an R44 at 2000ft. Traffic info given. DHC8 broken off approach. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200910383	24/09/2009	EGTT : London (FIR)	North Weald	2E	D	CTR	RANS	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Rans S6 squawking 7000 at 2500ft. Standard separation maintained.	
200910405	25/09/2009	EGTT : London (FIR)	Ware		G	Restrict ed area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a PA28 squawking 7000.	
200910406	25/09/2009	EGTT : London (FIR)			G	Restrict ed area	MAULE	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a Maule M5.Traffic info given.	

200910406	25/09/2009	EGTT : London (FIR)			G	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ (Class G) by a Maule M5.Traffic info given.	
200910447	25/09/2009	EGTT : London (FIR)	London-Gatwick - LGW	10 E	D	CTR	STAMPE	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an SV4. Traffic info and avoiding action given. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200910447	25/09/2009	EGTT : London (FIR)	London-Gatwick - LGW	10 E	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Gatwick CTR (Class D) by an SV4. Traffic info and avoiding action given. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200910452	25/09/2009	EGTT : London (FIR)	Stansted		G	Restrict ed area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a PA28 squawking 7000.	Pilot believed that Mode C was automatically selected when the transponder was switched on, which is not the case in this particular a/c. Pilot has been debriefed by flying school accordingly.
200910459	26/09/2009	EGTT : London (FIR)	REDFA	9NW	A	CTA	PIPER	Reciprocating	1	Infringement of Clacton CTA (Class A) by a PA28 at FL100.Pilot had been instructed to remain outside of CAS. Standard separation maintained.	

200910463	26/09/2009	EGTT : London (FIR)	Stansted	12NE	G	Restricted area	RANS	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a Rans S6 squawking 7000.	Pilot error acknowledged. Pilot unaware of the introduction of the TMZ as published in the AIC and NOTAMed.
200910463	26/09/2009	EGTT : London (FIR)	Stansted	12NE	G	Restricted area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ (Class G) by a Rans S6 squawking 7000.	Pilot error acknowledged. Pilot unaware of the introduction of the TMZ as published in the AIC and NOTAMed.
200910468	27/09/2009	EGTT : London (FIR)	Manchester (MCT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 squawking 7000 at 1250ft. Standard separation maintained.	
200910469	27/09/2009	EGTT : London (FIR)	HEMEL		D	CTR	SOCATA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a TB20 squawking 7000 at 2400ft. Departures were stopped. Standard separation was maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200910472	27/09/2009	EGTT : London (FIR)	Woodley (WOD)		A	TMA		Reciprocating	1	Infringement of the LTMA (Class A) by a CZAW Sportsruiser at 2750ft.	The pilots comprehensive report states that he decided todo a short trip in the local area, that was unplanned following some slow flying practice. He then climbed the a/c to clear Restricted Area R104 and headed towards Woodley. He had forgotten that the TMA in the Woodley area extends to 2500ft. The pilot has learnt from the incident and has apologised for it.

200910479	26/09/2009	EGTT : London (FIR)	Hawarden	5SW	A	CTA	CESSNA	Reciprocating	1	Infringement of the Manchester CTA (Class A) by a C177 at3500ft Standard separation maintained.	
200910491	24/09/2009	EGTT : London (FIR)	Stansted	15m	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA32 at 5900ft. Standard separation maintained.	
200910494	24/09/2009	EGTT : London (FIR)	Stansted		G	Restrict ed area	PIPER	Reciprocating	1	Alleged infringement of the Stansted TMZ (Class G) by a PA28.	
200910534	25/09/2009	EGTT : London (FIR)	Kemble		G	ATZ	OTHER	Unknown		UK AIRPROX 2009/113 - Military helicopter and a Mooney 20in the Kemble circuit at 900ft.	As Mooney 20 positioned onto base leg for R/W26 at 900ft it became aware of a military helicopter in the 9 o'clock position that had entered the Kemble Civil Aerodrome Avoidance area and into conflict with the Mooney 20. Mooney 20 continued its descent and turned onto final approach as the military helicopter had now passed to its right. Mooney 20 landed without incident.
200910534	25/09/2009	EGTT : London (FIR)	Kemble		G	ATZ	MOONEY	Reciprocating	1	UK AIRPROX 2009/113 - Military helicopter and a Mooney 20in the Kemble circuit at 900ft.	As Mooney 20 positioned onto base leg for R/W26 at 900ft it became aware of a military helicopter in the 9 o'clock position that had entered the Kemble Civil Aerodrome Avoidance area and into conflict with the Mooney 20. Mooney 20 continued its descent and turned onto final approach as the military helicopter had now passed to its right. Mooney 20 landed without incident.

200910551	27/09/2009	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	CIRRUS	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an SR22 at 2200ft. Standard separation maintained.	
200910576	29/09/2009	EGTT : London (FIR)	Stansted	10	G	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ(1) by a C172 squawking 7000. Traffic info and avoiding action given.	Mode C had not been selected on the transponder.
200910613	29/09/2009	EGTT : London (FIR)	Stansted	5m	D	Restrict ed area	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) and the TMZ 1 by a PA28. Standard separation maintained.	
200910741	21/08/2009	EGTT : London (FIR)	Coventry		G	ATZ	EUROPA	Reciprocating	1	Infringement of the Coventry ATZ (Class G) by an Europa at 2000ft. Traffic info given. Standard separation maintained.	
200910744	02/10/2009	EGTT : London (FIR)	North Weald		D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 at 2000ft. Avoiding action given. A check all was imposed. Standard separation maintained.	Investigation progressed under 200906694.

200910744	02/10/2009	EGTT : London (FIR)	North Weald		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 at 2000ft. Avoiding action given. A check all was imposed. Standard separation maintained.	Investigation progressed under 200906694.
200910746	02/10/2009	EGTT : London (FIR)	Stansted		G	Restrict ed area	VANS	Reciprocating	1	Infringement of the Stansted TMZ 1 (Glass) by a Vans RV6 at 1000ft. Traffic info given. Transponder malfunction.	
200910747	02/10/2009	EGTT : London (FIR)	Stansted		G	Restrict ed area	CESSNA	Reciprocating	1	Infringement of Stansted TMZ 1 (Class G) by a C170.	
200910749	04/10/2009	EGTT : London (FIR)	Wethersfield	2SE	G	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a C170 squawking 7000 at 1300ft.	C170 pilot had been unaware of the new airspace rules around Stansted and apologised for his actions.□ CAA Closure:Pilot now aware of revised airspace.
200910750	04/10/2009	EGTT : London (FIR)	Southampton (SAM)	9N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA38 at 2000ft. Pilot reported being lost. Standard separation maintained.	

200910871	16/09/2009	EGTT : London (FIR)	Luton (LUT)	15NE	A	CTA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at FL70. Standard separation maintained.	
200910930	30/09/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a PA28 at 2300ft. Standard separation maintained.	
200910931	01/10/2009	EGTT : London (FIR)	Sandtoft	W	D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a PA28 squawking 7000 at 1100ft. Standard separation maintained.	
200910941	08/10/2009	EGTT : London (FIR)	Winchester	1S	D	CTR	OTHER	Reciprocating	1	Alleged infringement of the Southampton CTR (Class D) by microlight at 1500ft. Traffic info and avoiding action given. Standard separation maintained.	
200910942	08/10/2009	EGTT : London (FIR)	Stansted	SW	Other	Restricted area	YAKOVLEV	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a Yak52. The a/c infringed the TMZ on route to North Weald and when departing 20mins later. A B737 on approach was vectored away from the infringer.	Appropriate CAA action is to be taken as a result of this incident.

200910942	08/10/2009	EGTT : London (FIR)	Stansted	SW	Other	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ (Class G) by a Yak52. The a/c infringed the TMZ on route to North Weald and when departing 20mins later. A B737 on approach was vectored away from the infringer.	Appropriate CAA action is to be taken as a result of this incident.
200910945	07/10/2009	EGTT : London (FIR)	Stansted		G	Restricted area	MUDRY	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a Murdy Cap10 squawking 7000 at 1300ft.	Pilot reports that the transponder over-reads by 200ft, so it was switched off.
200910950	08/10/2009	EGTT : London (FIR)	Midhurst (MID)	2 S	A	TMA	CEA	Reciprocating	1	Infringement of LTMA (Class A) by a DR340 at 3400ft, causing a loss of separation with a/c inbound to Gatwick. Traffic info given.	Subsequent investigation revealed that the pilot had an incorrect altimeter setting, the pilot discovered the setting was incorrect after hearing another a/c give a different QNH reading.
200910950	08/10/2009	EGTT : London (FIR)	Midhurst (MID)	2 S	A	TMA	BOEING	Turbofan	2	Infringement of LTMA (Class A) by a DR340 at 3400ft, causing a loss of separation with a/c inbound to Gatwick. Traffic info given.	Subsequent investigation revealed that the pilot had an incorrect altimeter setting, the pilot discovered the setting was incorrect after hearing another a/c give a different QNH reading.
200910959	08/10/2009	EGTT : London (FIR)	Wellesbourne Mountford	4	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA32 squawking 7000 at 2000ft. Standard separation maintained.	Pilot spoke to Birmingham ATC at the time to apologise for the incident. Pilot also advised that a previous incident within the Bristol CTA was weather related. This infringement was attributed to a map reading error. Pilot incorrectly assumed that base of CAS was 2000ft, which was not the case. <input type="checkbox"/> CAA Closure: Pilot has learnt from his mistakes and reviewed his pre-flight planning procedures accordingly.

200910960	08/10/2009	EGTT : London (FIR)	Hawarden		D	CTA	CESSNA	Reciprocating	1	Infringement of the Manchester CTA (Class A) by a C172 at3500ft. Standard separation maintained.	
200910980	08/10/2009	EGTT : London (FIR)	Swansea		G	ATZ	OTHER	Unknown		One of a pair of military jets, that were not in contact with ATC, entered Swansea ATZ (Class G) in potential conflict with a PA38 in the circuit for R/W04. Jet then turned and left the zone.	
200910980	08/10/2009	EGTT : London (FIR)	Swansea		G	ATZ	PIPER	Reciprocating	1	One of a pair of military jets, that were not in contact with ATC, entered Swansea ATZ (Class G) in potential conflict with a PA38 in the circuit for R/W04. Jet then turned and left the zone.	
200911056	10/10/2009	EGTT : London (FIR)	Stansted	13SW	D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Dv20 at 2400ft. A 'check all' was placed. Traffic info given. Standard separation maintained.	
200911057	11/10/2009	EGTT : London (FIR)	London-Gatwick - LGW	8NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by C172 at 1100ft. Traffic info given. Standard separation maintained.	

200911057	11/10/2009	EGTT : London (FIR)	London-Gatwick - LGW	8NE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by C172 at 1100ft. Traffic info given. Standard separation maintained.	
200911060	07/10/2009	EGTT : London (FIR)	Manchester (MCT)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C172 squawking 7000. Departures were stopped for approx 10mins. Traffic info given. Standard separation maintained.	CAA Closure: C172 pilot contacted, but no response forthcoming. Closed due to elapsed time.
200911070	05/09/2009	EGTT : London (FIR)	Benson		G	ATZ	AVID	Reciprocating	1	Infringement of the Benson ATZ (Class G) by two Avids in formation at an estimated 500ft.	
200911070	05/09/2009	EGTT : London (FIR)	Benson		G	ATZ	AVID	Reciprocating	1	Infringement of the Benson ATZ (Class G) by two Avids in formation at an estimated 500ft.	
200911073	06/09/2009	EGTT : London (FIR)	Benson	1NE	G	ATZ	EUROPA	Reciprocating	1	Infringement of the Benson ATZ (Class G) by an Europa squawking 7000 at 2200ft.	

200911074	06/09/2009	EGTT : London (FIR)	Benson		G	ATZ	EUROPA	Reciprocating	1	Infringement of the Benson ATZ (Class G) by an Europa squawking 7000 at 2000ft.	
200911100	08/10/2009	EGTT : London (FIR)	London City - LCY		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA by a C172 squawking 7000 at 2700ft. A 'check all' was placed on London City departures. Shortly afterwards, C172 infringed again at 2800ft. Traffic info given.	Standard separation maintained.☐ CAA Closure: C172 pilot alerted to the incident. Appropriate advice given.
200911100	08/10/2009	EGTT : London (FIR)	London City - LCY		A	TMA	BAE	Turbofan	4	Infringement of the LTMA by a C172 squawking 7000 at 2700ft. A 'check all' was placed on London City departures. Shortly afterwards, C172 infringed again at 2800ft. Traffic info given.	Standard separation maintained.☐ CAA Closure: C172 pilot alerted to the incident. Appropriate advice given.
200911118	12/10/2009	EGTT : London (FIR)	Midhurst (MID)	2SE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2800ft. Student pilot reported being lost.	Student pilot on qualifying cross country flight was unaware he had infringed until the letter from the CAA. ☐ CAA Closure: Incident discussed between student and instructoronce aware of the MOR. Student has since been issued hisPPL/A.
200911119	12/10/2009	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained.	Subsequent report suggests possible transponder malfunction causing altitude over-reading by at least 300ft.

200911119	12/10/2009	EGTT : London (FIR)	Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained.	Subsequent report suggests possible transponder malfunction causing altitude over-reading by at least 300ft.
200911122	12/10/2009	EGTT : London (FIR)	Birmingham	8S	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained.	Duty flying instructor called ATC and apologised informing that the pilot was a student.
200911129	08/10/2009	EGTT : London (FIR)	London-Heathrow - LHR	17SW	A	TMA	UNKNOWN	Reciprocating	1	Infringement of the LTMA (Class A) by a microlight squawking 7000 at 3000ft. As a result, a loss of separation occurred against four Heathrow inbounds.	A/c identity unknown to ATC at the time of the infringement. Pilot failed to monitor aircraft's altitude whilst attempting to become visual with a particular ground location. Pilot has acknowledged his error and apologised to the relevant ATC unit.
200911129	08/10/2009	EGTT : London (FIR)	London-Heathrow - LHR	17SW	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by a microlight squawking 7000 at 3000ft. As a result, a loss of separation occurred against four Heathrow inbounds.	A/c identity unknown to ATC at the time of the infringement. Pilot failed to monitor aircraft's altitude whilst attempting to become visual with a particular ground location. Pilot has acknowledged his error and apologised to the relevant ATC unit.
200911132	12/10/2009	EGTT : London (FIR)	Midhurst (MID)	2SE	A	TMA	AEROSPATIALE	Turboshaft	1	Infringement of the LTMA (Class A) by an SA350 squawking 7000 at 4200ft.	

200911167	13/10/2009	EGTT : London (FIR)	London-Gatwick - LGW		A	CTA	JABIRU	Reciprocating	1	Jabiru at 2500ft infringed the Gatwick CTR/CTA (Class D) and lost separation with two inbound A319s. Traffic info was given.	Pilot became distracted by oil pressure readings and admitted to allowing insufficient margin for error when planning his route.□ CAA Closure: Appropriate advice given.
200911167	13/10/2009	EGTT : London (FIR)	London-Gatwick - LGW		A	CTA	AIRBUS	Turbofan	2	Jabiru at 2500ft infringed the Gatwick CTR/CTA (Class D) and lost separation with two inbound A319s. Traffic info was given.	Pilot became distracted by oil pressure readings and admitted to allowing insufficient margin for error when planning his route.□ CAA Closure: Appropriate advice given.
200911178	14/10/2009	EGTT : London (FIR)	London City - LCY	SE	A	TMA	PIPER	Reciprocating	1	Infringement of LTMA (Class A) by an unknown a/c at 2600ft resulting in a loss of separation with an RJ85 at 3000ft. RJ85 crew reported a TCAS RA. STCA activated. Traffic info given.	
200911178	14/10/2009	EGTT : London (FIR)	London City - LCY	SE	A	TMA	BAE	Turbofan	4	Infringement of LTMA (Class A) by an unknown a/c at 2600ft resulting in a loss of separation with an RJ85 at 3000ft. RJ85 crew reported a TCAS RA. STCA activated. Traffic info given.	
200911273	15/10/2009	EGTT : London (FIR)	EGSS (STN): London/Stansted		G	Restricted area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a PA28.	Pilot believed he had switched his transponder on, when in fact it was not. Pilot apologised.

200911289	17/10/2009	EGTT : London (FIR)	London (LON)		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 3500ft. D&D alerted. PAN declared pilot reported being lost.	
200911306	17/10/2009	EGTT : London (FIR)	Stansted	10	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 at 2000ft. Traffic info and avoiding action given. Standard separation maintained.	Subsequent investigation revealed that the flight was to carry out a pre-planned navigation exercise using only 'dead reckoning' without using the aircraft's navigational aids. The pilot stated that when he was approaching the CTA he descended to 2000ft and attempted to contact Farnborough LARS, however, he found the frequency to be very busy. Therefore he squawked 0013 and kept a listening watch on 129.550. The pilot reports that when transiting the airspacebetween Luton and Stansted he found the visibility was less than he expected, so he routed to what he thought to bethe town of Hertford. However, on nearing the town he discovered it was actually Harlow and therefore was infringing the Stansted CTA (Class D). The pilot immediately descended to less than 1500ft and turned West to continue to North Weald, where on landing the pilot contacted ATC to explain and apologise.
200911306	17/10/2009	EGTT : London (FIR)	Stansted	10	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172 at 2000ft. Traffic info and avoiding action given. Standard separation maintained.	Subsequent investigation revealed that the flight was to carry out a pre-planned navigation exercise using only 'dead reckoning' without using the aircraft's navigational aids. The pilot stated that when he was approaching the CTA he descended to 2000ft and attempted to contact Farnborough LARS, however, he found the frequency to be very busy. Therefore he squawked 0013 and kept a listening watch on 129.550. The pilot reports that when transiting the airspacebetween Luton and Stansted he found the visibility was less than he expected, so he routed to what he thought to bethe town of Hertford. However, on nearing the town he discovered it was actually Harlow and therefore was infringing the Stansted CTA (Class D). The pilot immediately descended to less than 1500ft and turned West to continue to North Weald, where on landing the pilot contacted ATC to explain and apologise.
200911308	17/10/2009	EGTT : London (FIR)	Puckerdige		G	Restrictedd area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a PA18. Traffic info given. A319 broken off approach.	The pilot was aware of the TMZ and had contacted Farnborough LARS before getting airborne, however, the pilot had erroneously believed that the inbound clearance issued by Farnborough LARS also applied to the outbound flight. The a/c is usually equipped with a transponder, however, at thetime of the infringement the a/c was not transponder equipped.
200911308	17/10/2009	EGTT : London (FIR)	Puckerdige		G	Restrictedd area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ (Class G) by a PA18. Traffic info given. A319 broken off approach.	The pilot was aware of the TMZ and had contacted Farnborough LARS before getting airborne, however, the pilot had erroneously believed that the inbound clearance issued by Farnborough LARS also applied to the outbound flight. The a/c is usually equipped with a transponder, however, at thetime of the infringement the a/c was not transponder equipped.

200911336	17/10/2009	EGTT : London (FIR)	Harlow		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained.	Previous occurrences reported.☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200911349	19/10/2009	EGTT : London (FIR)	Cheddington	3ENE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by an R22 squawking 7000 at 1900ft. Standard separation maintained.	Pilot apologised.
200911383	18/10/2009	EGTT : London (FIR)	Tamworth		D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) twice by a PA28 squawking 7000 at 2000ft.	Pilot debriefed by the ATC unit Deputy Watch Manager.
200911506	22/10/2009	EGTT : London (FIR)	Bovingdon (BNN)	1.5NW	D	CTR	CIRRUS	Reciprocating	1	Infringement of the Luton CTR (Class D) by an SR22 at 2400ft. Standard separation maintained.	
200911562	23/10/2009	EGTT : London (FIR)	Luton (LUT)	12E	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a PA28 squawking 7000 at 3000ft tracking Northbound. Approximately 10mins later a/c was seen to infringe again going Southbound. Traffic info given.	Standard separation maintained. PA28 pilot enroute becameaware of the LTMA which starts at 3500ft, however failed to notice the Luton CTA (Class D) started at 2500ft. When the pilot became aware of the Luton CTA (Class D) he descended immediately. Pilot apologised and will undertake re-training.

200911562	23/10/2009	EGTT : London (FIR)	Luton (LUT)	12E	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTA (Class D) by a PA28 squawking 7000 at 3000ft tracking Northbound. Approximately 10mins later a/c was seen to infringe again going Southbound. Traffic info given.	Standard separation maintained. PA28 pilot enroute becameaware of the LTMA which starts at 3500ft, however failed to notice the Luton CTA (Class D) started at 2500ft. When the pilot became aware of the Luton CTA (Class D) he descended immediately. Pilot apologised and will undertake re-training.
200911597	26/10/2009	EGTT : London (FIR)	Polehill (POL)	10SE	A	TMA	ROBINSON	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an R44 squawking 7000 at FL52. Standard separation maintained.	
200911640	25/10/2009	EGTT : London (FIR)	Bovingdon (BNN)	4N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152 at 2000ft. 'Check all' placed on Luton departures. Pilot reportedbeing lost. Traffic info given. Standard separation maintained.	Appropriate ATC assistance provided. ATC spoke with CFI who will debrief the pilot regarding this incident.
200911640	25/10/2009	EGTT : London (FIR)	Bovingdon (BNN)	4N	D	CTR	CESSNA	Turbofan	2	Infringement of the Luton CTR (Class D) by a C152 at 2000ft. 'Check all' placed on Luton departures. Pilot reportedbeing lost. Traffic info given. Standard separation maintained.	Appropriate ATC assistance provided. ATC spoke with CFI who will debrief the pilot regarding this incident.
200911664	27/10/2009	EGTT : London (FIR)	Stansted	9ESE	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 at 3100ft. Standard separation maintained.	Student pilot under instruction. Pilot instructor error acknowledged.

200911667	26/10/2009	EGTT : London (FIR)	Coventry	6NW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an R44 at1500ft. Standard separation maintained.	A/c had been reminded to remain outside of controlled airspace. Pilot reported to ATC that his GPS indicated that the a/c was operating outside of CAS. Appropriate CAA action is being taken as a result of this incident.
200911668	26/10/2009	EGTT : London (FIR)	Honiley (HON)	5W	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an R22 squawking 7000. Standard separation maintained.	Student pilot apologised and confirmed with the controller that he had been attempting to avoid the gliding site atSnitterfield (as advised by his instructor) and, in doingso, unknowingly infringed the corner of the Birmingham CTR. Pilot was exercising a solo cross-country flight and considered his workload to be quite high at the time.
200911714	28/10/2009	EGTT : London (FIR)	Bovingdon (BNN)	4 NNE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C182 at 1700ft, 4nm Northeast of Bovingdon. Luton departures stopped. ATC established contact with the C182, which was instructed to vacate the zone.	Standard separation maintained.☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200911757	28/10/2009	EGTT : London (FIR)	Honiley (HON)		D	CTR	PIPER	Reciprocating	1	Just after A320 had been cleared to descend on glidepath,a PA28 infringed Birmingham CTR (Class D). Traffic info was given to A320, which reported visual with PA28. Standard separation maintained.	Pilot of PA28 subsequently admitted to being lost, saw A320 and turned away.☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200911757	28/10/2009	EGTT : London (FIR)	Honiley (HON)		D	CTR	AIRBUS	Turbofan	2	Just after A320 had been cleared to descend on glidepath,a PA28 infringed Birmingham CTR (Class D). Traffic info was given to A320, which reported visual with PA28. Standard separation maintained.	Pilot of PA28 subsequently admitted to being lost, saw A320 and turned away.☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200911795	30/10/2009	EGTT : London (FIR)	Stansted	8	D	CTR	YAKOVLEV	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Yak 52.	
200911798	31/10/2009	EGTT : London (FIR)	White Waltham	5 SW	A	TMA	YAKOVLEV	Reciprocating	1	Infringement of the LTMA (Class A) by a Yak 18 squawking 7000 at 3300ft. Standard separation maintained.	The pilot's report indicates that he thought he was further West than he was when he initiated stalling manoeuvres.The pilot admits to being distracted by traffic and cloud. Appropriate lessons appear to have been learnt from thisincident.
200911823	29/10/2009	EGTT : London (FIR)	Nottingham East Midlands	14 SE	D	CTA	JABIRU	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a Jabiru squawking 7000 at 3400ft. Traffic info given. Two a/c were given avoiding action and one a/c given further vectoring.	Standard separation maintained.☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200911948	04/11/2009	EGTT : London (FIR)	Stansted		D	CTA	JODEL	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Jodel D120 squawking 7000 at 2400ft. Standard separation maintained.	
200911951	05/11/2009	EGTT : London (FIR)	Northolt	7m	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 2500ft. Heathrow departures were stopped. Standard separationmaintained.	Student pilot reported being lost. Appropriate subsequentcontact between ATC and the pilot's CFI concerned should prevent a recurrence of this incident. Pilot to receive further navigational training.

200911972	05/11/2009	EGTT : London (FIR)	Coventry	2S	D	TMA	ROCKWELL	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Rockwell 114 at 2400ft. Standard separation maintained.	ATC unit investigation concludes that the pilot failed to comply with a standard missed approach resulting in the a/c entering CAS without clearance.
200912012	07/11/2009	EGTT : London (FIR)	Leeds Bradford (LBA)		D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Nottingham East Midlands and Leeds Bradford CTR (Class D) by an SA350 squawking 7000. Traffic info given. Standard separation maintained.	
200912012	07/11/2009	EGTT : London (FIR)	Leeds Bradford (LBA)		D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Nottingham East Midlands and Leeds Bradford CTR (Class D) by an SA350 squawking 7000. Traffic info given. Standard separation maintained.	
200912019	06/11/2009	EGTT : London (FIR)	London-Gatwick - LGW	NW	D	CTR	DIAMOND	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a DA20 squawking 7000. Departures were stopped. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200912040	07/11/2009	EGTT : London (FIR)	Luton (LUT)	2.5 SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 at 2000ft. Standard separation maintained. Pilot reported to ATC that he was unsure of his position.	Pilot was lost.

200912045	07/11/2009	EGTT : London (FIR)	Stansted	12SE	G	Restrict ed area	SOCATA	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Socata TB9.	Pilot debriefed and to undergo further navigational training with a school flying instructor.
200912046	07/11/2009	EGTT : London (FIR)	Birmingham	8S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C150 squawking 4000 at 1400ft. Standard separation maintained.	Pilot admitted to inadequate flight planning and also failing to contact Birmingham Radar upon realising he was offcourse despite the fact that he had the frequency selected and was maintaining a listening watch. Pilot also failedto use the 0010 squawk despite being familiar with its use.
200912048	07/11/2009	EGTT : London (FIR)	Clacton (CLN)		A	CTA	CESSNA	Reciprocating	1	Infringement of Clacton CTA (Class A) by a C172 squawking7000 at FL57. Traffic info given. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200912052	08/11/2009	EGTT : London (FIR)	Barkway (BKY)		A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 at FL100. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200912174	07/11/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTA	AEROSPATIALE	Turboshaft	1	Infringement of the Doncaster Sheffield CTR (Class D) andATZ by an AS350 at 1500ft that had an East Midlands squawk. Doncaster Radar contacted East Midlands who stated the a/c was about to call them.	When the pilot called on frequency, he apologised for theinfringement.

200912216	12/11/2009	EGTT : London (FIR)	Manchester (MCT)	16 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 at3000ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
200912225	05/11/2009	EGTT : London (FIR)	Kineton	D213	G	Danger area	EUROCOPTER	Turboshaft	1	Infringement of Danger Area D213 (Kineton) by an EC120. Standard separation maintained.	
200912275	15/11/2009	EGTT : London (FIR)	Cardiff (CDF)		D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a Grumman AA5 squawking 7000 at 3000ft. Traffic info given. Standard separation maintained.	Pilot confirmed he had infringed CAS due to mis-reading his map.
200912427	26/10/2009	EGTT : London (FIR)	Brize Norton		D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 at FL22.	
200912524	20/11/2009	EGTT : London (FIR)	Cookham		A	CTR	VANS	Reciprocating	1	Infringement of the London CTR (Class A) by a Vans RV9 squawking 7000. Heathrow departures were stopped. Standard separation maintained.	A/c entered the CTR by a small distance and quickly turned to vacate CAS.

200912524	20/11/2009	EGTT : London (FIR)	Cookham		A	CTR	BOEING	Turbofan	4	Infringement of the London CTR (Class A) by a Vans RV9 squawking 7000. Heathrow departures were stopped. Standard separation maintained.	A/c entered the CTR by a small distance and quickly turned to vacate CAS.
200912665	20/11/2009	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an R44 squawking 7000 at 2000ft. Standard separation maintained.	ATC spoke with pilot who advised he had been unaware of the existence of CAS, despite using GPS.
200912764	27/11/2009	EGTT : London (FIR)	XIDIL		A		CESSNA	Reciprocating	1	Infringement of the Worthing CTA (Class A) by a C182 at FL80. Standard separation maintained.	
200912765	27/11/2009	EGTT : London (FIR)	Birmingham	16	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C182 squawking 7000 at FL51. Standard separation maintained.	
200912766	27/11/2009	EGTT : London (FIR)	Southampton (SAM)	7.7NW	D	CTA	WESTLAND	Turboshaft	1	Infringement of the Solent CTA (Class D) by a Gazelle at 2400ft. Standard separation maintained.	Although the Boscombe controller allegedly asked the Gazelle to contact Solent prior to the infringement, when it was at 2000ft, the Southampton controller believes that Boscombe should have coordinated the a/c as per the LOA. The a/c's level and track was always going to take it very close to CAS.

200912868	22/08/2009	EGTT : London (FIR)	Stansted		D	CTA	JODEL	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Jodel D120 at 3000ft. A/c then infringed the Stansted CTR (Class D).	The pilot was unable to achieve two way with Essex Radar and became distracted.
200912889	01/12/2009	EGTT : London (FIR)	Manchester (MCT)		A	TMA	PIPER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a PA28 squawking 7000 at 4400ft. D&D alerted.	
200912991	04/12/2009	EGTT : London (FIR)	Southampton (SAM)	9NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 squawking 7000 at 2300ft. Standard separation maintained.	
200913012	05/12/2009	EGTT : London (FIR)	London City - LCY	13 E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28R squawking 7000 at 3000ft. Traffic info given. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200913012	05/12/2009	EGTT : London (FIR)	London City - LCY	13 E	A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) by a PA28R squawking 7000 at 3000ft. Traffic info given. Separation lost.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.

200913013	05/12/2009	EGTT : London (FIR)	Chiltern (CHT)	4 SW	A	CTR	CIRRUS	Reciprocating	1	Infringement of the London CTR (Class A) by an SR22 squawking 7000 at 1800ft. Standard separation maintained.	CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200913014	05/12/2009	EGTT : London (FIR)	Southampton (SAM)	SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28R squawking 7000 at 1800ft. Standard separation maintained.	Bournemouth, who were working the PA28R, stated that it was outside CAS on their map, however, the Southampton information indicated that the a/c was in CAS. The Engineering investigation which followed the report by Southampton ATC established that there was a mapping discrepancy between the static maps on Southampton radar consoles and Bournemouth radar consoles, namely a line perpendicular to the extended centre of Bournemouth's RW 26 at 10nm, known as the Forest gate. The NATS CRMF (Common Radar Mapping Facility) uses the aiming point as the zero for the extended runway centre line for all their maps. The map on the Bournemouth display has used the threshold to make the calculation of the Forest gate, resulting in it appearing approx 400 metres further East compared to Southampton. To correct this error, the Letter of Agreement (LOA) between Southampton and Bournemouth was amended, re-stating the coordinates using the reference of the aiming point as zero. It has now been confirmed, that the maps on both Southampton and Bournemouth's radars conform to the same coordinates and reference point and the LOA has been agreed and accepted by both airports.
200913039	06/12/2009	EGTT : London (FIR)	Luton (LUT)	8SW	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Luton CTA (Class D) by an R44 squawking 7000 at 3300ft. Departures were stopped. Standard separation maintained. VFR flight.	Pilot navigational error. <input type="checkbox"/> CAA Closure: The pilot was contacted by the CAA and notified of his alleged infringement. Advice was provided to the pilot to help prevent a recurrence.
200913094	08/12/2009	EGTT : London (FIR)	Brookmans Park (BPK)	10SW	A	TMA	GRUMMAN	Reciprocating	1	Infringement of the LTMA (Class A) by a Grumman AA5 squawking 7000 at 2800ft. Standard separation maintained.	
200913246	01/12/2009	EGTT : London (FIR)	Doncaster Sheffield	5SSW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a C152 squawking 7000. Standard separation maintained.	

200913269	14/12/2009	EGTT : London (FIR)	Birmingham	10 SE	D	CTR	SCOTTISH AVIATION	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Bulldogsquawking 7000 at 2800ft. Traffic info and avoiding action given. Standard separation maintained.	The pilot later stated that the a/c had been at 1600ft onQNH1020. He was informed that this put the a/c inside CASat which point he said that his map was difficult to readin that vicinity. The a/c's Mode C indication appeared tobe incorrect, which was noted by both Birmingham and Shawbury. At one point the pilot reported as being at 1600ft with the Mode C indicating 1200ft. The a/c was returning tobase following maintenance. During this incident, a B737 inbound to Birmingham declared a PAN due to a passenger medical emergency.
200913269	14/12/2009	EGTT : London (FIR)	Birmingham	10 SE	D	CTR	EMBRAER	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a Bulldogsquawking 7000 at 2800ft. Traffic info and avoiding action given. Standard separation maintained.	The pilot later stated that the a/c had been at 1600ft onQNH1020. He was informed that this put the a/c inside CASat which point he said that his map was difficult to readin that vicinity. The a/c's Mode C indication appeared tobe incorrect, which was noted by both Birmingham and Shawbury. At one point the pilot reported as being at 1600ft with the Mode C indicating 1200ft. The a/c was returning tobase following maintenance. During this incident, a B737 inbound to Birmingham declared a PAN due to a passenger medical emergency.
200913313	16/12/2009	EGTT : London (FIR)	Southampton (SAM)	N	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a DR400 at 2300ft. Standard separation maintained.	Previous similar incidents recorded.☐ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200913411	17/12/2009	EGTT : London (FIR)	Stansted		G	Restrictedd area	ROBINSON	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an R44.	Pilot apologised and has acknowledged his error. Pilot states that he believes the a/c may have drifted off track during snow showers.
200913411	17/12/2009	EGTT : London (FIR)	Stansted		G	Restrictedd area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by an R44.	Pilot apologised and has acknowledged his error. Pilot states that he believes the a/c may have drifted off track during snow showers.

200913426	20/12/2009	EGTT : London (FIR)	EXMOR	13SW	A		OTHER	Reciprocating	1	Infringement of Airway N864 (Class A) by a microlight squawking 7000 at FL82. D&D alerted. Standard separation maintained.	Pilot contacted and admitted that he had misread his chart whilst en-route.
200913431	19/12/2009	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an R44. Standard separation maintained.	
200913554	23/12/2009	EGTT : London (FIR)	Totton		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an R44 at 1100ft. Traffic info given. Standard separation maintained.	
200913648	28/12/2009	EGTT : London (FIR)	London-Heathrow - LHR	16W	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C182 squawking 7000 at 3600ft. Traffic info and avoiding action given. Separation lost with against three a/c inbound to London Heathrow.	Appropriate CAA action is being taken as a result of thisincident.
200913648	28/12/2009	EGTT : London (FIR)	London-Heathrow - LHR	16W	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a C182 squawking 7000 at 3600ft. Traffic info and avoiding action given. Separation lost with against three a/c inbound to London Heathrow.	Appropriate CAA action is being taken as a result of thisincident.

200913658	28/12/2009	EGTT : London (FIR)	Stansted	4 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000. A 'check all' was placed on Stansted departures. Approx 18mins later a/c again infringed the Stansted CTR (Class D).	Standard separation maintained.□ CAA Closure: No further information became available. No further CAA action practicable due to elapsed time.
200913664	28/12/2009	EGTT : London (FIR)	WILLO		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 3400ft. A/c had previously briefly entered the Gatwick CTA (Class D). Standard separation maintained.	Pilot reported that he was conducting a general handling training exercise at the time with numerous changes in headings and altitudes. The area where the pilot usually conducts such exercises was overcast at about 2000ft. Therefore he opted to carry out training North of Brighton, where he believed he was further South than his actual position.Pilot apologised and has stated he will use ground features to identify his position in future and make regular checks to make sure he does not infringe controlled airspace again.
200913668	28/12/2009	EGTT : London (FIR)	Stansted		G	Restrict ed area	DE HAVILLAND	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a DH Moth.	
200913668	28/12/2009	EGTT : London (FIR)	Stansted		G	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by a DH Moth.	
201000016	02/01/2010	EGTT : London (FIR)	Stansted	5NW	D	CTR	OTHER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a microlight. A "check-all" was placed. Standard separation maintained.	

201000016	02/01/2010	EGTT : London (FIR)	Stansted	5NW	D	CTR	AIRBUS	Turbofan	2	Infringement of the Stansted CTR (Class D) by a microlight. A "check-all" was placed. Standard separation maintained.	
201000017	02/01/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	UNKNOWN	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a Skyranger 912. Two inbounds were delayed.	ATC advised the pilot to call Farnborough LARS on return journey to obtain TMZ clearance.
201000017	02/01/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	UNKNOWN	Unknown		Infringement of the Stansted TMZ1 (Class G) by a Skyranger 912. Two inbounds were delayed.	ATC advised the pilot to call Farnborough LARS on return journey to obtain TMZ clearance.
201000021	04/01/2010	EGTT : London (FIR)	Bournemouth	6NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 at 1500ft. Standard separation maintained.	
201000026	04/01/2010	EGTT : London (FIR)	Daventry (DTY)	5N	A	CTA	PIPER	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a PA38 squawking 7000 at FL50. Standard separation maintained.	

201000052	04/01/2010	EGTT : London (FIR)	London-Gatwick - LGW	15 W	A	TMA	VANS	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a Vans RV4 at an indicated 5500ft. Gatwick departures were stopped. Standard separation maintained.	ATC have been in contact with the pilot who strongly believes that this was a malfunctioning transponder issue withthe transponder to be checked.
201000346	17/01/2010	EGTT : London (FIR)	London (LON)	15WSW	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 2100ft. Heathrow departures were stopped. Standard separation maintained.	Pilot had failed to depress the ADF button and, when he did, the gauge read normally. Pilot has apologised for the infringement and acknowledges that he should have checked ADF operation prior to departure.
201000384	18/01/2010	EGTT : London (FIR)	Sandtoft	3NE	D	CTR	EUROPA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an Europa at 3300ft. Standard separation maintained.	
201000439	17/01/2010	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. Standard separation maintained.	Pilot became distracted during flight when the cockpit door top catch opened. Pilot and passenger were unable to secure the door. With his attention focused on flying the a/c and whilst being significantly distracted due to the situation with the cockpit door, the pilot failed to establish the base of the CTA as 1500ft having preconceived that it was 2500ft. Pilot also made the error of switching to Mode A instead of Mode C when recycling the transponder. Pilot has apologised for the error, acknowledged inadequate pre-flight planning and poor handling of an in-flight problem and has learned lessons as a result.
201000439	17/01/2010	EGTT : London (FIR)	Stansted		D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. Standard separation maintained.	Pilot became distracted during flight when the cockpit door top catch opened. Pilot and passenger were unable to secure the door. With his attention focused on flying the a/c and whilst being significantly distracted due to the situation with the cockpit door, the pilot failed to establish the base of the CTA as 1500ft having preconceived that it was 2500ft. Pilot also made the error of switching to Mode A instead of Mode C when recycling the transponder. Pilot has apologised for the error, acknowledged inadequate pre-flight planning and poor handling of an in-flight problem and has learned lessons as a result.

201000510	17/01/2010	EGTT : London (FIR)	Wallasey (WAL)	1N	D	CTA	GROB	Reciprocating	1	Infringement of the Liverpool CTA (Class D) by a Grob G115 at 4000ft. Standard separation maintained.	
201000671	17/01/2010	EGTT : London (FIR)	Kirkham VRP		G	Restrict ed area	CESSNA	Reciprocating	1	Infringement of EG R312 (Springfields) by a C172 at 1400ft. Standard separation maintained.	
201000772	31/01/2010	EGTT : London (FIR)	Luton (LUT)		D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Robin 400 squawking 7000. Traffic info given. Standard separation maintained.	
201000774	31/01/2010	EGTT : London (FIR)	Luton (LUT)	7W	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown a/csquawking 7000 at 1100ft. A check-all was imposed. Standard separation maintained.	Pilot later apologised for the infringement and stated that he had misjudged Eddlesborough's position in relation to the CTR.
201000776	30/01/2010	EGTT : London (FIR)	Honiley (HON)	12SSE	A	CTA	GARDAN	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a Gardan 80squawking 7000 at 6300ft. Standard separation maintained.	Pilot incorrectly identified the lower level of the Daventry CTA during pre-flight planning. Pilot error acknowledged.

201000777	30/01/2010	EGTT : London (FIR)	Andrewsfield	3N	G	Restricted area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a C152 at1000ft.	Possible transponder fault.
201000777	30/01/2010	EGTT : London (FIR)	Andrewsfield	3N	G	Restricted area	OTHER	Unknown		Infringement of the Stansted TMZ 1 (Class G) by a C152 at1000ft.	Possible transponder fault.
201000780	30/01/2010	EGTT : London (FIR)	Luton (LUT)		D	CTR	VANS	Reciprocating	1	Infringement of the Luton CTR (Class D) by two a/c in formation squawking 7000ft at 1500ft. One a/c was identified as a Vans RV-8. Standard separation maintained.	
201000781	28/01/2010	EGTT : London (FIR)	Old Warden		A	TMA	GROB	Reciprocating	1	Infringement of the LTMA (Class A) by a Grob G115 squawking 7000 at FL70. Standard separation maintained.	
201000809	31/01/2010	EGTT : London (FIR)	Redhill		D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C172 squawking 7000 at 2000ft. Traffic info given. Standard separation maintained.	

201000864	01/02/2010	EGTT : London (FIR)	Bovingdon (BNN)	4N	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2000ft. D&D alerted. Standard separation maintained.	Pilot subsequently reported being ready to depart Denham at 1545hrs, however, he had experienced a delay in obtaining the clearance, as the controller did not have the a/c's details. The pilot was aware that he had been briefed about sunset being 1650hrs. The pilot eventually received a take-off clearance at 1555hrs. When overhead Westcott, the daylight was starting to deteriorate, the pilot increased power to try and reach Bovingdon in the shortest time possible. However, after 5mins the pilot became disorientated and could not recognise the area he was in. The pilot attempted to transmit a PAN on 121.50 and attempted to obtain a heading to Bovingdon on Box 1, however, the heading provided appeared to be inaccurate. The pilot attempted to contact 121.50 again, however, it was noticed that the numbers on Box 1 were starting to fade. The pilot acknowledged there maybe a problem with the radio and selected Box 2 to call Denham on 130.725 to request help. Subsequently another PAN was declared whereby the pilot stated he was lost and the a/c was given steer by D&D. The pilot was debriefed by CFI and it was discussed that a diversion may have been prudent considering that the pilot experienced a slight delay on the ground. Further dual training had been planned. CFI still unable to determine if there is a problem with the Comm/Nav Box 1 as the a/c has not been flown since due to poor weather.
201000903	01/02/2010	EGTT : London (FIR)	Manchester (MCT)	14NNE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an R44 squawking 7000 at 1700ft. Traffic info given. Standard separation maintained.	
201000922	30/01/2010	EGTT : London (FIR)	Nottingham East Midlands	10SE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a C172 at 2000ft. Traffic info given. Standard separation maintained.	
201000922	30/01/2010	EGTT : London (FIR)	Nottingham East Midlands	10SE	D	CTA	BOEING	Turbofan	2	Infringement of the Nottingham East Midlands CTA (Class D) by a C172 at 2000ft. Traffic info given. Standard separation maintained.	
201000927	31/01/2010	EGTT : London (FIR)	Brize Norton		D	CTR	BEECH	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a BE36 at 2000ft.	

201000989	28/01/2010	EGTT : London (FIR)	Snaith	3S	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a Robin 2160 at 5000ft. Standard separation maintained.	
201000990	31/01/2010	EGTT : London (FIR)	Sandtoft	8N	D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by a PA28 squawking 7000 at 2700ft. Traffic info given. Standard separation maintained.	Pilot spoke with ATC and apologised.
201001033	04/02/2010	EGTT : London (FIR)	Southend (SND)	6SE	G	Danger area	CESSNA	Reciprocating	1	Infringement of Danger Area EG D138 (Shoeburyness) by a C182 at 3400ft. Standard separation maintained.	
201001135	10/02/2010	EGTT : London (FIR)	Dunstable		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by an R44 at 2300ft, which resulted in a loss of separation against an inbound Gulfstream 4. Traffic info and avoiding action given. Luton departures halted.	R44 also passed through the active gliding area at Dunstable. Appropriate CAA action is being taken as a result of this incident.
201001135	10/02/2010	EGTT : London (FIR)	Dunstable		D	CTR	GULFSTREAM	Turbofan	2	Infringement of the Luton CTR (Class D) by an R44 at 2300ft, which resulted in a loss of separation against an inbound Gulfstream 4. Traffic info and avoiding action given. Luton departures halted.	R44 also passed through the active gliding area at Dunstable. Appropriate CAA action is being taken as a result of this incident.

201001153	09/02/2010	EGTT : London (FIR)	Manchester (MCT)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Cessna 150 at 1250ft. Standard separation maintained.	Pilot apologised.
201001219	13/02/2010	EGTT : London (FIR)	Northolt		A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R22. Heathrow departures were stopped. Standard separation maintained.	Appropriate ATC assistance provided. ATC spoke with CFI who has debriefed the pilot regarding this incident.
201001367	14/02/2010	EGTT : London (FIR)	Doncaster Sheffield		D	CTA	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by a C172 at 2400ft. Traffic info and avoiding action given. Standard separation maintained.	Pilot apologised, stating that he was trying to avoid poor weather conditions.
201001453	20/02/2010	EGTT : London (FIR)	Stansted	10N	D	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 1 and the Stansted CTR (Class D) by a C150. A check-all was imposed. Disruption caused to inbound traffic.	CAA Closure: ATC did not take any action with the pilot at the time. No further action practicable due to the time that has now elapsed.
201001453	20/02/2010	EGTT : London (FIR)	Stansted	10N	D	Restrict ed area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ 1 and the Stansted CTR (Class D) by a C150. A check-all was imposed. Disruption caused to inbound traffic.	CAA Closure: ATC did not take any action with the pilot at the time. No further action practicable due to the time that has now elapsed.

201001502	19/02/2010	EGTT : London (FIR)	Oxford	5 SE	G		CESSNA	Turbofan	2	UK AIRPROX 2010/006 - C525 and a Grob Tutor, 5nm Southeast of Oxford at 6000ft. Traffic info passed.	C525 received and complied with two TCAS RAs to descend whilst in the hold in cloud. A/c descended to FL35 and subsequently infringed Brize Norton CTR (Class D) in error whilst attempting to navigate to VMC conditions.☐ CAA Closure: Conflict in Class G airspace resolved by the C525 pilot using TCAS. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201001502	19/02/2010	EGTT : London (FIR)	Oxford	5 SE	G		GROB	Reciprocating	1	UK AIRPROX 2010/006 - C525 and a Grob Tutor, 5nm Southeast of Oxford at 6000ft. Traffic info passed.	C525 received and complied with two TCAS RAs to descend whilst in the hold in cloud. A/c descended to FL35 and subsequently infringed Brize Norton CTR (Class D) in error whilst attempting to navigate to VMC conditions.☐ CAA Closure: Conflict in Class G airspace resolved by the C525 pilot using TCAS. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201001547	21/02/2010	EGTT : London (FIR)	Birmingham	10	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 3000ft.	Appropriate ATC assistance provided.
201001631	19/02/2010	EGTT : London (FIR)	Wattisham		A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 squawking 7000 at FL90. Standard separation maintained.	
201001741	01/03/2010	EGTT : London (FIR)	White Waltham		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 1500ft. Standard separation maintained.	

201001750	01/03/2010	EGTT : London (FIR)	Wellesbourne Mountford	4N	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 at2200ft. Standard separation maintained.	Pilot later stated the infringement was caused by the pilot of the PA28 being late to call ATC and failing to ensure the a/c remained outside of the Birmingham CTA (Class D).
201001763	01/03/2010	EGTT : London (FIR)	London (LON)		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA38. Heathrow departures were stopped. D&D alerted. Standard separation maintained.	LACC have contacted the operator. Appropriate action is being taken.
201001775	02/03/2010	EGTT : London (FIR)	Bovingdon (BNN)	2N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C172 squawking 7000. Standard separation maintained.	Previous reports concerning this a/c have been recorded.CAA Closure: No action was taken by ATC at the time and no further action is considered practicable due to the elapsed time.
201001784	01/03/2010	EGTT : London (FIR)	Detling (DET)	7S	A	TMA	GRUMMAN	Reciprocating	1	Infringement of the LTMA (Class A) by a Grumman AA5 squawking 7000 at 4400ft. Traffic info given. STCA activated. Standard separation maintained.	
201001785	02/03/2010	EGTT : London (FIR)	London-Gatwick - LGW	6SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C152 at 2300ft. Standard separation maintained.	

201001825	03/03/2010	EGTT : London (FIR)	Southampton (SAM)	6 NE	D	CTA	OTHER	Other		Infringement of the Solent CTA/CTR (Class D) by an unknown helicopter. Traffic info and avoiding action given. Separation lost.	
201001825	03/03/2010	EGTT : London (FIR)	Southampton (SAM)	6 NE	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Solent CTA/CTR (Class D) by an unknown helicopter. Traffic info and avoiding action given. Separation lost.	
201001827	03/03/2010	EGTT : London (FIR)	Stansted	7SW	D	Restrict ed area	ROBINSON	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) and the CTR (Class D) by an R44. Traffic info given.	
201001827	03/03/2010	EGTT : London (FIR)	Stansted	7SW	D	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) and the CTR (Class D) by an R44. Traffic info given.	
201001860	02/03/2010	EGTT : London (FIR)	Southampton (SAM)	13	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 2700ft. Traffic info given. Standard separation maintained.	

201001876	04/03/2010	EGTT : London (FIR)	Stansted		D	Restricted area	CESSNA	Reciprocating	1	Loss of separation between a B737 and a C152 that infringed the Stansted TMZ and the CTR (Class D). A check-all was placed. Traffic info given.	Subsequent investigation revealed that the pilot had planned a complex flight with poorly defined turning points. Recent rainfall had left fields flooded, which hindered the pilot's ability to identify ground features. This caused the pilot to fly his second leg using dead reckoning from an erroneous starting point, which caused the infringement of controller airspace. Pilot has been fully debriefed by CFI and apologised for the infringement.
201001876	04/03/2010	EGTT : London (FIR)	Stansted		D	Restricted area	BOEING	Turbofan	2	Loss of separation between a B737 and a C152 that infringed the Stansted TMZ and the CTR (Class D). A check-all was placed. Traffic info given.	Subsequent investigation revealed that the pilot had planned a complex flight with poorly defined turning points. Recent rainfall had left fields flooded, which hindered the pilot's ability to identify ground features. This caused the pilot to fly his second leg using dead reckoning from an erroneous starting point, which caused the infringement of controller airspace. Pilot has been fully debriefed by CFI and apologised for the infringement.
201001880	04/03/2010	EGTT : London (FIR)	Manchester (MCT)	18SE	A	TMA	PIPER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a PA28 at 4000ft. Traffic info given. Standard separation maintained.	
201001903	05/03/2010	EGTT : London (FIR)	Stansted	10SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C182 squawking 7000 at 2200ft. Standard separation maintained.	
201001916	20/02/2010	EGTT : London (FIR)	Church Fenton	1 NE	G	ATZ	GROB	Reciprocating	1	UK AIRPROX 2010/008 - Grob Tutor and unidentified powered Paraglider 1nm Northeast of Church Fenton at 500ft.	As Grob Tutor started to turn onto finals, controller reported a Paraglider in the finals area. Pilot checked inside the turn and saw nothing, so initiated a level go-around. The Paraglider had entered the Church Fenton ATZ without permission, which is contrary to Rule 45 of the Rules of the Air and came into conflict with the Grob Tutor on finals.

201001916	20/02/2010	EGTT : London (FIR)	Church Fenton	1 NE	G	ATZ	OTHER	Unknown		UK AIRPROX 2010/008 - Grob Tutor and unidentified poweredParaglider 1nm Northeast of Church Fenton at 500ft.	As Grob Tutor started to turn onto finals, controller reported a Paraglider in the finals area. Pilot checked inside the turn and saw nothing, so initiated a level go-around. The Paraglider had entered the Church Fenton ATZ withoutpermission, which is contrary to Rule 45 of the Rules of the Air and came into conflict with the Grob Tutor on finals.
201001918	05/03/2010	EGTT : London (FIR)			D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a C172 squawking 7000. Standard separation maintained.	
201001920	05/03/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Grumman AA5squawking 7000 at 2700ft. Standard separation maintained.	
201001935	05/03/2010	EGTT : London (FIR)	Southampton (SAM)	5 W	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 2100ft. Traffic info given. DHC8 broken off approach. JS41 delayed from departing. Standard separation maintained.	CAA Closure: No action taken due to elapsed time.
201001935	05/03/2010	EGTT : London (FIR)	Southampton (SAM)	5 W	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 2100ft. Traffic info given. DHC8 broken off approach. JS41 delayed from departing. Standard separation maintained.	CAA Closure: No action taken due to elapsed time.

201001936	06/03/2010	EGTT : London (FIR)	Dover (DVR)		A	CTA	CIRRUS	Reciprocating	1	Infringement of the Worthing CTA (Class A) by an SR22 at FL85. Standard separation maintained.	
201001937	06/03/2010	EGTT : London (FIR)	Southampton (SAM)	6.3N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) and the Southampton CTR (Class D) by a PA28 squawking 7000 at 1600ft. Standard separation maintained.	
201001938	06/03/2010	EGTT : London (FIR)	Barkway (BKY)		D	CTA	PIPER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a PA28 squawking 7000 at 2800ft. Standard separation maintained.	
201001939	06/03/2010	EGTT : London (FIR)	Henley		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 2800ft resulting in a loss of separation against a Heathrow inbound.	CAA Closure: The pilot was informed of the infringement by ATC. No further action is considered practicable due to elapsed time.
201001939	06/03/2010	EGTT : London (FIR)	Henley		A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by a PA28 at 2800ft resulting in a loss of separation against a Heathrow inbound.	CAA Closure: The pilot was informed of the infringement by ATC. No further action is considered practicable due to elapsed time.

201001940	07/03/2010	EGTT : London (FIR)	Denham	5 W	A	CTR	OTHER	Reciprocating	1	Infringement of the London CTR (Class A) by a microlight squawking 7000 at 1500ft. Traffic info and avoiding actiongiven. Separation lost.	Appropriate CAA action is being taken as a result of thisincident.
201001940	07/03/2010	EGTT : London (FIR)	Denham	5 W	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a microlight squawking 7000 at 1500ft. Traffic info and avoiding actiongiven. Separation lost.	Appropriate CAA action is being taken as a result of thisincident.
201001941	07/03/2010	EGTT : London (FIR)	Colerne		D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA28 at 5000ft. Standard separation maintained.	
201001943	22/02/2010	EGTT : London (FIR)	Blackpool (BPL)		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Blackpool ATZ (Class G) by an R22 at 500ft. Standard separation maintained.	
201001944	07/03/2010	EGTT : London (FIR)	Southampton (SAM)	8.2NE	A		CESSNA	Reciprocating	1	Infringement of Airway R41 (Class A) by a C172 squawking 7000 at FL64. Standard separation maintained.	

201001945	07/03/2010	EGTT : London (FIR)	Leeds		D	CTA	PIPER	Reciprocating	1	Infringement of the Leeds CTA (Class D) by a PA28 squawking 7000 at 3800ft. Traffic info given. Standard separationmaintained.	
201002005	07/03/2010	EGTT : London (FIR)	Midhurst (MID)	SE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C152. Standard separation maintained.	
201002006	08/03/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2300ft. Traffic info given. Standard separation maintained.	
201002007	08/03/2010	EGTT : London (FIR)	Southampton (SAM)	5 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2500ft. Two a/c were delayed, one on departure and one on approach. Standard separation maintained.	CAA Closure: PA28 in receipt of a Basic Service from Solent was observed on a routing that was bringing it close toCAS. ATC requested intentions from the pilot, who stated routing to Basingstoke. ATC gave heading to avoid CAS but a/c subsequently entered the Solent CTA. PA28 pilot reported problems with on board equipment and also having confused Winchester for Basingstoke. ATC then directed the a/c out of the CTA.
201002023	04/03/2010	EGTT : London (FIR)	Biggin (BIG)	3 NE	G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 2010/013 - C550 and a PA28 that infringed Biggin Hill ATZ (Class G) at 20000ft, 3nm Northeast of Biggin Hill. Avoiding action and traffic info given.	While providing an ATC service to a C550 taking off from Biggin Hill the ADC/Approach controller spotted unknown traffic on the ATM entering the ATZ NE of the airfield, unverified Mode C indicating 2000ft. The controller issued a blind transmission to identify the a/c which was a PA28, who responded and was turned onto a heading in order to resolve the conflict with the departing C550. Both the pilot of the PA28 and the C550 were given traffic info on each other. The C550 saw the PA28 on TCAS but no RA/TA was activated. The C550 pilot did not make visual contact with the PA28. The pilot of the PA28 had been listening out on the Biggin Hill frequency but had not obtained a clearance to enter the ATZ as he had been intent on looking for the aerodrome which had proved difficult due to looking into sun through haze. The pilot contacted Biggin Hill afterwards toapologise.□ CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

201002023	04/03/2010	EGTT : London (FIR)	Biggin (BIG)	3 NE	G	ATZ	CESSNA	Turbofan	2	UK AIRPROX 2010/013 - C550 and a PA28 that infringed Biggin Hill ATZ (Class G) at 2000ft, 3nm Northeast of Biggin Hill. Avoiding action and traffic info given.	While providing an ATC service to a C550 taking off from Biggin Hill the ADC/Approach controller spotted unknown traffic on the ATM entering the ATZ NE of the airfield, unverified Mode C indicating 2000ft. The controller issued a blind transmission to identify the a/c which was a PA28, who responded and was turned onto a heading in order to resolve the conflict with the departing C550. Both the pilot of the PA28 and the C550 were given traffic info on each other. The C550 saw the PA28 on TCAS but no RA/TA was activated. The C550 pilot did not make visual contact with the PA28. The pilot of the PA28 had been listening out on the Biggin Hill frequency but had not obtained a clearance to enter the ATZ as he had been intent on looking for the aerodrome which had proved difficult due to looking into sun through haze. The pilot contacted Biggin Hill afterwards to apologise.☐ CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201002049	07/03/2010	EGTT : London (FIR)	Birmingham		D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 3300ft. Standard separation maintained.	Pilot subsequently reported routing via Banbury and Rugby. The pilot stated there was not many features along the route and he was unaware he had entered the CTA. The pilot agreed that he may have mistaken Coventry for Rugby.
201002100	10/03/2010	EGTT : London (FIR)	Birmingham	15SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by two PA28's squawking 7000 at 4000ft. Traffic info given. Standard separation maintained.	Inbound DHC8 given additional vectoring to ensure that standard separation was maintained.
201002100	10/03/2010	EGTT : London (FIR)	Birmingham	15SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by two PA28's squawking 7000 at 4000ft. Traffic info given. Standard separation maintained.	Inbound DHC8 given additional vectoring to ensure that standard separation was maintained.
201002170	09/03/2010	EGTT : London (FIR)	Panshanger	1 SE	G	ATZ	CESSNA	Reciprocating	1	UK AIRPROX 2010/016 - C172 and a Bell 206 at 800ft, 1nm Southeast of Panshanger.	Bell 206 entered Panshanger ATZ without calling Panshanger frequency to obtain info prior to entering ATZ iaw Rules of the Air Regulations. C172 saw the approaching Bell 206 and took appropriate action. Insufficient lookout and failure to contact ATC prior to entering ATZ by Bell 206 pilot.☐ CAA Closure: No risk of collision due to effective lookout by C172 Pilot. Bell 206 pilot has been given appropriate advice and guidance material. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

201002170	09/03/2010	EGTT : London (FIR)	Panshanger	1 SE	G	ATZ	BELL	Turboshaft	1	UK AIRPROX 2010/016 - C172 and a Bell 206 at 800ft, 1nm Southeast of Panshanger.	Bell 206 entered Panshanger ATZ without calling Panshanger frequency to obtain info prior to entering ATZ iaw Rulesof the Air Regulations. C172 saw the approaching Bell 206and took appropriate action. Insufficient lookout and failure to contact ATC prior to entering ATZ by Bell 206 pilot. □ CAA Closure: No risk of collision due to effective lookout by C172 Pilot. Bell 206 pilot has been given appropriate advice and guidance material. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201002185	10/03/2010	EGTT : London (FIR)	Mayfield (MAY)	3NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C172 squawking 7000 at 1900ft. Standard separation maintained.	Pilot later reported that he had become distracted and subsequently deviated from his intended route. Pilot apologised for the infringement and has stated that a debrief washeld with his CFI with lessons learnt.
201002187	12/03/2010	EGTT : London (FIR)	Manchester (MCT)	4 WNW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Robin 200 at 1250ft. Standard separation maintained. Incident occurred during very high ATC workload.	CAA Closure: No further action possible due to elapsed time.
201002188	14/03/2010	EGTT : London (FIR)	Isle Of Wight		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Robin 2100 squawking 7000 at 2400ft. Standard separation maintained.	Pilot apologised.
201002190	14/03/2010	EGTT : London (FIR)	New Alresford		D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Grumman AA5at 3400ft. Standard separation maintained.	Pilot apologised.

201002191	14/03/2010	EGTT : London (FIR)	Coventry		D	CTA	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an R44 squawking 7000 at 2000ft. Traffic info given. Standard separation maintained.	ATC unit investigation concludes that London FIS attempted twice to transfer the a/c to Coventry frequency, even though Coventry ATC is NOTAMed closed, and this contributed to the infringement.
201002192	14/03/2010	EGTT : London (FIR)	Stansted	6 NE	D	CTR	FUJI	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Fuji 200 (believed). Separation lost.	CAA Closure: No action considered practicable due to the elapsed time.
201002192	14/03/2010	EGTT : London (FIR)	Stansted	6 NE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a Fuji 200 (believed). Separation lost.	CAA Closure: No action considered practicable due to the elapsed time.
201002193	14/03/2010	EGTT : London (FIR)	Winchester		D	CTR	CIRRUS	Reciprocating	1	Infringement of the Solent CTR (Class D) by an SR22 squawking 7000 at 2100ft. Standard separation maintained.	Pilot apologised.
201002206	14/03/2010	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C172 squawking 7000 at 2300ft resulting in a loss of separation against an A320. Traffic info given.	CAA Closure: No further action is considered practicable due to elapsed time.

201002206	14/03/2010	EGTT : London (FIR)	Luton (LUT)		D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a C172 squawking 7000 at 2300ft resulting in a loss of separation against an A320. Traffic info given.	CAA Closure: No further action is considered practicable due to elapsed time.
201002213	11/03/2010	EGTT : London (FIR)	Nottingham East Midlands	10E	D	CTA	GROB	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a Grob G115 at FL56. Standard separation maintained.	Pilot spoke with ATC and local action taken.
201002330	15/03/2010	EGTT : London (FIR)	Coventry	1SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 3000ft. Standard separation maintained.	
201002343	13/03/2010	EGTT : London (FIR)	London-Gatwick - LGW	7W	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTA and CTR (Class D) by a Robin 1180 at 2300ft, 7nm West of Gatwick. Standard separation maintained.	Upon leaving CAS, pilot apologised and stated that he hadbeen having compass problems.
201002360	18/03/2010	EGTT : London (FIR)	EGD017		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EGD017 by a PA28 at FL50.	A/c called London information and requested a Basic Service. ATC advised the a/c to squawk 1177. ATC then observed a 1177 squawk about to enter EGD017. Controller was aware that the Danger Area was active with live firing so instructed the a/c to squawk 0030 (FIR LOST) in an attempt to alert other units whilst the controller dealt with the situation. Contact was made with LJAO as the a/c was leaving the Danger Area. Danger Area 23 was notified as active but the daily fax indicated no activity above 3000ft. The LJAO SW Planner cleared the a/c to transit Danger Areas 23 and 21 at FL50, this was relayed to the a/c as it continued enroute.

201002403	18/03/2010	EGTT : London (FIR)	London-Gatwick - LGW	12 SW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Robin 2160squawking 7000 at 2000ft. Gatwick departures to the Southand West stopped.	CAA Closure: ATC contacted the pilot who apologised and explained his reasons for the infringement. He also stated his intention of obtaining an Airbox Aware unit.
201002486	21/03/2010	EGTT : London (FIR)	Stansted	3 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 at 1900ft. Traffic info given. Three a/c brokenoff approach. Standard separation maintained.	Investigation under 201002231.
201002487	21/03/2010	EGTT : London (FIR)	Compton (CPT)		A	TMA	GARDAN	Reciprocating	1	Infringement of the LTMA (Class A) by a Gardan 80 at 5000ft. Standard separation maintained.	Pilot spoke with ATC and local action taken.
201002508	21/03/2010	EGTT : London (FIR)	Stansted		D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a glider at1700ft. Standard separation maintained.	
201002509	21/03/2010	EGTT : London (FIR)	Stansted		D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a microlight at 1700ft. Standard separation maintained.	

201002510	21/03/2010	EGTT : London (FIR)	Epping		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 0013 transiting Northbound with no Mode C.	
201002511	21/03/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	GROB	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Grob G109. Possible transponder malfunction.	
201002521	23/03/2010	EGTT : London (FIR)	TRIPO	7E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at FL60. Standard separation maintained.	
201002522	23/03/2010	EGTT : London (FIR)	North Weald	3W	D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a microlight squawking 7000 at 1800ft. Standard separation maintained.	
201002527	23/03/2010	EGTT : London (FIR)	Stansted		D	Restrict ed area	PIPER	Reciprocating	1	Infringement of the Stansted CTA/CTR (Class D) and TMZ (Class G) by a PA28. Separation was lost between two B737s during this incident.	Appropriate CAA action has been taken in regards to the infringement. A loss of separation occurred on the LTCC SS INT sector when two B737s came into conflict at altitude 4000ft whilst being vectored for an approach to R/W22. B737(1) was descended to altitude 3000ft and B737(2) to altitude 4000ft. Both were on headings to sequence for R/W22.An unknown a/c was then observed to enter the Stansted CTR and passed through the R/W22 centreline. The controller issued avoiding action instructions to both B737s but in doing so had not realised that B737(1) had not yet left 4000ft for 3000ft. B737(1) turned into conflict with B737(2). The avoiding action issued initially placed both a/c on converging tracks. When the controller realised that separation was going to be lost, further avoiding action was given to B737(1). High-level STCA activated. B737(2) left controlled airspace as a result of the avoiding action andwas placed under an appropriate service. When able, the controller resequenced both a/c for an uneventful approach.☐ CAA Closure: Appropriate ATC unit action taken.

201002527	23/03/2010	EGTT : London (FIR)	Stansted		D	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted CTA/CTR (Class D) and TMZ (Class G) by a PA28. Separation was lost between two B737s during this incident.	Appropriate CAA action has been taken in regards to the infringement. A loss of separation occurred on the LTCC SS INT sector when two B737s came into conflict at altitude 4000ft whilst being vectored for an approach to R/W22. B737(1) was descended to altitude 3000ft and B737(2) to altitude 4000ft. Both were on headings to sequence for R/W22.An unknown a/c was then observed to enter the Stansted CTR and passed through the R/W22 centreline. The controller issued avoiding action instructions to both B737s but in doing so had not realised that B737(1) had not yet left 4000ft for 3000ft. B737(1) turned into conflict with B737(2). The avoiding action issued initially placed both a/c on converging tracks. When the controller realised that separation was going to be lost, further avoiding action was given to B737(1). High-level STCA activated. B737(2) left controlled airspace as a result of the avoiding action andwas placed under an appropriate service. When able, the controller resequenced both a/c for an uneventful approach.☐ CAA Closure: Appropriate ATC unit action taken.
201002665	26/03/2010	EGTT : London (FIR)	Luton (LUT)		D	Restrict ed area	STODDARD HAMILTON	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Glasair. Thea/c then went onto infringe the Stansted TMZ 2 (Class G).Standard separation maintained.	
201002668	27/03/2010	EGTT : London (FIR)	Leeds Bradford (LBA)	7NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Leeds Bradford CTR (Class D) by a PA28 squawking 7000 at 2500ft. Standard separation maintained.	Pilot apologised.
201002669	27/03/2010	EGTT : London (FIR)	Bovingdon (BNN)	8 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28R squawking 7000 at 2000ft. Traffic info and avoiding action given. Separation lost with a B737.	PA28R pilot is familiar with the area, and suspects that infringement occurred during weather avoidance (rain shower passing North to South).☐ CAA Closure: Pilot very apologetic. Relevant advice given and appropriate lesson clearlylearnt from this incident.
201002669	27/03/2010	EGTT : London (FIR)	Bovingdon (BNN)	8 NE	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28R squawking 7000 at 2000ft. Traffic info and avoiding action given. Separation lost with a B737.	PA28R pilot is familiar with the area, and suspects that infringement occurred during weather avoidance (rain shower passing North to South).☐ CAA Closure: Pilot very apologetic. Relevant advice given and appropriate lesson clearlylearnt from this incident.

201002672	28/03/2010	EGTT : London (FIR)	Bournemouth	5E	D	CTR	OTHER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a StreakShadow microlight at 1000ft. Standard separation maintained.	Pilot apologised.
201002819	01/04/2010	EGTT : London (FIR)	Stansted	15N	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA32 squawking 7000 at 2200ft. Traffic info given. Standard separation maintained.	
201002819	01/04/2010	EGTT : London (FIR)	Stansted	15N	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA32 squawking 7000 at 2200ft. Traffic info given. Standard separation maintained.	
201002856	04/04/2010	EGTT : London (FIR)	Denham	3W	A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R44 squawking 7000 at 2400ft. Heathrow departures stopped. Standard separation maintained.	Appropriate CAA action has been taken as a result of thisincident.
201002962	03/04/2010	EGTT : London (FIR)	Blackpool (BPL)		G	ATZ	OTHER	Reciprocating	1	Infringement of the Blackpool ATZ (Class G) by a microlight squawking 7000 at 600ft. Standard separation maintained.	

201003032	08/04/2010	EGTT : London (FIR)	London-Heathrow - LHR	10 NW	A	CTR	BELL	Turboshaft	1	Infringement of the London CTR (Class A) by a Bell 206 at1300ft, 10nm Northwest of London Heathrow. Northbound departures stopped for approx 5mins. Standard separation maintained.	CAA Closure: The pilot has subsequently attended a helicopter safety evening where the causes of the infringement and preventative measures and practices were discussed. Thepilot was cooperative and demonstrated a reasonable knowledge of solutions that would prevent a recurrence and he has subsequently incorporated using the Farnborough LARS service for flights within their service region.
201003057	08/04/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	WESTLAND	Turboshaft	1	Infringement of the Stansted TMZ 2 (Class G) by a Gazellesquawking 7000 at 1100ft.	
201003070	07/03/2010	EGTT : London (FIR)	Syerston		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Syerston ATZ by a C152 at 1000ft. Gliding site active during the infringement.	CAA Closure: No further CAA action possible due to the elapsed time.
201003094	09/04/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	OTHER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a microlight.	Pilot spoke with ATC and apologised, stating he had forgot to switch on his transponder.
201003104	08/04/2010	EGTT : London (FIR)	Birmingham	5N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C182 at3600ft. Traffic info and avoiding action given.	Pilot reported that RT volume was turned down. Pilot attempting to avoid East Midlands airspace en route to Cranfield. Pilot eventually sighted Birmingham and turned away. There was also inadequate TRM between the RAD1 controller and the Tower controller established as a causal factor by the ATC investigation unit.☐ CAA Closure: Appropriate ATC action taken.

201003104	08/04/2010	EGTT : London (FIR)	Birmingham	5N	D	CTR	AIRBUS	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a C182 at 3600ft. Traffic info and avoiding action given.	Pilot reported that RT volume was turned down. Pilot attempting to avoid East Midlands airspace en route to Cranfield. Pilot eventually sighted Birmingham and turned away. There was also inadequate TRM between the RAD1 controller and the Tower controller established as a causal factor by the ATC investigation unit.☐ CAA Closure: Appropriate ATC action taken.
201003105	08/04/2010	EGTT : London (FIR)	Birmingham	8 S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152 squawking 7000 at 2600ft. Traffic info given. Departures were stopped. Standard separation maintained.	Pilot (a student on a solo cross country) was unsure of her position, and then flew a different track to the one suggested by D&D.☐ CAA Closure: CFI was informed. The student received extra training before successfully repeating her solo cross country.
201003106	09/04/2010	EGTT : London (FIR)	White Waltham	3 SE	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 2200ft. Traffic info given. Heathrow Southbound departures stopped. Standard separation maintained.	CAA Closure: No action taken by ATC at the time. No further action is considered practicable due to elapsed time.
201003107	09/04/2010	EGTT : London (FIR)	Cardiff (CDF)	10E	D	CTA	OTHER	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a microlightsquawking 7000 at 2300ft. Traffic info given. Standard separation maintained.	Pilot asked to contact ATC. Pilot contacted ATC and stated that he was unable to contact Cardiff following a transfer from Bristol ATC, which lead to distraction and a misjudgement. The pilot had written an incorrect frequency downfor Cardiff and then misjudged his position and infringedthe CTA (Class D).
201003108	09/04/2010	EGTT : London (FIR)	London-Gatwick - LGW	8S	D	CTA	OTHER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a microlightsquawking 7000 at 2200ft. Standard separation maintained.	ATC have spoken to the pilot concerned to prevent any reoccurrence.

201003109	10/04/2010	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152 squawking 7000 at 1900ft. A check-all was placed on Luton departures. Standard separation maintained.	CAA Closure: ATC contacted the operator of the C152. Theyhave carried out a discussion with the pilot and stated their intention to oversee his flying schedule.
201003109	10/04/2010	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a C152 squawking 7000 at 1900ft. A check-all was placed on Luton departures. Standard separation maintained.	CAA Closure: ATC contacted the operator of the C152. Theyhave carried out a discussion with the pilot and stated their intention to oversee his flying schedule.
201003110	10/04/2010	EGTT : London (FIR)	Southampton (SAM)	NE	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Solent CTA (Class D) by an R22 squawking 7000 at 3000ft. Standard separation maintained.	
201003113	10/04/2010	EGTT : London (FIR)	Coventry	2 WSW	D	CTR	BELL	Turboshaft	1	Infringement of the Birmingham CTR (Class D) by a Bell 206 squawking 7000 at 2000ft. Standard separation maintained.	Pilot confirmed with ATC that the a/c had got airborne with the incorrect QNH setting of 1026mb instead of the correct QNH 1034mb.
201003114	10/04/2010	EGTT : London (FIR)	Stansted	12SW	G	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a C152 squawking 7000 with no Mode C indicated. Traffic info given.Stansted traffic affected.	

201003114	10/04/2010	EGTT : London (FIR)	Stansted	12SW	G	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a C152 squawking 7000 with no Mode C indicated. Traffic info given.Stansted traffic affected.	
201003115	10/04/2010	EGTT : London (FIR)	Stansted	10 SW	D	Restrict ed area	VANS	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) and the Stansted CTR (Class D) by a Vans RV-8 squawking 7000 with no Mode C indicated. One a/c broken off approach.	CAA Closure: No action taken by ATC at the time. No further action is considered practicable due to elapsed time.
201003117	10/04/2010	EGTT : London (FIR)	White Waltham	5	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 squawking 7000 at 2400ft. Pilot became unsure of his position and instructed to contact D&D. A/c given a steer. Standard separation maintained.	
201003118	10/04/2010	EGTT : London (FIR)	Southampton (SAM)	12	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2400ft. Standard separation maintained.	Pilot had been instructed to enter CAS not above 2000ft.
201003120	11/04/2010	EGTT : London (FIR)	Stansted	20E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA32 squawking 7000 at 5100ft. Standard separation maintained.	Pilot later stated that he did not want to fly IFR due tocontrary winds in the lower airways, which combined with the climb required, would have required more fuel. The pilot deviated from his usual route as he assumed many gliders would be airborne. Pilot acknowledges that poor pre-flight planning caused the infringement.

201003120	11/04/2010	EGTT : London (FIR)	Stansted	20E	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a PA32 squawking 7000 at 5100ft. Standard separation maintained.	Pilot later stated that he did not want to fly IFR due tocontrary winds in the lower airways, which combined with the climb required, would have required more fuel. The pilot deviated from his usual route as he assumed many gliders would be airborne. Pilot acknowledges that poor pre-flight planning caused the infringement.
201003121	11/04/2010	EGTT : London (FIR)	HEMEL	2NE	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Robin DR400 at 1900ft. Departures were stopped. Standard separation maintained.	CAA Closure: No follow up action was taken by ATC, although they have added the information to their database. No further action considered possible due to elapsed time.
201003122	11/04/2010	EGTT : London (FIR)	Aberporth	6NE		Restrict ed area	OTHER	Reciprocating	1	Infringement of the West Wales Airport RA(T) by a Sipa 903 squawking 7000 at 2000ft. Standard separation maintained.	
201003123	11/04/2010	EGTT : London (FIR)	Stoney Cross		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Robin 400 squawking 7000 at 2800ft. Traffic info and avoiding action given. Standard separation maintained.	Pilot alleges that he called Solent Radar and heard a male voice giving him routing above 2000ft. The controllers do not recall speaking with the pilot.
201003140	11/04/2010	EGTT : London (FIR)	Bovingdon (BNN)		A	TMA	GRUMMAN	Reciprocating	1	Infringement of the LTMA (Class A) by a Grumman AA5 at 3400ft. Standard separation maintained.	

201003150	11/04/2010	EGTT : London (FIR)	Aberporth			Restrict ed area	OTHER	Unknown		Infringement of the West Wales Airport RA(T) by four a/c flying in formation below 1000ft. Standard separation maintained.	
201003150	11/04/2010	EGTT : London (FIR)	Aberporth			Restrict ed area	VANS	Reciprocating	1	Infringement of the West Wales Airport RA(T) by four a/c flying in formation below 1000ft. Standard separation maintained.	
201003230	13/04/2010	EGTT : London (FIR)	Frensham		A		VANS	Reciprocating	1	Infringement of CAS-T (Class A) by a Vans RV8. The a/c called Farnborough departing from a strip which was inside the CAS-T area. The pilot was not aware of the CAS-T.	One of the pilots had only just recently returned to flying light a/c in the UK and failed to notice the Farnborough NOTAM regarding CAS-T. Pilots were also unable to talk to Farnborough whilst on the ground at the private strip. Pilots subsequently apologised.
201003286	14/04/2010	EGTT : London (FIR)	Birmingham	11 SE	D	CTA	SCHEIBE	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an SF25 at 2300ft. Inbound traffic affected. Standard separation maintained.	
201003305	15/04/2010	EGTT : London (FIR)	London-Gatwick - LGW	5 NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 at 2400ft. Inbound traffic affected and departures stopped. Standard separation maintained.	CAA Closure: The pilot was contacted by ATC via the flying club. Action has been taken by the club to overcome the possibility of any further infringements.

201003305	15/04/2010	EGTT : London (FIR)	London-Gatwick - LGW	5 NW	D	CTR	BOEING	Turbofan	4	Infringement of the Gatwick CTR (Class D) by a PA28 at 2400ft. Inbound traffic affected and departures stopped. Standard separation maintained.	CAA Closure: The pilot was contacted by ATC via the flying club. Action has been taken by the club to overcome the possibility of any further infringements.
201003325	15/04/2010	EGTT : London (FIR)	Ockham (OCK)	5N	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 at 1800ft.	A/c flown by a student pilot.
201003333	13/04/2010	EGTT : London (FIR)	Doncaster Sheffield	2NW	D	CTR	OTHER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a microlight at 1000ft. Standard separation maintained.	
201003361	16/04/2010	EGTT : London (FIR)	Manchester (MCT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA38. Standard separation maintained.	
201003371	18/04/2010	EGTT : London (FIR)	London City - LCY		D	CTR	RUTAN	Reciprocating	1	Infringement of the London City CTR (Class D) by a Rutan Longeze at 1200ft. Standard separation maintained.	

201003378	10/04/2010	EGTT : London (FIR)	Wethersfield		Other	Other	DE HAVILLAND	Reciprocating	1	Overflight of Wethersfield Gliding Site by a Tiger Moth at an estimated 700-800ft.	
201003414	19/04/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an Ikarus C42. Standard separation maintained.	
201003424	09/04/2010	EGTT : London (FIR)	Hawarden		D	CTR	CESSNA	Reciprocating	1	Infringement of Hawarden ATZ (Class G) by a C150 at an estimated 1500ft. Traffic info given. One a/c broken off approach. Local standby initiated. C150 then observed entering Liverpool CTR (Class D).	CAA Closure: No further action was taken by the ATS Unit at the time and no action is now practicable due to the time that has elapsed.
201003447	21/04/2010	EGTT : London (FIR)	London-Gatwick - LGW	SE	D	CTA	OTHER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a microlightat 2100ft. Two a/c on SFD SIDs were given appropriate headings to achieve standard separation. SFD departures were then stopped.	Pilot spoke with ATC and appropriate advice was given.
201003501	23/04/2010	EGTT : London (FIR)	ORTAC	20NE	A		GRUMMAN	Reciprocating	1	Infringement of Airway Q41 (Class A) by a Grumman AA5 at 4000ft. Pilot had confirmed he would remain outside of CAS. Standard separation maintained. Traffic info given.	CAA Closure: No follow up action taken by ATC, although details were added to their database. No further action considered possible due to elapsed time.

201003539	18/04/2010	EGTT : London (FIR)	Nash Point	1W	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a Robin 2160at 2700ft. Standard separation maintained.	On speaking with ATC, pilot knew his location but believed the airspace was inactive due to a misunderstanding regarding the volcanic ash shutdown of UK ATC services.
201003541	20/04/2010	EGTT : London (FIR)	Birmingham		D	CTA	VANS	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Vans RV-9 squawking 7000 at 2400ft. Standard separation maintained.	
201003542	21/04/2010	EGTT : London (FIR)	Brecon (BCN)	5W	A		CESSNA	Reciprocating	1	Infringement of Airway N864 (Class A) by a C172 at FL55. Traffic info given. Standard separation maintained.	
201003544	23/04/2010	EGTT : London (FIR)	Luton (LUT)	4SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C150 at 1900ft. Standard separation maintained.	
201003545	22/04/2010	EGTT : London (FIR)	Barkway (BKY)	2 NW	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 at 5000ft. Traffic info given. Standard separation maintained.	Subsequent alleged confusion regarding ATC procedures between Radar and FISO. An SR22 working the FIR requested climb in Class G airspace and was advised to remain outside CAS. The SR22 infringed the LTMA (Class A) at 5000ft and was offered to LTCC. LTCC initially declined to work the traffic and a restriction was placed on Stansted departures. Another LTCC position was opened to provide the SR22 with vectors and descent to clear the area. The delay in LTCC accepting to work the traffic caused a subsequent delay in a resolution to the problem.☐ CAA Closure: Appropriate ATCunit action was taken and an Operational Notice issued.

201003549	24/04/2010	EGTT : London (FIR)	Manchester (MCT)	10 E	D	CTA	OTHER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an EV-97 at 3300ft. Standard separation maintained.	LACC FIS had lost RT contact with the a/c. Several a/c tried to relay messages, one eventually managed to relay a frequency change.
201003551	24/04/2010	EGTT : London (FIR)	Dover (DVR)		A	CTA	SOCATA	Reciprocating	1	Infringement of the Worthing CTA (Class A) by a VFR TB20 at FL100. No indication was received by LACC that the a/c was operating VFR. Standard separation maintained.	A/c was accepted via the link from Brussels ATC. BrusselsATC did not alert LACC that this was a VFR flight.
201003585	25/04/2010	EGTT : London (FIR)	Stansted	S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by C152. A B737 performed a missed approach. A check all was imposed. Traffic info given. Standard separation maintained.	CAA Closure: ATC contacted the aero club concerned. The pilot was distracted at the time with a sick passenger. Theclub have briefed him accordingly about his priorities.
201003585	25/04/2010	EGTT : London (FIR)	Stansted	S	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by C152. A B737 performed a missed approach. A check all was imposed. Traffic info given. Standard separation maintained.	CAA Closure: ATC contacted the aero club concerned. The pilot was distracted at the time with a sick passenger. Theclub have briefed him accordingly about his priorities.
201003610	26/04/2010	EGTT : London (FIR)	London-Heathrow - LHR	10 W	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA32 squawking 7000 at 2200ft. CPT and SAM departures at Heathrow were stopped. Standard separation maintained.	CAA Closure: ATC contacted the flying club of the a/c concerned. They are ensuring that the pilot is aware of the procedure for operating the equipment on their a/c.

201003612	15/04/2010	EGTT : London (FIR)	Nottingham East Midlands	6E	D	CTA	PIPER	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a PA28 and a C172 in formation at 2200ft. Standard separation maintained.	
201003612	15/04/2010	EGTT : London (FIR)	Nottingham East Midlands	6E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a PA28 and a C172 in formation at 2200ft. Standard separation maintained.	
201003614	24/04/2010	EGTT : London (FIR)	Alderney	18 NW	A	CTR	PIPER	Reciprocating	1	Infringement of the Channel Islands CTR (Class A) by a PA32 at 2500ft. Pilot had been instructed not to enter CAS. Standard separation maintained.	Several attempts to contact a/c failed, pilot later reported he was experiencing radio problems.
201003628	27/04/2010	EGTT : London (FIR)	North Weald	3W	D	CTA	SOCATA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Socata TB10 squawking 7000 at 1900ft. Standard separation maintained.	TB10 pilot was on his first visit to Stapleford and was consciously trying to remember to stay at Staplefords 1200ft circuit altitude before leaving their frequency and climbing to 2000ft and contacting Farnborough. During the intervening time the pilot wanted to pick up a radial to BNN to practice general navigation and VOR tracking, which caused distraction and diverted the pilots attention from his actual position before commencing a climb. The pilot also had an incorrect perception of the M25 motorway at the M11junction and with the distraction of picking up the BNN radial the a/c infringed the Stansted CTA (Class D). The pilot apologised for the infringement, and is taking the appropriate remedial action to ensure this type of incident does not happen again.
201003635	27/04/2010	EGTT : London (FIR)	Birmingham	10 SW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Robin 200 squawking 7000 at 2500ft. A check all was imposed and departures were stopped. Standard separation maintained.	Student pilot on his first solo navigational flight became lost and called D&D subsequent to which appropriate action was taken. Student pilot to receive further navigational training before undertaking a further solo flight.

201003657	27/04/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2300ft, a/c then climbed to 2700ft within CAS. Traffic info given. Standard separation maintained.	
201003657	27/04/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTA	EMBRAER	Turbofan	2	Infringement of the Solent CTA (Class D) by a PA28 at 2300ft, a/c then climbed to 2700ft within CAS. Traffic info given. Standard separation maintained.	
201003664	15/04/2010	EGTT : London (FIR)	EG D026	Lulworth	G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D026 by a PA28 squawking 7000 receiving a Basic Service from Bournemouth. Bournemouth ATC had not informed the pilot that the Danger Area was active.	The PA28 routing eastbound along the coast infringed EG D026. ATC had instructed the PA28 to report at Sandbanks but did not remind the pilot that the danger area was active. As a consequence the a/c routed along the coast and infringed EG D026. The pilot reported that he was aware that EG D026 was active. Subject to workload Bournemouth ATC will normally advise pilots of the danger area activity. On this occasion this was not passed as the controller was busy with IFR/zone traffic. Transit a/c do not always display on Bournemouth radar and recognising a potential infringement is often a problem. The pilot was aware that EG D026 was active, was VFR in receipt of a basic service and was ultimately responsible for ensuring that the a/c did not infringe EG D026. □ CAA Closure: Controllers have been reminded of the need to ensure instructions are clear and provide all of the relevant information
201003689	27/04/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	YAKOVLEV	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Yak 50.	
201003704	24/04/2010	EGTT : London (FIR)	Newport IOW		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2400ft receiving a Basic Service. Standard separation maintained.	CAA Closure: When the 7000 code was observed to change to the Bournemouth code, the a/c was instructed to leave CAS immediately.

201003713	29/04/2010	EGTT : London (FIR)	Denham		A	CTR	CESSNA	Reciprocating	1	Infringement of London CTR (Class A) by a C172 at 2000ft squawking 7000. Heathrow departures stopped. A/c taken of the SID to remain separated from the C172.	Appropriate CAA action is to be taken as a result of thisincident.
201003781	28/04/2010	EGTT : London (FIR)	Andrewsfield		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 2300ft. Standard separation maintained.	
201003782	28/04/2010	EGTT : London (FIR)	London-Heathrow - LHR	10 W	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C182 at 1000ft. Heathrow northbound departures were stopped. Standardseparation maintained.	On leaving White Waltham the pilot was intending to fly on a heading of 030deg in accordance with noise abatement but inadvertently allowed the a/c to drift onto a heading of 060deg which took the a/c East of Maidenhead town. Pilotwas very apologetic and has stated in his report that after having discussions with his instructor recommendations have been made to him which he accepts and intends to implement.
201003783	30/04/2010	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C180 squawking 7000 at 2500ft. Standard separation maintained.	CAA Closure: ATC contacted the pilot who provided an explanation of the flight. He has since obtained an AWARE system to assist in preventing any further infringements.
201003784	01/05/2010	EGTT : London (FIR)	Southampton (SAM)	4NE	D	CTR	LUSCOMBE	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Luscombe at 1400ft.	

201003785	01/05/2010	EGTT : London (FIR)	Stansted		G	Restricted area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a PA28. Traffic info and avoiding action given.	The pilot, who is familiar with the requirements for operating through the TMZ, has apologised for the incident and has submitted a detailed response, stating that he and two other pilots were on a familiarisation check on an a/c that none of them had previously flown. The a/c was fitted with an unfamiliar transponder, which the pilots believed was showing the correct information.
201003785	01/05/2010	EGTT : London (FIR)	Stansted		G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a PA28. Traffic info and avoiding action given.	The pilot, who is familiar with the requirements for operating through the TMZ, has apologised for the incident and has submitted a detailed response, stating that he and two other pilots were on a familiarisation check on an a/c that none of them had previously flown. The a/c was fitted with an unfamiliar transponder, which the pilots believed was showing the correct information.
201003786	01/05/2010	EGTT : London (FIR)	Stansted		G	Restricted area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Piper L18C. Traffic info and avoiding action given to an A319.	
201003786	01/05/2010	EGTT : London (FIR)	Stansted		G	Restricted area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a Piper L18C. Traffic info and avoiding action given to an A319.	
201003787	01/05/2010	EGTT : London (FIR)	Bournemouth		D	CTR	OTHER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a microlight.	

201003788	03/05/2010	EGTT : London (FIR)	Manchester (MCT)		D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA28. Standard separation maintained.	
201003889	04/05/2010	EGTT : London (FIR)	Bournemouth	4 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a C172 at 1800ft. C172 instructed to turn left but then requested IFR transit. ATC instructed a/c to leave CAS due to traffic.	C172 then subsequently infringed again at 2300ft. Standard separation maintained.☐ CAA Closure: No further CAA action considered practical at this time.
201003935	05/05/2010	EGTT : London (FIR)	MONTY		A		PIPER	Reciprocating	1	Infringement of Airway N864 (Class A) by a PA28 squawking7000 at FL68. Standard separation maintained.	
201003938	05/05/2010	EGTT : London (FIR)	Southampton (SAM)	6 SE	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Microlight infringed the Southampton CTR (Class D) and lost separation with an inbound a/c. Avoiding action and traffic info given.	Believed microlight was being flown by a solo student.☐ CAA Closure: No reply from a/c owner. No further action possible due to elapsed time.
201003938	05/05/2010	EGTT : London (FIR)	Southampton (SAM)	6 SE	D	CTR	UNKNOWN	Unknown		Microlight infringed the Southampton CTR (Class D) and lost separation with an inbound a/c. Avoiding action and traffic info given.	Believed microlight was being flown by a solo student.☐ CAA Closure: No reply from a/c owner. No further action possible due to elapsed time.

201003950	05/05/2010	EGTT : London (FIR)	Nottingham East Midlands	10E	D	CTR	BEECH	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a BE33 at 2000ft, a/c subsequently infringed the Nottingham East Midlands CTR (Class D). Standard separation maintained.	
201003975	04/05/2010	EGTT : London (FIR)	White Waltham	N	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 at 2000ft. Standard separation maintained.	
201003980	24/04/2010	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a C172. Traffic info and avoiding action given. Separationlost against a C150.	Pilot apologised.
201003980	24/04/2010	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a C172. Traffic info and avoiding action given. Separationlost against a C150.	Pilot apologised.
201004013	09/05/2010	EGTT : London (FIR)	Stansted	W	D	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) and the TMZ (Class G) by a C152. Traffic info and avoiding action given.Separation lost.	Investigation under 201004018.

201004014	09/05/2010	EGTT : London (FIR)	Denham	4 NW	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 squawking 7000. Standard separation maintained.	Student pilot was routing to Denham from Chesham via Amersham and St. Giles. As the pilot approached Chesham, he was in sight of the St. Giles VRP and decided to route direct, thinking the direct routing was the more expeditious approach, therefore turning before his actual planned turning point. On turning the pilot lost visual with the VRP and consequently flew into the London CTR. Pilot became anxious and had difficulty liaising with Denham FISO. CFI has debriefed student and the student has apologised.
201004017	09/05/2010	EGTT : London (FIR)	Puckeridge		G	Restricted area	SIAI MARCHETTI	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an SF260 squawking 7000.	Pilot misunderstood the requirements/procedures for the TMZ. Pilot has since been briefed.
201004018	09/05/2010	EGTT : London (FIR)	Stansted	S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 at 1500ft. Traffic info and avoiding action given. Separation lost with three commercial a/c.	The C152 pilot contacted Luton Approach requesting a Basic Service and CTR transit but, because the a/c was not in the position reported, the Luton controller did not identify the a/c straight away. The C152 did not squawk Mode C and the pilot was not requested to report his altitude. Consequently, it was not apparent that the a/c was inside Stansted airspace.☐ CAA Closure: After discussion with the C152 pilot and his flying club, extra navigation and VOR training was booked by the pilot.
201004018	09/05/2010	EGTT : London (FIR)	Stansted	S	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C152 at 1500ft. Traffic info and avoiding action given. Separation lost with three commercial a/c.	The C152 pilot contacted Luton Approach requesting a Basic Service and CTR transit but, because the a/c was not in the position reported, the Luton controller did not identify the a/c straight away. The C152 did not squawk Mode C and the pilot was not requested to report his altitude. Consequently, it was not apparent that the a/c was inside Stansted airspace.☐ CAA Closure: After discussion with the C152 pilot and his flying club, extra navigation and VOR training was booked by the pilot.
201004052	07/05/2010	EGTT : London (FIR)	Stansted		G	Restricted area	SIAI MARCHETTI	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an SF260 squawking 7000. Traffic info and avoiding action given.	Pilot misunderstood the requirements/procedures for the TMZ. Pilot has since been briefed.

201004052	07/05/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by an SF260 squawking 7000. Traffic info and avoiding action given.	Pilot misunderstood the requirements/procedures for the TMZ. Pilot has since been briefed.
201004094	10/05/2010	EGTT : London (FIR)	D407		G	Danger area	CESSNA	Reciprocating	1	Alleged infringement of Danger Area EG D407 (Warcop) by aC177 squawking 7000 at FL95. Standard separation maintained.	
201004166	09/05/2010	EGTT : London (FIR)	Stansted	SW	G	Restrict ed area	VANS	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Vans RV7 at 1000ft. Traffic info given to an A319. A/c not displaying Mode C.	
201004166	09/05/2010	EGTT : London (FIR)	Stansted	SW	G	Restrict ed area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a Vans RV7 at 1000ft. Traffic info given to an A319. A/c not displaying Mode C.	
201004174	11/05/2010	EGTT : London (FIR)	Luton (LUT)		A	TMA	DIAMOND	Reciprocating	1	Infringement of the LTMA (Class A) by a DA40 squawking 7000 at 3700ft. Approximately 25mins later DA40 infringed the Luton CTR (Class D). Traffic info given. A check-all wasimposed on departures.	Student pilot. Standard separation maintained. Student pilot on solo general handling flight became disorientated but did not ask ATC for assistance.☐ CAA Closure: Retraining in the use of reference points, map reading, lost procedure and radio aid fixing procedure. Dual flight to be undertaken to the satisfaction of his instructor before any further solo flying.

201004207	12/05/2010	EGTT : London (FIR)	Leeds Bradford (LBA)	7-8SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Leeds Bradford CTA (Class D) by a PA46 at 3500ft. Standard separation maintained.	
201004216	08/05/2010	EGTT : London (FIR)	Blackpool (BPL)		G	Restrict ed area	CESSNA	Reciprocating	1	Infringement of Restricted Airspace R444 by a C152 at 1300ft. Pilot alerted by ATC. Pilot reported climbing in order to be above the restricted area.	
201004251	13/05/2010	EGTT : London (FIR)	EGD037			Danger area	PIPER	Reciprocating	1	Infringement of Danger Area EGD037 by a PA46.	
201004308	14/05/2010	EGTT : London (FIR)	Luton (LUT)	6W	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. A check all was placed. Separation lost with an outbound A320.	Student pilot on solo flight returning to Elstree became aware he had infringed the Luton CTR on observing the airfield. Student reported difficulties in contacting Farnborough radar on 132.800, however failed to contact any other unit. CFI has now briefed the student on his mistake in misidentifying Tring as planned turning point of Princes Risborough. The student believed he was following his plannedroute, but agreed that he must have come off track. The student has been fully debriefed by CFI and apologised for the infringement. Investigation under 201002231 and 201004174.
201004308	14/05/2010	EGTT : London (FIR)	Luton (LUT)	6W	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. A check all was placed. Separation lost with an outbound A320.	Student pilot on solo flight returning to Elstree became aware he had infringed the Luton CTR on observing the airfield. Student reported difficulties in contacting Farnborough radar on 132.800, however failed to contact any other unit. CFI has now briefed the student on his mistake in misidentifying Tring as planned turning point of Princes Risborough. The student believed he was following his plannedroute, but agreed that he must have come off track. The student has been fully debriefed by CFI and apologised for the infringement. Investigation under 201002231 and 201004174.

201004309	15/05/2010	EGTT : London (FIR)	Birmingham	10W	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 3300ft. Traffic info given. Standard separation maintained.	Pilot failed to adequately plan for the flight and, as a result, he did not notice that the base of CAS to the Westof Birmingham was 2500ft.
201004311	15/05/2010	EGTT : London (FIR)	Leeds Bradford (LBA)	5 SE	D	CTR	BELL	Turboshaft	1	Infringement of the Leeds Bradford CTR (Class D) by a Bell 206 squawking 7000 at 1500ft. Standard separation maintained.	Pilot admitted to a navigational error.□ CAA Closure: Pilot made aware of the serious consequences of infringing CAS and has been sent study material covering VFR navigationand flight in CAS.
201004312	15/05/2010	EGTT : London (FIR)	Daventry (DTY)	3N	A	Danger area	PIPER	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a PA28 at 4800ft. Standard separation maintained. Alleged that the a/c also infringed the Weston-on-the-Green Danger Area.	Birmingham ATC also allegedly stopped departures due to this a/c.□ CAA Closure: No further action taken due to elapsed time.
201004313	15/05/2010	EGTT : London (FIR)	Southampton (SAM)	8N	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an Ikarus C42 at 1800ft. Traffic info given. Standard separation maintained.	
201004420	15/05/2010	EGTT : London (FIR)	Saltby		Other	Other	OTHER	Other	0	UK AIRPROX 2010/048 - Glider and a Rockwell Commander 114 at 1000ft overhead Saltby.	After winch, glider pilot noticed a low wing a/c on a heading of 300deg approaching the airfield. The glider pilot initially thought this was a returning glider tug, howeverassessed there was a risk of collision so increased the rate of descent to increase vertical separation. The RC114 passed in front of the glider right to left and above. Glider landed without incident. The glider was not in the Rockwell 114 pilots field of vision, therefore no avoiding action taken. The RC114 flew through the circuit of a promulgated and active glider launch site, below winch launch height and came into conflict with the glider.

201004420	15/05/2010	EGTT : London (FIR)	Saltby		Other	Other	ROCKWELL	Reciprocating	1	UK AIRPROX 2010/048 - Glider and a Rockwell Commander 114 at 1000ft overhead Saltby.	After winch, glider pilot noticed a low wing a/c on a heading of 300deg approaching the airfield. The glider pilot initially thought this was a returning glider tug, howeverassessed there was a risk of collision so increased the rate of descent to increase vertical separation. The RC114 passed in front of the glider right to left and above. Glider landed without incident. The glider was not in the Rockwell 114 pilots field of vision, therefore no avoiding action taken. The RC114 flew through the circuit of a promulgated and active glider launch site, below winch launch height and came into conflict with the glider.
201004423	18/05/2010	EGTT : London (FIR)	Luton (LUT)	6SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a PA28 at 2000ft. A check-all was placed on departures. Pilot contacted D&D, declared a PAN and reported being lost. Standard separation maintained.	Student pilot on second solo navigation exercise became disorientated on return to base and, with the sun in her eyes, she mistook St Albans for Potters Bar. ☐ CAA Closure: Remedial navigation training has been completed together with a lost procedure refresher.
201004430	18/05/2010	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	ROCKWELL	Reciprocating	1	Infringement of the London CTR (Class A) by a Rockwell 114 squawking 7000 at 1400ft. Traffic info given to B747. Separation lost.	Appropriate CAA action is being taken as a result of thisincident.
201004430	18/05/2010	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	BOEING	Turbofan	4	Infringement of the London CTR (Class A) by a Rockwell 114 squawking 7000 at 1400ft. Traffic info given to B747. Separation lost.	Appropriate CAA action is being taken as a result of thisincident.
201004431	18/05/2010	EGTT : London (FIR)	Yarmouth	3E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 at 3000ft. Standard separation maintained.	

201004492	20/05/2010	EGTT : London (FIR)	Stansted	SW	D	Restricted area	OTHER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an unknown microlight squawking 7000 at 400ft. Microlight then infringed the Stansted TMZ 2 (Class G). Traffic info given. Two a/c broken off approach.	Debden radar was out of service, leading to low level coverage being poor. Subsequent investigation revealed that the pilot was not aware of the TMZ. The pilot had intended to overfly Hunsdon but drifted right to infringe the CTR and caused a loss of separation with a B737 descending to 2000ft. No avoiding action necessary. After conversation with local authorities who traced the a/c, the pilot fully understands his error.
201004492	20/05/2010	EGTT : London (FIR)	Stansted	SW	D	Restricted area	BAE	Turbofan	4	Infringement of the Stansted CTR (Class D) by an unknown microlight squawking 7000 at 400ft. Microlight then infringed the Stansted TMZ 2 (Class G). Traffic info given. Two a/c broken off approach.	Debden radar was out of service, leading to low level coverage being poor. Subsequent investigation revealed that the pilot was not aware of the TMZ. The pilot had intended to overfly Hunsdon but drifted right to infringe the CTR and caused a loss of separation with a B737 descending to 2000ft. No avoiding action necessary. After conversation with local authorities who traced the a/c, the pilot fully understands his error.
201004497	20/05/2010	EGTT : London (FIR)	Leeds Bradford (LBA)	5NE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Leeds Bradford CTR (Class D) by an R22 squawking 7000 at 2000ft. Departures were stopped. Standard separation maintained.	Navigational error with an instructor on board.☐ CAA Closure: No reply, no action possible.
201004504	20/05/2010	EGTT : London (FIR)	London City - LCY	6 NE	A	TMA	GRUMMAN	Reciprocating	1	Infringement of the LTMA (Class A) and the London City CTA (Class D) by a Grumman AA5 squawking 7000 at 2100ft.	Traffic info and avoiding action given.☐ CAA Closure: No further action taken due to elapsed time.
201004504	20/05/2010	EGTT : London (FIR)	London City - LCY	6 NE	A	TMA	FOKKER	Turboprop	2	Infringement of the LTMA (Class A) and the London City CTA (Class D) by a Grumman AA5 squawking 7000 at 2100ft.	Traffic info and avoiding action given.☐ CAA Closure: No further action taken due to elapsed time.

201004548	20/05/2010	EGTT : London (FIR)	Birmingham		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an R44 squawking 7000 at 800ft resulting in a loss of separation against a DHC8, which was broken off approach. Traffic info and avoiding action given.	Pilot reports being unable to establish two-way comms with ATC and decided to land the a/c when it was realised he was creating a problem. Pilot given appropriate advice by the ATC unit.
201004548	20/05/2010	EGTT : London (FIR)	Birmingham		D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTR (Class D) by an R44 squawking 7000 at 800ft resulting in a loss of separation against a DHC8, which was broken off approach. Traffic info and avoiding action given.	Pilot reports being unable to establish two-way comms with ATC and decided to land the a/c when it was realised he was creating a problem. Pilot given appropriate advice by the ATC unit.
201004549	20/05/2010	EGTT : London (FIR)	Birmingham	10	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Robin 400 at 2600ft. Standard separation maintained.	Pilot reported to ATC that he had misread his map and hasapologised for the infringement.
201004551	21/05/2010	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28. Departures were stopped. PA28 subsequently infringed Biggin Hill ATZ (Class G) at 2000ft. Separation lost against two Gatwick departures.	Traffic info given.☐ CAA Closure: No reply, no action taken due to elapsed time.
201004551	21/05/2010	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) by a PA28. Departures were stopped. PA28 subsequently infringed Biggin Hill ATZ (Class G) at 2000ft. Separation lost against two Gatwick departures.	Traffic info given.☐ CAA Closure: No reply, no action taken due to elapsed time.

201004554	22/05/2010	EGTT : London (FIR)	Denham	3W	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28. Pilotreported having a problem with his transponder. Standard separation maintained.	CAA Closure: ATC followed up the incident with the pilot who explained that he had allowed himself to be distractedwhilst instructing his student, with deteriorating weather also a factor. He intends to take on further training asa result.
201004555	22/05/2010	EGTT : London (FIR)	Barkway (BKY)		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 3100ft. Standard separation maintained.	
201004555	22/05/2010	EGTT : London (FIR)	Barkway (BKY)		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 3100ft. Standard separation maintained.	
201004556	22/05/2010	EGTT : London (FIR)	Denham	4W	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 2200ft.	
201004558	22/05/2010	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	OTHER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an unknown microlight at 1500ft. Traffic info given.	

201004558	22/05/2010	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	GRUMMAN	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an unknown microlight at 1500ft. Traffic info given.	
201004561	23/05/2010	EGTT : London (FIR)	Mayfield (MAY)	3NW	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 3000ft. Standard separation maintained.	
201004562	23/05/2010	EGTT : London (FIR)	Honiley (HON)	4SW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Robin 400 at 2400ft. Traffic info given. Standard separation maintained.	
201004563	23/05/2010	EGTT : London (FIR)	Stansted	15-18N	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 squawking 7000 at FL70. Five Stansted inbound a/c were delayed. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
201004604	13/05/2010	EGTT : London (FIR)	Bradwell		Other	Restrict ed area	OTHER	Reciprocating	1	Infringement of Restricted Area R156 (Bradwell) by a microlight. Standard separation maintained.	Pilot apologised.

201004606	23/05/2010	EGTT : London (FIR)	Hawarden		A	TMA	OTHER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an MCR01 squawking 7000 at 4200ft. Standard separation maintained.	Significant disruption caused to Liverpool and Manchester operations. □ CAA Closure: The unit subsequently contacted the pilot who reported that he was aware of his position but, having encountered a layer of cloud, he commenced a climb with reference to the wrong part of his map. Appropriate advice given.
201004638	23/05/2010	EGTT : London (FIR)	Bristol International		D	CTA	CESSNA	Turboprop	1	Infringement of the Bristol CTA (Class D) by a C208 squawking 7000 at 2500ft. Standard separation maintained.	
201004639	24/05/2010	EGTT : London (FIR)	Stansted	7 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 at 1200ft. Traffic info and avoiding action given. B737 broken off approach. Separation lost.	CAA Closure: ATC contacted the PA28 pilot for an explanation of the event. He intends to take an alternative route into and out of Andrewsfield in future, well away from the Stansted CTR.
201004639	24/05/2010	EGTT : London (FIR)	Stansted	7 NE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA28 at 1200ft. Traffic info and avoiding action given. B737 broken off approach. Separation lost.	CAA Closure: ATC contacted the PA28 pilot for an explanation of the event. He intends to take an alternative route into and out of Andrewsfield in future, well away from the Stansted CTR.
201004642	24/05/2010	EGTT : London (FIR)	Bournemouth	10 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 at 1700ft. Traffic info given. Standard separation maintained.	Previous occurrences reported involving this a/c. □ CAA Closure: No action taken by ATC at the time. No further action is considered practicable due to elapsed time.

201004672	21/05/2010	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an R44 squawking 7000 at 2000ft. Traffic info given to an SR22. Standard separation maintained.	
201004672	21/05/2010	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	CIRRUS	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an R44 squawking 7000 at 2000ft. Traffic info given to an SR22. Standard separation maintained.	
201004744	25/05/2010	EGTT : London (FIR)	Stansted		G	Restricted area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a C172 squawking 7000 at 1400ft. Traffic info given.	
201004744	25/05/2010	EGTT : London (FIR)	Stansted		G	Restricted area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a C172 squawking 7000 at 1400ft. Traffic info given.	
201004763	26/05/2010	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA32 squawking 7000 at 2200ft. CPT and SAM departures at Heathrow were stopped. Standard separation maintained.	CAA Closure: The pilot concerned could not be determined with a registered owner recorded as overseas. No further CAA action at this time.

201004798	26/05/2010	EGTT : London (FIR)	Stretton	1.5E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C172. Standard separation maintained.	Pilot apologised.
201004799	26/05/2010	EGTT : London (FIR)	Manchester (MCT) TMA	3N	D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA28 squawking 7000 at 2500ft. Standard separation maintained.	
201004832	28/05/2010	EGTT : London (FIR)	London-Gatwick - LGW		A	TMA	SOCATA	Reciprocating	1	Infringement of the LTMA (Class A) by a TB20 squawking 7000 at 2200ft. An inbound EMB190 was routed behind TB20 anda downwind B737 was given extended routeing. Standard separation maintained.	Prior to departure, TB20 was given taxi instructions to holding point K for R/W29 at Biggin. When TB20 was ready for departure at K, RT contact was lost. ATC subsequently observed TB20 passing K and line up on R/W29. No other traffic was affected. □ CAA Closure: No follow up action taken at the time by the ATSUs involved. No further action considered possible due to elapsed time.
201004832	28/05/2010	EGTT : London (FIR)	London-Gatwick - LGW		A	TMA	EMBRAER	Turbofan	2	Infringement of the LTMA (Class A) by a TB20 squawking 7000 at 2200ft. An inbound EMB190 was routed behind TB20 anda downwind B737 was given extended routeing. Standard separation maintained.	Prior to departure, TB20 was given taxi instructions to holding point K for R/W29 at Biggin. When TB20 was ready for departure at K, RT contact was lost. ATC subsequently observed TB20 passing K and line up on R/W29. No other traffic was affected. □ CAA Closure: No follow up action taken at the time by the ATSUs involved. No further action considered possible due to elapsed time.
201004856	30/05/2010	EGTT : London (FIR)	Lasham		G		PIPER	Reciprocating	1	UK AIRPROX 2010/058 - Glider and a PA28. PA28 working Farnborough LARS subsequently infringed Solent CTA (Class D) at 2800ft.	PA28 flew overhead a notified and active glider launchingsite, below the promulgated winch cable release height and into conflict with the glider, which it did not see.

201004856	30/05/2010	EGTT : London (FIR)	Lasham		G		OTHER	Other	0	UK AIRPROX 2010/058 - Glider and a PA28. PA28 working Farnborough LARS subsequently infringed Solent CTA (Class D) at 2800ft.	PA28 flew overhead a notified and active glider launchingsite, below the promulgated winch cable release height and into conflict with the glider, which it did not see.
201004873	27/05/2010	EGTT : London (FIR)	Stansted	10	G	Restrict ed area	OTHER	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) allegedly by a microlight.	
201004873	27/05/2010	EGTT : London (FIR)	Stansted	10	G	Restrict ed area	BAE	Turbofan	4	Infringement of the Stansted TMZ 1 (Class G) allegedly by a microlight.	
201004876	28/05/2010	EGTT : London (FIR)	Luton (LUT)	NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTA (Class D) by a C210 at 3500ft receiving a Basic Service. An inbound F2000 was given traffic info, its descent was stopped at 4500ft, and repositioned downwind.	Investigation established that the pilot was foreign and had very limited experience of flying in the UK. He was receiving a Basic Service and commented that the units in the North of the country had warned of approaching restricted areas in plenty of time (which is beyond what they are required to do) to allow for avoidance or prompt for requests to enter. However, prior to the infringement of the Luton CTA, no such warning was given and the pilot subsequently crossed the boundary. He noticed the F2000 and was just about to descend when, simultaneously, ATC instructed him to descend immediately to below 2500ft.☐ CAA Closure: Pilot has taken full responsibility, apologised and undertaken a full map review. He now realises exactly where he went wrong. Additionally, he admits to not fully understanding the limitations of the Basic Service and has subsequently taken appropriate remedial action to ensure that is no longer the case.
201004876	28/05/2010	EGTT : London (FIR)	Luton (LUT)	NE	D	CTA	DASSAULT	Turbofan	2	Infringement of the Luton CTA (Class D) by a C210 at 3500ft receiving a Basic Service. An inbound F2000 was given traffic info, its descent was stopped at 4500ft, and repositioned downwind.	Investigation established that the pilot was foreign and had very limited experience of flying in the UK. He was receiving a Basic Service and commented that the units in the North of the country had warned of approaching restricted areas in plenty of time (which is beyond what they are required to do) to allow for avoidance or prompt for requests to enter. However, prior to the infringement of the Luton CTA, no such warning was given and the pilot subsequently crossed the boundary. He noticed the F2000 and was just about to descend when, simultaneously, ATC instructed him to descend immediately to below 2500ft.☐ CAA Closure: Pilot has taken full responsibility, apologised and undertaken a full map review. He now realises exactly where he went wrong. Additionally, he admits to not fully understanding the limitations of the Basic Service and has subsequently taken appropriate remedial action to ensure that is no longer the case.

201004884	28/05/2010	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained.	
201004943	31/05/2010	EGTT : London (FIR)	Bristol International	4W	D	CTR	OTHER	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a microlightat 1500ft. Standard separation maintained.	
201004945	31/05/2010	EGTT : London (FIR)	Birmingham	10SW	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an R44 at1900ft. Standard separation maintained.	Pilot later contacted ATC and apologised for the infringement, stating he had become disorientated and believed he was South West of Wellesbourne Mountford clear of the CTA.Appropriate advise given by ATC.
201004959	28/05/2010	EGTT : London (FIR)	Birmingham	8 SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C172 squawking 7000 indicating 3000ft resulting in a loss of separation against three inbound a/c.	Inbound a/c were given traffic info and informed they would be delayed. C172 pilot subsequently reported that a passenger had become ill and vomited over the maps, resultingin the pilot becoming disorientated.□ CAA Closure: Pilot briefed on the benefits of wearing the listening code and contacting ATC in such circumstances.
201004959	28/05/2010	EGTT : London (FIR)	Birmingham	8 SW	D	CTR	UNKNOWN	Unknown		Infringement of the Birmingham CTR (Class D) by a C172 squawking 7000 indicating 3000ft resulting in a loss of separation against three inbound a/c.	Inbound a/c were given traffic info and informed they would be delayed. C172 pilot subsequently reported that a passenger had become ill and vomited over the maps, resultingin the pilot becoming disorientated.□ CAA Closure: Pilot briefed on the benefits of wearing the listening code and contacting ATC in such circumstances.

201004960	29/05/2010	EGTT : London (FIR)	Luton (LUT)	7 SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000. Check all was placed on departures and an a/c established on ILS was broken off the approach and repositioned. Separation maintained.	CAA Closure: ATC contacted the PA28 pilot for an explanation. The pilot was carrying out further training towards an IMC rating and it is considered probable that a strong Southerly wind was a contributory factor to the infringement.
201004960	29/05/2010	EGTT : London (FIR)	Luton (LUT)	7 SE	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by a PA28 squawking 7000. Check all was placed on departures and an a/c established on ILS was broken off the approach and repositioned. Separation maintained.	CAA Closure: ATC contacted the PA28 pilot for an explanation. The pilot was carrying out further training towards an IMC rating and it is considered probable that a strong Southerly wind was a contributory factor to the infringement.
201004961	29/05/2010	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	GRUMMAN	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a Grumman AA5. One a/c was broken off approach. Standard separation maintained.	
201004961	29/05/2010	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	CESSNA	Turbofan	2	Infringement of the Biggin Hill ATZ (Class G) by a Grumman AA5. One a/c was broken off approach. Standard separation maintained.	
201004996	15/05/2010	EGTT : London (FIR)	Weston On The Green			Danger area	PIPER	Reciprocating	1	Infringement of Danger Area D129 (Weston on the Green) bya PA28 at an estimated 2000ft.	

201004997	13/05/2010	EGTT : London (FIR)	Lulworth		G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area DO26 by a PA28 at 4500ft. Live firing was stopped.	Attempts by the ground station to establish communicationwith the pilot was unsuccessful.☐ CAA Closure: No furtherCAA action at this time.
201004998	19/05/2010	EGTT : London (FIR)	Shoeburyness			Danger area	ROCKWELL	Reciprocating	1	Infringement of Danger Area D138 (Shoeburyness) by a Rockwell 112. A check fire was given across the range.	
201005032	03/06/2010	EGTT : London (FIR)	Bournemouth	4 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by PA28 at 1500ft. The student pilot on a navigational exercise was receiving a BS from Southampton. PA28 was told to route NE to remain clear of CAS.	The student became distracted and infringed CAS. The student was flying an a/c he had not flown previously which was fitted with unfamiliar radio and nav equipment. Whilst trying to change frequency he switched the radio off, dropped his stopwatch which slid underneath the passenger seat and broke his pen. All of which lead to a lapse in concentration.☐ CAA Closure: He was debriefed by his FI and two dual navigation trips carried out that included both transit and flight close to controlled airspace. The student hassince flown his qualifying cross country flight successfully.
201005050	02/06/2010	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 at 2200ft. Standard separation maintained.	
201005052	28/05/2010	EGTT : London (FIR)	Weston On The Green		G	Danger area	CIRRUS	Reciprocating	1	Infringement of active Danger Area D129 (Weston on the Green) by an SR22 at approximately 3500ft receiving a BS.	CAA Closure: Appropriate CAA action is to be taken as a result of this incident.

201005052	28/05/2010	EGTT : London (FIR)	Weston On The Green		G	Danger area	DORNIER	Reciprocating	2	Infringement of active Danger Area D129 (Weston on the Green) by an SR22 at approximately 3500ft receiving a BS.	CAA Closure: Appropriate CAA action is to be taken as a result of this incident.
201005068	31/05/2010	EGTT : London (FIR)	Shoreham		G	ATZ	PIPER	Reciprocating	1	Infringement of the Shoreham ATZ (Class G) by a Piper L21at 700ft. Standard separation maintained.	
201005073	02/06/2010	EGTT : London (FIR)	London-Heathrow - LHR	12 W	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by a SR22 at 3200ft passing 12nm West of Heathrow. A/c were delayed as a result of this infringement.	Appropriate CAA action is being taken as a result of thisincident.
201005074	03/06/2010	EGTT : London (FIR)	London-Heathrow - LHR		A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 at 3200ft. Separation was lost with three a/c all inbound to Heathrow. SR22 called ATC and told to leave CAS and was given a BS.	Appropriate CAA action is being taken as a result of thisincident.
201005074	03/06/2010	EGTT : London (FIR)	London-Heathrow - LHR		A	TMA	AIRBUS	Turbofan	4	Infringement of the LTMA (Class A) by an SR22 at 3200ft. Separation was lost with three a/c all inbound to Heathrow. SR22 called ATC and told to leave CAS and was given a BS.	Appropriate CAA action is being taken as a result of thisincident.

201005103	04/06/2010	EGTT : London (FIR)	Leeds Bradford (LBA)	11SE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Leeds Bradford CTA (Class D) by a Robin 400 squawking 7000 at 3000ft. Standard separation maintained.	Pilot had requested a Basic Service and told to remain outside of CAS which was acknowledged.
201005114	02/06/2010	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	VANS	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a Vans RV9. Two-way communication with the a/c had been lost. Standard separation maintained.	
201005116	03/06/2010	EGTT : London (FIR)	Barkway (BKY)	3 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a PA28 squawking 7000 and indicating 3000ft. A Luton CLN departure was stopped. Traffic info given. Standard separation maintained.	CAA Closure: No follow up action taken by ATC at the timeof the incident. No further action considered possible due to the elapsed time.
201005131	04/06/2010	EGTT : London (FIR)	Luton (LUT)	W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) and the Luton CTR (Class D) by a PA28 squawking 7000 resulting in a loss of separation against inbound a/c.	Traffic info and avoiding action given. An A319 was vectored off its approach and a 'check all' was imposed. Appropriate CAA action is being taken as a result of this incident.
201005131	04/06/2010	EGTT : London (FIR)	Luton (LUT)	W	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) and the Luton CTR (Class D) by a PA28 squawking 7000 resulting in a loss of separation against inbound a/c.	Traffic info and avoiding action given. An A319 was vectored off its approach and a 'check all' was imposed. Appropriate CAA action is being taken as a result of this incident.

201005142	03/06/2010	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	OTHER	Reciprocating	1	Solar airship believed to be 8m long and not attached to anything was observed passing overhead Eastern portion of the runway at approximately 500ft. It then ascended to 2-3000ft.	No traffic was affected. CAA Closure: The origin of the solar airship could not be determined. No further CAA action considered feasible at this time.
201005191	05/06/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) and the Southampton CTR (Class D) by an unknown a/c at 2200ft. Standard separation maintained.	A/c subsequently identified as a PA28.
201005193	05/06/2010	EGTT : London (FIR)	Hengisbury Head		D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 at 2400ft. Traffic info given. One a/c stopped from departing. Standard separation maintained.	
201005199	05/06/2010	EGTT : London (FIR)	Lambourne (LAM)	4 SW	A	TMA	CESSNA	Reciprocating	1	UK AIRPROX 2010/064 - Do328 and C182 4nm Southwest of Lambourne at 3300ft.	C182 squawking 7000 indicating 3000ft infringed the LTMA (Class A) and lost separation with a Do328 also at 3000ft.STCA and SMF activated. Traffic info and avoiding action given. Do328 also reported receiving and complying with a TCAS RA. Appropriate CAA action is being taken as a resultof this incident.
201005199	05/06/2010	EGTT : London (FIR)	Lambourne (LAM)	4 SW	A	TMA	DORNIER	Turboprop	2	UK AIRPROX 2010/064 - Do328 and C182 4nm Southwest of Lambourne at 3300ft.	C182 squawking 7000 indicating 3000ft infringed the LTMA (Class A) and lost separation with a Do328 also at 3000ft.STCA and SMF activated. Traffic info and avoiding action given. Do328 also reported receiving and complying with a TCAS RA. Appropriate CAA action is being taken as a resultof this incident.

201005222	07/06/2010	EGTT : London (FIR)	Midhurst (MID)	4SE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2800ft. Departures at Gatwick were stopped. Standardseparation maintained.	CAA Closure: No follow up action taken by ATC at the timeof the incident. No further action considered possible due to the elapsed time.
201005222	07/06/2010	EGTT : London (FIR)	Midhurst (MID)	4SE	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 2800ft. Departures at Gatwick were stopped. Standardseparation maintained.	CAA Closure: No follow up action taken by ATC at the timeof the incident. No further action considered possible due to the elapsed time.
201005223	06/06/2010	EGTT : London (FIR)	Birmingham	11.5 S	D	CTA	BEECH	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a BE36 squawking 7000 at 2500ft. One a/c delayed. Standard separation maintained.	CAA Closure: ATC subsequently spoke to BE36 pilot and gave appropriate advice.
201005233	03/06/2010	EGTT : London (FIR)	Nottingham East Midlands	11 SW	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by an EV97 squawking 7000 at 4000ft. Traffic info given.Standard separation maintained.	CAA Closure: No further action possible due to elapsed time.
201005233	03/06/2010	EGTT : London (FIR)	Nottingham East Midlands	11 SW	D	CTA	BOEING	Turbofan	2	Infringement of the Nottingham East Midlands CTA (Class D) by an EV97 squawking 7000 at 4000ft. Traffic info given.Standard separation maintained.	CAA Closure: No further action possible due to elapsed time.

201005235	05/06/2010	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a Robin 400 at 2000ft.	The pilot states that he misread the base altitude on thehalf mil map. He thought it was 2500ft but in fact it was1500ft. Pilot was listening on 126.82 and squawking 0012.
201005276	05/06/2010	EGTT : London (FIR)	Bristol International		D	CTR	CESSNA	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a C182 squawking 7000 at 3000ft. Standard separation maintained.	
201005322	09/06/2010	EGTT : London (FIR)	London (LON)		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 1000ft. Traffic info and avoiding action givento a B737. Separation lost.	Pilot apologised and local action has been taken.
201005322	09/06/2010	EGTT : London (FIR)	London (LON)		A	CTR	BOEING	Turbofan	2	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 1000ft. Traffic info and avoiding action givento a B737. Separation lost.	Pilot apologised and local action has been taken.
201005380	11/06/2010	EGTT : London (FIR)	Southampton (SAM)	7N	D	CTR	BELL	Turboshaft	1	Infringement of the Southampton CTR (Class D) by a Bell 206. Standard separation maintained.	

201005396	03/06/2010	EGTT : London (FIR)	Brize Norton	8 W	D	CTR	OTHER	Unknown		UK AIRPROX 2010/059 - Military a/c and a PA28, 8nm West of Brize Norton at FL31.	CAA Closure: IFR separation was not provided to the military a/c against the PA28, which had inadvertently entered the Brize Norton CTR, which resulted in a conflict on Brize Norton CTR boundary. No further CAA action. This AIRPROXhas been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201005396	03/06/2010	EGTT : London (FIR)	Brize Norton	8 W	D	CTR	PIPER	Reciprocating	1	UK AIRPROX 2010/059 - Military a/c and a PA28, 8nm West of Brize Norton at FL31.	CAA Closure: IFR separation was not provided to the military a/c against the PA28, which had inadvertently entered the Brize Norton CTR, which resulted in a conflict on Brize Norton CTR boundary. No further CAA action. This AIRPROXhas been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201005407	11/06/2010	EGTT : London (FIR)	Stansted	10SW	G	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a C172. Traffic info and avoiding action given.	Potential conflict with inbound B737, who's approach was subsequently delayed.☐ CAA Closure: ATC contacted the pilot for an explanation. He believed that the transponder wasoperating, but had not noticed that it had been switched to standby. No further action considered necessary.
201005407	11/06/2010	EGTT : London (FIR)	Stansted	10SW	G	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a C172. Traffic info and avoiding action given.	Potential conflict with inbound B737, who's approach was subsequently delayed.☐ CAA Closure: ATC contacted the pilot for an explanation. He believed that the transponder wasoperating, but had not noticed that it had been switched to standby. No further action considered necessary.
201005422	12/06/2010	EGTT : London (FIR)	Stansted	12SW	G	Restrict ed area	DE HAVILLAND	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Tigermoth. Traffic info and avoiding action given to a DHC8.	Pilot later contacted ATC to apologise for the infringement and stated that he was not aware of the TMZ airspace. A/c not equipped with a transponder, therefore appropriate advice given regarding calling Farnborough LARS for clearance.

201005422	12/06/2010	EGTT : London (FIR)	Stansted	12SW	G	Restrict ed area	DE HAVILLAND	Turboprop	2	Infringement of the Stansted TMZ 2 (Class G) by a Tigermoth. Traffic info and avoiding action given to a DHC8.	Pilot later contacted ATC to apologise for the infringement and stated that he was not aware of the TMZ airspace. A/c not equipped with a transponder, therefore appropriate advice given regarding calling Farnborough LARS for clearance.
201005423	12/06/2010	EGTT : London (FIR)	Birmingham	10S	D	CTA	SOCATA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a TB20 squawking 7000 at 3000ft. Standard separation maintained.	Pilot apologised and cited navigational error due GPS, which proved to be inaccurate when cross-referenced against another GPS in the a/c.
201005424	12/06/2010	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2800ft. A/c infringed on outbound and inbound journeys where departures were stopped for 5mins. Standard separation maintained.	Investigation under 201004423.
201005425	12/06/2010	EGTT : London (FIR)	Beccles			Restrict ed area	PIPER	Reciprocating	1	Infringement of TRA (Temporary Restricted Area) near Beccles by a PA28 at 2500ft. Standard separation maintained.	
201005426	12/06/2010	EGTT : London (FIR)	Southampton (SAM)	8N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C152 squawking 7000 at 2000ft. Standard separation maintained.	

201005428	12/06/2010	EGTT : London (FIR)	Nedul		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3000ft.	
201005429	13/06/2010	EGTT : London (FIR)	Bournemouth	4ENE	D	CTR	OTHER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a microlight squawking 7000 at 2000ft. Standard separation maintained.	
201005431	13/06/2010	EGTT : London (FIR)	BWAL		D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by three unknown microlights. Traffic info given. Departures were stopped. Standard separation maintained.	
201005432	13/06/2010	EGTT : London (FIR)	Puckeridge		D	CTR	BELL	Turboshaft	1	Infringement of the Stansted CTR (Class D) by a Bell 206 at an estimated 1500ft. Departures were stopped. Standard separation maintained.	
201005433	13/06/2010	EGTT : London (FIR)	Birmingham	ENE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an R22 at1600ft. Standard separation maintained.	The occurrence was caused by a newly qualified pilot becoming unsure of his position and calling East Midlands ATC in the vicinity of Sutton Coldfield.

201005435	13/06/2010	EGTT : London (FIR)	Stansted	12S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2600ft. Departures were stopped and two inbound a/c given delaying action. Standard separation maintained.	CAA Closure: ATC contacted the pilot for an explanation. No further action considered necessary as pilot was made aware of his error.
201005471	12/06/2010	EGTT : London (FIR)	Halton	3 W	G	Restrict ed area	CESSNA	Reciprocating	1	UK AIRPROX 2010/068 - C172 and a military formation, 3nm West of RAF Halton at 2500ft.	Infringement of the RA(T) established for the Queen's birthday flypast by a C172. The lead a/c of the formation wasrequired to descend to avoid the C172. Appropriate CAA action is being taken as a result of this incident.
201005471	12/06/2010	EGTT : London (FIR)	Halton	3 W	G	Restrict ed area	OTHER	Unknown		UK AIRPROX 2010/068 - C172 and a military formation, 3nm West of RAF Halton at 2500ft.	Infringement of the RA(T) established for the Queen's birthday flypast by a C172. The lead a/c of the formation wasrequired to descend to avoid the C172. Appropriate CAA action is being taken as a result of this incident.
201005504	14/06/2010	EGTT : London (FIR)	London - Area		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 1400ft. Inbound traffic was broken off. Loss of standard separation. Traffic info given.	CAA Closure: No follow up action taken by ATC at the timeof the incident. No further action considered possible due to elapsed time.
201005504	14/06/2010	EGTT : London (FIR)	London - Area		A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 1400ft. Inbound traffic was broken off. Loss of standard separation. Traffic info given.	CAA Closure: No follow up action taken by ATC at the timeof the incident. No further action considered possible due to elapsed time.

201005531	04/06/2010	EGTT : London (FIR)	Portsmouth			Danger area	PIPER	Reciprocating	1	Infringement of Active Danger Area EG D036 by a PA28 squawking 7000 at 3200ft.	
201005533	04/06/2010	EGTT : London (FIR)	Portsmouth			Danger area	PIPER	Reciprocating	1	Infringement of Active Danger Area D036 by a PA28 squawking 7000 at FL40.	
201005535	04/06/2010	EGTT : London (FIR)	Portsmouth				PIPER	Reciprocating	1	Infringement of Danger Area EG D036 by a PA28 squawking 7000.	
201005543	15/06/2010	EGTT : London (FIR)	Stansted		D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Dynamic WT9 squawking 7000 at 2100ft. Standard separation maintained.	Pilot error acknowledged.
201005544	14/06/2010	EGTT : London (FIR)	Stansted		G	Restricted area	OTHER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Eurostar EV97. Traffic info given. Three a/c were given extended vectoring and one other a/c received delaying action.	CAA Closure: ATC contacted the pilot who believed that the transponder was operating at the time. No further actionconsidered feasible due to elapsed time.

201005544	14/06/2010	EGTT : London (FIR)	Stansted		G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a Eurostar EV97. Traffic info given. Three a/c were given extended vectoring and one other a/c received delaying action.	CAA Closure: ATC contacted the pilot who believed that the transponder was operating at the time. No further action considered feasible due to elapsed time.
201005554	15/06/2010	EGTT : London (FIR)	Birmingham	10.1	D	CTA	AESL	Reciprocating	1	Infringement of Birmingham CTA (Class D) by an Airtourer squawking 7000 at 1800ft, resulting in a loss of separation against two Birmingham inbounds.	Traffic info and avoiding action given.☐ CAA Closure: Pilot contacted and reported that flight was planned to pass beneath CAS. Pilot could not explain his slow climb into CAS.
201005554	15/06/2010	EGTT : London (FIR)	Birmingham	10.1	D	CTA	UNKNOWN	Unknown		Infringement of Birmingham CTA (Class D) by an Airtourer squawking 7000 at 1800ft, resulting in a loss of separation against two Birmingham inbounds.	Traffic info and avoiding action given.☐ CAA Closure: Pilot contacted and reported that flight was planned to pass beneath CAS. Pilot could not explain his slow climb into CAS.
201005557	15/06/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 3000ft. Standard separation maintained.	
201005571	15/06/2010	EGTT : London (FIR)	White Waltham	SE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 2900ft. Departures were stopped for 9mins.	Foreign pilot's first flight outside his home country. Hewas unfamiliar with the region and the charts. Pilot misinterpreted the chart, resulting in the infringement.☐ CAA Closure: Pilot has learnt from the experience.

201005581	12/06/2010	EGTT : London (FIR)	Shoreham		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Shoreham ATZ (Class G) by a C172 at 600ft. Traffic info given. Standard separation maintained.	
201005582	09/06/2010	EGTT : London (FIR)	Liverpool		D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a PA28. Traffic info given. Standard separation maintained.	
201005610	16/06/2010	EGTT : London (FIR)	Wethersfield		D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by Microlight squawking 7000 at 3000ft resulting in a loss of separationagainst an inbound A319. Traffic info and avoiding actiongiven.	Appropriate CAA action is being taken as a result of thisincident.
201005610	16/06/2010	EGTT : London (FIR)	Wethersfield		D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by Microlight squawking 7000 at 3000ft resulting in a loss of separationagainst an inbound A319. Traffic info and avoiding actiongiven.	Appropriate CAA action is being taken as a result of thisincident.
201005641	12/06/2010	EGTT : London (FIR)	Nottingham East Midlands	9 NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the East Midlands CTA (Class D) at 3700ftby a C182. Departures stopped until C182 was vectored clear of CAS.	Standard separation maintained.□ CAA Closure: As a resultof this infringement, the C182 pilot now appreciates the requirement for improved pre-flight planning and the need to contact the relevant ATC units in good time.

201005641	12/06/2010	EGTT : London (FIR)	Nottingham East Midlands	9 NW	D	CTA	ATR	Turboprop	2	Infringement of the East Midlands CTA (Class D) at 3700ftby a C182. Departures stopped until C182 was vectored clear of CAS.	Standard separation maintained.□ CAA Closure: As a resultof this infringement, the C182 pilot now appreciates the requirement for improved pre-flight planning and the need to contact the relevant ATC units in good time.
201005642	12/06/2010	EGTT : London (FIR)	Nottingham East Midlands	8 NW	D	CTA	PIPER	Reciprocating	1	Infringement of the East Midlands CTA (Class D) at 2500ftby a PA28. Departures stopped.	Standard separation maintained.□ CAA Closure: Dutch CAA will monitor future reports for any further incidents involving this a/c.
201005655	17/06/2010	EGTT : London (FIR)	Birmingham		D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28 squawking 7000 at 1500ft. Avoiding action given to DHC8. Standard separation maintained.	Pilot believed he was outside CAS, flying with reference to GPS. Pilot apologised for the error.
201005655	17/06/2010	EGTT : London (FIR)	Birmingham		D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTR (Class D) by a PA28 squawking 7000 at 1500ft. Avoiding action given to DHC8. Standard separation maintained.	Pilot believed he was outside CAS, flying with reference to GPS. Pilot apologised for the error.
201005671	16/06/2010	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 2000ft. Standard separation maintained.	

201005761	17/06/2010	EGTT : London (FIR)	London-Gatwick - LGW	7N	A	TMA	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the LTMA (Class A) by an Ikarus at 3000ft. Traffic info given. Gatwick westbound departures stopped. Standard separation maintained.	CAA Closure: No follow up action taken by ATC at the time of the incident. No further action considered possible due to elapsed time.
201005762	18/06/2010	EGTT : London (FIR)	Stansted	2W	G	Restricted area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a PA28 at 1400ft. Traffic info and avoiding action given to B737.	Pilot believes transponder may have been operating intermittently.
201005762	18/06/2010	EGTT : London (FIR)	Stansted	2W	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a PA28 at 1400ft. Traffic info and avoiding action given to B737.	Pilot believes transponder may have been operating intermittently.
201005763	19/06/2010	EGTT : London (FIR)	ORTAC		A		CIRRUS	Reciprocating	1	Infringement of Airway Q41 (Class A) by an SR22 at FL80. Standard separation maintained.	
201005764	19/06/2010	EGTT : London (FIR)	Stansted		G	Restricted area	SUPERMARINE	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a Spitfire at 1400ft.	

201005766	20/06/2010	EGTT : London (FIR)	Cardiff (CDF)	13 SW	D	CTA	OTHER	Reciprocating	1	Infringement of the Cardiff CTA 3 and 7 (Class D) by a Rotorsport MT-03 squawking 7000 at 3500ft. Standard separation maintained.	Inbound DHC8 delayed by the initially unknown a/c. As the a/c left CAS it was seen to go to a D&D squawk who identified the a/c. The pilot was told to remain outside CAS and contact Cardiff ATC as soon as practicable. The pilot had reportedly made a navigational error in navigating to an incorrect lighthouse. Two way contact was not established with Cardiff as the pilot was trying an out of date frequency. The pilot has been given the appropriate advice by ATC.
201005766	20/06/2010	EGTT : London (FIR)	Cardiff (CDF)	13 SW	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Cardiff CTA 3 and 7 (Class D) by a Rotorsport MT-03 squawking 7000 at 3500ft. Standard separation maintained.	Inbound DHC8 delayed by the initially unknown a/c. As the a/c left CAS it was seen to go to a D&D squawk who identified the a/c. The pilot was told to remain outside CAS and contact Cardiff ATC as soon as practicable. The pilot had reportedly made a navigational error in navigating to an incorrect lighthouse. Two way contact was not established with Cardiff as the pilot was trying an out of date frequency. The pilot has been given the appropriate advice by ATC.
201005767	20/06/2010	EGTT : London (FIR)	Puckeridge	2	D	CTA	RANS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Rans S6 squawking 7000 at 1800ft. Standard separation maintained.	
201005768	20/06/2010	EGTT : London (FIR)	Stansted		G	Restricted area	JODEL	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Jodel DR1050.	Pilot spoke with ATC and local action taken.
201005769	20/06/2010	EGTT : London (FIR)	Stansted		G	Restricted area	LUSCOMBE	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by two Luscombes at 1200ft. Traffic info and avoiding action given.	

201005769	20/06/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	LUSCOMBE	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by two Luscombes at 1200ft. Traffic info and avoiding action given.	
201005836	20/06/2010	EGTT : London (FIR)	NEDUL	2 E	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28R squawking 7000 at 2800ft.	Pilot apologised for incident and appreciates that he hadnot allowed sufficient margin for error prior to infringement. □ CAA Closure: Lesson learned from this incident willbe applied in future to help prevent recurrence.
201005847	21/06/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	WESTLAND	Turboshaft	1	Infringement of the Stansted TMZ 2 (Class G) by a Gazelle.	
201005848	20/06/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	BELL	Turboshaft	1	Infringement of the Stansted TMZ 2 (Class G) by a Bell 206. Inbound B737 route extended. Traffic info given.	Appropriate CAA action is being taken as a result of thisincident.
201005848	20/06/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a Bell 206. Inbound B737 route extended. Traffic info given.	Appropriate CAA action is being taken as a result of thisincident.

201005955	23/06/2010	EGTT : London (FIR)	Dunstable	1.5W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C182 at 2300ft. Standard separation maintained.	Pilot allegedly failed to check the stored route in his GPS coincided with the route on his map. Pilot apologised for the infringement.
201005973	23/06/2010	EGTT : London (FIR)	Stansted	12 NE	D	CTA	SOCATA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a TB20 squawking 7000 at 2600ft. Traffic info given to a BD700 which was broken off its approach. Separation lost.	During flight, pilot discovered that intended destinationwas closed and so decided to divert to his home base in the Netherlands. He wasn't prepared for this and subsequently inadvertently entered CAS.☐ CAA Closure: Pilot interviewed by Dutch CAA who are content that he has learnt from this incident.
201005973	23/06/2010	EGTT : London (FIR)	Stansted	12 NE	D	CTA	BOMBARDIER	Turbofan	2	Infringement of the Stansted CTA (Class D) by a TB20 squawking 7000 at 2600ft. Traffic info given to a BD700 which was broken off its approach. Separation lost.	During flight, pilot discovered that intended destinationwas closed and so decided to divert to his home base in the Netherlands. He wasn't prepared for this and subsequently inadvertently entered CAS.☐ CAA Closure: Pilot interviewed by Dutch CAA who are content that he has learnt from this incident.
201005976	23/06/2010	EGTT : London (FIR)	Manchester	7 SW	D	CTR	ROBINSON	Reciprocating	1	R44 lifted and transited inside the Manchester CTR (ClassD) heading towards the low level route without a clearance.	R44 had been instructed to standby when requesting clearance. Approx 5mins later, the controller asked a/c to pass its message. Pilot informed the controller that he was heading towards the low level route and was requesting a Basic Service. Controller then observed a/c on a 7000 squawk at 500ft approx 7nm Southwest of Manchester Airport tracking West. Controller informed pilot that he should not have lifted without permission. Pilot stated that he was unableto establish two way comms on the ground so lifted into the hover.
201005989	21/06/2010	EGTT : London (FIR)	D138		Other	Danger area	BEECH	Reciprocating	1	Infringement of active Danger Area D138 by a BE36. Southend ATC advised the a/c to leave the area and informed the range authority of the infringement.	The BE36 in receipt of a BS from Southend was twice advised that the area was active and the pilot responded that he would route around/turn right. The a/c was subsequently seen to enter the Danger Area and the range authority weretold to check fire.

201006010	24/06/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	WESTLAND	Turboshaft	1	Infringement of the Stansted TMZ 2 (Class G) by a Gazellesquawking 7000. A 'check-all' was placed, but no traffic affected.	
201006014	21/06/2010	EGTT : London (FIR)	North Weald	1NW	D	CTA	VANS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Vans RV6 squawking 7000 at 1800ft. Standard separation maintained.	
201006073	25/06/2010	EGTT : London (FIR)	Stansted	SW	G	Restrict ed area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a PA28R at 1400ft. Two other a/c given extended vectoring.	Pilot subsequently advised that he did not have Mode C selected.☐ CAA Closure: Pilot advised of the requirement to have Mode C selected within the TMZ. He apologised and advised that Mode C will be selected on all future flights.
201006073	25/06/2010	EGTT : London (FIR)	Stansted	SW	G	Restrict ed area	UNKNOWN	Unknown		Infringement of the Stansted TMZ 2 (Class G) by a PA28R at 1400ft. Two other a/c given extended vectoring.	Pilot subsequently advised that he did not have Mode C selected.☐ CAA Closure: Pilot advised of the requirement to have Mode C selected within the TMZ. He apologised and advised that Mode C will be selected on all future flights.
201006075	25/06/2010	EGTT : London (FIR)	Stansted	12 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2900ft. Departures were stopped. Standard separation maintained.	The pilot made an early turn onto a southerly heading to intercept the planned bearing of 188 to DET. The pilot didnot contact Farnborough Radar or request navigational assistance on 121.5. While unsure of his position, the pilot did not orbit but instead continued on a southerly headingwhile trying to resolve the situation. This resulted in the pilot flying parallel to and approximately 10nm West ofhis intended route, which took him into the Stansted CTA.☐ ☐ CAA Closure: The pilot apologised for the mistake and, in conjunction with the CFI, agreed to undertake refresher training both on the ground and in the air.

201006079	27/06/2010	EGTT : London (FIR)	Bournemouth		D	CTR	CESSNA	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a C182 at 1500ft. Standard separation maintained.	
201006095	26/06/2010	EGTT : London (FIR)	London - Area		A	CTR	BELLANCA	Reciprocating	1	Infringement of the London CTR (Class A) by a Bellanca squawking 7000 at 1800ft. Heathrow Northerly departures werestopped. Standard separation maintained.	Pilot admitted to and apologised for a navigation error following an unexpected deviation from his planned route due to being asked to remain clear of Wycombe as they were unable to accept a transit due to traffic. This resulted in pilot missing some of the navigational features that he usually uses to avoid CAS. Poor visibility due to flying into the sun was also a factor.☐ CAA Closure: Pilot has learnt from the experience.
201006096	26/06/2010	EGTT : London (FIR)	Southampton (SAM)	11 NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 squawking 7000 at 3000ft. Traffic info given. Separation lost.	When the C172 was identified, it was instructed to make aright turn and track Westbound but the a/c made a left turn and tracked Westbound. STCA activated.☐ CAA Closure: Nofurther action possible due to elapsed time.
201006096	26/06/2010	EGTT : London (FIR)	Southampton (SAM)	11 NE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a C172 squawking 7000 at 3000ft. Traffic info given. Separation lost.	When the C172 was identified, it was instructed to make aright turn and track Westbound but the a/c made a left turn and tracked Westbound. STCA activated.☐ CAA Closure: Nofurther action possible due to elapsed time.
201006098	26/06/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTA	MORANE SAULNIER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Rallye at 3300ft. Standard separation maintained.	

201006101	26/06/2010	EGTT : London (FIR)	London City - LCY		D	CTR	PIPER	Reciprocating	1	Infringement of the London City CTA (Class D) and the Gatwick CTA (Class D) by a PA28R squawking 7000 at 2100ft. Standard separation maintained.	The pilot submitted a comprehensive report on this incident and has discussed it fully with the CFI of his club. The incident appears to have originated with the plan to remain clear of CAS not being thoroughly thought-out compounded by being poorly executed. The pilot has asked for remedial training which is to be implemented.
201006110	27/06/2010	EGTT : London (FIR)	Stansted	15 N	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 4000ft. Traffic info given. Standard separation maintained.	Full and comprehensive reports were received from the pilot concerned and the CFI. The pilot was using new charts from a provider he was not familiar with and misinterpretedinformation regarding the height of CAS on his track during his pre-flight planning. The pilot is to undertake further training with regard to chart and GPS use and planningincluding ATSOCAS.
201006111	27/06/2010	EGTT : London (FIR)	Rugby		A	CTA	VANS	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a Vans RV9 squawking 7000 at FL57. Traffic info given. Standard separation maintained.	The pilot was passed appropriate advice by ATC.
201006118	27/06/2010	EGTT : London (FIR)	Stansted	15 N	D	CTA	BELL	Turboshaft	1	Infringement of the Stansted CTA (Class D) by a Bell 206Bsquawking 7000 at 2000ft. B737 broken off approach. Threeoother a/c delayed. Traffic info and avoiding action given.	CAA Closure: Belgian Authority informed. They contacted the pilot who subsequently apologised for any inconvenience.
201006118	27/06/2010	EGTT : London (FIR)	Stansted	15 N	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Bell 206Bsquawking 7000 at 2000ft. B737 broken off approach. Threeoother a/c delayed. Traffic info and avoiding action given.	CAA Closure: Belgian Authority informed. They contacted the pilot who subsequently apologised for any inconvenience.

201006182	27/06/2010	EGTT : London (FIR)	Epping		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 2100ft. Standard separation maintained.	The operator of the a/c has been alerted and is to take appropriate action.
201006204	04/06/2010	EGTT : London (FIR)	Bath		G	Restrict ed area	CESSNA	Reciprocating	1	C195, receiving a Basic Service, was alerted to the Bath and West Showground Avoidance Area, which had been NOTAMed. C195 entered the area and parachute display was delayed until it vacated.	Pilot stated being visual with the showground and would remain clear, but subsequently entered.
201006222	29/06/2010	EGTT : London (FIR)	White Waltham		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C182 squawking 7000 at 2400ft. Heathrow northbound departures were stopped. Standard separation maintained.	Pilot has apologised.
201006340	30/06/2010	EGTT : London (FIR)	Stansted	S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152, which also entered the TMZ with transponder switched off. Traffic info and avoiding action given. Disruption caused to Stansted operations.	The student pilot planned a cross-country flight from Earls Colne to Rochester. On getting airborne from Earls Colne, the pilot intended to fly towards Witham but misidentified Braintree as Witham, which took him further West than his intended route. On passing Braintree, he then followedthe A120 towards Bishops Stortford, which took him Westbound into the Stansted CTR, believing he was following the A12 towards Chelmsford. As the pilot passed Bishops Stortford, he became unsure of his position and conducted a RH orbit. On completion of the orbit, he saw Harlow which he thought might be Brentwood so tracked South which took him back through the Stansted R/W22 climb-out. As he approached Harlow, he saw North Weald airport which had been mentioned in the pre-flight briefing. At that point, the pilot contacted Farnborough Radar for assistance.☐ CAA Closure: An investigation was carried out by the flying school. It was decided to find alternative cross country routes to reduce the chances of infringements. All pilots have been instructed to switch on transponders on any departures from the circuit. The student involved in the incident has been given further navigation training.
201006365	01/07/2010	EGTT : London (FIR)	Portsmouth			Danger area	SOCATA	Reciprocating	1	Infringement of Active Danger Area D037 (Portsmouth) by aTB20 at 1500ft. Traffic info given. Standard separation maintained.	

201006412	15/06/2010	EGTT : London (FIR)	Sennybridge		G	Danger area	PIPER	Reciprocating	1	Infringement of Sennybridge (SENTA) Danger Area by a PA28at 3500ft. Firing taking place.	
201006448	02/07/2010	EGTT : London (FIR)	Dunkeswell		A		CESSNA	Turboprop	1	Infringement of Airway N90 (Class A) by a C208 at FL105 climbing to FL150. Standard separation maintained.	Pilot was aware that N90 was about to become active however had not realised the time, and inadvertently climbed into the Airway.
201006449	02/07/2010	EGTT : London (FIR)	London-Gatwick - LGW				CASA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Casa I 131at 2000ft. Standard separation maintained.	Pilot reported that his radios were poor.
201006450	02/07/2010	EGTT : London (FIR)	Fairoaks		A		PIPER	Reciprocating	1	Infringement of CAS-T (Class A) by a PA24 at 1400ft. Avoiding action given. Standard separation maintained.	
201006512	04/07/2010	EGTT : London (FIR)	Stansted	8 NE	D	CTA	ROCKWELL	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Rockwell 112 squawking 7000 at 2300ft. Separation lost with two B737s. Traffic info passed.	The a/c also appeared to transit through the Southern part of the active Wethersfield gliding zone and the Wyton ATZ (Class G) without ATC clearance. The pilot of the a/c subsequently stated that the day in question was very turbulent. He was concentrating on glider activity and not on his height which he stated could change quickly due to thermals.□ CAA Closure: Following the incident, the flying school agreed several courses of action to reduce the possibility of infringements. These included all transponders being switched on when cleared for take-off (excluding circuits) and a practice live call on 121.5 with every student before solo navigation. Additionally, reviews were to be carried out of solo triangle routes, qualifying cross countryroutes and the use of Farnborough Radar and listening squawks as an alternative.

201006512	04/07/2010	EGTT : London (FIR)	Stansted	8 NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Rockwell 112 squawking 7000 at 2300ft. Separation lost with two B737s. Traffic info passed.	The a/c also appeared to transit through the Southern part of the active Wethersfield gliding zone and the Wyton ATZ (Class G) without ATC clearance. The pilot of the a/c subsequently stated that the day in question was very turbulent. He was concentrating on glider activity and not on his height which he stated could change quickly due to thermals.☐ CAA Closure: Following the incident, the flying school agreed several courses of action to reduce the possibility of infringements. These included all transponders being switched on when cleared for take-off (excluding circuits) and a practice live call on 121.5 with every student before solo navigation. Additionally, reviews were to be carried out of solo triangle routes, qualifying cross countryroutes and the use of Farnborough Radar and listening squawks as an alternative.
201006558	04/07/2010	EGTT : London (FIR)	London City - LCY	7 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the London City CTR (Class D) by a PA32 squawking 7000 at 2000ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
201006658	02/07/2010	EGTT : London (FIR)	Denham	1.9 NE	G	ATZ	GROB	Reciprocating	1	UK AIRPROX 2010/081 - G109 and an EC135, 1.9nm Northeast of Denham. EC135 received a TCAS TA and took avoiding action. G109 pilot also initiated avoiding action.	Information indicates that this AIRPROX was caused by late sighting by pilots of both a/c, which was contributed bythe G109 pilot not complying with Rule 45 of the Rules ofthe Air.☐ CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201006658	02/07/2010	EGTT : London (FIR)	Denham	1.9 NE	G	ATZ	EUROCOPTER	Turboshaft	2	UK AIRPROX 2010/081 - G109 and an EC135, 1.9nm Northeast of Denham. EC135 received a TCAS TA and took avoiding action. G109 pilot also initiated avoiding action.	Information indicates that this AIRPROX was caused by late sighting by pilots of both a/c, which was contributed bythe G109 pilot not complying with Rule 45 of the Rules ofthe Air.☐ CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201006673	07/07/2010	EGTT : London (FIR)	Wethersfield	3 NW	Other	Restrictedd area	SLINGSBY	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a Firefly squawking 7000. Avoiding action given to an airliner on approach. Two other inbound a/c delayed.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed possible.

201006737	08/07/2010	EGTT : London (FIR)	Birmingham	6 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28. Separation lost with a B737. Traffic info and avoiding action given.	The PA28 pilot later contacted the ATC WM and the incident was fully discussed, it is believed that the appropriatelessons have been learnt.
201006737	08/07/2010	EGTT : London (FIR)	Birmingham	6 NE	D	CTR	BOEING	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a PA28. Separation lost with a B737. Traffic info and avoiding action given.	The PA28 pilot later contacted the ATC WM and the incident was fully discussed, it is believed that the appropriatelessons have been learnt.
201006738	08/07/2010	EGTT : London (FIR)	London City - LCY	8 E	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 squawking 7000 at 2900ft, 8nm East of London City. Separation lost against an EMB170 and an FK50, both inbound. Disruption caused to other traffic.	Traffic info and avoiding action given. Appropriate CAA action is to be taken as a result of this incident.
201006738	08/07/2010	EGTT : London (FIR)	London City - LCY	8 E	A	TMA	EMBRAER	Turbofan	2	Infringement of the LTMA (Class A) by a C172 squawking 7000 at 2900ft, 8nm East of London City. Separation lost against an EMB170 and an FK50, both inbound. Disruption caused to other traffic.	Traffic info and avoiding action given. Appropriate CAA action is to be taken as a result of this incident.
201006750	02/07/2010	EGTT : London (FIR)	Hawarden		A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a Robin 100 squawking 7000 at 4000ft. Standard separation maintained.	

201006763	04/07/2010	EGTT : London (FIR)	Botley		D	CTR	WESTLAND	Turboshaft	1	Infringement of the Southampton CTR (Class D) by a Gazelle. Pilot advised ATC that he had spoken to Ops and had been instructed to lift and contact ATC. Standard separation maintained.	The controller was contacted by the Gazelle having lifted from a site within the CTR. The controller had no information/details. Appropriate follow up action has been taken.
201006769	09/07/2010	EGTT : London (FIR)	Stansted		D	CTA	VANS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Vans RV4 squawking 7000 at 2000ft. Traffic info and avoiding action given to a B737.	
201006769	09/07/2010	EGTT : London (FIR)	Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Vans RV4 squawking 7000 at 2000ft. Traffic info and avoiding action given to a B737.	
201006782	09/07/2010	EGTT : London (FIR)	Luton (LUT)	12 W	D	CTR	YAKOVLEV	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Yak 52 squawking 7000. Standard separation maintained.	
201006783	09/07/2010	EGTT : London (FIR)	Luton (LUT)	12 W	D	CTR	VANS	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Vans RV7. Standard separation maintained.	The pilot later stated that he had misidentified the Northwest quadrant of the Luton CTR as having a base of 3500ft on the chart.

201006785	09/07/2010	EGTT : London (FIR)	Stansted	16N	A	TMA	ISAACS	Reciprocating	1	Infringement of the LTMA (Class A) by a Hawker Fury at 5800ft. Standard separation maintained.	
201006786	10/07/2010	EGTT : London (FIR)	Stansted	12NE	D	CTA	ROCKWELL	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Rockwell 112 squawking 7000 at 1800ft. Standard separation maintained.	
201006788	10/07/2010	EGTT : London (FIR)	Nedul	3N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2400ft. Standard separation maintained.	
201006789	10/07/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTA	DIAMOND	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Diamond DV-20 at 4500ft. Standard separation maintained.	
201006791	10/07/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Robin 400 at 2300ft. Standard separation maintained.	Pilot had been asked to remain outside of CAS. Pilot error acknowledged. Pilot is to undertake further training at his own request.

201006793	10/07/2010	EGTT : London (FIR)	NEDUL	3NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 2500ft. Traffic info and avoiding action givento a BAe ATP. Standard separation maintained.	CAA Closure: No further action possible due to elapsed time.
201006793	10/07/2010	EGTT : London (FIR)	NEDUL	3NE	D	CTA	BAE	Turboprop	2	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 2500ft. Traffic info and avoiding action givento a BAe ATP. Standard separation maintained.	CAA Closure: No further action possible due to elapsed time.
201006814	10/07/2010	EGTT : London (FIR)	Detling (DET)		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 4800ft. Standard separation maintained.	
201006815	10/07/2010	EGTT : London (FIR)	Cookham		A	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the London CTA (Class A) by a Robin 400 squawking 7000 at 900ft. Heathrow northbound departures were stopped. Standard separation maintained.	CAA Closure: Incident subject to investigation by the French DGAC.
201006816	10/07/2010	EGTT : London (FIR)	Haywards Heath		G	Restricted area	OTHER	Reciprocating	1	Infringement of RAF Falcons parachute drop zone by a microlight indicating 2500ft. Falcon's a/c was given traffic info and descended becoming visual with microlight. Parachute drop was delayed.	CAA Closure: No further action possible due to elapsed time.

201006816	10/07/2010	EGTT : London (FIR)	Haywards Heath		G	Restricted area	CESSNA	Turboprop	1	Infringement of RAF Falcons parachute drop zone by a microlight indicating 2500ft. Falcon's a/c was given traffic info and descended becoming visual with microlight. Parachute drop was delayed.	CAA Closure: No further action possible due to elapsed time.
201006817	11/07/2010	EGTT : London (FIR)	Luton (LUT)	3 W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152 squawking 7000. A check-all was imposed. Separation lost with an outbound B767.	Pilot reported being lost having contacted Farnborough LARS. The operator has been fully alerted to this incident.
201006817	11/07/2010	EGTT : London (FIR)	Luton (LUT)	3 W	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a C152 squawking 7000. A check-all was imposed. Separation lost with an outbound B767.	Pilot reported being lost having contacted Farnborough LARS. The operator has been fully alerted to this incident.
201006819	11/07/2010	EGTT : London (FIR)	Stansted	NE	A	TMA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) and the LTMA (Class A) by a C172 squawking 7000 at 2300ft climbing to 3800ft. Traffic info given to a B737.	Standard separation maintained.☐ CAA Closure: C172 owner contacted, but no response forthcoming.
201006819	11/07/2010	EGTT : London (FIR)	Stansted	NE	A	TMA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) and the LTMA (Class A) by a C172 squawking 7000 at 2300ft climbing to 3800ft. Traffic info given to a B737.	Standard separation maintained.☐ CAA Closure: C172 owner contacted, but no response forthcoming.

201006822	11/07/2010	EGTT : London (FIR)	Bagshot	3N	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 at 2000ft. Heathrow departures were stopped for approximately 1min.	Appropriate follow up action has been taken by the operator concerned. Investigation under 201003105.
201006838	11/07/2010	EGTT : London (FIR)	Stansted	TMZ 1	G	Restrict ed area	SUPERMARINE	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a Spitfire height unknown and a PA46 at 1300ft. Several primary only contacts also observed.	Stansted traffic delayed as a result.
201006838	11/07/2010	EGTT : London (FIR)	Stansted	TMZ 1	G	Restrict ed area	PIPER	Turboprop	1	Infringement of the Stansted TMZ 1 (Class G) by a Spitfire height unknown and a PA46 at 1300ft. Several primary only contacts also observed.	Stansted traffic delayed as a result.
201006870	12/07/2010	EGTT : London (FIR)	Southampton (SAM)	9 SSW	D	CTA	PIPER	Reciprocating	1	Bournemouth ATC cleared a PA28 to transit VFR at 3000ft without knowing its exact position. PA28 then climbed in Southampton airspace leading to a loss of separation with a Trislander.	Traffic info and avoiding action given to the Trislander by Southampton ATC. The Bournemouth ATC mentor realised the situation and instructed the trainee to tell the PA28 to descend below 2000ft, which was passed promptly. However, by this time the PA28 had climbed into Southampton's CTZ. CAA Closure: The conflict was resolved by Southampton giving avoiding action and by Bournemouth giving the PA28 a prompt descent to 2000ft. Appropriate unit action has been taken.
201006870	12/07/2010	EGTT : London (FIR)	Southampton (SAM)	9 SSW	D	CTA	BRITTEN NORMAN	Reciprocating	3	Bournemouth ATC cleared a PA28 to transit VFR at 3000ft without knowing its exact position. PA28 then climbed in Southampton airspace leading to a loss of separation with a Trislander.	Traffic info and avoiding action given to the Trislander by Southampton ATC. The Bournemouth ATC mentor realised the situation and instructed the trainee to tell the PA28 to descend below 2000ft, which was passed promptly. However, by this time the PA28 had climbed into Southampton's CTZ. CAA Closure: The conflict was resolved by Southampton giving avoiding action and by Bournemouth giving the PA28 a prompt descent to 2000ft. Appropriate unit action has been taken.

201006927	12/07/2010	EGTT : London (FIR)	Redhill	4NE	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an R44 at 2000ft. Standard separation maintained.	
201006982	07/07/2010	EGTT : London (FIR)	Southend (SND)	4SE	G	Danger area	CIRRUS	Reciprocating	1	Infringement of active Danger Area D138 by an SR22 at 2500ft. Standard separation maintained.	Pilot apologised stating he had misread his charts and was distracted by the weather.
201007008	14/07/2010	EGTT : London (FIR)	Plymouth		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area EG D026 by a C182 squawking 7000 at 1600ft.	
201007025	07/07/2010	EGTT : London (FIR)	Aylesbury		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the RAF Halton ATZ (Class G) by an R22 atan estimated 800ft.	
201007028	14/07/2010	EGTT : London (FIR)	Stretton		D	CTR	PIAGGIO	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Piaggio 149 squawking 7000. Standard separation maintained.	

201007141	17/07/2010	EGTT : London (FIR)	Northolt	1 W	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152. Heathrow departures were stopped. Standard separation maintained.	The pilot stated that he had difficulty maintaining an accurate track due to a lot of thermals and a strong headwind. The pilot made attempts to contact Farnborough but was unable to establish two-way communication. The pilot became unsure of his position after passing overhead an airfield he believed to be Elstree, which he subsequently thoughtwas probably Denham. On landing, the pilot examined his route and thought he had tracked a little too far South andwas unsure whether the airfield he flew overhead was Denham or Northolt.□ CAA Closure: The pilot was debriefed by the CFI and discussions were had regarding flight where theintended track is close to Heathrow. There was also a discussion regarding alternative ATC frequencies when Farnborough is unavailable.
201007145	18/07/2010	EGTT : London (FIR)	Earls Colne		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 4300ft. Standard separation maintained.	
201007265	17/07/2010	EGTT : London (FIR)	Blackbushe	3 SSW	G	Restrict ed area	SOCATA	Reciprocating	1	Infringement of the RA(T) at Farnborough by a TB10. Traffic info given. F16 display was stopped. Standard separation maintained.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed possible.
201007266	17/07/2010	EGTT : London (FIR)	Salisbury			Danger area	SOCATA	Reciprocating	1	Infringement of Active Danger Area D123 (Salisbury Plain)by a TB20 at 2500ft.	Pilot has apologised stating he was distracted by the wind and turbulence.
201007306	20/07/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTR	MAULE	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Maule M6 squawking 7000 at 1800ft. Traffic info given to a microlight. Standard separation maintained.	

201007328	20/07/2010	EGTT : London (FIR)	Stansted		G	Restrict ed area	GROB	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Grob G109 at 1100ft.	
201007329	20/07/2010	EGTT : London (FIR)	Luton (LUT)	6SE	D	CTR	BOLKOW	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Bolkow 209 squawking 7000 at 2100ft. Traffic info given. Standard separation maintained.	
201007347	20/07/2010	EGTT : London (FIR)	Tunbridge Wells		A	TMA	GRUMMAN	Reciprocating	1	Infringement of the LTMA (Class A) by an AA5 squawking 7000 at 3400ft. Standard separation maintained.	
201007367	21/07/2010	EGTT : London (FIR)	Northolt		A	CTR	OTHER	Reciprocating	1	Infringement of the London CTR (Class A) by an unknown microlight at an estimated 2000ft. Traffic info given. Standard separation maintained.	
201007406	22/07/2010	EGTT : London (FIR)	Bovingdon (BNN)	5 SE	A	TMA	EUROCOPTER	Turboshaft	1	Infringement of the LTMA (Class A) by an EC120 at 3100ft.Separation lost with an A319.	The EC120 pilot wished to remain VFR when confronted by low-level cumulus cloud and eventually climbed inadvertently into the LTMA. The pilot acknowledged a lack of situational awareness and poor organisation.☐ CAA Closure: Appropriate advice given.

201007406	22/07/2010	EGTT : London (FIR)	Bovingdon (BNN)	5 SE	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by an EC120 at 3100ft.Separation lost with an A319.	The EC120 pilot wished to remain VFR when confronted by low-level cumulus cloud and eventually climbed inadvertently into the LTMA. The pilot acknowledged a lack of situational awareness and poor organisation.☐ CAA Closure: Appropriate advice given.
201007409	22/07/2010	EGTT : London (FIR)	London-Gatwick - LGW	8 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C152 squawking 7000. Separation lost against an inbound airliner.	An A330 was also broken off the approach and A319 given an extended routeing. C152 observed tracking Southbound towards the approach path at 8nm final. C152 then turned Eastand tracked parallel on the North side of the approach centreline to leave CAS. Investigation established that the infringement was made by a student pilot on a solo navigational exercise who had turned off track to avoid an intense rain shower.☐ CAA Closure: The CFI debriefed the pilot accordingly.
201007409	22/07/2010	EGTT : London (FIR)	London-Gatwick - LGW	8 E	D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) by a C152 squawking 7000. Separation lost against an inbound airliner.	An A330 was also broken off the approach and A319 given an extended routeing. C152 observed tracking Southbound towards the approach path at 8nm final. C152 then turned Eastand tracked parallel on the North side of the approach centreline to leave CAS. Investigation established that the infringement was made by a student pilot on a solo navigational exercise who had turned off track to avoid an intense rain shower.☐ CAA Closure: The CFI debriefed the pilot accordingly.
201007461	21/07/2010	EGTT : London (FIR)	Southend (SND)		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C150 at 5000ft.	
201007515	24/07/2010	EGTT : London (FIR)	Stansted	15NE	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by a Robin 400 squawking 7000 at 4000ft. Standard separation maintained.	

201007516	24/07/2010	EGTT : London (FIR)	London - Area		D	CTA	ROBINSON	Reciprocating	1	Infringement of the London City CTR (Class D) by an R44 squawking 7000 at 2200ft. Standard separation maintained.	
201007524	24/07/2010	EGTT : London (FIR)	Stansted	NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 at 3000ft. Traffic info given. No a/c able to make an approach for approx 20mins. Several a/c in hold forin excess of 10mins.	Standard separation maintained. Appropriate CAA action isbeing taken as a result of this incident.
201007524	24/07/2010	EGTT : London (FIR)	Stansted	NE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 at 3000ft. Traffic info given. No a/c able to make an approach for approx 20mins. Several a/c in hold forin excess of 10mins.	Standard separation maintained. Appropriate CAA action isbeing taken as a result of this incident.
201007537	21/07/2010	EGTT : London (FIR)	Honiley (HON)		D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 squawking 7000 at 3500ft. Standard separation maintained.	Pilot later contacted ATC and stated that he was not aware of the 1500ft base of the CTA (Class D). Appropriate advice given.
201007568	22/07/2010	EGTT : London (FIR)	Shoreham		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Shoreham ATZ (Class G) by C172 squawking 7000 at 700ft. Standard separation maintained.	Pilot apologised.

201007741	28/07/2010	EGTT : London (FIR)	Clacton (CLN)	10 WSW	A	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Clacton CTA (Class A) by a Robin 200 at FL63. Standard separation maintained.	
201007761	29/07/2010	EGTT : London (FIR)	Bovingdon (BNN)		A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a Cessna C172squawking 7000 at 3000ft. Departures were stopped at London City. D&D alerted. Standard separation maintained	Pilot cites bird strike as the casual factor of the infringement.
201007771	28/07/2010	EGTT : London (FIR)	Luton (LUT)	NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C150 squawking 7000 at 2000ft. B737 given traffic info and avoiding action. A check all was imposed. Separation lost.	The pilot has been contacted and states that he became distracted when his passenger became airsick. As a result ofwhich he failed to check that the HDI and compass were aligned. He subsequently noted a 35deg discrepancy and took appropriate action.
201007771	28/07/2010	EGTT : London (FIR)	Luton (LUT)	NE	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a C150 squawking 7000 at 2000ft. B737 given traffic info and avoiding action. A check all was imposed. Separation lost.	The pilot has been contacted and states that he became distracted when his passenger became airsick. As a result ofwhich he failed to check that the HDI and compass were aligned. He subsequently noted a 35deg discrepancy and took appropriate action.
201007848	30/07/2010	EGTT : London (FIR)	Wattisham		G	ATZ	VANS	Reciprocating	1	Infringement of the Wattisham ATZ (Class G) by a Vans RV4squawking 7000 at 1500ft. Traffic info given. Standard separation maintained.	

201007851	31/07/2010	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Piper PA28. Departures were stopped. Standard separation maintained.	
201007915	02/08/2010	EGTT : London (FIR)	Leeds Bradford (LBA)	6.5W	D	CTA	VANS	Reciprocating	1	Infringement of Leeds Bradford CTA (Class D) by Vans RV6 squawking 7000. Traffic info given. Standard separation maintained.	
201007949	01/08/2010	EGTT : London (FIR)	Biggin (BIG)	12E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a Piper PA28 squawking 7000 at 3000ft. Traffic info and avoiding action given. Standard separation maintained.	
201007949	01/08/2010	EGTT : London (FIR)	Biggin (BIG)	12E	A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) by a Piper PA28 squawking 7000 at 3000ft. Traffic info and avoiding action given. Standard separation maintained.	
201007952	02/08/2010	EGTT : London (FIR)	Aberporth		G	Danger area	BEECH	Turboprop	2	SIS screen indicated Danger Area EG D201 (Aberporth) as not active for the whole complex, but in fact D201 complex was active. Two a/c entered area, but there was no activity at that time.	A BE90 and a Mooney flying independently had both been advised that D201 was not active and elected to transit the area. Aberporth subsequently phoned LACC and informed themthat the entire D201 complex was actually active. There was no risk to either a/c. SIS screen was amended.□ CAA Closure: Following this event, the unit have undertaken an extensive review of information provision on sectors and newprocedures are to be put in place to reduce recurrence.

201007952	02/08/2010	EGTT : London (FIR)	Aberporth		G	Danger area	MOONEY	Reciprocating	1	SIS screen indicated Danger Area EG D201 (Aberporth) as not active for the whole complex, but in fact D201 complex was active. Two a/c entered area, but there was no activity at that time.	A BE90 and a Mooney flying independently had both been advised that D201 was not active and elected to transit the area. Aberporth subsequently phoned LACC and informed themthat the entire D201 complex was actually active. There was no risk to either a/c. SIS screen was amended.□ CAA Closure: Following this event, the unit have undertaken an extensive review of information provision on sectors and newprocedures are to be put in place to reduce recurrence.
201007990	03/08/2010	EGTT : London (FIR)	Tunbridge Wells	4S	A	TMA	GRUMMAN	Reciprocating	1	Infringement of the London TMA (Class A) by a Grumman AA5at 3200ft resulting in a loss of separation against an A319 inbound to Gatwick. STCA activated. Traffic info and avoiding action given.	Pilot later stated that he was distracted looking for a ground feature on his chart. Pilot apologised.
201007990	03/08/2010	EGTT : London (FIR)	Tunbridge Wells	4S	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a Grumman AA5at 3200ft resulting in a loss of separation against an A319 inbound to Gatwick. STCA activated. Traffic info and avoiding action given.	Pilot later stated that he was distracted looking for a ground feature on his chart. Pilot apologised.
201008107	31/07/2010	EGTT : London (FIR)	Hawarden		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Hawarden ATZ (Class G) by Cessna C172at 1800ft	
201008109	05/08/2010	EGTT : London (FIR)	Barkway (BKY)		A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) at BKY by a Cirrus SR22 at 3400ft. Standard separation maintained.	

201008113	05/08/2010	EGTT : London (FIR)	Leeds Bradford (LBA)	8 S	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Leeds Bradford CTR (Class D) by a R44squawking 7000. Standard separation maintained.	
201008194	07/08/2010	EGTT : London (FIR)	Birmingham	4.5 SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Piper PA28 at 2000ft. Pilot declared a PAN lost. D & D informed. Standard separation maintained.	
201008194	07/08/2010	EGTT : London (FIR)	Birmingham	4.5 SE	D	CTR	BAE	Turbofan	4	Infringement of the Birmingham CTR (Class D) by a Piper PA28 at 2000ft. Pilot declared a PAN lost. D & D informed. Standard separation maintained.	
201008198	08/08/2010	EGTT : London (FIR)	Southampton (SAM)	11 SSW	D	CTA	EUROPA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Europa squawking 7000 at 2400ft. Standard separation maintained. Traffic info and avoiding action given.	
201008198	08/08/2010	EGTT : London (FIR)	Southampton (SAM)	11 SSW	D	CTA	BRITTEN NORMAN	Reciprocating	3	Infringement of the Solent CTA (Class D) by a Europa squawking 7000 at 2400ft. Standard separation maintained. Traffic info and avoiding action given.	

201008214	08/08/2010	EGTT : London (FIR)	Luton (LUT)	N	D	CTA	PIPER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a Piper PA28 squawking 7000 at 4000ft. Standard separation maintained.	Pilot subsequently apologised for the infringement stating he had not recently flown West from Fowlmere. Prior to the flight the pilot had marked his intended route on his map, in doing so he had obscured the Luton CTA markings.
201008218	08/08/2010	EGTT : London (FIR)	Luton (LUT)	N	D	CTR	DIAMOND	Reciprocating	1	DA40 at 1400ft receiving a BS, initially unidentified, infringed the Luton CTR (Class D) and lost separation with aCPT departure. A/c subsequently identified and given a left turn to leave CAS.	Brief callsign confusion evident as controller had two a/c ending with LI on frequency, but this was quickly corrected. DA40 pilot has been fully alerted to the incident. Pilot error acknowledged. Since the incident, the pilot has taken further instruction on the a/c's flight instrumentation and has also purchased a further navigational aid in order to mitigate any further risk of infringing CAS.
201008218	08/08/2010	EGTT : London (FIR)	Luton (LUT)	N	D	CTR	UNKNOWN	Unknown		DA40 at 1400ft receiving a BS, initially unidentified, infringed the Luton CTR (Class D) and lost separation with aCPT departure. A/c subsequently identified and given a left turn to leave CAS.	Brief callsign confusion evident as controller had two a/c ending with LI on frequency, but this was quickly corrected. DA40 pilot has been fully alerted to the incident. Pilot error acknowledged. Since the incident, the pilot has taken further instruction on the a/c's flight instrumentation and has also purchased a further navigational aid in order to mitigate any further risk of infringing CAS.
201008227	07/08/2010	EGTT : London (FIR)	Luton (LUT)	6 SW	D	CTA	OTHER	Reciprocating	1	Infringement of the Luton CTA (Class D) by an HK 36 TTC Motor Glider squawking 7000.	
201008231	07/08/2010	EGTT : London (FIR)	London-Gatwick - LGW	S	D	CTA	PIPER	Reciprocating	1	Twice a Piper PA28r squawking 7000 at 2000ft infringed the Gatwick CTA (Class D). Separation was lost with an outbound a/c. Twice Gatwick departures were stopped.	Pilot contacted by ATC. Pilot subsequently apologised forthe infringement stating he had become disorientated whenrouting to the MID VOR and overshot the VOR whilst avoiding rain clouds. The pilot has subsequently booked further training sessions.

201008231	07/08/2010	EGTT : London (FIR)	London-Gatwick - LGW	S	D	CTA	UNKNOWN	Unknown		Twice a Piper PA28r squawking 7000 at 2000ft infringed the Gatwick CTA (Class D). Separation was lost with an outbound a/c. Twice Gatwick departures were stopped.	Pilot contacted by ATC. Pilot subsequently apologised forthe infringement stating he had become disorientated whenrouting to the MID VOR and overshot the VOR whilst avoiding rain clouds. The pilot has subsequently booked further training sessions.
201008283	08/08/2010	EGTT : London (FIR)	Stansted	SS CTA TMZ 2	G	Restrictedd area	GRUMMAN	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a GrummanAA5B. Traffic info and avoiding action given. Standard separation maintained.	A/c recently fitted with Mode S transponder. Pilot mistakenly believed "ALT" would be selected automatically. He has now been fully briefed over this aspect.
201008283	08/08/2010	EGTT : London (FIR)	Stansted	SS CTA TMZ 2	G	Restrictedd area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a GrummanAA5B. Traffic info and avoiding action given. Standard separation maintained.	A/c recently fitted with Mode S transponder. Pilot mistakenly believed "ALT" would be selected automatically. He has now been fully briefed over this aspect.
201008284	09/08/2010	EGTT : London (FIR)	Luton (LUT)	E	D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Microlight squawking 7000 at 2700ft resulting in a loss of separation against an inbound A320 on 13nm final R/W08. Traffic info given.	
201008284	09/08/2010	EGTT : London (FIR)	Luton (LUT)	E	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a Microlight squawking 7000 at 2700ft resulting in a loss of separation against an inbound A320 on 13nm final R/W08. Traffic info given.	

201008357	11/08/2010	EGTT : London (FIR)	KEGUN		A	TMA	GROB	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a Grob G115 at FL47. Standard separation maintained.	
201008359	11/08/2010	EGTT : London (FIR)	North Weald	West	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 at 2200ft. Standard separation maintained.	
201008370	11/08/2010	EGTT : London (FIR)	Harlow		G	Restrict ed area	WESTLAND	Turboshaft	1	Infringement of the Stansted TMZ 2 (Class G) by a Gazelle. Standard separation maintained. Pilot contacted ATC to discuss TMZ usage and procedures.	
201008464	11/08/2010	EGTT : London (FIR)	Panshanger	NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000. Traffic info given. Standard separation maintained.	
201008464	11/08/2010	EGTT : London (FIR)	Panshanger	NW	D	CTR	EMBRAER	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000. Traffic info given. Standard separation maintained.	

201008498	15/08/2010	EGTT : London (FIR)	Dunstable Gliding Area		D	CTA	DIAMOND	Reciprocating	1	Infringement of the Luton CTR (Class D) by a DA40 squawking 7000 at 2000ft. Traffic info given. Standard separationmaintained.	Pilot has discussed the incident with ATC.
201008498	15/08/2010	EGTT : London (FIR)	Dunstable Gliding Area		D	CTA	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a DA40 squawking 7000 at 2000ft. Traffic info given. Standard separationmaintained.	Pilot has discussed the incident with ATC.
201008513	11/08/2010	EGTT : London (FIR)	East Midlands	7NNW	D	CTA	ROBINSON	Reciprocating	1	Infringement of EMA CTR (Class D) by a climbing R44 squawking 7000. R44 observed at 4300ft before descending. Traffic info and heading issued to inbound a/c. Standard separation maintained.	Pilot and instructor called ATC to discuss the infringement. Instructor believed a/c was in an area where CAS base was 4000ft, but it was actually 2500ft.
201008513	11/08/2010	EGTT : London (FIR)	East Midlands	7NNW	D	CTA	BOEING	Turbofan	2	Infringement of EMA CTR (Class D) by a climbing R44 squawking 7000. R44 observed at 4300ft before descending. Traffic info and heading issued to inbound a/c. Standard separation maintained.	Pilot and instructor called ATC to discuss the infringement. Instructor believed a/c was in an area where CAS base was 4000ft, but it was actually 2500ft.
201008546	16/08/2010	EGTT : London (FIR)	Bovingdon (BNN)		A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 squawking 7000 at 3000ft. Standard separation maintained.	

201008578	16/08/2010	EGTT : London (FIR)	Nottingham East Midlands		D	CTA	GROB	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a G115 at FL60. Inbound B737 was given traffic info and a turn to remain clear of G115.	CAA Closure: G115 operating out of Cranwell. East Midlands ATC discussed the incident with Cranwell, who said they would pass on their concerns.
201008578	16/08/2010	EGTT : London (FIR)	Nottingham East Midlands		D	CTA	BOEING	Turbofan	2	Infringement of the Nottingham East Midlands CTA (Class D) by a G115 at FL60. Inbound B737 was given traffic info and a turn to remain clear of G115.	CAA Closure: G115 operating out of Cranwell. East Midlands ATC discussed the incident with Cranwell, who said they would pass on their concerns.
201008607	14/08/2010	EGTT : London (FIR)	Gatwick	8 ENE	D	CTR	JABIRU	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Jabiru at 1300ft causing a loss of separation with an inbound DHC8 that was subsequently broken off the approach. Traffic infogiven.	Pilot subsequently reported that due to poor weather and reduced visibility to the North he had deviated from his planned route where he inadvertently infringed the Gatwick CTR (Class D). Pilot apologised for the infringement.
201008607	14/08/2010	EGTT : London (FIR)	Gatwick	8 ENE	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Gatwick CTR (Class D) by a Jabiru at 1300ft causing a loss of separation with an inbound DHC8 that was subsequently broken off the approach. Traffic infogiven.	Pilot subsequently reported that due to poor weather and reduced visibility to the North he had deviated from his planned route where he inadvertently infringed the Gatwick CTR (Class D). Pilot apologised for the infringement.
201008619	29/07/2010	EGTT : London (FIR)	Shoeburyness	D138	G	Danger area	OTHER	Reciprocating	1	Infringement of the D138 Danger Area (Shoeburyness) by a low flying Microlight. Check fire imposed.	

201008663	11/08/2010	EGTT : London (FIR)	Holywell	3 NW	A		GROB	Reciprocating	1	Infringement of Airway N864 (Class A) by G115 indicating 4700ft. A pending Liverpool departure was given an amendeddeparture clearance . G115 was told to leave Airway. Standard separation maintained.	CAA Closure: No further action possible due to elapsed time.
201008667	16/08/2010	EGTT : London (FIR)	Manchester (MCT)		D	CTR	JODEL	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a DR1050 squawking 7600. All Manchester departures were stopped.	DR1050 pilot reported faulty radio in the a/c, caused by the lead wire being disconnected from the antenna.☐ CAA Closure: The pilot, who was also the owner, has since sold the a/c and stopped flying.
201008667	16/08/2010	EGTT : London (FIR)	Manchester (MCT)		D	CTR	BOEING	Turbofan	2	Infringement of the Manchester CTR (Class D) by a DR1050 squawking 7600. All Manchester departures were stopped.	DR1050 pilot reported faulty radio in the a/c, caused by the lead wire being disconnected from the antenna.☐ CAA Closure: The pilot, who was also the owner, has since sold the a/c and stopped flying.
201008735	18/08/2010	EGTT : London (FIR)	Wyton	5.5 NE	G	ATZ	OTHER	Reciprocating	1	UK AIRPROX 2010/108 - G115 and unidentified microlight 5.5nm Northeast of Wyton.	Infringement of the Wyton ATZ (Class G) by a microlight resulting in a conflict with a Grob G115, which took evasive action.
201008735	18/08/2010	EGTT : London (FIR)	Wyton	5.5 NE	G	ATZ	GROB	Reciprocating	1	UK AIRPROX 2010/108 - G115 and unidentified microlight 5.5nm Northeast of Wyton.	Infringement of the Wyton ATZ (Class G) by a microlight resulting in a conflict with a Grob G115, which took evasive action.

201008740	14/08/2010	EGTT : London (FIR)	Haydock		D	CTR	HUGHES	Reciprocating	1	Infringement of The Manchester CTR (Class D) by a Hughes 269 squawking 7000 at 1800ft. Standard separation maintained.	
201008818	22/08/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTR	CESSNA	Reciprocating	1	Infringement of Southampton CTR (Class D) by a C172 at 700ft. After numerous blind transmissions, C172 eventually responded. Pilot reported having difficulty with weather. Two departures were delayed.	CAA Closure: No response received from the German Authority. Closed due to elapsed time.
201008818	22/08/2010	EGTT : London (FIR)	Southampton (SAM)		D	CTR	HAWKER SIDDELEY	Turbofan	2	Infringement of Southampton CTR (Class D) by a C172 at 700ft. After numerous blind transmissions, C172 eventually responded. Pilot reported having difficulty with weather. Two departures were delayed.	CAA Closure: No response received from the German Authority. Closed due to elapsed time.
201008820	19/08/2010	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTA/CTR (Class D) by a PA28 indicating 1600ft. Standard separation maintained.	ATC had previously experienced infringements involving this a/c and had advised the pilot accordingly. PA28 pilot subsequently apologised, stating that he believed he was further from Gatwick than he actually was (due to operating at a lower altitude than he was used to). CAA Closure: Following discussions with his flying club's chief pilot, the pilot will allow a wider margin for error in future.
201008868	22/08/2010	EGTT : London (FIR)	Silverstone	3nm E	G	Restricted area	CESSNA	Reciprocating	1	Infringement of the Silverstone RA(T) by a C152 at 2600ft.	A/c was receiving a Basic Service from Farnborough. CAA Closure: Appropriate CAA action taken.

201008868	22/08/2010	EGTT : London (FIR)	Silverstone	3nm E	G	Restricted area	OTHER	Unknown		Infringement of the Silverstone RA(T) by a C152 at 2600ft.	A/c was receiving a Basic Service from Farnborough.☐ CAA Closure: Appropriate CAA action taken.
201008904	23/08/2010	EGTT : London (FIR)	Weathersfield	3 SW	D	CTA	BELL	Turboshaft	1	Infringement of the Stansted CTA (Class D) by a Bell 206 Squawking 7000 at 600ft. B737 broken off approach and repositioned. Standard separation maintained.	Pilot contacted ATC to report weather avoidance.
201008904	23/08/2010	EGTT : London (FIR)	Weathersfield	3 SW	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Bell 206 Squawking 7000 at 600ft. B737 broken off approach and repositioned. Standard separation maintained.	Pilot contacted ATC to report weather avoidance.
201008920	22/08/2010	EGTT : London (FIR)	Leeds Bradford (LBA)	10S of LBA	D	CTA	CESSNA	Reciprocating	1	Multiple Infringements of the Leeds Bradford CTA (Class D) by a C206 paradropping a/c squawking 7000 at 3700ft.	The organiser of the para drop event was contacted over this incident.
201008981	24/08/2010	EGTT : London (FIR)	Southampton (SAM)	8 N	D	CTA	CESSNA	Reciprocating	1	C152 at 2800ft, initially unidentified, infringed the Solent CTA (Class D) and lost separation with an inbound DHC8on base leg to R/W20, which was given traffic info and avoiding action.	C152, with a Boscombe squawk, was observed to enter CAS and then squawk 7000. ATSA was advised that Boscombe had seen the a/c approaching Southampton's airspace and told it to free call Solent. Several blind transmissions were made to C152 with no response. C152 then turned and left CAS.CAA Closure: No further action possible due to elapsed time.

201008981	24/08/2010	EGTT : London (FIR)	Southampton (SAM)	8 N	D	CTA	DE HAVILLAND	Turboprop	2	C152 at 2800ft, initially unidentified, infringed the Solent CTA (Class D) and lost separation with an inbound DHC8on base leg to R/W20, which was given traffic info and avoiding action.	C152, with a Boscombe squawk, was observed to enter CAS and then squawk 7000. ATSA was advised that Boscombe had seen the a/c approaching Southampton's airspace and told it to free call Solent. Several blind transmissions were madeto C152 with no response. C152 then turned and left CAS.CAA Closure: No further action possible due to elapsed time.
201008992	22/08/2010	EGTT : London (FIR)	Gamston (GAM)		G	ATZ	OTHER	Other	0	Infringement of the Gamston ATZ (Class G) by an untraced Paraglider. Standard separation maintained.	
201008992	22/08/2010	EGTT : London (FIR)	Gamston (GAM)		G	ATZ	PIPER	Reciprocating	1	Infringement of the Gamston ATZ (Class G) by an untraced Paraglider. Standard separation maintained.	
201008993	22/08/2010	EGTT : London (FIR)	Nottingham East Midlands	4 NE	D	CTR	AERONCA	Reciprocating	1	Aeronca called Approach and told to standby. Aeronca subsequently infringed the Nottingham East Midlands CTR (ClassD) at 1300ft. Two inbound B737s were given extended vectors to remain clear of a/c.	CAA Closure: Aeronca pilot advised of his error on frequency. No further action taken by unit.
201008993	22/08/2010	EGTT : London (FIR)	Nottingham East Midlands	4 NE	D	CTR	BOEING	Turbofan	2	Aeronca called Approach and told to standby. Aeronca subsequently infringed the Nottingham East Midlands CTR (ClassD) at 1300ft. Two inbound B737s were given extended vectors to remain clear of a/c.	CAA Closure: Aeronca pilot advised of his error on frequency. No further action taken by unit.

201009138	18/08/2010	EGTT : London (FIR)	Luton (LUT)	E	D	CTR	EXTRA	Reciprocating	1	Infringement of the Luton CTR (Class D) by an Extra 300 squawking 7000 at 1200ft. Standard separation maintained.	The pilot reports that having gone through the check listdirectly out of the POH prior to this ferry flight, he took off from R/W20 at North Weald. He started to turn onto his first pre planned track of 300 but when he glanced at the compass he couldn't find it. It transpired that the owner had stuck his aerobatic sequences over the top of it. As the pilot discovered this the noise cancelling on the headset failed. Whilst trying to deal with the situation the a/c went further West than intended. The pilot subsequently recognised Royston and continued to his destination. The pilot has apologised for this incident and has changed his procedures as a result.
201009172	27/08/2010	EGTT : London (FIR)	Denham		A	CTR	CESSNA	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a C152 squawking 7000 at 2100ft. Standard separation maintained.	The pilot has submitted a report detailing his errors on this flight.
201009173	28/08/2010	EGTT : London (FIR)	GARMI	NW	A		PIPER	Reciprocating	1	Infringement of Airway Q41 by a PA28 at FL45, resulting in a loss of separation against a Trislander. STCA activated. Traffic info given.	Investigation established that the PA28 pilot used a French chart, which did not identify Airway Q41, when crossingthe channel.☐ CAA Closure: French Authorities have been forwarded a link to the relevant website where the SouthernLower ATS Routes, which include Airway Q41, are available.
201009173	28/08/2010	EGTT : London (FIR)	GARMI	NW	A		BRITTEN NORMAN	Reciprocating	3	Infringement of Airway Q41 by a PA28 at FL45, resulting in a loss of separation against a Trislander. STCA activated. Traffic info given.	Investigation established that the PA28 pilot used a French chart, which did not identify Airway Q41, when crossingthe channel.☐ CAA Closure: French Authorities have been forwarded a link to the relevant website where the SouthernLower ATS Routes, which include Airway Q41, are available.
201009178	28/08/2010	EGTT : London (FIR)	Stansted	NE	D	CTA	ZENAIR	Reciprocating	1	Infringement of the Stansted CTR/CTA (Class D) by a Zenair CH601 and a Europa. Traffic info and avoiding action given. Separation lost.	The first infringing a/c, having exited the Andrewsfield ATZ, continued on a NNW track before turning right to exitthe CTR 2nm South of the extended centreline. A B737 thathad been vectored away from Stansted due to the infringement was vectored towards the localiser again but the approach was delayed due to another a/c infringing the StanstedCTA after departing from Andrewsfield. Blind transmissions were made but without success. Several other a/c were also delayed.☐ CAA Closure: No further CAA action feasible at this time.

201009178	28/08/2010	EGTT : London (FIR)	Stansted	NE	D	CTA	EUROPA	Reciprocating	1	Infringement of the Stansted CTR/CTA (Class D) by a Zenair CH601 and a Europa. Traffic info and avoiding action given. Separation lost.	The first infringing a/c, having exited the Andrewsfield ATZ, continued on a NNW track before turning right to exit the CTR 2nm South of the extended centreline. A B737 that had been vectored away from Stansted due to the infringement was vectored towards the localiser again but the approach was delayed due to another a/c infringing the Stansted CTA after departing from Andrewsfield. Blind transmissions were made but without success. Several other a/c were also delayed.☐ CAA Closure: No further CAA action feasible at this time.
201009179	28/08/2010	EGTT : London (FIR)	Stansted	SW	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Cirrus SR22 squawking 7000 at 1800ft. Standard separation maintained.	
201009181	28/08/2010	EGTT : London (FIR)	Biggin (BIG)	7 SE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 3000ft, resulting in loss of separation against a climbing C560. Traffic info and avoiding action given.	CAA Closure: The pilot of the PA28 climbed to an altitude that took it inside the LTMA. The pilot reported to the Farnborough LARS controller that he believed it was permissible to climb to 3000ft in that area. The situation was resolved by the Thames Radar controller who detected the situation and took prompt action to correct it.
201009181	28/08/2010	EGTT : London (FIR)	Biggin (BIG)	7 SE	A	TMA	CESSNA	Turbofan	2	Infringement of the LTMA (Class A) by a PA28 at 3000ft, resulting in loss of separation against a climbing C560. Traffic info and avoiding action given.	CAA Closure: The pilot of the PA28 climbed to an altitude that took it inside the LTMA. The pilot reported to the Farnborough LARS controller that he believed it was permissible to climb to 3000ft in that area. The situation was resolved by the Thames Radar controller who detected the situation and took prompt action to correct it.
201009182	30/08/2010	EGTT : London (FIR)	London-Gatwick - LGW	N	D	CTR	FLIGHT DESIGN	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a CT2K. A B737 was broken off approach and repositioned.	Traffic info given. Radar recordings confirmed that the traffic entered the Gatwick CTR by 0.3nm probably whilst conducting a wide circuit at Redhill.☐ CAA Closure: No further CAA action considered practical at this time.

201009183	30/08/2010	EGTT : London (FIR)	Brookmans Park (BPK)		A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA 28 squawking 7000 at 2900ft. Standard separation maintained. Pilotcontacted ATC. infringement due to distraction and incorrect altimeter setting.	
201009184	30/08/2010	EGTT : London (FIR)	Stansted	5 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 1500ft. Eastbound departures were stopped and an inbound B737 sent around. Standard separation maintained.	The operator of the a/c has been fully alerted to this incident. Appropriate action taken by CFI.
201009319	30/08/2010	EGTT : London (FIR)	London City - LCY	17 E	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C172 at 4400ft resulting in a loss of separation against a BAe146. Traffic info given.	C172, which had deviated from initial flight plan, climbed into LTMA to avoid turbulence. Pilot apologised for infringement.□ CAA Closure: Lessons have been learned following this incident. Pilot will enhance pre-flight planning ahead of future flights.
201009319	30/08/2010	EGTT : London (FIR)	London City - LCY	17 E	A	TMA	BAE	Turbofan	4	Infringement of the London TMA (Class A) by a C172 at 4400ft resulting in a loss of separation against a BAe146. Traffic info given.	C172, which had deviated from initial flight plan, climbed into LTMA to avoid turbulence. Pilot apologised for infringement.□ CAA Closure: Lessons have been learned following this incident. Pilot will enhance pre-flight planning ahead of future flights.
201009320	31/08/2010	EGTT : London (FIR)	Stansted	TMZ 2	G	Restrict ed area	NORTH AMERICAN	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Harvard. Luton departures were stopped and a Stansted inbound B737 put into a right hand orbit. Standard separation maintained.	Pilot contacted ATC. Infringement due to lapse of memory regarding the existence of the TMZ 2.

201009320	31/08/2010	EGTT : London (FIR)	Stansted	TMZ 2	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a Harvard. Luton departures were stopped and a Stansted inbound B737 put into a right hand orbit. Standard separation maintained.	Pilot contacted ATC. Infringement due to lapse of memory regarding the existence of the TMZ 2.
201009428	02/09/2010	EGTT : London (FIR)	Aspen	5N	A		OTHER	Reciprocating	1	Infringement of Airway Q41 (Class A) at 7200ft by a Tecnam Sierra. Standard separation maintained.	
201009429	02/09/2010	EGTT : London (FIR)	Woodley (WOD)	6 N	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 at 3500ft. Traffic info given to Heathrow inbound a/c. Standard separation maintained.	The appropriate Farnborough controller had reminded the pilot that he would need to descend to remain below CAS when transferring the a/c.
201009480	03/09/2010	EGTT : London (FIR)	Southampton (SAM)	6 SE	D	CTR	GROB	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Grob 109 squawking 7000 at 1900ft climbing to 3000ft.	CFI onboard with student using new skymap on GPS. Incident attributed to an over-reliance on the use of equipment, rather than visual reference.☐ CAA Closure: Instructor and others from the school to visit ATC and airspace warning devices to be fitted to school's two a/c.
201009488	04/09/2010	EGTT : London (FIR)	Luton (LUT)	7 E	D	CTR	JABIRU	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Jabiru at 1700ft. A departing ATR72 on a CPT SID was given traffic info and avoiding turn.	Jabiru on a Farnborough squawk was unknown to LTCC and separation was lost against the ATR72. Controller took appropriate action. The Jabiru had been advised by the Farnborough controller to make a right turn to avoid the Luton CTRwhich was acknowledged by the pilot concerned. ☐ CAA Closure: No further CAA action due to the elapsed time involved.

201009488	04/09/2010	EGTT : London (FIR)	Luton (LUT)	7 E	D	CTR	ATR	Turboprop	2	Infringement of the Luton CTR (Class D) by a Jabiru at 1700ft. A departing ATR72 on a CPT SID was given traffic info and avoiding turn.	Jabiru on a Farnborough squawk was unknown to LTCC and separation was lost against the ATR72. Controller took appropriate action. The Jabiru had been advised by the Farnborough controller to make a right turn to avoid the Luton CTRwhich was acknowledged by the pilot concerned. ☐ CAA Closure: No further CAA action due to the elapsed time involved.
201009491	04/09/2010	EGTT : London (FIR)	London-Heathrow - LHR	10 W	A	CTR	YAKOVLEV	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a Yak 55 at2000ft. Two Heathrow inbounds were broken off the approach and given traffic info. Standard separation maintained.	The infringing traffic was identified and instructed to descend. The delayed Heathrow traffic was then repositionedfor the approach. ☐ CAA Closure: No further CAA action dueto the elapsed time involved.
201009495	03/09/2010	EGTT : London (FIR)	Bovingdon (BNN)	10 NW	A	CTA	ROBINSON	Reciprocating	1	Infringement of Luton CAS (Class D) by an R44. An A319 was repositioned and descent stopped. Standard separation maintained.	
201009495	03/09/2010	EGTT : London (FIR)	Bovingdon (BNN)	10 NW	A	CTA	AIRBUS	Turbofan	2	Infringement of Luton CAS (Class D) by an R44. An A319 was repositioned and descent stopped. Standard separation maintained.	
201009499	03/09/2010	EGTT : London (FIR)	Bristol	3 S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a C172 squawking 7000 at 3900ft. Navigational assistance provided to the pilot as he was unsure of his position. Standard separation maintained.	

201009502	03/09/2010	EGTT : London (FIR)	Chatsworth House		G	Restricted area	CESSNA	Reciprocating	1	Infringement of NOTAMed Red Arrows RA(T) by a C152 squawking 7000 indicating 1500ft. Traffic info given. Display stopped until Red Arrows leader was visual with the a/c and it had left the area.	
201009502	03/09/2010	EGTT : London (FIR)	Chatsworth House		G	Restricted area	OTHER	Unknown		Infringement of NOTAMed Red Arrows RA(T) by a C152 squawking 7000 indicating 1500ft. Traffic info given. Display stopped until Red Arrows leader was visual with the a/c and it had left the area.	
201009508	04/09/2010	EGTT : London (FIR)	Birmingham	13 NNW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C172 squawking 7000 at 3000ft. Traffic info was given to an AS365operating in the area. Standard separation maintained.	Pilot stated that his GPS showed him to be clear of CAS.CAA Closure: No further action possible due to elapsed time.
201009508	04/09/2010	EGTT : London (FIR)	Birmingham	13 NNW	D	CTA	AEROSPATIALE	Turboshaft	2	Infringement of the Birmingham CTA (Class D) by a C172 squawking 7000 at 3000ft. Traffic info was given to an AS365operating in the area. Standard separation maintained.	Pilot stated that his GPS showed him to be clear of CAS.CAA Closure: No further action possible due to elapsed time.
201009513	04/09/2010	EGTT : London (FIR)	Stansted	TMZ	Other	Restricted area	ENSTROM	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by an Enstrom 280. 0013 squawk displayed but no Mode C. Standard separation maintained.	The pilot was contacted and believed his Mode C was operating. The transponder was new and the pilot stated that hewould get it checked on landing.

201009518	04/09/2010	EGTT : London (FIR)	Stansted	7 SW	D	CTR	DE HAVILLAND	Reciprocating	1	DHC1 allegedly twice infringed the Stansted TMZ (Class G)and on two separate occasions the CTR (Class D), losing separation with inbound B737, which were given traffic infoand avoiding action.	Primary only return. □ CAA Closure: No further CAA actionconsidered feasible due to the elapsed time involved.
201009518	04/09/2010	EGTT : London (FIR)	Stansted	7 SW	D	CTR	BOEING	Turbofan	2	DHC1 allegedly twice infringed the Stansted TMZ (Class G)and on two separate occasions the CTR (Class D), losing separation with inbound B737, which were given traffic infoand avoiding action.	Primary only return. □ CAA Closure: No further CAA actionconsidered feasible due to the elapsed time involved.
201009522	04/09/2010	EGTT : London (FIR)	London City - LCY	5 E	D	CTR	VANS	Reciprocating	1	RV9 infringed the London City CTR (Class D) and lost separation with an outbound Do328, which was given traffic info and avoiding action.	CAA Closure: No follow up action taken by ATC at the timeof the incident. No further action considered possible due to elapsed time.
201009522	04/09/2010	EGTT : London (FIR)	London City - LCY	5 E	D	CTR	DORNIER	Turboprop	2	RV9 infringed the London City CTR (Class D) and lost separation with an outbound Do328, which was given traffic info and avoiding action.	CAA Closure: No follow up action taken by ATC at the timeof the incident. No further action considered possible due to elapsed time.
201009529	04/09/2010	EGTT : London (FIR)	Stansted	TMZ 2	Other	Restrictedd area	YAKOVLEV	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Yak 52.Standard separation maintained.	

201009559	04/09/2010	EGTT : London (FIR)	Birmingham	11 SE	D	CTA	EUROPA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Europa at 1900ft. Standard separation maintained.	Pilot advised of infringement and was warned of the proximity of the Snitterfield glider site.
201009561	04/09/2010	EGTT : London (FIR)	Hawarden		A		SIAI MARCHETTI	Reciprocating	1	Infringement of Airway N864 (Class A) by a SF260 at 4500ft. Standard separation maintained.	
201009562	04/09/2010	EGTT : London (FIR)	Southampton (SAM)	6 NNE	D	CTR	ROBINSON	Reciprocating	1	R22 infringed the Southampton CTR (Class D) and lost separation with an SR22 on an SRA to R/W20.	The R22 was carrying out a local solo navex from Farnham.The pilot was in receipt of a Basic Service and squawkingan assigned code, but due to cockpit mis-management and insufficient flight planning did not realise his proximity to controlled airspace from the surface. □ CAA Closure: The relatively inexperienced pilot has since taken advice from his flight school instructor and has had his errors identified. The pilot admitted his mistake and has been sent guidance and study material covering VFR navigation and helicopter airmanship.
201009562	04/09/2010	EGTT : London (FIR)	Southampton (SAM)	6 NNE	D	CTR	CIRRUS	Reciprocating	1	R22 infringed the Southampton CTR (Class D) and lost separation with an SR22 on an SRA to R/W20.	The R22 was carrying out a local solo navex from Farnham.The pilot was in receipt of a Basic Service and squawkingan assigned code, but due to cockpit mis-management and insufficient flight planning did not realise his proximity to controlled airspace from the surface. □ CAA Closure: The relatively inexperienced pilot has since taken advice from his flight school instructor and has had his errors identified. The pilot admitted his mistake and has been sent guidance and study material covering VFR navigation and helicopter airmanship.
201009563	05/09/2010	EGTT : London (FIR)	Winchester	NE	D	CTR	AVIONS ROBIN	Reciprocating	1	Alleged infringement of the Southampton CTR (Class D) by a Robin 200 squawking 7000 at 1300ft. An outbound BE350's departure was delayed due to the infringer. Standard separation maintained.	The a/c concerned was not fully identified.

201009563	05/09/2010	EGTT : London (FIR)	Winchester	NE	D	CTR	BEECH	Turboprop	2	Alleged infringement of the Southampton CTR (Class D) by a Robin 200 squawking 7000 at 1300ft. An outbound BE350's departure was delayed due to the infringer. Standard separation maintained.	The a/c concerned was not fully identified.
201009872	27/08/2010	EGTT : London (FIR)	Isle Of Man (IOM)	12 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Isle of Man CTR (Class D) by a C182. Traffic info given. Standard separation maintained.	
201009887	10/09/2010	EGTT : London (FIR)	Southampton (SAM)	8 NE	D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the Southampton CTR (Class D)) by a Tiger Moth. Traffic info and avoiding action given to outboundDHC8. Separation lost.	Pilot contacted ATC to apologise. He was unaware at the time of the infringement and acknowledges that he should have contacted Solent Radar for assistance when identifying he was West of his intended track. Appropriate lessons learnt.
201009887	10/09/2010	EGTT : London (FIR)	Southampton (SAM)	8 NE	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D)) by a Tiger Moth. Traffic info and avoiding action given to outboundDHC8. Separation lost.	Pilot contacted ATC to apologise. He was unaware at the time of the infringement and acknowledges that he should have contacted Solent Radar for assistance when identifying he was West of his intended track. Appropriate lessons learnt.
201009888	11/09/2010	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R44 squawking 7000. Heathrow Northbound and CPT departures were stopped. Standard separation maintained.	Pilot navigational error. The infringement was highlighted to the pilot's CFI, who confirmed that the pilot had informed them of the incident and the error had been discussed.☐ CAA Closure: The pilot is no longer working at the school and it is not known whether he is still actively instructing. He has been sent advice and guidance material concerning operating safely within CAS.

201009948	10/09/2010	EGTT : London (FIR)	Shoreham				GRUMMAN	Reciprocating	1	ATC observed a/c allegedly within ATZ with no RT communication established. Pilot subsequently reported carburettorice problems. Diversion initiated. Local standby declared. A/c landed safely.	Pilot reported the engine had failed twice and he had attempted to declare a MAYDAY. He suspected possible water inthe fuel.
201009972	07/09/2010	EGTT : London (FIR)	Luton (LUT)	NW	D	CTA	PITTS	Reciprocating	1	Pitts Special squawking 7004 at 5000ft, twice infringed the Luton CTA (Class D). An inbound C500's descent was stopped until Pitts Special had left CAS.	CAA Closure: ATC contacted the pilot who explained the reason for the occurrence. It was partly due to the student climbing too high and an incorrect pressure setting. No further action considered necessary.
201009972	07/09/2010	EGTT : London (FIR)	Luton (LUT)	NW	D	CTA	CESSNA	Turbofan	2	Pitts Special squawking 7004 at 5000ft, twice infringed the Luton CTA (Class D). An inbound C500's descent was stopped until Pitts Special had left CAS.	CAA Closure: ATC contacted the pilot who explained the reason for the occurrence. It was partly due to the student climbing too high and an incorrect pressure setting. No further action considered necessary.
201010003	13/09/2010	EGTT : London (FIR)	Stansted TMZ 1		Other	Restrict ed area	BELL	Turboshaft	1	Infringement of the Stansted TMZ 1 (Class G) by a Bell 206 Jetranger squawking 7000. Traffic info given to inbound B737 whose descent was stopped at 4000ft. Standard separation maintained.	Pilot contacted ATC and apologised for the infringement as he was not aware of the existence of the TMZ. Appropriate advice passed by ATC.
201010003	13/09/2010	EGTT : London (FIR)	Stansted TMZ 1		Other	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by a Bell 206 Jetranger squawking 7000. Traffic info given to inbound B737 whose descent was stopped at 4000ft. Standard separation maintained.	Pilot contacted ATC and apologised for the infringement as he was not aware of the existence of the TMZ. Appropriate advice passed by ATC.

201010083	12/09/2010	EGTT : London (FIR)	Liverpool	Penketh	D	CTR	GRUMMAN	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a Grumman AA5 at 900ft. Standard separation maintained.	
201010120	15/09/2010	EGTT : London (FIR)	London City - LCY	5 SSE	D	CTR	PIPER	Reciprocating	1	Infringement of the London City CTA/CTR (Class D) by a PA28 at 2300ft. STCA activated. Traffic info and avoiding action given to a Learjet. Separation lost.	A report has been received from the pilot concerned who considers that the main factors were a significant change in wind direction/speed and the pilot failing to change headings sufficiently early away from the edges of CAS.
201010120	15/09/2010	EGTT : London (FIR)	London City - LCY	5 SSE	D	CTR	LEARJET	Turbofan	2	Infringement of the London City CTA/CTR (Class D) by a PA28 at 2300ft. STCA activated. Traffic info and avoiding action given to a Learjet. Separation lost.	A report has been received from the pilot concerned who considers that the main factors were a significant change in wind direction/speed and the pilot failing to change headings sufficiently early away from the edges of CAS.
201010129	15/09/2010	EGTT : London (FIR)	Haverhill	3 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA32 squawking 7000 at 2900ft. Inbound B737 was given a slight delaying action. Believe PA32 realised the error and turned toleave CAS.	Investigation progressed under 201003610.
201010129	15/09/2010	EGTT : London (FIR)	Haverhill	3 SE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA32 squawking 7000 at 2900ft. Inbound B737 was given a slight delaying action. Believe PA32 realised the error and turned toleave CAS.	Investigation progressed under 201003610.

201010147	12/09/2010	EGTT : London (FIR)	Birmingham	16nm SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 at4000ft. Standard separation maintained. Pilot contacted ATC and apologised. He believed he was South of CAS.	
201010167	14/09/2010	EGTT : London (FIR)	Bovingdon (BNN)	2nm N	D	CTR	CIRRUS	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Cirrus SR20 at 1400ft. The a/c flew approx 0.2nm inside the line designating the Luton CTR for a distance of 1.2nm. Standard separation maintained.	
201010188	16/09/2010	EGTT : London (FIR)	Barkway (BKY)	8 NNW	A	TMA	GROB	Reciprocating	1	Infringement of the LTMA (Class A) by a Grob G115 Squawking 7000. A/c entered CAS at FL84 from the North then left CAS, then re-entered at FL80 descending to 6000ft.	Traffic info and delaying action given to Luton inbound A319. Standard separation maintained. The instructor pilot was contacted and was not aware of the infringement, he believes however that it may have been caused by the upper winds being stronger than anticipated. The instructor appears to have learnt from this incident.
201010188	16/09/2010	EGTT : London (FIR)	Barkway (BKY)	8 NNW	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a Grob G115 Squawking 7000. A/c entered CAS at FL84 from the North then left CAS, then re-entered at FL80 descending to 6000ft.	Traffic info and delaying action given to Luton inbound A319. Standard separation maintained. The instructor pilot was contacted and was not aware of the infringement, he believes however that it may have been caused by the upper winds being stronger than anticipated. The instructor appears to have learnt from this incident.
201010197	07/09/2010	EGTT : London (FIR)	Q41 Airway	50 07 N 001 48 W	A		SIAI MARCHETTI	Reciprocating	1	Infringement of Airway Q41 (Class A) by a SF260 at 3900ft. The Mode C indicated 039 with a Portland pressure of 996mb. Standard separation maintained.	

201010227	17/09/2010	EGTT : London (FIR)	London City - LCY	6 NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the London City CTA (Class D) by a C172 squawking 7000, indicating 1700ft. An outbound C560 was given an early right turn on the SID and departures were stopped for 1min.	
201010227	17/09/2010	EGTT : London (FIR)	London City - LCY	6 NW	D	CTA	CESSNA	Turbofan	2	Infringement of the London City CTA (Class D) by a C172 squawking 7000, indicating 1700ft. An outbound C560 was given an early right turn on the SID and departures were stopped for 1min.	
201010240	17/09/2010	EGTT : London (FIR)	Southampton (SAM)	7 N	D	CTR	FUJI	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Fuji 200. Standard separation maintained.	
201010240	17/09/2010	EGTT : London (FIR)	Southampton (SAM)	7 N	D	CTR	UNKNOWN	Unknown		Infringement of the Southampton CTR (Class D) by a Fuji 200. Standard separation maintained.	
201010250	17/09/2010	EGTT : London (FIR)	NEDUL	3 NE	D	CTA	OTHER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Pioneer 300squawking 7000 at 3300ft. Standard Separation maintained.	

201010252	17/09/2010	EGTT : London (FIR)	Birmingham	10 SW	D	CTA	PIPER	Reciprocating	1	Separation lost when a PA28R squawking 7000 at 2700ft, initially unidentified, infringed the Birmingham CTA (Class D). Two inbound a/c were given traffic info and avoiding action.	CAA Closure: No further action possible due to elapsed time.
201010252	17/09/2010	EGTT : London (FIR)	Birmingham	10 SW	D	CTA	UNKNOWN	Unknown		Separation lost when a PA28R squawking 7000 at 2700ft, initially unidentified, infringed the Birmingham CTA (Class D). Two inbound a/c were given traffic info and avoiding action.	CAA Closure: No further action possible due to elapsed time.
201010256	18/09/2010	EGTT : London (FIR)	DENBY	W	D	CTR	SOCATA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Socata TB10 at 2300ft. Standard separation maintained.	
201010262	18/09/2010	EGTT : London (FIR)	Damyns Hall	4nm NE	A	TMA	JABIRU	Reciprocating	1	Infringement of the LTMA (Class A) by a Jabiru squawking 7000 at 2900ft. Standard separation maintained. Pilot contacted ATC to apologise for the infringement.	
201010265	18/09/2010	EGTT : London (FIR)	Southampton	11nm NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 at 5000ft. Inbound a/c vectored away from the infringer. Farnborough ATC issued C172 turns to vacate CAS.	

201010269	18/09/2010	EGTT : London (FIR)	Southampton	6.5nm SE	D	CTR	CEA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Robin DR300 at 1600ft. Standard separation maintained.	Pilot report states an over reliance on a GPS whose maps were not distinct enough to determine positioning accurately.
201010275	18/09/2010	EGTT : London (FIR)	Southampton (SAM)	12 S	D	CTA	CESSNA	Reciprocating	1	Unidentified a/c squawking 7377 indicating 3000ft, infringed the Solent CTA (Class D) and lost separation with a DHC8 being vectored for R/W02. DHC8 was given traffic info and avoiding action.	Infringing a/c was subsequently identified as a C172 receiving a Basic Service from Boumemouth ATC.☐ CAA Closure: Investigation was not able to determine the reason for theC172's infringement. Appropriate unit action taken.
201010275	18/09/2010	EGTT : London (FIR)	Southampton (SAM)	12 S	D	CTA	DE HAVILLAND	Turboprop	2	Unidentified a/c squawking 7377 indicating 3000ft, infringed the Solent CTA (Class D) and lost separation with a DHC8 being vectored for R/W02. DHC8 was given traffic info and avoiding action.	Infringing a/c was subsequently identified as a C172 receiving a Basic Service from Boumemouth ATC.☐ CAA Closure: Investigation was not able to determine the reason for theC172's infringement. Appropriate unit action taken.
201010280	18/09/2010	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	CIRRUS	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an SR22.Traffic info given to departing a/c. Standard separation maintained.	Infringer over flew the Kenley active gliding site at 900ft and was observed tracking towards Gatwick CAS.
201010284	19/09/2010	EGTT : London (FIR)	Ockham (OCK)		A	CTR	OTHER	Reciprocating	1	B747 in descent reported a possible microlight at 6-7000ft going through the Ockham hold. No TCAS or radar return. Standard separation maintained.	

201010284	19/09/2010	EGTT : London (FIR)	Ockham (OCK)		A	CTR	BOEING	Turbofan	4	B747 in descent reported a possible microlight at 6-7000ft going through the Ockham hold. No TCAS or radar return. Standard separation maintained.	
201010301	19/09/2010	EGTT : London (FIR)	Epping		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2200ft. Pilot apologised for the infringement which was caused by the pilot misreading his chart.	
201010434	20/09/2010	EGTT : London (FIR)	Cardiff	20 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a PA28 at FL60 20nm NE of CDF. Standard separation maintained.	
201010459	21/09/2010	EGTT : London (FIR)	Southampton (SAM)	7 SW	D	CTR	GROB	Reciprocating	1	Infringement of the Southampton CTR (Class D) at 1500ft by an unknown a/c squawking 0011, which was subsequently identified as a Grob G109. Separation lost against an outbound DHC8.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed practical.
201010459	21/09/2010	EGTT : London (FIR)	Southampton (SAM)	7 SW	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) at 1500ft by an unknown a/c squawking 0011, which was subsequently identified as a Grob G109. Separation lost against an outbound DHC8.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed practical.

201010481	21/09/2010	EGTT : London (FIR)	Stansted	NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 at 2000ft resulting in disruption to other traffic and increased ATC workload. A/c vacated CAS by descending below the CTA base.	After infringing CAS, the a/c failed to respond to a blind call and departures were stopped. The a/c eventually came under a Farnborough LARS but initially failed to adhere to several instructions to leave the zone. PA28 pilot reported that, having been instructed to vacate CAS and remainbelow 2000ft, he assumed he had vacated when given traffic info on an a/c which was outside CAS. Shortly afterwards, the pilot was advised that he was still inside CAS and to descend immediately to 1400ft, which he complied with.☐ CAA Closure: Pilot, who has been in contact with DGAC, apologised for the disruption caused by this incident.
201010483	21/09/2010	EGTT : London (FIR)	Southampton (SAM)	6.5	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of Solent CTA (Class D) by a Robin 2160 at 2400ft. Traffic info given to an inbound a/c. Standard separation maintained.	A/c had a Boscombe Down squawk and had been instructed toremain clear of the CTA.
201010508	22/09/2010	EGTT : London (FIR)	Birmingham	11 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 at2800ft squawking 7000. Traffic info passed. Standard separation maintained.	Pilot contacted ATC to apologise. He mistook the base of CAS to be 3500ft (2500ft).
201010511	17/09/2010	EGTT : London (FIR)	Blackbushe		G	ATZ	HUGHES	Turboshaft	1	Infringement of the Blackbushe ATZ (Class G) by a Hughes 369 at 1900ft. ATC had instructed the helicopter to remainclear of the ATZ.	
201010604	26/09/2010	EGTT : London (FIR)	Luton (LUT)	SE	A	CTR	CESSNA	Reciprocating	1	Infringement of Luton CTR (Class D) by a C150, which was initially unidentified. Separation was lost with an inbound B737. Traffic info and avoiding action given.	Inbound westbound B737 was given traffic info on unknown infringer and subsequently told to stop descent at 2000ft on ILS R/W26 and to turn North, then recleared to 3000ft. An inbound southbound HS125 North of B737 was instructed to orbit in its present position. Following other tasks on looking at radar controller observed B737 turning left into potential conflict with infringer and HS125 not orbiting. B737 was instructed to continue left onto heading 110degand HS125 was put on a Northerly heading as a delaying tactic. Infringer cleared area and both B737 and HS125 were repositioned for ILS. B737 confirmed taking wrong heading.Appropriate CAA action is being taken as a result of thisoccurrence.

201010604	26/09/2010	EGTT : London (FIR)	Luton (LUT)	SE	A	CTR	BOEING	Turbofan	2	Infringement of Luton CTR (Class D) by a C150, which was initially unidentified. Separation was lost with an inbound B737. Traffic info and avoiding action given.	Inbound westbound B737 was given traffic info on unknown infringer and subsequently told to stop descent at 2000ft on ILS R/W26 and to turn North, then recleared to 3000ft. An inbound southbound HS125 North of B737 was instructed to orbit in its present position. Following other tasks on looking at radar controller observed B737 turning left into potential conflict with infringer and HS125 not orbiting. B737 was instructed to continue left onto heading 110degand HS125 was put on a Northerly heading as a delaying tactic. Infringer cleared area and both B737 and HS125 were repositioned for ILS. B737 confirmed taking wrong heading.Appropriate CAA action is being taken as a result of thisoccurrence.
201010768	22/09/2010	EGTT : London (FIR)	Birmingham	Honiley VOR	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C182. Check all carried out and departures were suspended. Two inbound a/c placed in a LH holding pattern. Standard separation maintained.	CAA Closure: C182 pilot reported becoming unsure of position whilst in haze. Infringement realised only upon landing. GPS had not been taken on the flight.
201010768	22/09/2010	EGTT : London (FIR)	Birmingham	Honiley VOR	D	CTR	BOEING	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a C182. Check all carried out and departures were suspended. Two inbound a/c placed in a LH holding pattern. Standard separation maintained.	CAA Closure: C182 pilot reported becoming unsure of position whilst in haze. Infringement realised only upon landing. GPS had not been taken on the flight.
201010778	28/09/2010	EGTT : London (FIR)	Southampton (SAM)	8nm E	D	CTA	VANS	Reciprocating	1	Infringement of the Solent CTA (Class D) by an RV6 Squawking 7000 climbing from 2600ft to 3700ft (base of CAS 3000ft). Traffic info given to PA28. Separation maintained.	Infringer was descended to remain clear of CAS.
201010778	28/09/2010	EGTT : London (FIR)	Southampton (SAM)	8nm E	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by an RV6 Squawking 7000 climbing from 2600ft to 3700ft (base of CAS 3000ft). Traffic info given to PA28. Separation maintained.	Infringer was descended to remain clear of CAS.

201010868	28/09/2010	EGTT : London (FIR)	Wethersfield	2nm S	Other	Restricted area	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a DR220 a/c squawking 7000 2nm South of Wethersfield. A/c exited TMZ at VRP Haverhill. Standard separation maintained.	
201010869	28/09/2010	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	Infringement of Luton CTR (Class D) by a C150 squawking 7000. Check all imposed against all departures. Inbound traffic delayed. Traffic info and avoiding action given. Standard separation maintained.	C150 failed to respond to blind calls. A/c subsequently identified via Farnborough LARS. Appropriate CAA action is being taken as a result of this occurrence.
201010891	30/09/2010	EGTT : London (FIR)	Luton (LUT)	5 W	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28. Departures stopped and inbound traffic affected. Traffic info given. Standard separation maintained. Pilot failed to respond to ATC calls.	CAA Closure: ATC contacted the pilot, who believed he was distracted by other tasks at the time. The pilot has learnt from the incident and it is considered that no further action is necessary.
201010961	02/10/2010	EGTT : London (FIR)	Compton (CPT)		A		CESSNA	Reciprocating	1	Infringement of Airway L9 (Class A) by C172 squawking 7000 at FL78. Pilot described his position as near DTY at FL65. ATC assigned a/c a squawk and requested it to descend/ turn to leave the Airway.	Pilot given instructions to leave the Airway, and was advised of the base level. Standard separation maintained.
201010962	30/09/2010	EGTT : London (FIR)	Daventry (DTY)		A	CTA	PIPER	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a PA28R, which was initially unidentified. Separation was lost with an inbound DHC8.	The pilot subsequently spoke to ATC and apologised stating that the infringement was caused by him failing to detect a step in the base of CAS at FL45 whilst he was planning the flight.

201010962	30/09/2010	EGTT : London (FIR)	Daventry (DTY)		A	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Daventry CTA (Class A) by a PA28R, which was initially unidentified. Separation was lost with an inbound DHC8.	The pilot subsequently spoke to ATC and apologised stating that the infringement was caused by him failing to detect a step in the base of CAS at FL45 whilst he was planningthe flight.
201011199	07/10/2010	EGTT : London (FIR)	Burgess Hill		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 3300ft. Traffic info and avoiding action given to anA319. Separation lost.	Departures were delayed until the infringer left CAS heading South. PA28 operated by a student who was allowing thea/c to head North. The instructor realised this but, distracted by the student, he lost situational awareness, resulting in the infringement.☐ CAA Closure: Appropriate remedial action taken by the flying club, with advice offered by the CFI and supervising FI. Instructor has learnt from the incident.
201011199	07/10/2010	EGTT : London (FIR)	Burgess Hill		A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 3300ft. Traffic info and avoiding action given to anA319. Separation lost.	Departures were delayed until the infringer left CAS heading South. PA28 operated by a student who was allowing thea/c to head North. The instructor realised this but, distracted by the student, he lost situational awareness, resulting in the infringement.☐ CAA Closure: Appropriate remedial action taken by the flying club, with advice offered by the CFI and supervising FI. Instructor has learnt from the incident.
201011234	07/10/2010	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) and TMZ 2 (Class G) by a PA28 squawking 7000. A/c descended to 1700ft and left CAS. Standard separation maintained.	CAA Closure: No follow up action taken by ATC at the timeof the incident. No further action considered possible due to elapsed time.
201011277	11/10/2010	EGTT : London (FIR)	Northolt	3 ENE	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C150. Heathrow northbound departures were stopped.	Appropriate ATC follow up action with the operator has been initiated. Pilot has since apologised for the infringement. The pilot stated that due to poor visibility on the day he missed the turning point for Elstree. The pilot has arranged for further training on navigation in reduced visibility.

201011502	13/10/2010	EGTT : London (FIR)	Birmingham	S	D	CTA	OTHER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an AMT-200 at 2500ft resulting in a loss of separation against an inbound RJ85.	CAA Closure: The pilot became lost due to a DI failure and called East Midlands ATC for assistance when this was realised.
201011502	13/10/2010	EGTT : London (FIR)	Birmingham	S	D	CTA	BAE	Turbofan	4	Infringement of the Birmingham CTA (Class D) by an AMT-200 at 2500ft resulting in a loss of separation against an inbound RJ85.	CAA Closure: The pilot became lost due to a DI failure and called East Midlands ATC for assistance when this was realised.
201011516	14/10/2010	EGTT : London (FIR)	Redhill	2 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 1800ft (Base of CAS 1500ft). All departures except SFD were stopped until infringer descended below CAS. Standard separation maintained.	CAA Closure: ATC contacted the pilot who admitted to making an altitude error after departure. No further action possible due to elapsed time.
201011601	16/10/2010	EGTT : London (FIR)	Ware		G	Restrict ed area	ROCKWELL	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by an AC112 squawking 7000 conspicuity but without Mode C, which is mandatory for the TMZ. Standard separation maintained.	
201011602	16/10/2010	EGTT : London (FIR)	Scillies		G	ATZ	CESSNA	Reciprocating	1	Inbound C182 failed to comply with ATC instructions and entered Scilly Isles ATZ (Class G) without a clearance. C182 was given an orbit and sequenced nr3.	The root cause of this incident is believed to be the pilot's lack of knowledge/ failure to follow procedures and airmanship.□ CAA Closure: Aerodrome arrival-specific guidance material was passed to the pilot and details recorded of the incident.

201011602	16/10/2010	EGTT : London (FIR)	Scillies		G	ATZ	SIKORSKY	Turboshaft	2	Inbound C182 failed to comply with ATC instructions and entered Scilly Isles ATZ (Class G) without a clearance. C182 was given an orbit and sequenced nr3.	The root cause of this incident is believed to be the pilot's lack of knowledge/ failure to follow procedures and airmanship.☐ CAA Closure: Aerodrome arrival-specific guidance material was passed to the pilot and details recorded of the incident.
201011603	16/10/2010	EGTT : London (FIR)	Coventry	2 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C172 at2000ft. Pilot was informed of his infringement and given onward clearance. Standard separation maintained.	Pilot attempted to contact Coventry ATC but was carrying out of date frequency information.
201011605	16/10/2010	EGTT : London (FIR)	Stansted	Harlow and Ware VRP's	G	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a C152 at 1300ft. Pilot thought his transponder was on, after a short delay Modes A and C were properly displayed. Standard separation maintained.	
201011682	17/10/2010	EGTT : London (FIR)	White Waltham		A	CTR	FOURNIER	Reciprocating	1	Infringement of the London CTR (Class A) by three Fournier RF4Ds Squawking 7000 at 600ft. Standard separation maintained.	The three Fourniers left the White Waltham circuit with the designated leader appearing to track approximately 160deg. The nr3 a/c pilot then realised that this track was incorrect so called on the RT calling for a turn to the West.
201011682	17/10/2010	EGTT : London (FIR)	White Waltham		A	CTR	FOURNIER	Reciprocating	1	Infringement of the London CTR (Class A) by three Fournier RF4Ds Squawking 7000 at 600ft. Standard separation maintained.	The three Fourniers left the White Waltham circuit with the designated leader appearing to track approximately 160deg. The nr3 a/c pilot then realised that this track was incorrect so called on the RT calling for a turn to the West.

201011685	18/10/2010	EGTT : London (FIR)	Clacton (CLN)	10 E	A	CTA	BEECH	Reciprocating	1	Infringement of the Clacton CTA (Class A) by a BE33 Squawking 7000 at FL73. Standard separation maintained.	
201011708	17/10/2010	EGTT : London (FIR)	Luton (LUT)	S	D	CTR	ROBINSON	Reciprocating	1	R44 infringed the Luton CTR (Class D) and paralleled the Southern boundary on a Westerly track. ATC subsequently contacted R44 and pilot stated being aware of his position at all times.	Standard separation maintained.☐ CAA Closure: R44 pilot admitted his mistake based on a navigational error and distraction caused by trying to establish communications with ATC. Safety guidance material concerning VFR navigation given.
201011726	19/10/2010	EGTT : London (FIR)	Birmingham	10 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 indicating 3000ft. Standard separation maintained.	Student pilot on a cross country exercise misidentified of two local racecourses. Investigation progressed under 201001939.
201011753	20/10/2010	EGTT : London (FIR)	London TMA		A	TMA	SOCATA	Reciprocating	1	Infringement of the LTMA (Class A) by a TB20 at 3000ft squawking 5021. Farnborough LARS alerted by Thames Radar to the infringement. A/c descended immediately out of CAS.	
201011777	20/10/2010	EGTT : London (FIR)	Detling (DET)	5 W	A	TMA	EUROPA	Reciprocating	1	Infringement of the LTMA (Class A) by a Europa squawking 7000 at 2900ft tracking towards the Thames RMA. A C340 departure climbing to 3000ft was vectored to go South of the infringer.	A/c was tracked and subsequently identified. Standard separation maintained.

201011777	20/10/2010	EGTT : London (FIR)	Detling (DET)	5 W	A	TMA	CESSNA	Reciprocating	2	Infringement of the LTMA (Class A) by a Europa squawking 7000 at 2900ft tracking towards the Thames RMA. A C340 departure climbing to 3000ft was vectored to go South of the infringer.	A/c was tracked and subsequently identified. Standard separation maintained.
201011784	20/10/2010	EGTT : London (FIR)	Southampton (SAM)	9 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) and the Southampton CTR (Class D) by a C172 on a 7000 squawk at 2500ft, resulting in a loss of separation against an outbound DHC8. Traffic info given.	Two other a/c were vectored in order to maintain separation against the C172.☐ CAA Closure: The pilot reported that, once they were aware they were lost, they called Farnborough ATC. GPS was not in use as the pilot had descended tofly with visual reference. Pilot has offered to make sureGPS is always available, should it be needed.
201011784	20/10/2010	EGTT : London (FIR)	Southampton (SAM)	9 N	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) and the Southampton CTR (Class D) by a C172 on a 7000 squawk at 2500ft, resulting in a loss of separation against an outbound DHC8. Traffic info given.	Two other a/c were vectored in order to maintain separation against the C172.☐ CAA Closure: The pilot reported that, once they were aware they were lost, they called Farnborough ATC. GPS was not in use as the pilot had descended tofly with visual reference. Pilot has offered to make sureGPS is always available, should it be needed.
201011866	22/10/2010	EGTT : London (FIR)	Barkway (BKY)	8 W	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Luton CTA (Class D) by a DA40 squawking 7000 at 3000ft. Standard separation maintained. A/c changed squawk to 4502 and was identified.	Investigations have revealed that the training flight concerned was well planned and was to be carried out visually. The student however elected to use the GPS (on which he had not yet been trained) and attempted to manually input Lavenham disused airfield that was to be used as a turningpoint. Lyneham came up as the initial choice and was selected by the student which led to the incident concerned. The student did however realise that something was wrong and reverted to visual navigation techniques. Appropriate follow up action has been taken by the CFI concerned.
201011916	22/10/2010	EGTT : London (FIR)	Thurrock		A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C152 squawking 7000 at 2700ft levelling off at 3000ft. EMB190 climbing to 5000ft was vectored away from infringer. Separation lost.	CAA Closure: This incident was followed-up by ATC. A comprehensive response was provided by the PIC with workload/distraction cited as causal factors.

201011916	22/10/2010	EGTT : London (FIR)	Thurrock		A	TMA	EMBRAER	Turbofan	2	Infringement of the London TMA (Class A) by a C152 squawking 7000 at 2700ft levelling off at 3000ft. EMB190 climbing to 5000ft was vectored away from intruder. Separation lost.	CAA Closure: This incident was followed-up by ATC. A comprehensive response was provided by the PIC with workload/distraction cited as causal factors.
201011920	24/10/2010	EGTT : London (FIR)	Solent CTA		D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 squawking 7000 at 2500ft, climbing to 3200ft. A/c tracked to Bembridge and identified. Standard separation maintained.	Pilot error acknowledged.
201011925	24/10/2010	EGTT : London (FIR)	Manchester (MCT)		D	CTR	EUROPA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Europa squawking 7000 at 2000ft. B757 Inbound at 4000ft was giventraffic info and avoiding action. Standard separation maintained.	Contact was established with the infringing a/c which immediately descended. Pilot apologised for the error. B757 subsequently landed with no further issue.
201011925	24/10/2010	EGTT : London (FIR)	Manchester (MCT)		D	CTR	BOEING	Turbofan	2	Infringement of the Manchester CTR (Class D) by a Europa squawking 7000 at 2000ft. B757 Inbound at 4000ft was giventraffic info and avoiding action. Standard separation maintained.	Contact was established with the infringing a/c which immediately descended. Pilot apologised for the error. B757 subsequently landed with no further issue.
201011961	07/10/2010	EGTT : London (FIR)	Stansted		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 2000ft. Standard separation maintained.	Pilot had attempted to contact Stapleford to get permission to transit their ATZ, however the pilot did not receivea response to three attempted calls. Pilot decided to avoid overflying the ATZ without permission and in doing so infringed CAS. Pilot apologised for the infringement. CFI alerted. Pilot has since successfully completed a navigational flight test.

201011991	25/10/2010	EGTT : London (FIR)	Luton (LUT)	6 NE	D	CTR	WESTLAND	Turboshaft	1	Infringement of the Luton CTR (Class D) by a Gazelle squawking 7000. Traffic info given to VFR helicopter which wasvisual with the infringer. Standard separation maintained.	A comprehensive report has been received from the pilot concerned who summarised that this infringement was due to a map reading error together with distraction caused by a door opening in flight prior to the infringement and an over concentration on avoiding Stansted CAS. The pilot believes in retrospect he should have made a precautionary landing to resolve the door issue. Numerous actions have been taken by the pilot to avoid a recurrence.
201011992	25/10/2010	EGTT : London (FIR)	Durham Tees Valley (TD)		D	CTA	EUROPA	Reciprocating	1	Infringement of Teesside CTA (Class D) by three a/c at 2000ft. The three a/c, two Europas and a P300, entered controlled airspace without clearance. Standard separation maintained.	ATC informed the three a/c of their failure to obtain clearance. VFR clearance was then issued and the three a/c continued on their desired tracks.
201011992	25/10/2010	EGTT : London (FIR)	Durham Tees Valley (TD)		D	CTA	EUROPA	Reciprocating	1	Infringement of Teesside CTA (Class D) by three a/c at 2000ft. The three a/c, two Europas and a P300, entered controlled airspace without clearance. Standard separation maintained.	ATC informed the three a/c of their failure to obtain clearance. VFR clearance was then issued and the three a/c continued on their desired tracks.
201012060	24/10/2010	EGTT : London (FIR)	Hinton in the Hedges		Other	Other	CESSNA	Reciprocating	1	Infringement of active Hinton in the Hedges parachute drop zone by C152. Live drop was aborted. A group of five parachutists that had already exited a/c finished their planned manoeuvres early.	The a/c passed through the Hinton DZ at approx 2800ft. unaware that parachute operations were taking place. Incident due to pilot error/lack of situational awareness. □ CAA Closure: Pilot advised on parachuting operations and flightprofile.
201012224	30/10/2010	EGTT : London (FIR)	Wolverhampton	10 SE	A	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 squawking 0010 indicating 2700ft. ATC contacted the pilot, who stated the a/c was at 2700ft. Standard separation maintained.	

201012224	30/10/2010	EGTT : London (FIR)	Wolverhampton	10 SE	A	CTA	BAE	Turbofan	4	Infringement of the Birmingham CTA (Class D) by a C152 squawking 0010 indicating 2700ft. ATC contacted the pilot, who stated the a/c was at 2700ft. Standard separation maintained.	
201012466	28/10/2010	EGTT : London (FIR)	Spadeadam D510		G	Danger area	AVIONS ROBIN	Reciprocating	1	Infringement of active Spadeadam Danger Area D510 by Robin 100 at 4000ft.	
201012524	27/10/2010	EGTT : London (FIR)	Cowes	3 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by PA28 squawking 7000 at 2600ft. Standard separation maintained.	A/c descended below 2000ft and left controlled airspace. Commercial a/c affected.
201012526	05/11/2010	EGTT : London (FIR)	Puckeridge VRP		Other	Restrictedd area	WESTLAND	Turboshaft	1	Infringement of the Stansted TMZ2 (Class G) by a Gazelle squawking 7000 with no Mode C. Standard separation maintained.	ATC have spoken to the pilot concerned who was adamant that Mode C had been switched on. In light of this and a previous incident the pilot will undertake a check of the Mode C operation. The Mode S also appears to have been incorrectly configured giving an incorrect a/c identification.
201012527	07/11/2010	EGTT : London (FIR)	Farnborough	9.5 NW	A	Prohibited area	PIPER	Reciprocating	1	Infringement of CAS-T (Class A) on two occasions by PA28 squawking 7000. Standard separation maintained.	ATC asked the pilot whether he was aware of the CAS-T airspace, with the response being 'no'. Investigation under 201003305.

201012528	07/11/2010	EGTT : London (FIR)	Farnborough	10	A		PIPER	Reciprocating	1	Infringement of CAS-T (Class A) by PA28 squawking 7000. Standard separation maintained.	
201012529	07/11/2010	EGTT : London (FIR)	Birmingham	4 SW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by R22. Standard separation maintained. Traffic info given.	Disruption to commercial traffic. The pilot has admitted his mistake based on a navigational error. The pilot has since talked through the event with a senior instructor at the training organisation and has also attended a flight safety evening with an emphasis on avoiding airspace infringements.□ CAA Closure; The CAA has advised the pilot and sent him safety guidance material concerning VFR navigationand flight in controlled airspace.
201012529	07/11/2010	EGTT : London (FIR)	Birmingham	4 SW	D	CTR	AIRBUS	Turbofan	2	Infringement of the Birmingham CTR (Class D) by R22. Standard separation maintained. Traffic info given.	Disruption to commercial traffic. The pilot has admitted his mistake based on a navigational error. The pilot has since talked through the event with a senior instructor at the training organisation and has also attended a flight safety evening with an emphasis on avoiding airspace infringements.□ CAA Closure; The CAA has advised the pilot and sent him safety guidance material concerning VFR navigationand flight in controlled airspace.
201012564	05/11/2010	EGTT : London (FIR)	Nottingham East Midlands		D	CTA	OTHER	Reciprocating	1	Infringement of the East Midlands CTA and CTR (Class D) by EV97 flown by a student pilot who became lost on Qualifying Cross Country flight. Traffic info given to an inboundB737.	Standard separation maintained. Pilot phoned ATC after landing and was de-briefed. Instructor phoned ATC later and was also briefed on the infringement.
201012564	05/11/2010	EGTT : London (FIR)	Nottingham East Midlands		D	CTA	BOEING	Turbofan	2	Infringement of the East Midlands CTA and CTR (Class D) by EV97 flown by a student pilot who became lost on Qualifying Cross Country flight. Traffic info given to an inboundB737.	Standard separation maintained. Pilot phoned ATC after landing and was de-briefed. Instructor phoned ATC later and was also briefed on the infringement.

201012606	06/11/2010	EGTT : London (FIR)	Coventry		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Coventry ATZ (Class G) by R22 at approximately 600ft. Traffic info given. Standard separation maintained. Circuit traffic required to manoeuvre to avoid R22.	A/c crossed through final approach R/W23 at less than a mile.
201012680	10/11/2010	EGTT : London (FIR)	Birmingham	9 SSW	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by PA28 squawking 7000 at 2400ft. A/c left CTA towards Wellesbourne. Disruption to inbound commercial traffic. Traffic info given.	Standard separation maintained.
201012680	10/11/2010	EGTT : London (FIR)	Birmingham	9 SSW	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTA (Class D) by PA28 squawking 7000 at 2400ft. A/c left CTA towards Wellesbourne. Disruption to inbound commercial traffic. Traffic info given.	Standard separation maintained.
201012692	10/11/2010	EGTT : London (FIR)	Luton (LUT)	3 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by PA28 squawking7000. One departure delayed. Traffic info given. Standardseparation maintained.	Investigation under 201011234.
201012794	08/11/2010	EGTT : London (FIR)	Wolverhampton	0.7 ESE	G	ATZ	HUGHES	Turboshaft	1	UK AIRPROX 2010/169 - EC135 and a Hughes 369E 0.7nm ESE of Wolverhampton at 2000ft.	On return to aerodrome, EC135 contacted ATC and was givenrunway in use and QFE. EC135 then observed a contact on TCAS, but had no height as it was Mode A only. When EC135 reported downwind to R/W10, ATC replied there was no reported traffic. As pilot read back the message, observer in LHseat pointed to traffic in the 3 o'clock position. As pilot looked to the right, he observed a helicopter make an abrupt left turn to pass behind EC135. EC135 took no avoiding action.□ CAA Closure: This AIRPROX will be subject to aseparate review by the United Kingdom AIRPROX Board (UKAB). Information indicates that this AIRPROX was caused by the H369 pilot not complying with Rule 45 of the Rules of the Air and flew into conflict with EC135.

201012794	08/11/2010	EGTT : London (FIR)	Wolverhampton	0.7 ESE	G	ATZ	EUROCOPTER	Turboshaft	2	UK AIRPROX 2010/169 - EC135 and a Hughes 369E 0.7nm ESE of Wolverhampton at 2000ft.	On return to aerodrome, EC135 contacted ATC and was givenrunway in use and QFE. EC135 then observed a contact on TCAS, but had no height as it was Mode A only. When EC135 reported downwind to R/W10, ATC replied there was no reported traffic. As pilot read back the message, observer in LHseat pointed to traffic in the 3 o'clock position. As pilot looked to the right, he observed a helicopter make an abrupt left turn to pass behind EC135. EC135 took no avoiding action.□ CAA Closure: This AIRPROX will be subject to aseparate review by the United Kingdom AIRPROX Board (UKAB). Information indicates that this AIRPROX was caused by the H369 pilot not complying with Rule 45 of the Rules of the Air and flew into conflict with EC135.
201012869	13/11/2010	EGTT : London (FIR)	Lichfield (LIC)		D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by PA28 at 3000ft. Pilot had contacted ATC earlier and was told to remain outside CAS, QNH of 992mb was given. Standard separation maintained.	ATC confirmed no other traffic in the vicinity and a/c was allowed to continue on its routeing to DTY at 3000ft VFR.
201012940	16/11/2010	EGTT : London (FIR)	Biggin (BIG)	E	G	ATZ	ROCKWELL	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an RC114at 2000ft squawking 5021. Standard separation maintained.Traffic info given.	A/c reported in and was observed within the ATZ and instructed to leave the ATZ to the East. The pilot then reported tracking over the R/W21 threshold and ATC instructed it to turn right immediately track East and leave the ATZ as he was heading towards the circuit and final approach path. The a/c was believed to be working Farnborough LARS.
201013060	19/11/2010	EGTT : London (FIR)	Gatwick	SE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by PA28 squawking 7000at 3200ft. CAIT activated. Disruption to Gatwick inbound traffic. Standard separation maintained.	The pilot states that during a high workload sortie and with poor weather to the South she allowed the a/c to driftinto the LTMA. The appropriate lessons appear to have been learnt by the pilot concerned.
201013060	19/11/2010	EGTT : London (FIR)	Gatwick	SE	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by PA28 squawking 7000at 3200ft. CAIT activated. Disruption to Gatwick inbound traffic. Standard separation maintained.	The pilot states that during a high workload sortie and with poor weather to the South she allowed the a/c to driftinto the LTMA. The appropriate lessons appear to have been learnt by the pilot concerned.

201013081	20/11/2010	EGTT : London (FIR)	Leeds Bradford (LBA)	8 NW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Leeds Bradford CTR (Class D) by R44 at 1800ft. squawking 7000. Standard separation maintained. Traffic info given.	
201013082	21/11/2010	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTR	CESSNA	Reciprocating	1	Alleged infringement of the Gatwick CTR (Class D) by C152. Separation lost. Outbound commercial traffic affected. Traffic info given.	The a/c continued to travel West until due South of Redhill, turned North and disappeared in the overhead of Redhill. It is not been possible to positively identify the a/c involved in this incident.
201013082	21/11/2010	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTR	BOEING	Turbofan	2	Alleged infringement of the Gatwick CTR (Class D) by C152. Separation lost. Outbound commercial traffic affected. Traffic info given.	The a/c continued to travel West until due South of Redhill, turned North and disappeared in the overhead of Redhill. It is not been possible to positively identify the a/c involved in this incident.
201013194	23/11/2010	EGTT : London (FIR)	Southampton (SAM)	8 SSW	D	CTR	VANS	Reciprocating	1	Infringement of the Southampton CTR (Class D) by RV6 squawking 7000. Standard separation maintained. Traffic info and avoiding action given. Disruption to outbound traffic.	The infringer was originally unknown and its identify waslater confirmed by Bournemouth. The pilot was asked to contact Solent on landing, which he did. On replaying his GPS, the pilot confirmed that he had infringed and that he had had problems in raising Bournemouth on his radio. Appropriate advice given to the pilot.
201013194	23/11/2010	EGTT : London (FIR)	Southampton (SAM)	8 SSW	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) by RV6 squawking 7000. Standard separation maintained. Traffic info and avoiding action given. Disruption to outbound traffic.	The infringer was originally unknown and its identify waslater confirmed by Bournemouth. The pilot was asked to contact Solent on landing, which he did. On replaying his GPS, the pilot confirmed that he had infringed and that he had had problems in raising Bournemouth on his radio. Appropriate advice given to the pilot.

201013221	24/11/2010	EGTT : London (FIR)	Hook		A		AVID	Reciprocating	1	Infringement of the Farnborough CAS-T (Class A) by an Avid Speedwing MK4. Standard separation maintained.	A/c just airborne from Hook called up on frequency for Basic Service. Pilot was informed that he was inside controlled airspace and should have called prior to getting airborne. Clearance was then given to continue.
201013249	23/11/2010	EGTT : London (FIR)	Manston ATZ		G	ATZ	PIPER	Reciprocating	1	Infringement of the Manston ATZ (Class G) by PA28 at approximately 1000ft, 1nm North of the runway. Standard separation maintained.	A/c was observed flying East to West through ATZ, withoutcontact or permission.
201013345	26/11/2010	EGTT : London (FIR)	Biggin (BIG)	1 W	G	ATZ	EUROCOPTER	Turboshaft	1	Infringement of the Biggin Hill ATZ (Class G) by an EC1201nm West of Biggin Hill. Traffic info given to a/c joining the circuit. Standard separation maintained.	The a/c had previously been noticed by Biggin ATC on the ATM using a Heathrow/Thames Radar squawk. On checking withThames to determine the intentions of the helicopter, they were advised that the a/c had been in contact with Heathrow Radar and had been told to remain outside the ATZ.
201013346	24/11/2010	EGTT : London (FIR)	London-Gatwick - LGW	SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) South of East Grinstead by a C152 squawking 7000, no Mode C. Standard separation maintained.	A/c left the CTR due East and was later identified as a C152. When the return was approximately 25nm Southeast of Gatwick it was seen to change squawk to 5027 when the a/c contacted Farnborough. The student pilot believes that he turned too early onto his track from the Brighton VRP and then misidentified Burgess Hill as Uckfield. He also accepts that he should have contacted Farnborough East LARS earlier when he first became uncertain of his position. Appropriate follow up action has been taken by his flying instructor.
201013347	24/11/2010	EGTT : London (FIR)	Luton (LUT)	NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 and a second unknown a/c squawking 0110. Disruption to inbound/outbound traffic. Standard separation maintained.	Controller believes that the second infringement could possibly have been a radar reflection. Investigations indicate that, on returning towards Wycombe from the WCO area, the pilot encountered low cloud. He attempted to navigate around it but became disorientated and decided to retrace his steps back towards the WCO area.☐ CAA Closure: Appropriate and comprehensive action taken by the CF1 concerned.

201013347	24/11/2010	EGTT : London (FIR)	Luton (LUT)	NW	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 and a second unknown a/c squawking 0110. Disruption to inbound/outbound traffic. Standard separation maintained.	Controller believes that the second infringement could possibly have been a radar reflection. Investigations indicate that, on returning towards Wycombe from the WCO area, the pilot encountered low cloud. He attempted to navigate around it but became disorientated and decided to retrace his steps back towards the WCO area.☐ CAA Closure: Appropriate and comprehensive action taken by the CFI concerned.
201013348	28/11/2010	EGTT : London (FIR)	Birmingham	13 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000. Separation lost with an A320. Traffic info and avoiding action given. STCA activated.	Pilot later reported that he had planned to pass underneath the airspace, however, he had failed to notice a discrepancy in his DI and magnetic compass. Appropriate lessons appear to have been learnt as a result of this incident.
201013348	28/11/2010	EGTT : London (FIR)	Birmingham	13 SE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000. Separation lost with an A320. Traffic info and avoiding action given. STCA activated.	Pilot later reported that he had planned to pass underneath the airspace, however, he had failed to notice a discrepancy in his DI and magnetic compass. Appropriate lessons appear to have been learnt as a result of this incident.
201013349	28/11/2010	EGTT : London (FIR)	Luton (LUT)	W	D	CTR	CIRRUS	Reciprocating	1	Infringement of the Luton CTR (Class D) by a SR22 at 1600ft. Separation lost with inbound A319. Traffic info given.	After leaving Denham, SR22 contacted Farnborough and was provided with QNH and Basic Service. A/c was then noticed approx 2nm inside Luton Control Zone and was instructed toturn left immediately and exit the zone. The pilot then contacted Luton Radar Controller for a Basic Service and apologised for the infringement. The pilot states that shortly after departure from Denham he tried to engage the autopilot but it failed to engage. Approximately 30secs later he had reverted to his map but this was enough time to take him off his desired heading and into the Luton CTR. In retrospect he believes he should have immediately returned to the Denham circuit or orbited. The pilot is also to undertake further training with an instructor.
201013349	28/11/2010	EGTT : London (FIR)	Luton (LUT)	W	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a SR22 at 1600ft. Separation lost with inbound A319. Traffic info given.	After leaving Denham, SR22 contacted Farnborough and was provided with QNH and Basic Service. A/c was then noticed approx 2nm inside Luton Control Zone and was instructed toturn left immediately and exit the zone. The pilot then contacted Luton Radar Controller for a Basic Service and apologised for the infringement. The pilot states that shortly after departure from Denham he tried to engage the autopilot but it failed to engage. Approximately 30secs later he had reverted to his map but this was enough time to take him off his desired heading and into the Luton CTR. In retrospect he believes he should have immediately returned to the Denham circuit or orbited. The pilot is also to undertake further training with an instructor.

201013434	27/11/2010	EGTT : London (FIR)	Manchester (MCT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by PA38 squawking 0260, no Mode C, tracking South East . Standard separation maintained.	The PA38 (initially unknown) was noticed on the Eastern edge of the Low Level corridor between Warrington and Northwich. Manchester Approach telephoned Liverpool, who quickly identified the a/c and they provided navigational assistance and a Basic Service.
201013571	05/12/2010	EGTT : London (FIR)	Denham	5 W	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 at 1800ft. CAIT activated. Standard separation maintained.	A/c exited to the North before landing at Denham. TC NE departures had been advised of the a/c but no delays out ofHeathrow.
201013720	09/12/2010	EGTT : London (FIR)	Stoney Cross		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by PA28 squawking 7000 at 4500ft. Standard separation maintained.	Southampton made a blind transmission and contacted Bournemouth, who later advised that the a/c was with them and being provided with a Basic Service. Investigation under 201004997.
201013811	12/12/2010	EGTT : London (FIR)	East Grinstead	2 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 at 2000ft, 2nm East of East Grinstead. Gatwick departures stopped. Standard separation maintained.	A/c vacated CAS to the East when instructed to do so. Pilot allegedly lost, believing he was overhead Sevenoaks.□ CAA Closure: ATC contacted the pilot who made a number of observations on how he would prevent such incidents occurring in future. No further action considered necessary.
201013832	09/12/2010	EGTT : London (FIR)	Shoeburyness		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area D138 (Shoeburyness) bylow flying C172. Check fire imposed. C172 had been advised of the active Danger Area.	Pilot navigational error/failure to check AIP.□ CAA Closure: Flying school operator made aware of occurrence and sent safety awareness material/resources to prevent any recurrence. Flying school however closed early in 2012.

201013877	12/12/2010	EGTT : London (FIR)	Bournemouth	4 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 at 4000ft. RT contact lost. Disruption to inbound traffic. Traffic info given. Standard separation maintained.	CAA Closure: No action taken by ATC at the time. No further action is considered practicable due to elapsed time.
201014044	17/12/2010	EGTT : London (FIR)	Southampton (SAM)	7 NE	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a microlight squawking 7000. Standard separation maintained.	Appropriate flying school advised of incident.
201014134	09/12/2010	EGTT : London (FIR)	Danger Area D138A	15 ENE	G	Danger area	CESSNA	Reciprocating	1	Cancelled Processed Under 201013832	Cancelled Processed Under 201013832
201014392	30/12/2010	EGTT : London (FIR)	Midhurst	7 SW	A	TMA	SOCATA	Reciprocating	1	Infringement of the London TMA (Class A) by a TB20 at 4900ft. A/c was detected by TC OCK via CAIT. Standard separation maintained.	The a/c was receiving a Traffic Service from Farnborough, but was observed to have not descended in sufficient time to comply with the requirements of the airspace and had infringed. Pilot was instructed to increase his rate of descent to clear controlled airspace.
201014477	18/09/2010	EGTT : London (FIR)	Stoney Cross Area		D	CTA	STODDARD HAMILTON	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Glasair squawking 7000 indicating 2300ft. Standard separation maintained.	The a/c passed STX tracking towards Brockenhurst and descended to below 2000ft in the vicinity of Beaulieu. Several blind transmissions were made with no response.

201014501	09/12/2010	EGTT : London (FIR)	Holbeach		G	Danger area	OTHER	Unknown		UK AIRPROX 2010/176 - Military jet and a C120 at Holbeachat 200ft.	C120 entered notified active Danger Area EG D207 (Holbeach Range) and came into conflict with a military a/c, whichwas advised of C120 and began a shallow climb, during which C120 was observed above.
201014501	09/12/2010	EGTT : London (FIR)	Holbeach		G	Danger area	CESSNA	Reciprocating	1	UK AIRPROX 2010/176 - Military jet and a C120 at Holbeachat 200ft.	C120 entered notified active Danger Area EG D207 (Holbeach Range) and came into conflict with a military a/c, whichwas advised of C120 and began a shallow climb, during which C120 was observed above.
201100025	02/01/2011	EGTT : London (FIR)	Glossop		D	CTR	EUROPA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Europa at 2400ft. CAIT function did not activate.	The a/c, unknown at first, was allocated a 7350 squawk and identified as a Europa and instructed to continue tracking Southeast to clear the zone. Shortly after, the pilot requested to track back towards Congleton, which was approved as the a/c was now clear of the inbound track. The a/c left the zone to the South and reported leaving the frequency for Shawbury.□ CAA Closure: The pilot apologised for the error and is aware of the serious consequences of infringing CAS.
201100028	02/01/2011	EGTT : London (FIR)	Birmingham	SE	A	CTR	CESSNA	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a C210 squawking 7000. Standard separation maintained.	The a/c was first seen indicating FL60 South East of Birmingham, and then approaching North West of the Luton CTR, descending and turned left towards Elstree, where it crossed the 2500ft base line, at an indicated 2800ft, before descending again and leaving controlled airspace. Mode S readout had been checked to obtain a callsign. Later, on speaking with the investigation unit, the pilot confirmed thathe had misread the vertical extent of the Daventry CTA and that he was flying on the correct pressure setting.
201100159	08/01/2011	EGTT : London (FIR)	Stansted	4 S	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28R at 1200ft, squawking 7000. CAIT activated. Standard separation maintained.	Information indicates that the PA28 infringed CAS whilst taking avoiding action on another a/c in the North Weald area. A full and comprehensive report has been received from the pilot concerned.

201100160	08/01/2011	EGTT : London (FIR)	Bovingdon (BNN)	4 NE	D	CTR	EUROCOPTER	Turboshaft	1	Infringement of the Luton CTR (Class D) by an EC120 squawking 5033 at 2000ft. CAIT activated. Traffic info given. Standard separation maintained. See also 201007406.	Pilot apologised and explained that he was looking at theground at the time.
201100160	08/01/2011	EGTT : London (FIR)	Bovingdon (BNN)	4 NE	D	CTR	AEROSPATIALE	Turboshaft	2	Infringement of the Luton CTR (Class D) by an EC120 squawking 5033 at 2000ft. CAIT activated. Traffic info given. Standard separation maintained. See also 201007406.	Pilot apologised and explained that he was looking at theground at the time.
201100163	09/01/2011	EGTT : London (FIR)	Stansted	8 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 1900ft resulting in a loss of separation against an inboundB737. Traffic info given.	The Instructor was distracted by an intermittent transponder and the a/c drifted off track.☐ CAA Closure: Discussion has taken place between the instructor and her CFI on the subject of high workload and situational awareness.
201100163	09/01/2011	EGTT : London (FIR)	Stansted	8 NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 at 1900ft resulting in a loss of separation against an inboundB737. Traffic info given.	The Instructor was distracted by an intermittent transponder and the a/c drifted off track.☐ CAA Closure: Discussion has taken place between the instructor and her CFI on the subject of high workload and situational awareness.
201100178	08/01/2011	EGTT : London (FIR)	Compton (CPT)		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 4900ft, squawking 7000. CAIT activated. Standard separation maintained.	Pilot misjudged the a/c's position. Pilot to be fully debriefed by the Deputy CFI.

201100179	09/01/2011	EGTT : London (FIR)	Severn Bridge		A	CTA	HAWKER	Turbofan	1	Infringement of the Bristol CTA (Class D) by a Hunter at 6000ft, squawking 3613. Standard separation maintained.	Cardiff had been informed that the a/c was climbing to FL60. As it was tracking towards Bristol CAS, Brize were requested to instruct the a/c to ROCAS. Shortly after, the a/c called Cardiff still heading for Bristol CAS and was reminded to ROCAS, but did not change its track and entered CAS without a clearance.
201100180	09/01/2011	EGTT : London (FIR)	REXAM		A	TMA	CESSNA	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a C172 indicating FL66 squawking 7000. CAIT activated. Standard separation maintained.	The a/c was observed routing towards REXAM before turningSouth and descending to 3000ft exiting CAS.
201100256	10/01/2011	EGTT : London (FIR)	Ware	6 NW	D	CTR	SOCATA	Turboprop	1	Infringement of the Stansted CTR (Class D) by a TBM700 at2400ft. Standard separation maintained.	The pilot had planned to route BKY, BPK and LAM at 2400ft, to remain outside CAS, but had mistakenly left the BPK waypoint out of his GPS. Pilot apologised
201100414	14/01/2011	EGTT : London (FIR)	Pirton	SE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by an R44 with Mode C indicating 900ft, squawking 7000.	CAA Closure: The pilot was an experienced fixed wing commercial pilot based overseas and had minimal knowledge of the non-IFR requirements for gaining access to CAS within the UK. The a/c was staging to Finland via Sweden and will be located and registered in Finland. A publication describing ATC Services outside of CAS was sent to the pilot.
201100414	14/01/2011	EGTT : London (FIR)	Pirton	SE	D	CTR	CESSNA	Turbofan	2	Infringement of the Luton CTR (Class D) by an R44 with Mode C indicating 900ft, squawking 7000.	CAA Closure: The pilot was an experienced fixed wing commercial pilot based overseas and had minimal knowledge of the non-IFR requirements for gaining access to CAS within the UK. The a/c was staging to Finland via Sweden and will be located and registered in Finland. A publication describing ATC Services outside of CAS was sent to the pilot.

201100499	18/01/2011	EGTT : London (FIR)	Elstree	2 W	A	TMA	ROBINSON	Reciprocating	1	Infringement of the London TMA (Class A) by an R44 squawking 5030 at 2900ft. CAIT activated. Separation lost.	A/c was first noticed by NE Deps West of Elstree. TC Coordinator N then called Farnborough who confirmed that they had been working the a/c and had verified its Mode C before transferring it to Elstree. A/c was observed climbing to2900ft before descending and leaving CAS and tracking West.
201100499	18/01/2011	EGTT : London (FIR)	Elstree	2 W	A	TMA	UNKNOWN	Unknown		Infringement of the London TMA (Class A) by an R44 squawking 5030 at 2900ft. CAIT activated. Separation lost.	A/c was first noticed by NE Deps West of Elstree. TC Coordinator N then called Farnborough who confirmed that they had been working the a/c and had verified its Mode C before transferring it to Elstree. A/c was observed climbing to2900ft before descending and leaving CAS and tracking West.
201100500	18/01/2011	EGTT : London (FIR)	TOTRI		D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152squawking 7000 at an unverified 1100ft. CAIT activated. Standard separation maintained.	The controller believed the a/c turned SW and then squawked 5035, but that it may have been a pre-existing return. Pilot became disorientated by the low sun and consequential reduced visibility. Pilot has been de-briefed by his CFI.
201100518	19/01/2011	EGTT : London (FIR)	Stansted	8 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7010 at 2500ft.	The a/c, unknown at first, was identified by Luton and inbound to North Weald. Pilot error acknowledged. Pilot de-briefed by his CFI.
201100518	19/01/2011	EGTT : London (FIR)	Stansted	8 SW	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7010 at 2500ft.	The a/c, unknown at first, was identified by Luton and inbound to North Weald. Pilot error acknowledged. Pilot de-briefed by his CFI.

201100558	19/01/2011	EGTT : London (FIR)	Birmingham	12.7 NE	D	CTA	GARDAN	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a GY80 squawking 7000 at 3200ft. Standard separation maintained.	Tower had been asked to Check ALL as the a/c was unknown traffic. East Midlands called to advise that they believed the a/c had called for zone transit and the a/c was instructed to hold position and call Birmingham, as they believed it was inside their controlled airspace. On calling Birmingham, the a/c was identified and had remained in an orbit and descended to 2600ft. Pilot was informed of the infringement and apologised for his mistake. He was then given transit clearance through the zone.
201100559	19/01/2011	EGTT : London (FIR)	Headcorn / Lashenden	1 E	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) at 4000ft by a PA28. Standard separation maintained.	
201100560	19/01/2011	EGTT : London (FIR)	Honiley (HON)	17 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained. Investigation under 201001939.	Pilot was informed that he had infringed CAS and was turned onto a track of 090 to route away from airfield . After tracking on approximately 150deg the a/c was given transit clearance not above 2000ft VFR and the QNH. Then given own navigation direction to Coventry. However, the a/c appeared to turn back towards the airfield. At the suggestion of the Watch Manager, a/c was given another vector away from the airfield as it was believed the a/c may have had either navigation problems or thought Birmingham was Coventry. Pilot had become disorientated in the haze and was still following a track that had been issued to transit East Midlands CAS previously.
201100581	20/01/2011	EGTT : London (FIR)	Stansted	9 SW	Other	Other	VANS	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) allegedly by a Vans RV7. An EMB135 was given traffic info and extended vectoring to remain clear of the Vans.	Appropriate CAA action has been taken as a result of this incident.
201100581	20/01/2011	EGTT : London (FIR)	Stansted	9 SW	Other	Other	EMBRAER	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) allegedly by a Vans RV7. An EMB135 was given traffic info and extended vectoring to remain clear of the Vans.	Appropriate CAA action has been taken as a result of this incident.

201100584	19/01/2011	EGTT : London (FIR)	Bovingdon (BNN)	E	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C172 squawking 7000 at 3100-3200ft. CAIT activated.	TC NW had alerted GS North of the infringer tracking Eastinside CAS. GW Radar and SS INT were asked to track the a/c, which continued for 12-13mins towards Panshanger. About 10mins later, the a/c was observed descending back below2400ft North East of BPK. Information received indicates the pilot had not flown for a while and decided to take aninstructor on the flight as a safety pilot. The instructor experienced a headset failure and this distraction and the loss of comms, resulted in him not noticing that the pilot was flying on the airfield QFE. An appropriate debriefhas been given by the CFI concerned.
201100788	27/01/2011	EGTT : London (FIR)	Epsom (EPM)	N	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 squawking 7047 at 2000ft. CAIT activated. Standard separation maintained.	The a/c (unknown at first) was identified by calling Biggin Hill, who confirmed that it was on a cross-country. TC asked Biggin to turn the a/c South and check it's level. The a/c was seen exiting the zone.
201100814	24/01/2011	EGTT : London (FIR)	Bovingdon (BNN)	2 NE	D	CTR	WESTLAND	Turboshaft	1	Infringement of the Luton CTR (Class D) by a Gazelle squawking 7000 Mode C indicating 700ft. Standard separation maintained.	The a/c was first observed on a westerly track paralleling Luton's southern zone boundary and made a right turn entering the Luton CTR. An unsuccessful blind transmission was made. Tower imposed a 'check all' against pending departures. The infringer made a further right turn from a north-westerly to a northerly track. After radar contact was briefly lost, the a/c appeared on a northerly track Mode C indicating 700ft. The a/c left the CTR and radar contact was again lost, but last observed just East of Leighton Buzzard. Details were passed to Cranfield.
201100817	27/01/2011	EGTT : London (FIR)	Gloucester-Staverton		A		PIPER	Reciprocating	1	Infringement of CAS-T (Class A) by a PA28 at 3400ft. Standard separation maintained.	The temporary zone had been established to the SW of Gloucester and had been NOTAMed. The PA28 in transit via GST on a south westerly track, passed overhead the GST still tracking South West. Brize Norton called Gloucester to advise that avoiding action had been taken. Under investigation201012514.
201100852	28/01/2011	EGTT : London (FIR)	London-Heathrow - LHR	10 W	A	TMA	BEECH	Reciprocating	1	Infringement of the London TMA (Class A) by a BE36 squawking 7000 indicating 1500-1600ft on Mode C. CAIT activated.Separation lost. Traffic and avoiding action given.	Analysis of the radar replay (Mode S) by the investigating unit confirmed the identify of the infringer. Loss of separation against a Heathrow inbound established on R/W09 ILS was also confirmed. At the time LL FIN had other traffic on frequency which were given delaying vectors until theBE36 flew from South to North through R/W09 L/R centrelines before leaving the zone. Infringer landed at the White Waltham airfield. Follow up report from the pilot reveals that the a/c marginally entered CAS when the pilot became distracted whilst troubleshooting a fuel system warning. Farnborough LARS had also requested the pilot to re-route soon after take-off therefore taking the a/c closer to the Heathrow zone.

201100852	28/01/2011	EGTT : London (FIR)	London-Heathrow - LHR	10 W	A	TMA	UNKNOWN	Unknown		Infringement of the London TMA (Class A) by a BE36 squawking 7000 indicating 1500-1600ft on Mode C. CAIT activated.Separation lost. Traffic and avoiding action given.	Analysis of the radar replay (Mode S) by the investigating unit confirmed the identify of the infringer. Loss of separation against a Heathrow inbound established on R/W09 ILS was also confirmed. At the time LL FIN had other traffic on frequency which were given delaying vectors until theBE36 flew from South to North through R/W09 L/R centrelines before leaving the zone. Infringer landed at the White Waltham airfield. Follow up report from the pilot reveals that the a/c marginally entered CAS when the pilot became distracted whilst troubleshooting a fuel system warning. Farnborough LARS had also requested the pilot to re-route soon after take-off therefore taking the a/c closer to the Heathrow zone.
201100862	28/01/2011	EGTT : London (FIR)	MATCHING		D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172 squawking 7000 indicating a Mode C of 1300ft. Standard separation maintained. Traffic info given.	The C172 (unknown at first) was observed entering the Stansted CTR on a westerly track and appeared to be joining the North Weald traffic pattern. GS called North Weald who assigned a 4672 squawk and identified the a/c as a C172. Pilot error acknowledged.
201100862	28/01/2011	EGTT : London (FIR)	MATCHING		D	CTR	PARTENAVIA	Reciprocating	2	Infringement of the Stansted CTR (Class D) by a C172 squawking 7000 indicating a Mode C of 1300ft. Standard separation maintained. Traffic info given.	The C172 (unknown at first) was observed entering the Stansted CTR on a westerly track and appeared to be joining the North Weald traffic pattern. GS called North Weald who assigned a 4672 squawk and identified the a/c as a C172. Pilot error acknowledged.
201100863	28/01/2011	EGTT : London (FIR)	Birmingham	11 SW	D	CTR	CIRRUS	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a SR22 squawking 7000 at FL39. Standard separation maintained.	Blind transmissions were made by ATC with no response. The a/c was tracked by Radar 2 and after conversation with Wellesbourne was identified as a SR22. The pilot called andapologised and said that he had been flying a new a/c andhad been slightly overloaded. He had been flying at FL35 (Birmingham QNH 1023mb) and had not made the mental adjustment for the transition altitude.
201100864	28/01/2011	EGTT : London (FIR)	Birmingham	15 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152 squawking 7000 indicating FL40. Standard separation maintained.	Blind transmissions were made by ATC with no response. Wellesbourne were contacted who identified the a/c as a C152. The pilot called and apologised for the mistake and explained that they were undertaking stalling practise and were looking for a hole in the cloud and were unaware that the a/c had climbed as high as it had.

201100866	30/01/2011	EGTT : London (FIR)	London-Heathrow - LHR	2 S	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) allegedly by a PA28 squawking 7000 at 1500ft. CAIT activated. Separation lost.	CAA Closure: Insufficient evidence of the a/c identification. Appropriate action taken by ATC.
201100867	30/01/2011	EGTT : London (FIR)	London (LON)	8 S	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 squawking 7000 at 2300ft. Standard separation maintained. Traffic info given. Heathrow southbound departures stopped.	Pilot navigation error.☐ CAA Closure: More navigation training is planned with the CFI.
201100868	30/01/2011	EGTT : London (FIR)	Needles	N	D	CTA	VANS	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Vans RV8 squawking 0431 at 2400ft. Standard separation maintained. Inbound and outbound traffic affected.	Farnborough had called to say they had lost 2-way contactwith an a/c on the South coast. Southampton made several blind calls with no response. The infringer was then observed to leave CAS in the descent to the West of Cowes.
201100868	30/01/2011	EGTT : London (FIR)	Needles	N	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a Vans RV8 squawking 0431 at 2400ft. Standard separation maintained. Inbound and outbound traffic affected.	Farnborough had called to say they had lost 2-way contactwith an a/c on the South coast. Southampton made several blind calls with no response. The infringer was then observed to leave CAS in the descent to the West of Cowes.
201100869	30/01/2011	EGTT : London (FIR)	Detling (DET)	7 W	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 3000ft. CAIT activated. Standard separation maintained.	The squawk changed to 5025. Thames called Farnborough LARS to obtain details. Farnborough LARS confirmed that on being contacted by the pilot, on a Navex from Biggin Hill, the controller had instructed the a/c to descend immediately to 2400ft.

201100873	30/01/2011	EGTT : London (FIR)	Bovingdon (BNN)	5.5 W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152 squawking 7000. Standard separation maintained. Traffic info given. Disruption to inbound traffic.	Appropriate CAA action is being taken as a result of thisincident.
201101049	03/02/2011	EGTT : London (FIR)	Stansted	13 NE			PIPER	Reciprocating	1	Infringement of Stansted TMZ (Class G) by a primary only contact, North of Stansted heading Southeast. Inbound B737given traffic info and avoiding action. Possible loss of separation.	Unknown traffic was subsequently identified after landing. Pilot was not aware of the TMZ. ☐ CAA Closure: ATC contacted the pilot after the event. Pilot now aware of the serious consequences of infringing CAS and has been sent appropriate TMZ literature.
201101049	03/02/2011	EGTT : London (FIR)	Stansted	13 NE			BOEING	Turbofan	2	Infringement of Stansted TMZ (Class G) by a primary only contact, North of Stansted heading Southeast. Inbound B737given traffic info and avoiding action. Possible loss of separation.	Unknown traffic was subsequently identified after landing. Pilot was not aware of the TMZ. ☐ CAA Closure: ATC contacted the pilot after the event. Pilot now aware of the serious consequences of infringing CAS and has been sent appropriate TMZ literature.
201101065	03/02/2011	EGTT : London (FIR)	Stansted	12 NE	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C172 squawking 7000 at 4000ft. Traffic info given. Standard separation maintained. Stansted inbound traffic affected.	The infringer called Cambridge and SS INT were given details of the a/c. Response from the pilot reveals that the a/c climbed too early and therefore entered CAS with base at 3500ft. Pilot error acknowledged.
201101065	03/02/2011	EGTT : London (FIR)	Stansted	12 NE	A	TMA	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by a C172 squawking 7000 at 4000ft. Traffic info given. Standard separation maintained. Stansted inbound traffic affected.	The infringer called Cambridge and SS INT were given details of the a/c. Response from the pilot reveals that the a/c climbed too early and therefore entered CAS with base at 3500ft. Pilot error acknowledged.

201101066	03/02/2011	EGTT : London (FIR)	Paddock Wood		A	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA32 squawking 7000, indicating 2400ft. Standard separation maintained. Traffic Info given.	The a/c left CTA SE of Paddock Wood and the squawk changed to 5021. GS (A) informed and Farnborough LARS were contacted who confirmed the a/c details.
201101066	03/02/2011	EGTT : London (FIR)	Paddock Wood		A	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA32 squawking 7000, indicating 2400ft. Standard separation maintained. Traffic Info given.	The a/c left CTA SE of Paddock Wood and the squawk changed to 5021. GS (A) informed and Farnborough LARS were contacted who confirmed the a/c details.
201101067	03/02/2011	EGTT : London (FIR)	Stansted	4 S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C150 at 1200ft. Standard separation maintained. Inbound traffic affected.	The primary contact was detected in the Stansted CTZ tracking Northbound. Farnborough LARS had advised they had a lost primary only a/c on frequency in a similar area. The tower was called who reported being able to see the infringer. A check all was imposed. Appropriate advice has been given to the pilot, who it is believed misidentified the M11 for the M25.
201101088	03/02/2011	EGTT : London (FIR)	Wellesbourne Mountford	5 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 at2300ft. Standard separation maintained.	The C152 was observed entering CAS tracking West wearing a conspicuity code of 1177. Birmingham Approach telephonedLACC FIS West to obtain traffic info and to request that the ac/ be transferred to a Birmingham frequency. The a/c was on a navigation exercise and was asked to call Birmingham on landing. The pilot apologised and explained that they had planned to route clear of the 1500ft stub. However,when they turned in the vicinity of Wellesbourne, they had been caught out by the strong westerly wind.
201101167	03/02/2011	EGTT : London (FIR)			D	CTR	CESSNA	Reciprocating	1	Cancelled - Processed under 201101067	

201101289	08/02/2011	EGTT : London (FIR)	Birmingham	9 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152 squawking 7000 at 2300ft. Traffic info and avoiding action given. Separation lost against a departing DHC8.	Blind transmissions were made with no response. The infringer continued towards the NEC before turning left and leaving the zone to the East. Coventry were contacted but hadno knowledge of the a/c and, after heading NNE, it was identified by East Midlands. Inbound and outbound services affected. C152 Pilot was contacted and reported that the map being used to navigate had been dropped and disorientation followed.☐ CAA Closure: Appropriate follow up action taken. Pilot briefed on calling an ATSU immediately when becoming lost.
201101289	08/02/2011	EGTT : London (FIR)	Birmingham	9 E	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTR (Class D) by a C152 squawking 7000 at 2300ft. Traffic info and avoiding action given. Separation lost against a departing DHC8.	Blind transmissions were made with no response. The infringer continued towards the NEC before turning left and leaving the zone to the East. Coventry were contacted but hadno knowledge of the a/c and, after heading NNE, it was identified by East Midlands. Inbound and outbound services affected. C152 Pilot was contacted and reported that the map being used to navigate had been dropped and disorientation followed.☐ CAA Closure: Appropriate follow up action taken. Pilot briefed on calling an ATSU immediately when becoming lost.
201101290	08/02/2011	EGTT : London (FIR)	Hawarden	SW	A		CESSNA	Reciprocating	1	Infringement of Airway N864 (Class A) by a C172 squawking1177 at FL50.	Scottish West Supervisor had called LACC asking if they were in contact with an a/c to the Southwest of Hawarden, squawking 1177. With the aid of FID, they observed the a/c and asked the pilot to verify his altitude/level, to whichhe confirmed 5200ft. The pilot apologised and explained that he had accidentally drifted off track. He was asked tocontact the supervisor at Scottish when convenient.
201101291	08/02/2011	EGTT : London (FIR)	Denham	3 NW	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 squawking 7000 at 2000ft. Traffic info given. Heathrow departures halted for 6mins. Standard separation maintained.	Navigation error. Pilot misidentified his position and subsequently infringed the Northwest corner of the London CTR.☐ CAA Closure: The pilot is aware of the serious consequences of infringing CAS.
201101291	08/02/2011	EGTT : London (FIR)	Denham	3 NW	A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by a C152 squawking 7000 at 2000ft. Traffic info given. Heathrow departures halted for 6mins. Standard separation maintained.	Navigation error. Pilot misidentified his position and subsequently infringed the Northwest corner of the London CTR.☐ CAA Closure: The pilot is aware of the serious consequences of infringing CAS.

201101428	12/02/2011	EGTT : London (FIR)	MONTY	4 N	A		CIRRUS	Reciprocating	1	Infringement of Airway N864 (Class A) by an SR20 squawking 7000 at FL80. STCA activated. Separation lost.	CAA Closure: Attributed to a navigation error by the SR20pilot. Investigation also established that the controllers did not assimilate the CAIT activation as CAIT was not fully installed on all PC sectors. A unit instruction and unit specific recommendations were issued as a result.
201101428	12/02/2011	EGTT : London (FIR)	MONTY	4 N	A		AIRBUS	Turbofan	2	Infringement of Airway N864 (Class A) by an SR20 squawking 7000 at FL80. STCA activated. Separation lost.	CAA Closure: Attributed to a navigation error by the SR20pilot. Investigation also established that the controllers did not assimilate the CAIT activation as CAIT was not fully installed on all PC sectors. A unit instruction and unit specific recommendations were issued as a result.
201101429	12/02/2011	EGTT : London (FIR)	Southampton (SAM)	SW	D	CTR	JABIRU	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Jabirusquawking 3675 at 1600ft. Standard separation maintained.	The Jabiru was identified following a blind call and informed that he had clipped the corner of the Southampton control zone. The pilot later called the Tower and said that he had been using his GPS and did not believe he had infringed.
201101430	12/02/2011	EGTT : London (FIR)	White Waltham	2 NE	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA32 squawking 0432 at 2300ft. Standard separation maintained. Investigation under 201003610.	Farnborough LARS were working the a/c. The pilot had beenasked to report starting descent to remain below the London TMA and the a/c was observed descending to 2400ft. A few minutes later Thames called pointing out the infringer, tracking NE. Farnborough LARS instructed the pilot to turnleft, immediately taking him by the shortest route possible out of CAS. Once clear the pilot was told to RONA V and remain outside CAS.
201101510	14/02/2011	EGTT : London (FIR)	Birmingham	8 W	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an R44 squawking 7000 at 1700ft. Standard separation maintained.	The infringer was detected heading towards the 1500ft stub. Strong westerly winds were in force. Several blind calls were made but no response obtained. The contact made a left turn away right on the boundary of CAS, then turned again to the right which resulted in the a/c infringing the 1500ft stub and CTR. The a/c turned westbound again and after descending to 1300ft tracked to Wolverhampton. The pilot was contacted on landing and apologised. He believed that he had remained away and underneath the airspace. The pilot was reminded of the safety implications and of the benefits of using a 0010 code.

201101557	14/02/2011	EGTT : London (FIR)	Birmingham	8 N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152 squawking 7000 at 1700ft. Standard separation maintained.	A 'check all' was placed on departures and blind transmissions made. The infringer's identity was confirmed by Leicester, after it squawked 0401. No a/c were delayed.
201101577	16/02/2011	EGTT : London (FIR)	Ware		Other	Other	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a PA38 squawking 7000. Standard separation maintained.	The a/c involved is believed to be a PA38. The unit investigation revealed that the pilot stated that Mode C was selected and that he was fully aware of the TMZ procedures. However, the pilot offered to undertake a transponder check on the outbound flight with Essex Radar. This was carried out and Mode C was shown to be serviceable.
201101577	16/02/2011	EGTT : London (FIR)	Ware		Other	Other	UNKNOWN	Unknown		Infringement of the Stansted TMZ 2 (Class G) by a PA38 squawking 7000. Standard separation maintained.	The a/c involved is believed to be a PA38. The unit investigation revealed that the pilot stated that Mode C was selected and that he was fully aware of the TMZ procedures. However, the pilot offered to undertake a transponder check on the outbound flight with Essex Radar. This was carried out and Mode C was shown to be serviceable.
201101592	16/02/2011	EGTT : London (FIR)	Fairoaks	1 SW	A		CIRRUS	Reciprocating	1	Infringement of CAS-T (Class A) by an SR22 out of Fairoaks. Standard separation maintained.	Fairoaks FISO unaware of CAS-T. Investigation highlightedseveral causal factors, including an inadequate handover (outgoing controller failed to brief the upcoming CAS-T) and the pilot's failure to observe the CAS-T notification. <input type="checkbox"/> <input type="checkbox"/> CAA Closure: Following this incident, the unit has ensured that FISOs are reminded of the importance of adequate handovers and self-briefings.
201101831	24/02/2011	EGTT : London (FIR)	Leeds Bradford (LBA)	20 S	A		DIAMOND	Reciprocating	1	Infringement of Airway L975 (Class A) by a DA40 on a 7000squawk at 5000ft, 20nm South of Leeds Bradford tracking Northbound. A/c instructed to descend to 3400ft to clear CAS.	Standard separation maintained.

201101910	26/02/2011	EGTT : London (FIR)	Chiltern (CHT)	2 W	A	CTR	CIRRUS	Reciprocating	1	Infringement of the London CTR (Class A) by a SR20 squawking 5030 at 1800ft. CAIT activated. Mode S confirmed callsign. Traffic info given. Standard separation maintained.	The pilot has been contacted and appropriate action taken.
201101982	27/02/2011	EGTT : London (FIR)	Stansted	11 SW	Other	Other	SOCATA	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a TB20 squawking 7000 with no Mode C. Mode S confirmed call sign. Standard separation maintained.	The unit investigation revealed that the pilot stated that the a/c was never above 1200ft (thus no CAS infringement) and that he was fully aware of the TMZ requirements. He maintained that Mode C had been selected for the duration of the flight. However, the pilot has agreed to a transponder check from ATC on his next flight to Exeter.
201102067	01/03/2011	EGTT : London (FIR)	Northwich		D	CTR	OTHER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Microlight squawking 7000 at 2000ft. Standard separation maintained.	Following a broadcast for any a/c in the Northwich area to identify itself, the a/c called and informed ATC that the pilot was a student. He was asked to squawk 7353 to positively identify the a/c. The pilot was given position information and position of Manchester Barton. Zone clearance was also given as he had drifted East. Manchester Barton were contacted to instruct the pilot to contact Manchester after landing. The a/c was retained on frequency until visual with Manchester Barton.
201102178	05/03/2011	EGTT : London (FIR)	Southampton Water		D	CTR	AGUSTA	Turboshaft	2	Infringement of the Southampton CTR (Class D) by an Agusta 109 squawking 7377 at 800ft. Traffic info given. Separation lost.	Pilot navigational error. Pilot was using GPS as sole means of navigation and, when signal was temporarily lost, became distracted.☐ CAA Closure: Pilot arranged remedial training in June 2011. Additionally, he has been made aware of the serious nature of the infringement and sent study aids covering VFR navigation.
201102178	05/03/2011	EGTT : London (FIR)	Southampton Water		D	CTR	SUPERMARINE	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an Agusta 109 squawking 7377 at 800ft. Traffic info given. Separation lost.	Pilot navigational error. Pilot was using GPS as sole means of navigation and, when signal was temporarily lost, became distracted.☐ CAA Closure: Pilot arranged remedial training in June 2011. Additionally, he has been made aware of the serious nature of the infringement and sent study aids covering VFR navigation.

201102187	06/03/2011	EGTT : London (FIR)	White Waltham	4 NW	A	TMA	OTHER	Reciprocating	1	Infringement of the London TMA (Class A) by a DV20 squawking 7000 indicating 3000ft. Standard separation maintained.	Soon after the infringement the squawk changed to 5031. Heathrow SVFR contacted Farnborough LARS North and obtained the a/c details and confirmed that the Mode A+C had been validated and verified. The pilot reports that he is inexperienced and became distracted resulting in climbing too early and into the LTMA.
201102308	08/03/2011	EGTT : London (FIR)	Southampton (SAM)	7 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 squawking 7377 at 1700ft. Standard separation maintained.	Bournemouth confirmed that the a/c had been instructed to remain outside of controlled airspace and contact Solent. The infringer subsequently called, was identified and instructed to leave CAS.
201102309	08/03/2011	EGTT : London (FIR)	Birmingham	N	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 indicating 3100ft. Standard separation maintained.	The pilot believed that he had set CPT rather than DTY. Realising he was off track, he then reset to DTY but had not realised that he was within the Birmingham CTA. The pilot, although aware of 0010, had not used it and, due to distraction, had not checked in with Birmingham. He acknowledged that an early call to ATC would have helped and resolved the issue. Radar had stopped all departures from R/W33 as these would have resulted in a loss of separation against the infringement whilst it remained unknown.
201102436	12/03/2011	EGTT : London (FIR)	Luton (LUT)	8-10 E	A	TMA	GRUMMAN	Reciprocating	1	As A319 being vectored onto final approach to R/W26 approached the centreline, an AA5 infringed the London TMA (Class A) and the Luton CTR (Class D). STCA activated.	Traffic info and avoiding action given to the A319. AA5 headed West towards airfield, then Northwest to head North of Luton, a check all was put on. Tower reported seeing the a/c.☐ CAA Closure: Unable to identify the pilot involved, so no further investigation possible.
201102436	12/03/2011	EGTT : London (FIR)	Luton (LUT)	8-10 E	A	TMA	AIRBUS	Turbofan	2	As A319 being vectored onto final approach to R/W26 approached the centreline, an AA5 infringed the London TMA (Class A) and the Luton CTR (Class D). STCA activated.	Traffic info and avoiding action given to the A319. AA5 headed West towards airfield, then Northwest to head North of Luton, a check all was put on. Tower reported seeing the a/c.☐ CAA Closure: Unable to identify the pilot involved, so no further investigation possible.

201102506	13/03/2011	EGTT : London (FIR)	Cardiff	2E J36 M4	D	CTA	BEAGLE	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a Beagle 121at 2700ft.	A/c departed on a published VFR St Hilary departure with altitude restriction of 1500ft observed with Mode C indicating 1600ft. Pilot was reminded of the altitude restriction and QNH reconfirmed. A/c was later observed Mode C indicating 2700ft within CAS. Pilot informed of safety implications before continuing his local flight to the West.
201102518	14/03/2011	EGTT : London (FIR)	London-Heathrow - LHR	11 W	A	CTR	EXTRA	Reciprocating	1	Infringement of the London CTR (Class A) by an EA300 at 2800ft. Separation lost. Traffic info and avoiding action given. TCAS, STCA alert and CAIT activated.	Appropriate CAA action has been taken as a result of thisincident.
201102518	14/03/2011	EGTT : London (FIR)	London-Heathrow - LHR	11 W	A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by an EA300 at 2800ft. Separation lost. Traffic info and avoiding action given. TCAS, STCA alert and CAIT activated.	Appropriate CAA action has been taken as a result of thisincident.
201102671	04/03/2011	EGTT : London (FIR)	Stansted	8 S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C150 squawking 7000 at 1700ft. CAIT activated. Standard separation maintained.	A/c identified by Mode S and with the assistance of Stansted FIN.
201102671	04/03/2011	EGTT : London (FIR)	Stansted	8 S	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C150 squawking 7000 at 1700ft. CAIT activated. Standard separation maintained.	A/c identified by Mode S and with the assistance of Stansted FIN.

201102675	04/03/2011	EGTT : London (FIR)	Barkway (BKY)	1 NNE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28R squawking 7000 at 3000ft. Traffic info given. Standard separation maintained.	
201102677	17/03/2011	EGTT : London (FIR)	Hendon		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C152 at 5000ft. CAIT activated. Standard separation maintained.	The pilot reports that he climbed above a layer of haze to carry out a spinning exercise. During the climb he lost sight of the primary ground reference (Aylesbury) due to the poor slant visibility and sunlight reflecting off the layer. The pilot will in future, when operating close to CAS, ensure that he obtains a Basic Service from Farnboroughand either maintain visual contact with a ground feature at all times or ensure suitable navigation aids are available.
201102734	18/03/2011	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a C150 squawking 7000 at 2300ft. Traffic info and avoiding action given. Standard separation maintained.	
201102734	18/03/2011	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	BEECH	Turbofan	2	Infringement of the Biggin Hill ATZ (Class G) by a C150 squawking 7000 at 2300ft. Traffic info and avoiding action given. Standard separation maintained.	
201102738	19/03/2011	EGTT : London (FIR)	Manchester (MCT)	5 NNW	D	CTR	GROB	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Grob115. Standard separation maintained.	Barton had confirmed that this was a student pilot. The pilot had earlier requested navigational assistance from Manchester Approach. It was also reported that prior to thishe had also infringed the Liverpool CTR (Class D).

201102741	19/03/2011	EGTT : London (FIR)	Stansted	4-5 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C150 squawking 7010. Separation lost with B737 inbound to Stansted.	ATC have contacted the pilot concerned who was unsure of his position. Pilot states that insufficient nav aid checks and a subsequent mis-identification of ground features led to the infringement. Pilot also acknowledges that he should have contacted Farnborough LARS North in order to verify his position. Pilot intends to undertake further navigational training and to invest in additional nav aid equipment.
201102741	19/03/2011	EGTT : London (FIR)	Stansted	4-5 SE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C150 squawking 7010. Separation lost with a B737 inbound to Stansted.	ATC have contacted the pilot concerned who was unsure of his position. Pilot states that insufficient nav aid checks and a subsequent mis-identification of ground features led to the infringement. Pilot also acknowledges that he should have contacted Farnborough LARS North in order to verify his position. Pilot intends to undertake further navigational training and to invest in additional nav aid equipment.
201102782	21/03/2011	EGTT : London (FIR)	Lingfield		D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C172 squawking 3767 at 1500ft. Traffic info and avoiding action given. Separation lost against an EMB190 and an A319.	CAA Closure: Unable to identify the pilot involved, so no further investigation possible.
201102782	21/03/2011	EGTT : London (FIR)	Lingfield		D	CTR	EMBRAER	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C172 squawking 3767 at 1500ft. Traffic info and avoiding action given. Separation lost against an EMB190 and an A319.	CAA Closure: Unable to identify the pilot involved, so no further investigation possible.
201102867	11/02/2011	EGTT : London (FIR)	Syerston		G	ATZ	PITTS	Reciprocating	1	Infringement of the Syerston ATZ (Class G) by a Pitts S2Aat 800ft. Standard separation maintained.	The pilot had been in contact with RAF Cottesmore and identity confirmed. The pilot subsequently contacted Syerstonto advise that he thought it was a gliding site and inactive.

201102882	21/03/2011	EGTT : London (FIR)	Middle Wallop		G	ATZ	PIPER	Reciprocating	1	Infringement of the Middle Wallop ATZ (Class G) by a PA28at 1200ft. Thick mist at 1200ft reported. Pilot apologised for his mistake.	
201102914	22/03/2011	EGTT : London (FIR)	Liverpool	7.N	D	CTR	OTHER	Reciprocating	1	Infringement of the Liverpool and Manchester CTRs (Class D) by an unknown Microlight at 1000ft. Traffic info and avoiding action given. Standard separation maintained.	
201102941	23/03/2011	EGTT : London (FIR)	London-Heathrow - LHR	10 W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by unknown traffic squawking 7000 at 3000ft resulting in a loss of separation against two Heathrow inbound. A/c subsequently identified as a PA28.	Traffic info given to inbound traffic. Due to exceptionalVMC, all affected inbound traffic declared visual with the infringing a/c and elected to continue and to maintain visual separation. Appropriate CAA action is being taken asa result of this incident.
201102941	23/03/2011	EGTT : London (FIR)	London-Heathrow - LHR	10 W	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by unknown traffic squawking 7000 at 3000ft resulting in a loss of separation against two Heathrow inbound. A/c subsequently identified as a PA28.	Traffic info given to inbound traffic. Due to exceptionalVMC, all affected inbound traffic declared visual with the infringing a/c and elected to continue and to maintain visual separation. Appropriate CAA action is being taken asa result of this incident.
201102946	23/03/2011	EGTT : London (FIR)	London (LON)		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 1700ft. London Heathrow northbound and Northolt departures stopped.	Appropriate CAA action is being taken as a result of thisincident.

201102981	23/03/2011	EGTT : London (FIR)	White Waltham	5 S	A	CTR	SOCATA	Reciprocating	1	Infringement of the London CTR (Class A) by a TB10 squawking 7000 with Mode C showing 1700ft. CAIT activated. Standard separation maintained. Two inbound services to Heathrow affected.	The pilot is to be alerted to this incident.
201102993	24/03/2011	EGTT : London (FIR)	HEN		A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 5032 with unverified readout of up to 3800ft. Separation lost against a GL5 on a CPT SID at FL70. Avoiding action given.	CAA Closure: Due to the time elapsed since this incident no further investigation deemed possible.
201102993	24/03/2011	EGTT : London (FIR)	HEN		A	TMA	GULFSTREAM	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 5032 with unverified readout of up to 3800ft. Separation lost against a GL5 on a CPT SID at FL70. Avoiding action given.	CAA Closure: Due to the time elapsed since this incident no further investigation deemed possible.
201103040	24/03/2011	EGTT : London (FIR)	Nottingham East Midlands	12 SE	D	CTA	CIRRUS	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a SR22squawking 7000 with Mode C indicating 4100ft descending. Standard separation maintained.	The pilot called Approach stating that he was at 3800ft descending to pass beneath controlled airspace. The pilot explained that he had been speaking with Farnborough LARS and had requested to change frequency but had been instructed to remain with them. He was informed of the infringement and that he should have remained outside controlled airspace until a positive clearance had been received.
201103044	24/03/2011	EGTT : London (FIR)	Durham Tees Valley (TD)	5 SE	D	CTR	OTHER	Reciprocating	1	Infringement of the Durham Tees Valley CTR (Class D) by aMicrolight at 2500ft. Standard separation maintained.	

201103048	26/03/2011	EGTT : London (FIR)	White Waltham	2 SSE	A	CTR	BELL	Turboshaft	1	Infringement of the London CTR (Class A) by a Bell 206 squawking 7000 with Mode C of 700ft. Standard separation maintained.	
201103049	26/03/2011	EGTT : London (FIR)	Stansted	4 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C150 squawking 7010 at 1200ft. Avoiding action given. Standard separation maintained. Stansted departures stopped for 7mins.	Inbound a/c delayed. A/c identified by Mode S. Appropriate CAA action is being taken as a result of this incident.
201103050	27/03/2011	EGTT : London (FIR)	London-Heathrow - LHR	15 W	A	TMA	BEECH	Reciprocating	1	Infringement of the London TMA (Class A) by a BE33 squawking 7000 at 3000ft resulting in a loss of separation against a Heathrow inbound.	CAA Closure: No further CAA action considered practical due to the elapsed time involved.
201103050	27/03/2011	EGTT : London (FIR)	London-Heathrow - LHR	15 W	A	TMA	UNKNOWN	Unknown		Infringement of the London TMA (Class A) by a BE33 squawking 7000 at 3000ft resulting in a loss of separation against a Heathrow inbound.	CAA Closure: No further CAA action considered practical due to the elapsed time involved.
201103136	25/03/2011	EGTT : London (FIR)	Duxford		G	ATZ	GROB	Reciprocating	1	Infringement of the Duxford ATZ (Class G) by a Grob 115. Grob 115 continued in the circuit and landed without clearance whilst runway occupied with a previous lander at the end of its landing roll.	Traffic info given. Grob 115, a solo student training flight, was initially viewed at mid point downwind and did not call Duxford FIS. Despite a continuous red light and calls stating runway occupied, the a/c continued to land. Previous lander, a Dragon Rapide, vacated the runway to the Southern Grass. Pilot subsequently reported that he had unknowingly mis-selected the AFIS frequency by one digit. Thepilot believed he was making blind calls when joining downwind and on finals, stating that he was visual with the a/c in front. Pilot error acknowledged and the matter was discussed with Duxford ATC.

201103136	25/03/2011	EGTT : London (FIR)	Duxford		G	ATZ	DE HAVILLAND	Reciprocating	2	Infringement of the Duxford ATZ (Class G) by a Grob 115. Grob 115 continued in the circuit and landed without clearance whilst runway occupied with a previous lander at the end of its landing roll.	Traffic info given. Grob 115, a solo student training flight, was initially viewed at mid point downwind and did not call Duxford FIS. Despite a continuous red light and calls stating runway occupied, the a/c continued to land. Previous lander, a Dragon Rapide, vacated the runway to the Southern Grass. Pilot subsequently reported that he had unknowingly mis-selected the AFIS frequency by one digit. Thepilot believed he was making blind calls when joining downwind and on finals, stating that he was visual with the a/c in front. Pilot error acknowledged and the matter was discussed with Duxford ATC.
201103137	26/03/2011	EGTT : London (FIR)	Thrupton		G	ATZ	JODEL	Reciprocating	1	Infringement of the Thrupton ATZ (Class G) by a DR1050 atapproximately 1000ft. No RT contact.	
201103221	22/03/2011	EGTT : London (FIR)	Liverpool		D	CTR	OTHER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a Microlight squawking 7000 at 1700ft. Standard separation maintained.	See Investigation 201103222.
201103222	24/03/2011	EGTT : London (FIR)	Doncaster Sheffield	8 SW	A	CTA	OTHER	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by a Microlight at 3000ft. Traffic info and avoiding action given. Separation lost. TCAS activated.	CAA Closure: A/c traced by Waddington who advised the pilot of his error and requested he telephone Doncaster Radar. No record of the requested telephone call being received.
201103222	24/03/2011	EGTT : London (FIR)	Doncaster Sheffield	8 SW	A	CTA	BOEING	Turbofan	2	Infringement of the Doncaster CTA (Class D) by a Microlight at 3000ft. Traffic info and avoiding action given. Separation lost. TCAS activated.	CAA Closure: A/c traced by Waddington who advised the pilot of his error and requested he telephone Doncaster Radar. No record of the requested telephone call being received.

201103223	28/03/2011	EGTT : London (FIR)	Liverpool	5 SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a PA28 squawking 7000 at 1200ft. Traffic info given. Standard separation maintained.	When pilot was initially alerted to the infringement he stated that he was not in CAS and he was in the low level corridor. The a/c was subsequently advised that it was leaving CAS at Oulton Park and was given a Basic Service. The pilot then stated that he was aware of his position and apologised, saying that his GPS may have been inaccurate.
201103277	01/04/2011	EGTT : London (FIR)	Bournemouth	9.5 N	G		GROB	Reciprocating	1	UK AIRPROX 2011/027 - Two G115s North of Bournemouth at 4500ft. One of the G115's subsequently infringed the Bournemouth CTA (Class D).	G115(1) cruising at 4500ft observed conflicting G115(2) above late, which necessitated avoiding action. This resulted in G115(1) infringing the Bournemouth CTA (Class D). Aninbound B737 was given traffic info and avoiding action. G115(2) keeping a listening watch became aware of G115(1) and obtained it visually, but later than pilot would have preferred. G115(2) also took avoiding action.
201103277	01/04/2011	EGTT : London (FIR)	Bournemouth	9.5 N	G		GROB	Reciprocating	1	UK AIRPROX 2011/027 - Two G115s North of Bournemouth at 4500ft. One of the G115's subsequently infringed the Bournemouth CTA (Class D).	G115(1) cruising at 4500ft observed conflicting G115(2) above late, which necessitated avoiding action. This resulted in G115(1) infringing the Bournemouth CTA (Class D). Aninbound B737 was given traffic info and avoiding action. G115(2) keeping a listening watch became aware of G115(1) and obtained it visually, but later than pilot would have preferred. G115(2) also took avoiding action.
201103303	01/04/2011	EGTT : London (FIR)	Denham	4 W	A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R44 at 1500ft. CAIT activated. Heathrow Northbound departures stopped for approx 5mins. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
201103332	28/03/2011	EGTT : London (FIR)	Coventry	5 SW	D	CTR	SCOTTISH AVIATION	Reciprocating	1	Infringement of the Birmingham (CTR) Class D by a Bulldogsquawking 7000 at 2000ft. Traffic info and avoiding action given. Standard separation maintained.	

201103471	06/04/2011	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	GROB	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a Grob 109 squawking 7000 at 2200ft. Traffic info given. Standard separation maintained. Outbound traffic delayed.	
201103494	06/04/2011	EGTT : London (FIR)	Stansted	12 ENE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a DR400 squawking 0013 at 1900ft. Traffic and avoiding action given. Disruption to inbound traffic.	The unit investigation has revealed that the a/c's transponder was transmitting an incorrect hex code. The pilot has confirmed that this will be rectified when the 50 hour check is carried out. In addition, the pilots have identified three factors which they believe contributed to the incident. The importance of nominating a P1 when two equally qualified pilots share a flight, to ensure complete clarity. Secondly, they had previously been transiting the Stansted CTA at 2000-3000ft and lastly, there was some confusion between the marking of the TMZ SFC-1500ft and the Stansted CTA 1500-3500ft.
201103494	06/04/2011	EGTT : London (FIR)	Stansted	12 ENE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a DR400 squawking 0013 at 1900ft. Traffic and avoiding action given. Disruption to inbound traffic.	The unit investigation has revealed that the a/c's transponder was transmitting an incorrect hex code. The pilot has confirmed that this will be rectified when the 50 hour check is carried out. In addition, the pilots have identified three factors which they believe contributed to the incident. The importance of nominating a P1 when two equally qualified pilots share a flight, to ensure complete clarity. Secondly, they had previously been transiting the Stansted CTA at 2000-3000ft and lastly, there was some confusion between the marking of the TMZ SFC-1500ft and the Stansted CTA 1500-3500ft.
201103506	04/04/2011	EGTT : London (FIR)	White Waltham	2.5 SE	A	CTR	HUGHES	Turboshaft	1	Infringement of the London CTR (Class A) by an Hu500 squawking 7000 at approximately 1000ft. Heathrow Southbound departures halted for 4mins.	Standard separation maintained. Pilot informed and requested to telephone after landing. ☐ CAA Closure: No response received from Hu500 owner. Closed due to elapsed time.
201103539	05/04/2011	EGTT : London (FIR)	Middle Wallop	S	G	ATZ	AEROSPATIALE	Turboshaft	1	Infringement of the Middle Wallop ATZ (Class G) by a Squirrel squawking 7000 indicating 300ft on the VRD. Standard separation maintained.	

201103577	08/04/2011	EGTT : London (FIR)	Leeds Bradford (LBA)	11 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Leeds CTA (Class D) by a PA28 squawking 7000 at 2900ft. Traffic info given. Standard separationmaintained.	A/c identity confirmed by Warton following a 3641 squawk.
201103594	08/04/2011	EGTT : London (FIR)	Southampton (SAM)	10 N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2400ft, 10nm North of Southampton. Traffic info and avoiding action given to an outbound DHC8. Standard separation maintained.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed practical.
201103610	07/04/2011	EGTT : London (FIR)	Great Dunmow		A	CTA	DIAMOND	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a DA20 at 600ft. Traffic info given. CAIT activated. Stansted departures halted. Standard separation maintained.	The a/c was seen to turn towards Andrewsfield. They were contacted and confirmed that they were working the a/c andthe a/c was instructed to squawk ident. Once the a/c was seen to be clear and heading away, Stansted departures were resumed. The pilot accepts responsibility for this incident and states that the infringement was caused by mistaking Great Dunmow for Braintree.
201103611	08/04/2011	EGTT : London (FIR)	North Weald	2 NW	G	Restrictedd area	BELL	Turboshaft	1	Infringement of the Stansted TMZ 2 (Class G) by a Bell 206 initially non squawking and subsequently briefly squawking 5037. Standard separation maintained.	TC spoke with Farnborough LARS who advised that the pilotreported having transponder issues.
201103613	08/04/2011	EGTT : London (FIR)	Southampton (SAM)	10 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 squawking 0432 at 3400ft. Standard separation maintained.	

201103614	09/04/2011	EGTT : London (FIR)	Luton (LUT)	4 S	D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the Luton CTR (Class D) by a DHC1 squawking 4671. Standard separation maintained. Pilot apologised.	
201103615	09/04/2011	EGTT : London (FIR)	Stansted		G		AQUILA	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by an Aquila AT01 a/c squawking 7000. Traffic info and avoiding action given.	Pilot believed that he had Mode C selected. The pilot hassubsequently advised that the transponder is to undergo an engineering test to check its functionality.
201103615	09/04/2011	EGTT : London (FIR)	Stansted		G		AIRBUS	Turbofan	2	Infringement of the Stansted TMZ2 (Class G) by an Aquila AT01 a/c squawking 7000. Traffic info and avoiding action given.	Pilot believed that he had Mode C selected. The pilot hassubsequently advised that the transponder is to undergo an engineering test to check its functionality.
201103617	09/04/2011	EGTT : London (FIR)	Lymington		D	CTA	GROB	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Grob G109 squawking 7000 at 2500ft twice in just over 1hr. Standard separation maintained.	Following a discussion with ATC, it transpired that the pilot had misread the map and thought the base of CAS was 3500ftat his location. Pilot apologised after realising himistake. Investigation under 201010459.
201103623	09/04/2011	EGTT : London (FIR)	Manchester Barton A/F	2 NNE	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester and Doncaster Sheffield CTRs (Class D) by a PA28 squawking 7000 with Mode C ranging between 2500 - 3000ft. CAIT activated.	Manchester ATC telephoned Barton ATC who confirmed that they were in contact with the a/c. The a/c's level was requested and given as 2500ft. A/c was then transferred to Manchester and pilot apologised. A/c subsequently infringed the Doncaster Sheffield CTR. Standard separation maintained.

201103625	09/04/2011	EGTT : London (FIR)	Leeds Bradford (LBA)	15 S	D	CTA	VANS	Reciprocating	1	Infringement of the Leeds Bradford CTA (Class D) by an RV7 squawking 7000 at 4300ft. Two blind calls were made but no response. Standard separation maintained.	
201103627	08/04/2011	EGTT : London (FIR)	Birmingham	10 S	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA15 squawking 0010 at 2200ft. Standard separation maintained.	Pilot apologised and explained that he was trying to avoid Wellesbourne. Pilot was given a zone clearance from thatpoint and asked to contact ATC on landing which he did.
201103628	10/04/2011	EGTT : London (FIR)	Southampton (SAM)	E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 squawking 7000 at 2900ft. Standard separation maintained.	Pilot later apologised. The radar ATSA explained the use of the 0011 squawk, as the pilot had heard blind calls being made but was unsure how to respond.
201103630	09/04/2011	EGTT : London (FIR)	Calshot		D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA38 squawking 7000 at 1800ft. Traffic info given. Standard separation maintained.	Solent had called Bournemouth asking if they were workingthe a/c and confirmed negative as the location did not fit in with any transit traffic being worked at the time. But then, following handover, the outgoing controller said that it might be a PA38 en route. Blind calls were made. The pilot replied on second transmission and was requested to squawk ident. The PA38 was then told to contact Solent Radar and the a/c transferred to them.
201103630	09/04/2011	EGTT : London (FIR)	Calshot		D	CTR	LEARJET	Turbofan	2	Infringement of the Southampton CTR (Class D) by a PA38 squawking 7000 at 1800ft. Traffic info given. Standard separation maintained.	Solent had called Bournemouth asking if they were workingthe a/c and confirmed negative as the location did not fit in with any transit traffic being worked at the time. But then, following handover, the outgoing controller said that it might be a PA38 en route. Blind calls were made. The pilot replied on second transmission and was requested to squawk ident. The PA38 was then told to contact Solent Radar and the a/c transferred to them.

201103632	08/04/2011	EGTT : London (FIR)	Southampton (SAM)	4 SW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a R44 squawking 3660 at 1500ft. Traffic info given. Standard separation maintained.	The a/c had called up requesting transit via Totton. ATC issued a 3660 squawk and pilot was informed that he was already inside CAS and given clearance to route South of the airfield. However, the pilot was observed tracking North Easterly and after several attempts the controller managed to get the pilot to alter course. Later, several attempts were made to pass traffic to the R44 without success.
201103663	09/04/2011	EGTT : London (FIR)	Cardiff (CDF)		D	CTR	PIPER	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by a PA28 squawking 7000 at 2600ft. Traffic info given. Disruption to inbound traffic. Standard separation maintained.	Swansea ATC subsequently rang Cardiff to report a lost a/c which eventually landed at Cardiff. It is believed that the pilot misidentified Cardiff Airport for Swansea Airport following a navigational error.
201103673	09/04/2011	EGTT : London (FIR)	Stansted	E	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA32 at 2400ft. Standard separation maintained.	
201103717	09/04/2011	EGTT : London (FIR)	53 10 31N/003 12 28W		A		PIPER	Reciprocating	1	Infringement of Airway N864 airspace by a PA28R squawking 7000 indicating 3100ft climbing to 4500ft. Mode S interrogated and a/c identified. Standard separation maintained.	
201103726	10/04/2011	EGTT : London (FIR)	EGKA (ESH): Shoreham		G	ATZ	EXTRA	Reciprocating	1	A/c allegedly undertook aerobatics over a built up area and infringed airport ATZ, although the pilot reportedly claimed to be outside of the ATZ.	CAA Closure: No further action possible due to elapsed time.

201103732	10/04/2011	EGTT : London (FIR)	Nottingham East Midlands	8 WSW	D	CTA	PIPER	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a PA28squawking 7000 at 2300ft. Standard separation maintained.Outbound departure delayed.	Pilot was advised of his position and commenced descent to be below CAS.
201103792	12/04/2011	EGTT : London (FIR)	Coventry		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Robin 200 squawking 7000 at 3000ft. Traffic info given. Standard separation maintained.	The pilot failed to appreciate that in passing over Leamington Spa he had strayed into the lower section of Birmingham CAS.
201103792	12/04/2011	EGTT : London (FIR)	Coventry		D	CTA	UNKNOWN	Unknown		Infringement of the Birmingham CTA (Class D) by a Robin 200 squawking 7000 at 3000ft. Traffic info given. Standard separation maintained.	The pilot failed to appreciate that in passing over Leamington Spa he had strayed into the lower section of Birmingham CAS.
201103831	13/04/2011	EGTT : London (FIR)	Farnborough	NW	A	Restrict ed area	FLY BUY ULTRALIGHTS	Reciprocating	1	Alleged infringement of CAS-T (Class A) by an Ikarus C42.	CAA Closure: Investigations determined that the a/c had been approved for a MATZ crossing nearby but not CAS-T. Dueto the elapsed time no further investigation is deemed possible.
201103856	14/04/2011	EGTT : London (FIR)	Stansted	8 N	G	Restrict ed area	STAMPE	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by an SV4C. Commercial traffic delayed. Traffic info given. Standard separation maintained.	

201103856	14/04/2011	EGTT : London (FIR)	Stansted	8 N	G	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ1 (Class G) by an SV4C. Commercial traffic delayed. Traffic info given. Standard separation maintained.	
201103898	15/04/2011	EGTT : London (FIR)	Southampton (SAM)	10 E	D	CTA	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Solent CTA (Class D) by an Ikarus squawking 7000 climbing up to 4000ft. Standard separation maintained.	The pilot (student) telephoned later and apologised for his error, he believed he was further East than he was. Investigation under 201103831.
201103909	17/04/2011	EGTT : London (FIR)	Stansted		G	Restrict ed area	VANS	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Vans RV7 squawking 7000 with Mode A only. Traffic info given. Disruption to commercial traffic.	Appropriate CAA action is being taken as a result of thisincident
201103909	17/04/2011	EGTT : London (FIR)	Stansted		G	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a Vans RV7 squawking 7000 with Mode A only. Traffic info given. Disruption to commercial traffic.	Appropriate CAA action is being taken as a result of thisincident
201103912	17/04/2011	EGTT : London (FIR)	North Weald	4 NW	G	Restrict ed area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a PA28 squawking 7010, without Mode C. Traffic info and avoiding action given. Inbound commercial traffic delayed.	The pilot has subsequently discussed this incident with the ATC unit concerned.

201103912	17/04/2011	EGTT : London (FIR)	North Weald	4 NW	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a PA28 squawking 7010, without Mode C. Traffic info and avoiding action given. Inbound commercial traffic delayed.	The pilot has subsequently discussed this incident with the ATC unit concerned.
201103913	16/04/2011	EGTT : London (FIR)	Stansted	8 NE	G	Restricted area	LUSCOMBE	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a Luscombe8A. Traffic info and avoiding action given to an inbound A319.	Primary only return.
201103913	16/04/2011	EGTT : London (FIR)	Stansted	8 NE	G	Restricted area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ1 (Class G) by a Luscombe8A. Traffic info and avoiding action given to an inbound A319.	Primary only return.
201103915	16/04/2011	EGTT : London (FIR)	Beaconsfield		A	TMA	FLIGHT DESIGN	Reciprocating	1	Infringement of the Heathrow CTR/LTMA (Class A) by a Microlight squawking 5031, Mode C indicating 2700ft.	CAA Closure: Comprehensive follow up action taken by reporting unit and pilot.
201103917	16/04/2011	EGTT : London (FIR)	Stansted	10 NE	G	Restricted area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a PA28 squawking 7000, without Mode C. Traffic info and avoiding action given. Delaying vectors given to inbound traffic.	

201103917	16/04/2011	EGTT : London (FIR)	Stansted	10 NE	G	Restricted area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by a PA28 squawking 7000, without Mode C. Traffic info and avoiding action given. Delaying vectors given to inbound traffic.	
201103918	16/04/2011	EGTT : London (FIR)	Stretton		D	CTR	FLIGHT DESIGN	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Flight Design CTSW squawking 7000, without Mode C. Standard separation maintained.	Pilot apologised. He had been following the M6 and became confused with which motorway junction he was looking for.
201103919	17/04/2011	EGTT : London (FIR)	Redhill	5 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 1600ft climbing. CAIT activated. Separation lost against B737 on a SAM 3P departure.	CAA Closure: Comprehensive follow up action taken by reporting unit and pilot.
201103919	17/04/2011	EGTT : London (FIR)	Redhill	5 NE	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 1600ft climbing. CAIT activated. Separation lost against B737 on a SAM 3P departure.	CAA Closure: Comprehensive follow up action taken by reporting unit and pilot.
201103920	17/04/2011	EGTT : London (FIR)	London-Gatwick - LGW	8 NE	A	TMA	BEECH	Reciprocating	1	Infringement of the LTMA (Class A) by a Beech 33 squawking 7047 at 2000ft. CAIT activated. Standard separation maintained.	Infringer identified by Mode S.

201103920	17/04/2011	EGTT : London (FIR)	London-Gatwick - LGW	8 NE	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by a Beech 33 squawking 7047 at 2000ft. CAIT activated. Standard separation maintained.	Infringer identified by Mode S.
201103925	17/04/2011	EGTT : London (FIR)	London - Area		A	CTR	GRUMMAN	Reciprocating	1	Alleged infringement of the Luton, Stansted and London City CTRs (Class D) and the Heathrow CTR (Class A) by a Grumman AA5. Pilot subsequently called D&D reporting lost.	Standard separation maintained.☐ CAA Closure: Due to the elapsed time involved no further CAA action is considered feasible.
201103925	17/04/2011	EGTT : London (FIR)	London - Area		A	CTR	AIRBUS	Turbofan	4	Alleged infringement of the Luton, Stansted and London City CTRs (Class D) and the Heathrow CTR (Class A) by a Grumman AA5. Pilot subsequently called D&D reporting lost.	Standard separation maintained.☐ CAA Closure: Due to the elapsed time involved no further CAA action is considered feasible.
201103934	16/04/2011	EGTT : London (FIR)	Daventry (DTY)		A	CTA	CESSNA	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a C152 squawking 1177 at 5000ft. Standard separation maintained.	The pilot had initially called London FISO and had reported 4000ft to 5000ft, routing Newmarket to JACKO. The controller aware of the base of CAS advised him to remain outside CAS and issued the local QNH. Upon infringing the zone,TC Midlands halted departures from Birmingham and East Midlands until the a/c had left controlled airspace. The pilot's subsequent report indicates that this infringement was caused by a critical pre-flight planning mistake.
201103940	17/04/2011	EGTT : London (FIR)	Harlow		G	Restricted area	AESL	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an Airtourer squawking 0013 as Mode A,	The unit investigation has subsequently revealed that thepilot was advised on the RT regarding the absence of ModeC and responded that the transponder indications were that it was operating. Shortly after being given a discreet squawk by Essex Radar, Mode C did appear.

201103942	17/04/2011	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 indicating 2000ft. Traffic info and avoiding action given. Commercial traffic delayed (check all imposed).	Pilot subsequently called Farnborough advising that he was lost. Squawk of 5030 was given to identify him. Pilot advised that he was at 2000ft with QNH 1023. A squawk was not observed, however, the controller gave the a/c tracks tofly to Panshanger based on the pilot reports and he shortly became visual with the airfield.□ CAA Closure: No further CAA action considered practical due to the elapsed timeinvolved.
201103943	17/04/2011	EGTT : London (FIR)	Birmingham	9 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR and CTA1 (Class D) by a C152 squawking 7000 at 3300ft. Traffic info and avoidingaction given. All departures were stopped and inbound traffic delayed.	Standard separation maintained. Student pilot.□ CAA Closure: The student pilot on solo cross country flight became disorientated. The root cause of the subsequent infringement was his failure to request assistance from London Centre. The student was debriefed by his FI who emphasised the need to ask for assistance when required.
201103944	17/04/2011	EGTT : London (FIR)	MONTY		A		MAULE	Reciprocating	1	Infringement of Airway (Class A) by a Maule M7 (believed)squawking 7000 at FL68, having previously been on A4601. CAIT activated. Standard separation maintained.	MACC contacted Hawarden who confirmed that the a/c had been in receipt of a Basic Service, and had been instructed to remain clear of CAS. The a/c was observed to track Eastbound and later re-entered CAS at FL88 and reached FL89. The a/c turned Mode C off in the Shawbury area and tracked in the direction of East Midlands.
201103945	17/04/2011	EGTT : London (FIR)	Isle Of Wight	N of the Needles	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 indicating 2600ft. Standard separation maintained.	Bournemouth were contacted who confirmed the a/c was being provided with a Basic Service.
201103980	17/04/2011	EGTT : London (FIR)	Brize Norton	10 NW	G	Danger area	PIPER	Reciprocating	1	Infringement of the South Cerney Danger Area by a PA28 squawking 4520 at 3400ft. Standard separation maintained.	Brize Norton had been informed by RAF Lyneham that they had lost two-way contact with the a/c and several radio checks had been made, without a response.

201103981	17/04/2011	EGTT : London (FIR)	Brize Norton	4 NE	D	CTR	FUJI	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a an Fuji 200 squawking 1177, Mode C displaying 2400ft. Standard separation maintained.	London Flight Information were contacted who confirmed they were working the a/c in the Brize area. As the a/c was just about to leave the CTR and with no traffic to affect,the Brize controller was happy for the a/c to remain withLondon. They were requested to ask the pilot to contact Brize ATC on landing.
201103984	18/04/2011	EGTT : London (FIR)	London-Heathrow - LHR	17 W	A	TMA	CHRISTEN	Reciprocating	1	Christen Eagle carrying out aerobatic manoeuvres, indicated 2900ft and infringed the LTMA (Class A). Base of CAS inarea 2500ft.	
201103999	18/04/2011	EGTT : London (FIR)	Southampton (SAM)	11 S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 squawking 4531at 2400ft. Traffic info given. Separation lost against inbound DHC8.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed practical.
201103999	18/04/2011	EGTT : London (FIR)	Southampton (SAM)	11 S	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a C172 squawking 4531at 2400ft. Traffic info given. Separation lost against inbound DHC8.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed practical.
201104051	19/04/2011	EGTT : London (FIR)	Mayfield (MAY)	6 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C172 squawking 7000 at 1300ft. Traffic info given. Standard separation maintained.	Gatwick Departures put on check all. The pilot has been contacted by ATC and the appropriate lessons appear to havebeen learnt.

201104061	19/04/2011	EGTT : London (FIR)	Southampton (SAM)	8 S	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 squawking 7000. Traffic info given. Standard separation maintained.	Contact was observed changing to a 0442 squawk and identity confirmed.
201104063	19/04/2011	EGTT : London (FIR)	Bovingdon (BNN)	8 W	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA25 squawking 7000 at 5400ft. CAIT activated. Standard separation maintained.	The CFI at the club concerned has been fully debriefed over this incident by ATC staff.
201104105	20/04/2011	EGTT : London (FIR)	STAF A	10 NE	A	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a DR400 squawking 7000, climbing to FL65, before descending back to 6000ft. CAIT activated. Standard separation maintained.	The squawk later converted to 4272 identifying that the a/c was being worked by Bristol Filton.
201104106	20/04/2011	EGTT : London (FIR)	London (LON)	17 W	A	TMA	MILES	Reciprocating	1	Infringement of the London TMA (Class A) by a Miles M38 at 2800ft. Traffic info given. Commercial traffic affected.	Believed that the a/c concerned was on an air test. The pilot has been contacted by ATC and he fully acknowledges that he may have climbed inadvertently in the LTMA. The a/cdoes however have a transponder that is over-reading by 300-400ft. The pilot has undertaken not to perform an air test in such close proximity to the Heathrow 09 approaches in future and will also ensure that the transponder issue is addressed.
201104172	23/04/2011	EGTT : London (FIR)	THRED	ESE	A		GRUMMAN	Reciprocating	1	Alleged infringement of Airway Q41 (Class A) by a GrummanAA5 at FL65. Standard separation maintained.	Pilot had called up for a Basic Service and reported transponder problems. Sometime later a primary contact was observed in Airway Q41 and ATC requested confirmation of his FL. Pilot confirmed FL65 and was identified using turn method. Solent informed of the infringement. Once clear of the Airway the a/c was given a VFR join at Bournemouth. Language difficulties were noted during the event. ☐ CAA Closure: Due to the time elapsed involved since this incident no further investigation is deemed possible.

201104173	23/04/2011	EGTT : London (FIR)	Wellesbourne Mountford	4 N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152 squawking 7000 at 2500ft. Standard separation maintained.	The pilot has subsequently been contacted. He believed that he had remained outside controlled airspace and that hemust have mis-identified a ground feature.
201104201	22/04/2011	EGTT : London (FIR)	Luton (LUT)	10 NE	A	TMA	PIPER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a PA28 squawking 5030 indicating 4000ft. Avoiding action given. Separation lost against inbound A320.	Luton departures were stopped whilst non standard vectoring carried out. During the event, Luton ATC were unable tocontact Farnborough due to the phone panel at Farnboroughnot responding. It later emerged that the Luton line had been deselected. PA28 pilot was under the impression that they were below the Luton CTA but then realised that the black line, which had been drawn onto the map to identify their track, had obscured the 3500 number on the chart which describes the North corner where the Luton CTA is 3500-4500ft. Therefore, he had only noticed the 4500ft. □ CAA Closure: Pilot intends to improve pre-flight planning as a result of this incident.
201104201	22/04/2011	EGTT : London (FIR)	Luton (LUT)	10 NE	A	TMA	AIRBUS	Turbofan	2	Infringement of the Luton CTA (Class D) by a PA28 squawking 5030 indicating 4000ft. Avoiding action given. Separation lost against inbound A320.	Luton departures were stopped whilst non standard vectoring carried out. During the event, Luton ATC were unable tocontact Farnborough due to the phone panel at Farnboroughnot responding. It later emerged that the Luton line had been deselected. PA28 pilot was under the impression that they were below the Luton CTA but then realised that the black line, which had been drawn onto the map to identify their track, had obscured the 3500 number on the chart which describes the North corner where the Luton CTA is 3500-4500ft. Therefore, he had only noticed the 4500ft. □ CAA Closure: Pilot intends to improve pre-flight planning as a result of this incident.
201104213	22/04/2011	EGTT : London (FIR)	Luton (LUT)	SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28. Standard separation maintained. Investigation under 201103942.	
201104222	24/04/2011	EGTT : London (FIR)	Southampton Area		A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) and Airway N514 (Class A) by a PA28 squawking 7000 climbing from FL55 through to FL70. Traffic info given.	TC South with assistance via CACC and Jersey ATC established the identity of the a/c which had flight planned and departed Jersey for Wellesbourne Mountford. ATC have discussed the incident with the pilot concerned who fully accepts his error. The pilot is to undertake five hours dual navigation training before he will fly solo again.

201104225	22/04/2011	EGTT : London (FIR)	Manchester (MCT)	6 S	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 squawking 7350. Standard separation maintained.	The pilot had called and requested a clearance to up the LLR to Manchester Barton. He was given the standard LLR (low level route) clearance, the QNH and offered a Basic Service to report at the southern end of the LLR. The pilot reported at what was believed to be approaching Wilmslow, but nothing was observed on radar. He was asked to squawk 7350 to confirm his position. He was informed of his position and informed that he had infringed the Manchester zone.The pilot was instructed to fly a Westerly heading to thejoin the LLR.
201104230	22/04/2011	EGTT : London (FIR)	White Waltham	2.5 E	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000. CAIT activated. Separation lost	CAA Closure: Due to the time elapsed since this incident no further investigation deemed possible.
201104230	22/04/2011	EGTT : London (FIR)	White Waltham	2.5 E	A	CTR	BOEING	Turbofan	4	Infringement of the London CTR (Class A) by a PA28 squawking 7000. CAIT activated. Separation lost	CAA Closure: Due to the time elapsed since this incident no further investigation deemed possible.
201104315	26/04/2011	EGTT : London (FIR)	London (LON)	10 W	A	CTR	CESSNA	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a C150 squawking 7000. No Mode S or Mode C information. Traffic and avoiding action given. Standard separation maintained.	Disruption to inbound traffic for 09L. The CFI at the club concerned has been alerted to this incident and is to debrief the pilot concerned, with the severity of the event to be highlighted.
201104315	26/04/2011	EGTT : London (FIR)	London (LON)	10 W	A	CTR	BOEING	Turbofan	2	Infringement of the Heathrow CTR (Class A) by a C150 squawking 7000. No Mode S or Mode C information. Traffic and avoiding action given. Standard separation maintained.	Disruption to inbound traffic for 09L. The CFI at the club concerned has been alerted to this incident and is to debrief the pilot concerned, with the severity of the event to be highlighted.

201104317	23/04/2011	EGTT : London (FIR)	Brize Norton	10 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 7000, Mode C indicating 1500ft. Standard separation maintained.	After the event, the Brize controller spoke with an instructor who advised that the pilot was a new PPL holder unfamiliar with Oxford and the local airspace and had under estimated the rate of turn after departure to avoid the CTR.
201104420	28/04/2011	EGTT : London (FIR)	Detling (DET)	10 E	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 0027 at FL60. CAIT activated. Standard separation maintained.	The pilot had previously descended to FL60 due to icing problems. The a/c had been instructed to remain outside CASby the LACC FIS Officer.
201104482	30/04/2011	EGTT : London (FIR)	London City - LCY	5 NE	D	CTA	MOONEY	Reciprocating	1	Infringement of the London City CTA (Class D) by an Mo20 squawking 7000 at 2000ft. Traffic info and avoiding actiongiven. Separation lost against outbound FK50.	Appropriate CAA action is being taken as a result of thisincident
201104482	30/04/2011	EGTT : London (FIR)	London City - LCY	5 NE	D	CTA	FOKKER	Turboprop	2	Infringement of the London City CTA (Class D) by an Mo20 squawking 7000 at 2000ft. Traffic info and avoiding actiongiven. Separation lost against outbound FK50.	Appropriate CAA action is being taken as a result of thisincident
201104492	30/04/2011	EGTT : London (FIR)	Mayfield (MAY)	SW	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by a DR400 squawking 5021 at 3000ft. Gatwick departures from R/W08R were halted for a couple of minutes. Standard separation maintained.	Farnborough had been working the a/c transiting to the South of the Gatwick Zone. ATC tried to raise the a/c on frequency to advise them of controlled airspace ahead. Several attempts were made but no response. Gatwick were informed of the situation. Departures were halted but restarted after the a/c turned South and away from Gatwick.

201104494	30/04/2011	EGTT : London (FIR)	Southampton (SAM)	13 NE	D	CTA	ROCKWELL	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Rockwell 114 at 2900ft squawking 3662. Pilot contacted ATC, as requested, after landing.	
201104496	01/05/2011	EGTT : London (FIR)	Brookmans Park (BPK)	4 E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172, identified by Mode S, squawking 7000 at 2400ft. Avoiding action given. Standard separation maintained.	
201104496	01/05/2011	EGTT : London (FIR)	Brookmans Park (BPK)	4 E	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172, identified by Mode S, squawking 7000 at 2400ft. Avoiding action given. Standard separation maintained.	
201104498	01/05/2011	EGTT : London (FIR)	Bishops Waltham		D	CTA	CESSNA	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a C180 squawking 7000 at 2100ft. Standard separation maintained.	Pilot apologised. It has subsequently been revealed that the pilot had not made sufficient allowance for the increased strength of the Easterly wind. The degree of error became apparent at Bishops Waltham, where a course correctionwas made.
201104500	01/05/2011	EGTT : London (FIR)	Taff Ely Windfarm		D	CTA	PIPER	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a PA28 squawking 7000 at 4000ft. Outbound traffic delayed for approx 3mins. Standard separation maintained.	

201104505	02/05/2011	EGTT : London (FIR)	Aylesbury	E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTA (Class D) by a C172 squawking 7000 with Mode C of 4200ft. Mode S data not available. Standard separation maintained.	
201104506	02/05/2011	EGTT : London (FIR)	Stansted	9 W	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a R44 squawking 7000 indicating 1900ft. Traffic info and avoiding action given. Standard separation maintained.	The R44 on entering CAS then descended to an altitude below CAS within 30secs.
201104506	02/05/2011	EGTT : London (FIR)	Stansted	9 W	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a R44 squawking 7000 indicating 1900ft. Traffic info and avoiding action given. Standard separation maintained.	The R44 on entering CAS then descended to an altitude below CAS within 30secs.
201104512	02/05/2011	EGTT : London (FIR)	Coventry		D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 indicating 2400ft. Traffic info given. Standard separation maintained.	A/c turned Eastbound and climbed to 2400ft just before leaving boundary. It has subsequently been revealed that thepilot on being advised to contact Coventry by East Midlands had noted the wrong frequency,123.875 instead of 123.825, and the incorrect read back had not been picked up. Further attempts were made on two other frequencies, again unsuccessful. By this time the strong Easterly wind had pushed the a/c close to Coventry. Shortly afterwards contact was made with Luton and the fight continued without furtherincident.
201104512	02/05/2011	EGTT : London (FIR)	Coventry		D	CTA	DOUGLAS	Turbofan	4	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 indicating 2400ft. Traffic info given. Standard separation maintained.	A/c turned Eastbound and climbed to 2400ft just before leaving boundary. It has subsequently been revealed that thepilot on being advised to contact Coventry by East Midlands had noted the wrong frequency,123.875 instead of 123.825, and the incorrect read back had not been picked up. Further attempts were made on two other frequencies, again unsuccessful. By this time the strong Easterly wind had pushed the a/c close to Coventry. Shortly afterwards contact was made with Luton and the fight continued without furtherincident.

201104528	30/04/2011	EGTT : London (FIR)	Winchester		D	CTA	DIAMOND	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a DA40 squawking 3672 at 3000ft.	The pilot, as requested, called ATC on landing. He statedthat he was trying to avoid the Salisbury Plain Danger Areas. Although the turning point was close to the CTA, he believed he had remained outside controlled airspace. Poor visibility was reported.
201104553	21/04/2011	EGTT : London (FIR)	Stansted	S	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA32 squawking 7010 at 1400ft, identified by Mode S. Standard separation maintained.	Appropriate CAA action is to be taken as a result of thisincident.
201104562	21/04/2011	EGTT : London (FIR)	Liverpool	7 NE	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by an Ikarus C42 squawking 7000 at 1000ft. Traffic info given. Standardseparation maintained.	The pilot had called and requested a zone crossing en route. After several attempts the pilot switched on his transponder, squawked 0263, and was identified. He was given clearance to leave CAS at Wallasey. The pilot appeared to beunsure of his position and several ATC instructions were not complied with. Last instruction issued was to track North Westerly up the river Mersey to leave CAS.
201104563	23/04/2011	EGTT : London (FIR)	Warwick		D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA2 (Class D) by a PA28 squawking 0010 indicating Mode C of 2700ft. Standard separation maintained. Investigation under 201012514.	After landing, as requested, the pilot contacted ATC and spoke with the Watch Manager. The student pilot reported that he had had difficulties in setting up the GPS and elected to use own navigation. He also reported problems on locating way-points. The transponder had not been re-set when the pilot had tuned to Wellesbourne ATIS. Birmingham ATCwere therefore unable to contact him. Furthermore, on shut down the DI was spinning and the pilot later learned that the compass had been reading 25deg out, accounting for difficulties with headings and locating way-points. The appropriate lessons appear to have been learnt from this incident.
201104564	23/04/2011	EGTT : London (FIR)	ABBOT	4 W	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 0013 indicating 4000ft. Avoiding action given to B737 inbound to Stansted. Separation lost.	CAA Closure: Due to the time that has elapsed since this incident no further investigation is deemed possible.

201104564	23/04/2011	EGTT : London (FIR)	ABBOT	4 W	A	TMA	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 0013 indicating 4000ft. Avoiding action given to B737 inbound to Stansted. Separation lost.	CAA Closure: Due to the time that has elapsed since this incident no further investigation is deemed possible.
201104617	01/05/2011	EGTT : London (FIR)	Manchester (MCT)	20 E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a C152 squawking 7000 at 3500ft. CAIT activated. No conflicting traffic reported.	
201104618	02/05/2011	EGTT : London (FIR)	Cowes		D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) twice by a C172 squawking 7000. Traffic info given. Southampton inbound traffic delayed. Standard separation maintained.	Blind call was made and answered by the C172. The pilot stated that he had called to request transit inbound to Bournemouth but ATC advised that it was busy and a transit would not be available, however a squawk was issued. The pilot was then told to freecall Bournemouth Radar, as ATC were satisfied that his intended routeing would remain outside controlled airspace. However, a few minutes later the a/c was seen to re-enter the CTA. On telephoning Bournemouth, it was confirmed that they were not working the a/c. Southampton called the pilot who was told to descend immediately below controlled airspace. Inbound vectoring was resumed and a/c was transferred to Bournemouth.
201104651	04/05/2011	EGTT : London (FIR)	Cardiff (CDF)	10 N	D	CTA	OTHER	Reciprocating	1	Infringement of the Cardiff CTA-4 (Class D) by a Dynamic microlight at 3500ft. Standard separation maintained.	Attempts to issue a clearance across controlled airspace were misunderstood and not read back correctly. After landing, the pilot reported that he was navigating by GPS, andthat this piece of airspace did not appear on the map.
201104682	29/04/2011	EGTT : London (FIR)	Nottingham East Midlands	6 SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by a C152squawking 7000 at 1600ft. Standard separation maintained.	The pilot informed ATC that he was unsure of his positionand was asked to squawk 4550. Pilot then requested and was given a joining clearance and, after he had reported sight of the airfield, transferred to ADC and landed.

201104702	04/05/2011	EGTT : London (FIR)	Stansted	9 W	D	CTR	PITTS	Reciprocating	1	Infringement of the Stansted CTA (Class D) and CTR (ClassD) by a 0013 squawk with Mode C at 1500ft. CAIT activated. Traffic info given. Inbound traffic vectored to remain clear of contact.	Standard separation maintained. Shortly after entering the Hundson area, the a/c's Mode C and Mode A disappeared. North Weald were contacted to try and establish contact. Then after briefing entering the CTR, a/c squawked Mode A and C. The pilot later called TC GS Airports and reported that he had smelt burning in the cockpit, which may have accounted for confusion on the flight deck.
201104702	04/05/2011	EGTT : London (FIR)	Stansted	9 W	D	CTR	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) and CTR (ClassD) by a 0013 squawk with Mode C at 1500ft. CAIT activated. Traffic info given. Inbound traffic vectored to remain clear of contact.	Standard separation maintained. Shortly after entering the Hundson area, the a/c's Mode C and Mode A disappeared. North Weald were contacted to try and establish contact. Then after briefing entering the CTR, a/c squawked Mode A and C. The pilot later called TC GS Airports and reported that he had smelt burning in the cockpit, which may have accounted for confusion on the flight deck.
201104703	04/05/2011	EGTT : London (FIR)	Bishops Waltham		D	CTA	MAULE	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Maule MX7 squawking 7000 Mode C indicating 2100ft. Standard separation maintained.	The contact was tracked to Popham who confirmed the identity and routeing of the a/c.
201104705	21/04/2011	EGTT : London (FIR)	MAULD		A		OTHER	Reciprocating	1	Infringement of Airway L975 (Class A) by a microlight squawking 7000 indicating FL68. Standard separation maintained.	The a/c had tried to call Liverpool ATC but they had beenunable to establish two-way communication. The squawk changed to London Information conspicuity code. London FIS were contacted for level and routeing information as the a/cwas heading for Manchester TMA. London FIS placed a/c on 0030 squawk for identification. A/c observed turning Southclear of controlled airspace and later descending.
201104710	05/05/2011	EGTT : London (FIR)	Bovingdon (BNN)		A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 indicating 3000ft. Heathrow Buzad and Brookmans Park departures were halted and restarted approx 10mins later.	The operator has been fully alerted to this incident. Theinstructor concerned accepts that he failed to assess thealtitude chosen for this leg correctly in order to avoid CAS and then exacerbated this by the failure to obtain an ATC service. Appropriate operator follow up action is to be taken.

201104795	05/05/2011	EGTT : London (FIR)	Nottingham East Midlands	6 E	D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by a Tiger Moth squawking 7000 at 1400ft. Departures suspended. Standard separation maintained.	
201104808	06/05/2011	EGTT : London (FIR)	Luton (LUT)	6 SE	D	CTR	VANS	Reciprocating	1	Infringement of the Luton CTR (Class D) by a RV9 squawking 7010 at 1500ft. Mode S data not available. Traffic info given. Separation lost against an ATR72.	The pilot's report highlights that he became distracted in focusing on two particular routing considerations without paying adequate attention to chart information (the CAS boundaries) prior to departing the airfield. The appropriate lessons appear to have been learnt from this incident.
201104808	06/05/2011	EGTT : London (FIR)	Luton (LUT)	6 SE	D	CTR	ATR	Turboprop	2	Infringement of the Luton CTR (Class D) by a RV9 squawking 7010 at 1500ft. Mode S data not available. Traffic info given. Separation lost against an ATR72.	The pilot's report highlights that he became distracted in focusing on two particular routing considerations without paying adequate attention to chart information (the CAS boundaries) prior to departing the airfield. The appropriate lessons appear to have been learnt from this incident.
201104834	08/05/2011	EGTT : London (FIR)	CALSHOT		D	CTR	SCHEIBE	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a SF25 squawking 7000 indicating 1600ft. Standard separation maintained.	
201104884	07/05/2011	EGTT : London (FIR)	Southampton (SAM)	8 SE	D	CTA	GROB	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Grob 109. Standard separation maintained. Traffic info given.	The instructor concerned accepts that he allowed his examiner responsibilities to override his spacial awareness. The appropriate lessons appeared to have been learnt.

201104900	05/05/2011	EGTT : London (FIR)	Doncaster Sheffield	6.5 NNE	D	CTR	PIPER	Reciprocating	1	UK AIRPROX 2011/038 - PA28 and B737 6.5nm from Doncaster Sheffield at 2500ft.	PA28 infringed the Doncaster Sheffield CTR (Class D) and lost separation with a B737 being radar vectored for ILS R/W20. B737 was given avoiding action of right turn and climb. PA28 identified and called on frequency requesting a Basic Service. B737 was then given a closing heading for ILS and transferred to Tower.☐ CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201104900	05/05/2011	EGTT : London (FIR)	Doncaster Sheffield	6.5 NNE	D	CTR	BOEING	Turbofan	2	UK AIRPROX 2011/038 - PA28 and B737 6.5nm from Doncaster Sheffield at 2500ft.	PA28 infringed the Doncaster Sheffield CTR (Class D) and lost separation with a B737 being radar vectored for ILS R/W20. B737 was given avoiding action of right turn and climb. PA28 identified and called on frequency requesting a Basic Service. B737 was then given a closing heading for ILS and transferred to Tower.☐ CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201104988	11/05/2011	EGTT : London (FIR)	Dover (DVR)		A	CTA	PIPER	Reciprocating	1	Infringement of the Worthing CTA (Class A) by a PA28 squawking 1177 at FL70. Standard separation maintained.	Pilot called London FIS requesting join at FL70 at Dover.FL details were reconfirmed. Pilot was instructed to remain outside controlled airspace (ROCAS) and given a time-check and asked to select 1177. Coordination was effected with Dover sector. In the meantime, pilot advised he was descending to FL60 to remain clear of controlled airspace, and subsequently transferred to Manston Radar.
201105006	14/05/2011	EGTT : London (FIR)	Shoreham	7SW	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at FL80. A/c then re-entered CAS at FL65. CAIT activated. Standard separation maintained.	ATC training in progress. The investigation report has subsequently confirmed that the a/c entered the Worthing CTAwith Mode C indicating FL65. Pilot informed.
201105006	14/05/2011	EGTT : London (FIR)	Shoreham	7SW	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at FL80. A/c then re-entered CAS at FL65. CAIT activated. Standard separation maintained.	ATC training in progress. The investigation report has subsequently confirmed that the a/c entered the Worthing CTAwith Mode C indicating FL65. Pilot informed.

201105036	12/05/2011	EGTT : London (FIR)	Stansted	14 SW	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an R44 squawking 0013, Mode C indicating 2300ft. Standard separation maintained.	The pilot responded quickly to RT request from ATC. Pilotwas given the squawk 0201 and told to leave the CTA descending to not above 1500ft. The unit investigation confirmed that the a/c descended beneath the CAS within 50secs of entering CAS and the pilot was reminded of the base of theCTA.
201105068	12/05/2011	EGTT : London (FIR)	Birmingham	8 S	D	CTR	CESSNA	Reciprocating	1	Infringement of Birmingham CTR (Class D) by a C150 indicating 1800ft. C150 receiving a BS from London FIS was instructed to call Birmingham, but was slow in doing so. Standard separation maintained.	Investigation determined that the C150 pilot had not initially planned a Wellesbourne Mountford departure (intending to have landed elsewhere for fuel). Pilot then used an incorrect plan to depart and infringed CAS. CAA Closure: Appropriate follow up action taken.
201105072	12/05/2011	EGTT : London (FIR)	London-Heathrow - LHR	W	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000 with no Mode C. CAIT activated. Heathrow departures, except Northbounds, were stopped. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
201105093	12/05/2011	EGTT : London (FIR)	Brize Norton	10 E	D	CTR	OTHER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) at indicated 2800ft by an unknown motor glider. No other traffic wasaffected.	
201105096	13/05/2011	EGTT : London (FIR)	Stansted		Other	Restrictedd area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a C152 squawking 7000 with Mode C of 1300ft. Investigation under 200908004.	A/c identification and routeing later confirmed by Duxford on being assigned squawk of 0201. The unit investigationhas subsequently confirmed that the pilot is fully aware of the TMZ requirements and has acknowledged that on this occasion he was late selecting Mode C.

201105132	13/05/2011	EGTT : London (FIR)	Stansted	8 NE	Other	Other	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a PA28. Traffic info and avoiding action given to inbound traffic.	
201105134	13/05/2011	EGTT : London (FIR)	Bracknell		A	CTR	PIPER	Reciprocating	1	Student pilot in a PA28 indicating 2300ft infringed the London CTR (Class A). Heathrow MID departures were stopped.After PA28 exited CAS to the South, MID departures were resumed.	Standard separation maintained.□ CAA Closure: Due to lackof subsequent information no further CAA action is considered practical.
201105135	13/05/2011	EGTT : London (FIR)	London City - LCY	5.5 NE	D	CTA	EUROCOPTER	Turboshaft	1	Infringement of the London City CTA (Class D) by an EC120at 1800ft. Pilot advised of his position and instructed to vacate CAS. Standard separation maintained.	Pilot believed he was operating outside CAS according to his GPS.
201105136	14/05/2011	EGTT : London (FIR)	Southampton (SAM)	10 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 3100ft. Blind calls made with no response received. Standard separation maintained.	
201105138	14/05/2011	EGTT : London (FIR)	Audley End		D	CTR	SUPERMARINE	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Spitfire at Audley End. Traffic info given to two Stansted inbounds.	LTCC had received no prior notification of this display.CAA Closure: No further CAA action due to the elapsed time involved.

201105140	15/05/2011	EGTT : London (FIR)	Stansted TMZ2		Other	Other	STRIPLIN	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a Skyranger squawking 7000. Blind calls made with no response received.	After vacating the TMZ to the Southwest of Harlow, the a/c re-entered the TMZ on a reciprocal track before vacating. No traffic adversely affected.
201105141	15/05/2011	EGTT : London (FIR)	Stansted TMZ1		Other	Other	JODEL	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a Jodel D140 squawking 7000. Blind calls made with no response received. Traffic info given to inbound traffic.	Jodel D140 squawk changed to FIS as it crossed the centreline. Contact established with a/c reporting altitude at 1500ft and with no Mode C available. A/c observed heading towards the active Wethersfield Gilding site. Controller alerted the pilot, who confirmed visual with the gliding activity. A/c allocated a squawk and offered a Basic Service before being transferred to the appropriate frequency.
201105142	15/05/2011	EGTT : London (FIR)	Haverhill	S	Other	Restricted area	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by an Ikarus C42. The pilot believed his transponder was on and showing interrogation but no response was seen on radar.	The owner has had remedial work performed on the a/c systems when he purchased the a/c and believed that the transponder was fully serviceable, this incident indicates that this was not the case. Appropriate pilot/ATC liaison has occurred as a result of this incident.
201105144	15/05/2011	EGTT : London (FIR)	Southampton (SAM)	12 S	D	CTA	PIPER	Reciprocating	1	Unidentified a/c indicating 2400ft infringed Southampton CTA (Class D) and lost separation with inbound DHC8. STCA activated. Unknown a/c subsequently identified as a PA28.	DHC8 was given traffic info and avoiding action. Pilot had misidentified the ground features.
201105144	15/05/2011	EGTT : London (FIR)	Southampton (SAM)	12 S	D	CTA	DE HAVILLAND	Turboprop	2	Unidentified a/c indicating 2400ft infringed Southampton CTA (Class D) and lost separation with inbound DHC8. STCA activated. Unknown a/c subsequently identified as a PA28.	DHC8 was given traffic info and avoiding action. Pilot had misidentified the ground features.

201105342	19/05/2011	EGTT : London (FIR)	Stansted	NE	D	CTA	SOCATA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a TB20 at 2600ft. Standard separation maintained.	
201105344	19/05/2011	EGTT : London (FIR)	Luton (LUT)	9 W	D	CTR	WESTLAND	Turboshaft	1	Infringement of the Luton CTR (Class D) by a Gazelle at 1000ft. Check all imposed against departures. Standard separation maintained.	
201105354	21/05/2011	EGTT : London (FIR)	Luton (LUT)		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted and Luton CTA (Class D) by aPA28 squawking 7000 at 3000ft resulting in losses of separation. Traffic info given.	PA28 on a BS from Cambridge Approach. Shortly after ATC noticed that the student pilot appeared to be experiencing navigational problems resulting in an infringement of CAS.Pilot contacted D&D. PA28 given a heading to Cambridge and a/c continued to its destination without further assistance. Instructor informed. ATC training in progress. Duringthe infringement, PA28 lost separation with a Luton inbound and two Stansted outbound a/c.□ CAA Closure: No furtherCAA action. The student concerned has since had his PPL issued.
201105354	21/05/2011	EGTT : London (FIR)	Luton (LUT)		D	CTA	UNKNOWN	Unknown		Infringement of the Stansted and Luton CTA (Class D) by aPA28 squawking 7000 at 3000ft resulting in losses of separation. Traffic info given.	PA28 on a BS from Cambridge Approach. Shortly after ATC noticed that the student pilot appeared to be experiencing navigational problems resulting in an infringement of CAS.Pilot contacted D&D. PA28 given a heading to Cambridge and a/c continued to its destination without further assistance. Instructor informed. ATC training in progress. Duringthe infringement, PA28 lost separation with a Luton inbound and two Stansted outbound a/c.□ CAA Closure: No furtherCAA action. The student concerned has since had his PPL issued.
201105377	20/05/2011	EGTT : London (FIR)	Southampton (SAM)	9 NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172. Standard separation maintained.	The pilot's report states that he was told to report at Chilbolton. It was noted that Chilbolton was not on route and not on his nav equipment. He spotted a radio telescope but insufficient study of the map resulted in mistaking Chilbolton for a village below the text for Chilbolton. The a/c thus routed South of the radio telescope and infringedCAS. The pilot's report indicates that the appropriate lessons appear to have been learnt from this incident.

201105377	20/05/2011	EGTT : London (FIR)	Southampton (SAM)	9 NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172. Standard separation maintained.	The pilot's report states that he was told to report at Chilbolton. It was noted that Chilbolton was not on route and not on his nav equipment. He spotted a radio telescope but insufficient study of the map resulted in mistaking Chilbolton for a village below the text for Chilbolton. The a/c thus routed South of the radio telescope and infringedCAS. The pilot's report indicates that the appropriate lessons appear to have been learnt from this incident.
201105414	19/05/2011	EGTT : London (FIR)	London-Gatwick - LGW	SE	D	CTR	DIAMOND	Reciprocating	1	Infringement of Gatwick CTR (Class D) by DA20. When a/c was on frequency it responded to some of the many calls telling it to leave CAS, but never actually did. Gatwick wereinformed of the problem.	Student pilot mistook Paddock Wood for Tonbridge.⌚ CAA Closure: Following the incident, the student flew another dual navigational flight without problems. The student has since ceased flying training.
201105418	21/05/2011	EGTT : London (FIR)	Beaulieu	N	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR/Solent CTA (Class D) by a primary contact identified as a Pegasus microlight. Microlight vacated the zone towards Lee-on-Solent. One Southampton departure delayed.	Standard separation maintained. Southampton ATC were unable to contact Lee-on-Solent in order to gain further information on the infringer.
201105419	21/05/2011	EGTT : London (FIR)	Honiley (HON)	5 SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152 that had become lost and made various manoeuvres towards HONVOR. Two outbound a/c were delayed. Standard separation maintained.	Pilot acknowledges the infringement and has learnt from it. He will also discuss with the incident with the principal of the flying club to gain extra guidance.
201105420	21/05/2011	EGTT : London (FIR)	Stansted	20 NE	A	TMA		Reciprocating	1	Infringement of the LTMA (Class A) by a CZAW Sportcruisersquawking 7000 at 6300ft, 20nm Northeast of Stansted. Controller identified a/c via Mode S and established contact.Pilot alerted to error.	A/c subsequently entered CAS again to the Southeast of Cambridge. Standard separation maintained.

201105421	21/05/2011	EGTT : London (FIR)	Stansted	S	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28. Departures were stopped. A/c checked in with Southend when 4nm South of Stansted and then left CAS.	The pilot reports that he misidentified a road junction and a small airfield. He then realised he was lost and called Southend for assistance. □ CAA Closure: Comprehensive follow up action taken by reporting unit and pilot.
201105574	21/05/2011	EGTT : London (FIR)	Barkway (BKY)		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2900ft. Traffic info and avoiding action given. STCA activated.	Separation lost with an A320. ATC have alerted the pilot concerned over this incident who states that he climbed into the CTA when he should have stayed below 2500ft.
201105574	21/05/2011	EGTT : London (FIR)	Barkway (BKY)		D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2900ft. Traffic info and avoiding action given. STCA activated.	Separation lost with an A320. ATC have alerted the pilot concerned over this incident who states that he climbed into the CTA when he should have stayed below 2500ft.
201105579	24/05/2011	EGTT : London (FIR)	RINGA Waypoint		Other	Other	CESSNA	Reciprocating	1	Infringement of Airway L10 (Class D) by a C172 squawking 7000 at 5000ft. Standard separation maintained.	
201105583	22/05/2011	EGTT : London (FIR)	Stansted	12 NE	Other	Other	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 1(Class G) by a C150. One inbound delayed. Traffic info given.	

201105584	22/05/2011	EGTT : London (FIR)	Luton (LUT)	8 W	D	CTR	WESTLAND	Turboshaft	1	Infringement of the Luton CTR (Class D) by a Gazelle squawking 7000 indicating 1800ft. A/c subsequently re-entered the zone on two further occasions. Standard separation maintained.	CAA Closure: Appropriate CAA action taken.
201105586	24/05/2011	EGTT : London (FIR)	Durham Tees Valley (TD)		G	Danger area	WESTLAND	Turboshaft	1	Gazelle entered VATDA.	
201105588	24/05/2011	EGTT : London (FIR)	En Route		G	Danger area	BEECH	Reciprocating	1	BE36 at FL100 elected to continue a flight into VATDA after being advised of its presence. Time within the area 15/20mins.	
201105603	24/05/2011	EGTT : London (FIR)	En Route			Danger area	SOCATA	Reciprocating	1	TB20 flew into VATDA.	
201105646	24/05/2011	EGTT : London (FIR)	Detling (DET)	5 SE	A	TMA	DIAMOND	Reciprocating	1	Infringement of LTMA (Class A) by DA40 at 3700ft. Separation lost with inbound FK50, which was given traffic info and avoiding action.	

201105646	24/05/2011	EGTT : London (FIR)	Detling (DET)	5 SE	A	TMA	FOKKER	Turboprop	2	Infringement of LTMA (Class A) by DA40 at 3700ft. Separation lost with inbound FK50, which was given traffic info and avoiding action.	
201105706	26/05/2011	EGTT : London (FIR)	Haverhill	2 W	D	CTA	AVIONS ROBIN	Reciprocating	1	DR400 and PA28 flying in formation, receiving a BS and indicating 2000ft, infringed the Stansted CTA (Class D) and lost separation with inbound B737, which was given trafficinfo and avoiding action.	
201105706	26/05/2011	EGTT : London (FIR)	Haverhill	2 W	D	CTA	PIPER	Reciprocating	1	DR400 and PA28 flying in formation, receiving a BS and indicating 2000ft, infringed the Stansted CTA (Class D) and lost separation with inbound B737, which was given trafficinfo and avoiding action.	
201105747	27/05/2011	EGTT : London (FIR)	Stansted	16 NNE	A	TMA	CIRRUS	Reciprocating	1	Infringement of the London TMA (Class A) by an SR22 squawking 7000 at 4500ft. A/c identified by Mode S. Traffic info given. Standard separation maintained. Inbound B737 given extended vectors.	Pilot apologised.
201105747	27/05/2011	EGTT : London (FIR)	Stansted	16 NNE	A	TMA	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by an SR22 squawking 7000 at 4500ft. A/c identified by Mode S. Traffic info given. Standard separation maintained. Inbound B737 given extended vectors.	Pilot apologised.

201105794	27/05/2011	EGTT : London (FIR)	Glasgow (GOW)		D	CTR	YAKOVLEV	Reciprocating	1	Infringement of the Glasgow CTR (Class D) by a Yak 52 at 1000ft. Traffic info given. Standard separation maintained.	A/c was orbiting clear of the zone awaiting clearance to transit through at the time of the infringement. Weather avoidance involved.
201105797	28/05/2011	EGTT : London (FIR)	Aberdeen (ADN)		D	CTA	CESSNA	Reciprocating	1	Infringement of the Aberdeen CTA (Class D) by an unknown a/c squawking 7000 at 4500ft. Standard separation maintained. A/c subsequently identified as a C180.	
201105848	31/05/2011	EGTT : London (FIR)	Southampton (SAM)		D	CTR	BELLANCA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Bellanca.	
201105957	01/06/2011	EGTT : London (FIR)	Syerston		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Syerston ATZ (Class G) by an R44 squawking 7000 at 1000ft. Standard separation maintained.	Pilot later explained that he couldn't contact ATC by radio, although the radio frequency had been manned.
201105958	02/06/2011	EGTT : London (FIR)	Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA32 squawking 7000 at 2300-2500ft. Mode S confirmed identify. Standard separation maintained.	Blind transmissions were made. No response. The a/c was observed to leave the zone to the East.

201105995	02/06/2011	EGTT : London (FIR)	Manchester (MCT)	8 SW	D	CTR	OTHER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown a/c showing as a primary contact only. A/c believed to be a microlight operating at 1000ft.	Microlight identified by the crew of an EC135 operating VFR in the vicinity.
201106004	01/06/2011	EGTT : London (FIR)	Denham	4 W	A	CTR	MORANE SAULNIER	Reciprocating	1	Infringement of the London CTR (Class A) by an MS Rallye squawking 7000 at 2500ft, no Mode C. Standard separation maintained.	A/c identification and routeing confirmed by White Waltham. The a/c had called them inbound to Maidenhead. A/c subsequently instructed to turn West and descend to 1500ft. It has subsequently been revealed that the pilot had originally intended to route via High Wycombe to ensure being clear of the London TMA, but had travelled further South than intended.
201106051	02/06/2011	EGTT : London (FIR)	STAFA		A	CTA	PIPER	Reciprocating	1	Infringement of Daventry CTA (Class A) by PA46 at FL59.	Pilot subsequently discussed incident with ATC. Will pay more attention to charts in future.
201106094	31/05/2011	EGTT : London (FIR)	Portsmouth		Other	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area D036 by a C172 at 2400ft. A/c given clearance through the zone following coordination with the relevant ATC unit.	A/c on a Basic Service initially requested from FIS the status D036. Whilst coordination was taking place, the FISOWas informed that the a/c had already entered the zone.
201106096	03/06/2011	EGTT : London (FIR)	Andrewsfield	3 NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 0201 climbing through 2000ft, allegedly reaching 2700ft. Standard separation maintained.	The a/c had requested zone transit from Audley End to Andrewfield via Thaxted, cleared not above 1500ft. It briefly entered the CTR by Audley End on a more North-Easterly track, exiting the CTR after 2nm. Pilot, subsequently de-briefed by ATC, acknowledged his error.

201106101	04/06/2011	EGTT : London (FIR)	Luton (LUT)	10 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 with Mode C indicating 1800ft. Separation lost with inbound B737, established on ILS for R/W08.	Mode S indicated a/c identity. Blind call was made but no response. A/c tracked ESE before leaving the CTR to the South. Operator alerted and appropriate advice has been given to the pilot.
201106101	04/06/2011	EGTT : London (FIR)	Luton (LUT)	10 SW	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 with Mode C indicating 1800ft. Separation lost with inbound B737, established on ILS for R/W08.	Mode S indicated a/c identity. Blind call was made but no response. A/c tracked ESE before leaving the CTR to the South. Operator alerted and appropriate advice has been given to the pilot.
201106102	04/06/2011	EGTT : London (FIR)	London-Gatwick - LGW	12 ENE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA/CTR (Class D) by a PA28 indicating 2200ft. Gatwick departures were stopped for 6mins. Standard separation maintained.	Investigations indicate the instructor became distracted and the student infringed. Wind strength was a contributing factor.☐ CAA Closure: Appropriate advice regarding the use of Farnborough LARS has been given.
201106103	04/06/2011	EGTT : London (FIR)	Stansted	10 NE	D	CTR	SOCATA	Reciprocating	1	Infringement of the Stansted CTA and CTR (Class D) by a TB10 squawking 7000 indicating 2300ft. Check all imposed on Stansted departures. Standard separation maintained. A/c identified via Mode S.	The unit investigation has subsequently revealed that the pilot experienced problems with the heading on the DI, and believing that this had been corrected, transferred the wrong distance information to the flight plan. This contributed to the a/c being overhead Haverhill instead of Sunbury. Pilot has apologised.
201106105	04/06/2011	EGTT : London (FIR)	London-Heathrow - LHR		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000, in Fair Oaks segment, at 1900ft. CAIT activated. Heathrow CPT departures stopped for 5mins. Standard separation maintained.	Heathrow traffic resumed once PA28 had been observed to have turned Southeast and left CAS. It has subsequently been revealed that the Direction Indicator had been misaligned. Operator has been alerted and appropriate action has been taken.

201106107	04/06/2011	EGTT : London (FIR)	Stansted	NE	D	CTA	VANS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an RV7 squawking 0013, Mode C indicating 1900ft. Standard separation maintained.	Pilot unaware of the base of CAS to the South of Haverhill.
201106109	04/06/2011	EGTT : London (FIR)	Stansted	NE	D	CTA	VANS	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by an RV4 squawking 7000 at 1800ft. Standard separation maintained.	Departures check imposed.
201106111	04/06/2011	EGTT : London (FIR)	Scillies		G	ATZ	EUROCOPTER	Turboshaft	1	Infringement of the St Mary's ATZ (Class G) by an EC20 at approx 500ft Northeast of extended centreline. Standard separation maintained.	The EC20 had been reported by a departing BN2P from St Mary's. A second EC20 was observed on the ground at Tresco. Tresco Heliport Air Ground confirmed the helicopters PPR (Prior Permission Required) with St Mary's ATC as planning to fly Newquay to Tresco. No contact had been made with Scillies Approach or Land's End Tower Control. Tresco Air Ground also advised that they appeared to have given the pilots the wrong RT frequency for St Mary's ATC.
201106111	04/06/2011	EGTT : London (FIR)	Scillies		G	ATZ	EUROCOPTER	Turboshaft	1	Infringement of the St Mary's ATZ (Class G) by an EC20 at approx 500ft Northeast of extended centreline. Standard separation maintained.	The EC20 had been reported by a departing BN2P from St Mary's. A second EC20 was observed on the ground at Tresco. Tresco Heliport Air Ground confirmed the helicopters PPR (Prior Permission Required) with St Mary's ATC as planning to fly Newquay to Tresco. No contact had been made with Scillies Approach or Land's End Tower Control. Tresco Air Ground also advised that they appeared to have given the pilots the wrong RT frequency for St Mary's ATC.
201106112	04/06/2011	EGTT : London (FIR)	Birmingham	13 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 3000ft. Standard separation maintained.	A/c was tracked on radar and squawk changed to 0453 West of Hinton in the Hedges. A/c identified by Farnborough. It has subsequently been revealed that the pilot had misread his chart and did not take account of the 1500ft base over Warwick Castle. Pilot apologised.

201106113	05/06/2011	EGTT : London (FIR)	Northwich	1E	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of Manchester CTR (Class D) by Microlight climbing to 1600ft, 1nm East of Northwich.	
201106159	02/06/2011	EGTT : London (FIR)	Wethersfield		G		CESSNA	Reciprocating	1	Overflight of Wethersfield Gliding Site by an unidentified a/c (possibly a C150) at an estimated 1000ft.	
201106168	06/06/2011	EGTT : London (FIR)	KEGUN		A		PIPER	Reciprocating	1	Alleged infringement of the N864 Airway (Class A) by a PA28 squawking 7000 at 4000ft. Standard separation maintained.	A/c reportedly operating with Mode C indicating at 1000fthigher than the pilot's reported level.
201106244	04/06/2011	EGTT : London (FIR)	Weston On The Green		G	Danger area	CESSNA	Reciprocating	1	Infringement of the active Danger Area D129 by a C172 at 1500-2000ft during parachute dropping and gliding operations.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed possible.
201106250	07/06/2011	EGTT : London (FIR)	Dunstable	3 NW	D	CTR	WESTLAND	Turboshaft	1	Infringement of the Luton CTR (Class D) by a Gazelle at 1700ft. Check all imposed against R/W26 departures. Standard separation maintained.	Appropriate CAA action is to be taken as a result of thisincident.

201106252	07/06/2011	EGTT : London (FIR)	Southampton (SAM)	10 S	D	CTA	CYCLONE AIRSPORTS	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Pegasus Quik squawking 7000 at 2400ft. Standard separation maintained.	Attempts to establish contact with the a/c unsuccessful. A/c identified via Mode S.
201106315	07/06/2011	EGTT : London (FIR)	Stansted	10 NE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 4000ft. Standard separation maintained.	C172 pilot misread his chart. Incident discussed with ATCand lesson learnt.
201106330	08/06/2011	EGTT : London (FIR)	Southampton (SAM)	5 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a C150 at 1500ft resulting in a loss of separation against an inbound airliner.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed practical.
201106330	08/06/2011	EGTT : London (FIR)	Southampton (SAM)	5 NW	D	CTR	UNKNOWN	Unknown		Infringement of the Southampton CTR (Class D) by a C150 at 1500ft resulting in a loss of separation against an inbound airliner.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed practical.
201106336	07/06/2011	EGTT : London (FIR)	Leicester	5 N	D	CTA	PITTS	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a Pitts Special at FL67 in a rapid climb before descending back out of CAS. Two inbounds re-routed. Standard separation maintained.	Traffic info given. Pilot contacted ATC on landing and apologised for the infringement.

201106337	09/06/2011	EGTT : London (FIR)	DAYNE	5 S	A	TMA	PIPER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a PA32 squawking 7000 at 5000ft. One Manchester inbound given an adjusted heading. Standard separation maintained.	A/c identified via Mode S. Pilot error acknowledged.
201106389	10/06/2011	EGTT : London (FIR)	Burtonwood		D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by PA32 at 1250ft. PA32 advised of its position and told to fly East until clear of CAS and back into LLR (Low Level Route). Standard separation maintained.	CAA Closure: Pilot requested to contact ATC Watch Managerbut there is no record of the requested telephone call having been received. No further action taken.
201106400	05/06/2011	EGTT : London (FIR)	Birmingham	11.6 SE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Robin 200 squawking 7000 at 2100ft. Avoiding action and traffic info given to an inbound A321. Standard separation maintained.	
201106411	09/06/2011	EGTT : London (FIR)	Stansted	10 NNE	Other	Other	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a C172 tracking Southeast. An A320 inbound to Luton re-routed around the contact.	Pilot aware of the TMZ procedures. It is believed that the pilot may have left the transponder in 'standby' mode when changing from 7000 to the listening squawk of 0013 at the point where transponder return disappeared from radar. Pilot has agreed to check the Mode A and C operation with a Farnborough LARS flight to ensure that the a/c does not have a transponder fault.
201106411	09/06/2011	EGTT : London (FIR)	Stansted	10 NNE	Other	Other	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by a C172 tracking Southeast. An A320 inbound to Luton re-routed around the contact.	Pilot aware of the TMZ procedures. It is believed that the pilot may have left the transponder in 'standby' mode when changing from 7000 to the listening squawk of 0013 at the point where transponder return disappeared from radar. Pilot has agreed to check the Mode A and C operation with a Farnborough LARS flight to ensure that the a/c does not have a transponder fault.

201106415	11/06/2011	EGTT : London (FIR)	Birmingham	13 SSE	D	CTR	PIPER	Reciprocating	1	PA28 infringed the Birmingham CTR (Class D) and lost separation with a DHC8 on visual approach to R/W33. Traffic info and avoiding action given.	Pilot was using GPS to navigate but, having followed Wellesbourne Mountford noise abatement, navigated North and entered the CTA.☐ CAA Closure: Pilot given advice on how to avoid further infringements when departing Wellesbourne Mountford.
201106415	11/06/2011	EGTT : London (FIR)	Birmingham	13 SSE	D	CTR	DE HAVILLAND	Turboprop	2	PA28 infringed the Birmingham CTR (Class D) and lost separation with a DHC8 on visual approach to R/W33. Traffic info and avoiding action given.	Pilot was using GPS to navigate but, having followed Wellesbourne Mountford noise abatement, navigated North and entered the CTA.☐ CAA Closure: Pilot given advice on how to avoid further infringements when departing Wellesbourne Mountford.
201106416	11/06/2011	EGTT : London (FIR)	Warrington	6 E	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an R44 squawking 0260. Standard separation maintained.	Weather conditions were subsequently reported as poor, with rain obscuring visibility of the southerly terrain. Pilot has been contacted and appropriate lessons have learnt.
201106418	13/04/2011	EGTT : London (FIR)	Bradwell R156		G	Restrict ed area	CESSNA	Reciprocating	1	Infringement of Restricted Area R156 Bradwell Bay by a C152 receiving a BS. The solo student on a NAVEX had been advised several times to turn away to the West, but had communication problems.	The student believed he was overhead Ipswich and decided to turn South whereas he was actually overhead Colchester and by turning South he entered R156. The student was also experiencing problems with the radio.☐ CAA Closure: The student was debriefed by his FI that when unsure of position to immediately ask for help. Additional 4 dual navigation flights with FI carried out, all to a good standard and additional 7 solo navigation flights, all without incident.
201106419	11/06/2011	EGTT : London (FIR)	Southampton (SAM)	7 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by C172 squawking 7000 at 3000ft, 7nm North of Southampton. A/c identified via Mode S. Standard separation maintained.	

201106574	14/06/2011	EGTT : London (FIR)	UPTON	10 W	A		CIRRUS	Reciprocating	1	Infringement of the Airway by an SR22 squawking 6160 indicating FL38, just West of the Doncaster Zone. CAIT activated. Standard separation maintained.	Squawk later changed to 7000 and a/c identified via Mode S. It has subsequently been revealed that the pilot had been distracted by potentially conflicting traffic.
201106590	14/06/2011	EGTT : London (FIR)	Brookmans Park (BPK)	W	A	TMA	FLIGHT DESIGN	Reciprocating	1	Infringement of the London TMA (Class A) by a CTSW squawking 7000 indicating 3000ft. Loss of separation against Heathrow and Northolt departing a/c. Identification confirmedby Mode S.	CAA Closure: Comprehensive follow up action taken by reporting unit and pilot.
201106590	14/06/2011	EGTT : London (FIR)	Brookmans Park (BPK)	W	A	TMA	BOMBARDIER	Turbofan	2	Infringement of the London TMA (Class A) by a CTSW squawking 7000 indicating 3000ft. Loss of separation against Heathrow and Northolt departing a/c. Identification confirmedby Mode S.	CAA Closure: Comprehensive follow up action taken by reporting unit and pilot.
201106591	14/06/2011	EGTT : London (FIR)	Oldham		D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Robin 200 squawking at 2000ft. Pilot mistook M60 for M62 and apologised for error.	
201106606	15/06/2011	EGTT : London (FIR)	London-Gatwick - LGW	NW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an R22 indicating 1600ft piloted by a solo student on a NAVEX. Departures were stopped. After R22 left CAS departures were resumed.	The R22 subsequently penetrated the Gatwick CTR a second time to the East of the Redhill flying area. Investigationestablished that the student chose to remain on Redhill frequency for the entire flight so as not to tie himself upwith radio work in addition to his navigation. He also tried to use GPS, although he had little instruction in its use.□ CAA Closure: The Instructor suspects the student's decision to try to use the GPS was a primary contributing factor to him becoming uncertain of his position and the subsequent infringement. Following this incident, an additional 3 hours of ground school remedial training and 2 hoursflight instruction have been carried out.

201106651	15/06/2011	EGTT : London (FIR)	DENBY		D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C152 squawking 6160 at 2300ft. Disruption to inbound traffic. Standard separation maintained. Pilot apologised.	Two-way contact had been lost with Doncaster who confirmed that they had been working the 6160 squawk. A/c was observed turning Eastbound to leave CAS.
201106689	17/05/2011	EGTT : London (FIR)	Shoeburyness		G	Danger area	PIPER	Reciprocating	1	Infringement of active Shoeburyness Danger Area D138 by aPA28. Check fire imposed.	CAA Closure: Pilot navigational error. Guidance material on VFR navigation has been sent to the owners (club a/c).
201106690	16/06/2011	EGTT : London (FIR)	Birmingham	17 SE	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an SR22 at 4000ft. SR22 had been told to contact Coventry who then contacted Birmingham and requested a zone transit, which was allowed.	No other traffic affected.
201106715	16/06/2011	EGTT : London (FIR)	Ascot	3 W	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000. No Mode C. Heathrow departures stopped for 6mins.	CAA Closure: No further CAA action due to the elapsed time involved.
201106769	18/06/2011	EGTT : London (FIR)	Stansted TMZ 2		Other	Other	RUTAN	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Rutan Longeze. Pilot had set transponder but not switched it on. Pilot had been distracted during attempts to avoid weather. Pilot error acknowledged.	

201106778	14/06/2011	EGTT : London (FIR)	Birmingham	10 S	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA2 (Class D) by a PA28 squawking 0403 at 2800ft. Standard separation maintained.	Pilot instructed to take a Westerly track and leave CAS by the quickest route. Two-way was kept with the pilot until he left CAS. It was subsequently established that the pilot had not set up his GPS correctly.
201106793	19/06/2011	EGTT : London (FIR)	Marlow		A	CTR	UNKNOWN	Unknown		Infringement of the Heathrow CTR (Class A) by an unidentified a/c. Northbound departures were stopped. Unknown lostseparation with an R44 which was given traffic info and turn to de-conflict.	
201106793	19/06/2011	EGTT : London (FIR)	Marlow		A	CTR	ROBINSON	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by an unidentified a/c. Northbound departures were stopped. Unknown lostseparation with an R44 which was given traffic info and turn to de-conflict.	
201106795	19/06/2011	EGTT : London (FIR)	Luton (LUT)	10 ENE	D	CTA	PIPER	Reciprocating	1	Infringement of the Luton CTA-1 (Class D) by PA28R squawking 0013, indicating 2600ft. Traffic info and avoiding action given to inbound A319.	
201106795	19/06/2011	EGTT : London (FIR)	Luton (LUT)	10 ENE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Luton CTA-1 (Class D) by PA28R squawking 0013, indicating 2600ft. Traffic info and avoiding action given to inbound A319.	

201106798	19/06/2011	EGTT : London (FIR)	Stansted	11 NNE	G	Restricted area		Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a CZAW Sportsruiser without Mode C. Standard separation maintained.	A/c subsequently identified by Mode S. Pilot has been briefed regarding requirements of the TMZ and operation of his transponder.
201106805	19/06/2011	EGTT : London (FIR)	Banstead	2 N	A	CTA	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 at 2200ft. No transponder information displayed. A/c identified by using the turn method. Standard separation maintained.	The CFI of the flying club concerned has been alerted and has taken appropriate remedial action.
201106815	18/06/2011	EGTT : London (FIR)	ALVIN		A		HAWKER	Turboprop	1	Infringement of Airway L9 (Class A) near ALVIN by a climbing Hunter a/c. Mode C was observed to reach approximately FL120. RT was difficult due to Hunter subsequently having communication problems.	CAA Closure: The Captain of the a/c was subsequently contacted and reported a total comms failure at the time, leading to distraction and failure to maintain an awareness of the a/c's position with regard to CAS.
201106829	19/06/2011	EGTT : London (FIR)	Brize Norton		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by an R44 squawking 7000 with Mode C indicating 2600ft.	Pilot apologised and advised that he had been trying to contact Farnborough LARS. ATC confirmed the LARS operating hours and procedures for transiting Brize airspace.
201106852	19/06/2011	EGTT : London (FIR)	Stansted	9 NE	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a DA40 with an FIS squawk tracking Southeast indicating 3000ft. Standard separation maintained. A/c identified via Mode S.	ATC assigned 0204 squawk and confirmed altitude. With no conflicting traffic, a/c was allowed to continue at 3000ft under a RCS.

201106868	20/06/2011	EGTT : London (FIR)	Birmingham	13 NNW	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA-1 (Class D) by a PA28 squawking 7000 at 2600ft. Standard separation maintained.	The squawk changed to 4550 (East Midlands) and so East Midlands were contacted. They advised that they had instructed the pilot to turn East to exit the CTA as soon as possible. Pilot then called Birmingham Director and confirmed a/c details and QNH. Pilot informed that he had infringed controlled airspace and asked to contact Watch Manager on landing. He later explained that he had been confused by landmarks which had led to the infringement. The CFI of the flying club concerned has been alerted. Investigation under 201101289.
201106893	18/06/2011	EGTT : London (FIR)	Cockerham		G		AQUILA	Reciprocating	1	Overflight of active Cockerham Drop Zone by an Aquila AT01 at 2400ft. Second incident that afternoon by same a/c. ATC informed.	A/c underflew free fall skydivers.☐ CAA Closure: No further action possible due to elapsed time.
201106986	20/06/2011	EGTT : London (FIR)	Weston On The Green		G	Danger area	BELL	Turboshaft	1	Infringement of active Danger Area D129 (Weston on the Green) by a Bell 206 squawking 0036 at 1000ft during parachute operations.	Incorrect information was passed to the Bell 206 by BrizeNorton on the status of Weston on the Green. The error was quickly noticed and the controller notified Oxford and told them to advise the pilot. Oxford had already passed the status of D129 but as Oxford do not have radar, they were unaware that the a/c had entered the Danger Area. The pilot was requested to vacate immediately.
201107007	11/06/2011	EGTT : London (FIR)	Brize Norton		D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	A C42 and another light a/c, possibly in formation, infringed the Brize Norton CTR (Class D).	
201107007	11/06/2011	EGTT : London (FIR)	Brize Norton		D	CTR	UNKNOWN	Unknown		A C42 and another light a/c, possibly in formation, infringed the Brize Norton CTR (Class D).	

201107008	23/01/2011	EGTT : London (FIR)	Brize Norton		D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 7000 at 1400ft. Standard separation maintained.	Brize controller was vectoring an inbound DC10 when the 7000 squawk was noticed. Oxford were contacted who confirmed that they had been working the a/c. The PA28 was contacted and put on an Easterly heading and sent to Brize on 119.0. As requested, the pilot made contact and a/c was identified, with Mode C indicating 1100ft. Brize gave a Northeasterly heading and, once the DC10 had landed, the PA28 was cleared to resume an Easterly heading direct to Oxford.
201107084	24/06/2011	EGTT : London (FIR)	Leeds Bradford (LBA)		D	CTR	GRUMMAN	Reciprocating	1	Infringement of the Leeds Bradford CTR (Class D) by a Grumman AA5 squawking 7000 at 2700ft. Inbound B737 broken off approach to R/W32. Standard separation maintained.	After establishing contact on 133.125, the a/c was instructed to take up a Westerly track to avoid R/W32 final approach and other a/c in the vicinity. Pilot then requested to land at Leeds with VFR joining clearance. ATC gave a position report. Pilot confirmed his position and was instructed to contact Tower on 120.3. A/c eventually landed on R/W32.
201107087	24/06/2011	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the London CTR (Class A) by an EV97. All Heathrow Northbound departures were stopped, which increased ATC workload. Pilot was contacted and appropriate lessons have been learnt.	Traffic info given.
201107088	24/06/2011	EGTT : London (FIR)	Panshanger	3 N	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Luton CTR (Class D) by a PA28. Traffic info given to inbound A321. Standard separation maintained.	The a/c entered the zone North of Panshanger tracking North and was observed turning right, vacating the zone to the South of Stevenage. Following a telephone call to Panshanger, although not identified, the a/c was believed to be a PA28.
201107088	24/06/2011	EGTT : London (FIR)	Panshanger	3 N	D	CTA	AIRBUS	Turbofan	2	Alleged infringement of the Luton CTR (Class D) by a PA28. Traffic info given to inbound A321. Standard separation maintained.	The a/c entered the zone North of Panshanger tracking North and was observed turning right, vacating the zone to the South of Stevenage. Following a telephone call to Panshanger, although not identified, the a/c was believed to be a PA28.

201107090	24/06/2011	EGTT : London (FIR)	Saffron Walden		D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 with Mode C of 1700ft. Identified via Mode S. Standard separation maintained.	Blind transmission made, but no response. Sector split in anticipation of possible traffic disruption. Unknown a/c vacated on track to Duxford.
201107094	25/06/2011	EGTT : London (FIR)	Mayfield (MAY)	NE	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 with Mode C indicating 4400ft. CAIT activated. Traffic info given. Standard separation maintained.	A/c identified via Mode S. Pilot was aware of his position and acknowledges that he should have spoken with London Information or Farnborough earlier.
201107094	25/06/2011	EGTT : London (FIR)	Mayfield (MAY)	NE	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 with Mode C indicating 4400ft. CAIT activated. Traffic info given. Standard separation maintained.	A/c identified via Mode S. Pilot was aware of his position and acknowledges that he should have spoken with London Information or Farnborough earlier.
201107096	25/06/2011	EGTT : London (FIR)	Bournemouth	NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 squawking 7000. Traffic info and avoiding action given. Standard separation maintained.	Contact was observed tracking towards Compton Abbas and a/c identified
201107101	26/06/2011	EGTT : London (FIR)	Birmingham	11.2 S	D	CTA	OTHER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Microlight squawking 7000 at 2300ft. Standard separation maintained.	Pilot had called requesting Basic Service and told to remain outside CAS. ATC then noticed that the a/c was inside CAS at 2300ft just Northeast of Snitterfield. Pilot informed and then warned that Snitterfield were active with gliding. ATC issued a squawk to identify him and gave transit clearance at his altitude. Pilot also warned that Hinton were active and pilot chose to free call Brize Radar.

201107103	22/06/2011	EGTT : London (FIR)	ORTAC		A	CTR	OTHER	Unknown		Infringement of the Channel Islands CTR (Class A) by a military a/c squawking 7000 at 400ft. Traffic info given to RV9 in vicinity. Standard separation maintained.	Telephone call to Plymouth Military ATC confirmed identity of the a/c, which had also infringed Danger Areas 13, 17and 23.
201107103	22/06/2011	EGTT : London (FIR)	ORTAC		A	CTR	VANS	Reciprocating	1	Infringement of the Channel Islands CTR (Class A) by a military a/c squawking 7000 at 400ft. Traffic info given to RV9 in vicinity. Standard separation maintained.	Telephone call to Plymouth Military ATC confirmed identity of the a/c, which had also infringed Danger Areas 13, 17and 23.
201107218	13/06/2011	EGTT : London (FIR)	Blackpool (BPL)		G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area EGD312 by a PA28 squawking 0452 with Mode C of 900ft. Traffic info and avoiding action given.	PA28 was being vectored for ILS approach to R/W28 at Blackpool and had been warned of the close proximity of Wartonairfield. He was subsequently reminded on being observed departing from the expected flightpath. On passing 1000ft and still descending, he was instructed to break off approach and to turn and climb, as it was clear he had commenced a descent for Warton. Pilot apologised.
201107282	26/06/2011	EGTT : London (FIR)	Southampton		D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by two C172s at 5000ft and 4500ft respectively. Southampton departures stopped. Traffic info and avoiding action given.	Standard separation maintained. Investigation ascertainedthat one of the pilots believed that a crossing clearancehad been given. □ CAA Closure: Appropriate advice given concerning VFR flights within UK airspace.
201107282	26/06/2011	EGTT : London (FIR)	Southampton		D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by two C172s at 5000ft and 4500ft respectively. Southampton departures stopped. Traffic info and avoiding action given.	Standard separation maintained. Investigation ascertainedthat one of the pilots believed that a crossing clearancehad been given. □ CAA Closure: Appropriate advice given concerning VFR flights within UK airspace.

201107328	19/06/2011	EGTT : London (FIR)	Wallasey (WAL)	16 W	A	TMA	CIRRUS	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an SR20 at FL45. SR20 was initially unidentified and lost separation with an A319. Pilot has been given appropriate advice.	Although SR20's altitude encoder appears to be over-reading by approximately 200ft, an infringement still occurred.
201107328	19/06/2011	EGTT : London (FIR)	Wallasey (WAL)	16 W	A	TMA	AIRBUS	Turbofan	2	Infringement of the Manchester TMA (Class A) by an SR20 at FL45. SR20 was initially unidentified and lost separation with an A319. Pilot has been given appropriate advice.	Although SR20's altitude encoder appears to be over-reading by approximately 200ft, an infringement still occurred.
201107332	25/06/2011	EGTT : London (FIR)	Bovingdon (BNN)	3NW	A	TMA	FLIGHT DESIGN	Reciprocating	1	Infringement of the LTMA (Class A) by a CTSW at 3100ft (base 2500ft), 2nm Northwest of BNN.	Attempts by ATC to contact Microlight pilot unsuccessful. CAA Closure: No further CAA action considered practical.
201107351	30/06/2011	EGTT : London (FIR)	Birmingham	8 N	D	CTR	JODEL	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Jodel DR1050 squawking 7000. A/c identified via Mode S. Disruption to departing traffic. Standard separation maintained.	It was subsequently established that the pilot had been maintaining a listening watch on 118.05 and had not realised that the LIC NDB was no longer there. Pilot followed a track East of Cannock Chase, which resulted in the infringement in the Northeast corner.
201107372	01/07/2011	EGTT : London (FIR)	Stansted	S	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by PA28. Standard separation maintained.	Pilot later explained that the infringement occurred whilst attempting to reassure his passenger and amend his flight plan after experiencing turbulence.

201107373	01/07/2011	EGTT : London (FIR)	Luton (LUT)		D	CTR	EUROPA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Europa. Departures were stopped until a/c had left the zone.	CAA Closure: Comprehensive follow up action taken by reporting unit and pilot.
201107387	01/07/2011	EGTT : London (FIR)	Biggin (BIG)	E	G	ATZ	PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by unknown aircraft, possibly a PA28. Standard separation maintained.	ATM fault at Biggin Hill was providing intermittent data,engineer was working on site to resolve problem. Squawk 3750 observed which was reported to Gatwick, who reported it as a VFR aircraft operating on a Basic Service in the FIR.
201107401	01/07/2011	EGTT : London (FIR)	London-Gatwick - LGW	12nm W	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a Piper PA28. Standard separation maintained.	A 7000 squawk was observed at 2300ft. FIN was required towork two departures and one was vectored to pass behind the infringer. The a/c later contacted the FIR controller.
201107403	30/06/2011	EGTT : London (FIR)	Southampton (SAM)	7nm N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Piper PA18 (believed). Standard separation maintained.	A 7000 squawk infringed CAS at 1700alt. The contact then climbed to 1800alt and left CAS. The controller made blindcalls and a second controller telephoned all the adjacentunits without success.
201107411	01/07/2011	EGTT : London (FIR)	London City - LCY	E	D	CTA	CESSNA	Reciprocating	1	Infringement of the London City CTA (Class D) by a Cessna152. Standard separation maintained.	A/c identified through Mode S. Information received indicates that the a/c experienced a technical issue and the pilot subsequently contacted D&D. The operator was alerted, who took appropriate action.

201107433	02/07/2011	EGTT : London (FIR)	Stansted	10 nm W	Other	Restricted area	BEAGLE	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Beagle 121 Pup. Standard separation maintained.	A/c left the North Weald circuit area squawking initially 7010 and then 7000. An inbound a/c was given a tighter circuit to stay clear of the offending traffic. No RT comms established.
201107438	02/07/2011	EGTT : London (FIR)	Rochester	5nm NW	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a Piper PA28. Standard separation maintained. Traffic info and avoiding action given.	A/c working Farnborough LARS East under a Basic Service infringed the London TMA at 3000ft. Controller made several requests to a/c to descend. Pilot eventually responded and descended to 2400ft. Controller at LTCC gave traffic info and avoiding action to a FK50.
201107438	02/07/2011	EGTT : London (FIR)	Rochester	5nm NW	A	TMA	FOKKER	Turboprop	2	Infringement of the London TMA (Class A) by a Piper PA28. Standard separation maintained. Traffic info and avoiding action given.	A/c working Farnborough LARS East under a Basic Service infringed the London TMA at 3000ft. Controller made several requests to a/c to descend. Pilot eventually responded and descended to 2400ft. Controller at LTCC gave traffic info and avoiding action to a FK50.
201107442	02/07/2011	EGTT : London (FIR)	Southampton (SAM)		D	CTR	CYCLONE AIRSPORTS	Reciprocating	1	Quik GT450 infringed the Southampton CTR (Class D) and lost separation with an outbound EMB195. A/c left CAS, but later infringed the Solent CTA (Class D) and lost separation with a Trislander.	Traffic info and avoiding action was given to EMB195 and Trislander. CAA Closure: Due to the time elapsed since this incident no further investigation is deemed possible.
201107442	02/07/2011	EGTT : London (FIR)	Southampton (SAM)		D	CTR	EMBRAER	Turbofan	2	Quik GT450 infringed the Southampton CTR (Class D) and lost separation with an outbound EMB195. A/c left CAS, but later infringed the Solent CTA (Class D) and lost separation with a Trislander.	Traffic info and avoiding action was given to EMB195 and Trislander. CAA Closure: Due to the time elapsed since this incident no further investigation is deemed possible.

201107444	03/07/2011	EGTT : London (FIR)	London-Gatwick - LGW	13 W	D	CTA	VANS	Reciprocating	1	Unidentified a/c twice infringed the Gatwick CTA (Class D). Traffic info given. A/c subsequently identified as an RV4.	
201107448	02/07/2011	EGTT : London (FIR)	Southampton (SAM)	7 SE	A	CTR	AEROSPATIALE	Turboshaft	1	Unidentified a/c infringed the Southampton CTR/CTA (ClassD) and lost separation with an inbound DHC8. A/c subsequently identified.	Pilot navigational error.ⓘ CAA Closure: Pilot advised andsent airspace safety-related material and online resources to prevent recurrence.
201107448	02/07/2011	EGTT : London (FIR)	Southampton (SAM)	7 SE	A	CTR	DE HAVILLAND	Turboprop	2	Unidentified a/c infringed the Southampton CTR/CTA (ClassD) and lost separation with an inbound DHC8. A/c subsequently identified.	Pilot navigational error.ⓘ CAA Closure: Pilot advised andsent airspace safety-related material and online resources to prevent recurrence.
201107472	30/06/2011	EGTT : London (FIR)	Stanford		G	Danger area	CIRRUS	Reciprocating	1	UK AIRPROX 2011/065 - Extra 300 and SR20 in the Stanta Range at 2500ft.	SR20 infringed Danger Area EG D208 (Stanford) in the middle of a NOTAMed exercise and came into conflict with the Extra 300.
201107472	30/06/2011	EGTT : London (FIR)	Stanford		G	Danger area	EXTRA	Reciprocating	1	UK AIRPROX 2011/065 - Extra 300 and SR20 in the Stanta Range at 2500ft.	SR20 infringed Danger Area EG D208 (Stanford) in the middle of a NOTAMed exercise and came into conflict with the Extra 300.

201107477	02/07/2011	EGTT : London (FIR)	Liverpool	12 NE	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a Microlight squawking 7000 observed at 2000ft, near Ashton, tracking Southwest. Standard separation maintained.	The a/c was tracked into Ince Blundell who confirmed that it was a visiting a/c. As requested, pilot called Liverpool and apologised. He was undertaking his first solo crosscountry flight and, on seeing the Cathedrals, had realised his error. ATC advised that he must contact ATC for assistance if he gets lost.
201107480	02/07/2011	EGTT : London (FIR)	Bournemouth	8 NE	D	CTR	INIZIATIVE	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a Sky Arrow 650 on listening squawk indicating 1800ft. Avoiding action given. Standard separation maintained.	The a/c had called 'a/c on listening squawk' several times, but no response. Southampton Radar were contacted and confirmed that the a/c was on their frequency. A/c was instructed to squawk 3650.
201107582	05/07/2011	EGTT : London (FIR)	Biggin (BIG)	10nm W	A	CTR	CESSNA	Reciprocating	1	Infringement of the London Heathrow CTR (Class A) by a Cessna 152. Pilot fully alerted.	Pilot later reported the infringement was due to poor pre-flight planning and misidentifying Banstead.
201107583	05/07/2011	EGTT : London (FIR)	Heathrow CTR		A	CTR	PIPER	Reciprocating	1	Infringement of the London Heathrow CTR (Class A) by a Piper PA28.	A/c receiving a BS from Farnborough. Pilot was informed of the infringement and was given advice to ROCAS.
201107593	03/07/2011	EGTT : London (FIR)	UPTON	8nm W	A		CIRRUS	Reciprocating	1	UK AIRPROX 2011/071 - PA42 and SR22, 8nm W of Upton at FL60.	VFR SR22 entered Airway L975 (Class A) without coordination and lost separation with an IFR PA42. Investigation established that the Doncaster Approach controller allowed the SR22 to enter CAS without obtaining the appropriate clearance from the Prestwick North Sector or instructing the SR22 to remain clear. The PA42 was then transferred to Leeds Radar iaw the agreed release but in conflict with the SR22. The North Sector controllers had not assimilated the unauthorised presence of the SR22 before transferring the PA42, possibly due to being distracted. Once communication had been established with the PA42, the Leeds Radar controller turned the PA42 away from the SR22 and coordinated handover of the SR22 from Doncaster Approach. CAA Closure: Following this incident, Leeds controllers have been instructed to no longer accept inbound a/c routeing to the "centre fix", while formalisation of Leeds-Bradford/Doncaster coordination procedures have been proposed. Additionally, a/c conflicts are to be incorporated into TRUCE training to improve controller use of avoiding action. At Doncaster, a standards bulletin has been produced reminding all controllers to instruct a/c to remain outside CAS. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

201107593	03/07/2011	EGTT : London (FIR)	UPTON	8nm W	A		PIPER	Turboprop	2	UK AIRPROX 2011/071 - PA42 and SR22, 8nm W of Upton at FL60.	VFR SR22 entered Airway L975 (Class A) without coordination and lost separation with an IFR PA42. Investigation established that the Doncaster Approach controller allowed the SR22 to enter CAS without obtaining the appropriate clearance from the Prestwick North Sector or instructing the SR22 to remain clear. The PA42 was then transferred to Leeds Radar iaw the agreed release but in conflict with the SR22. The North Sector controllers had not assimilated the unauthorised presence of the SR22 before transferring the PA42, possibly due to being distracted. Once communication had been established with the PA42, the Leeds Radar controller turned the PA42 away from the SR22 and coordinated handover of the SR22 from Doncaster Approach.□ CAA Closure: Following this incident, Leeds controllers have been instructed to no longer accept inbound a/c routeing to the "centre fix", while formalisation of Leeds-Bradford/Doncaster coordination procedures have been proposed. Additionally, a/c conflicts are to be incorporated into TRUCE training to improve controller use of avoiding action. At Doncaster, a standards bulletin has been produced reminding all controllers to instruct a/c to remain outside CAS. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201107594	05/07/2011	EGTT : London (FIR)	Stansted		G	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a C152 squawking 7000 with no Mode C. SSR subsequently turned off. Traffic info given. Standard separation maintained.	Disruption to inbound commercial traffic. Andrewsfield identified the a/c with a student pilot. The a/c had correctly entered the TMZ squawking 7000 (with Mode C). The student then attempted to change to the listening squawk of 0013, but failed to switch the transponder out of standby after doing so. Consequently, the a/c became a primary only return with the TMZ. The student was aware of the TMZ procedures and was attempting to follow the correct procedure. A full debrief will be undertaken by the CFI.
201107594	05/07/2011	EGTT : London (FIR)	Stansted		G	Restrict ed area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ1 (Class G) by a C152 squawking 7000 with no Mode C. SSR subsequently turned off. Traffic info given. Standard separation maintained.	Disruption to inbound commercial traffic. Andrewsfield identified the a/c with a student pilot. The a/c had correctly entered the TMZ squawking 7000 (with Mode C). The student then attempted to change to the listening squawk of 0013, but failed to switch the transponder out of standby after doing so. Consequently, the a/c became a primary only return with the TMZ. The student was aware of the TMZ procedures and was attempting to follow the correct procedure. A full debrief will be undertaken by the CFI.
201107595	03/07/2011	EGTT : London (FIR)	Hawarden	3nm W	A	TMA	EUROPA	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a Europa.	Pilot later reported he would be refreshing his navigational skills training.
201107625	03/07/2011	EGTT : London (FIR)	Hinton in the Hedges				ROBINSON	Reciprocating	1	R44 failed to comply with ATC instructions and entered the active Hinton drop zone, then disregarded landing instruction and landed in the car park. Also, after landing, pilot kept rotors turning.	

201107631	06/07/2011	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	GRUMMAN	Reciprocating	1	AA5 became lost in bad weather and infringed the Gatwick CTR (Class D) resulting in a loss of separation with an inbound A320. An inbound C560 was extended downwind until AA5 left CAS.	CAA Closure: AA5 in receipt of a service from Farnboroughbecame lost in poor weather and inadvertently entered theGatwick CTR. No further investigation deemed necessary.
201107631	06/07/2011	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	AIRBUS	Turbofan	2	AA5 became lost in bad weather and infringed the Gatwick CTR (Class D) resulting in a loss of separation with an inbound A320. An inbound C560 was extended downwind until AA5 left CAS.	CAA Closure: AA5 in receipt of a service from Farnboroughbecame lost in poor weather and inadvertently entered theGatwick CTR. No further investigation deemed necessary.
201107669	05/07/2011	EGTT : London (FIR)	Birmingham	8nm N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152. Traffic info given.	Birmingham ATC alerted D&D regarding C152. East Midlandsidentified the a/c and gave it navigational assistance. Pilot's report later received stated that hazy weather conditions had made visibility extremely limited and the pilotcould not recognise any ground features.
201107708	02/07/2011	EGTT : London (FIR)	Brize Norton	5.9nm W	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PiperL18C. Traffic info given.	Controller asked pilot if he was aware he was in Brize Norton CTR. Pilot confirmed he knew but stated he believed his headset was unserviceable as he had tried to call but had heard nothing. Infringer issued with CTR crossing whichhe adhered to. Pilot believed the airspace was cold, however, he was reminded that Brize Norton CTR is a 24 hour operation.
201107708	02/07/2011	EGTT : London (FIR)	Brize Norton	5.9nm W	D	CTR	UNKNOWN	Unknown		Infringement of the Brize Norton CTR (Class D) by a PiperL18C. Traffic info given.	Controller asked pilot if he was aware he was in Brize Norton CTR. Pilot confirmed he knew but stated he believed his headset was unserviceable as he had tried to call but had heard nothing. Infringer issued with CTR crossing whichhe adhered to. Pilot believed the airspace was cold, however, he was reminded that Brize Norton CTR is a 24 hour operation.

201107734	07/07/2011	EGTT : London (FIR)	Daresbury	2nm SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by PA28 on a Basic Service.	A/c transiting the northbound LLC infringed the Manchester CTR. A/c instructed to turn West, left CTR and re-entered the LLC.
201107759	30/06/2011	EGTT : London (FIR)	Larkhill	D123	G	Danger area	CESSNA	Reciprocating	1	Infringement of Danger Area D123 Larkhill by a C172. Danger area active up to 3000ft with live firing. Pilot was contacted, who apologised and was suitably debriefed.	
201107760	01/07/2011	EGTT : London (FIR)	Larkhill	D125	G	Danger area	CESSNA	Reciprocating	1	Alleged infringement of Danger Area D125 Larkhill by a C182 indicating approximately 4000ft. Live firing in progress.	
201107779	03/07/2011	EGTT : London (FIR)	Southampton (SAM)	11nm SW	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Solent CTA (Class D) by an R44. Blindcall made and responded to.	
201107786	09/07/2011	EGTT : London (FIR)	Bristol International		D	CTA	OTHER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a TL3000 Sirius squawking 7000. Traffic info given. Departures delayed. A/c later identified by Mode S from Cardiff Radar.	

201107787	05/07/2011	EGTT : London (FIR)	Coventry	3nm SW	D	CTA	CESSNA	Reciprocating	1	Infringement of Birmingham CTA (Class D) by a C152 squawking 7000. Blind call made with no response received. No traffic affected. Standard separation maintained.	Pilot later reported he had turned back on his course to enable him to avoid bad weather and maintain VFR. Pilot also stated that he did not anticipate drift at 2000ft and felt that the VFR charts were also not very clear.
201107788	09/07/2011	EGTT : London (FIR)	Belmarsh		D	Restrict ed area	ROBINSON	Reciprocating	1	R44 indicating 1600ft infringed the Belmarsh Restricted Area. Pilot advised of error and took immediate action to leave the area. Pilot apologised for incident blaming a short lapse of concentration.	Belmarsh were notified of incident a soon as ATC could contact them on the phone.☹️ CAA Closure: The pilot contactedthe unit afterwards and apologised.
201107796	02/07/2011	EGTT : London (FIR)	Stansted	12nm NNE	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an R44. ATCidentified R44 using Mode S. No traffic delayed.	
201107802	10/07/2011	EGTT : London (FIR)	Stansted	10nm NE	D	CTA	STODDARD HAMILTON	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Glasair. Inbound flights delayed. Standard separation maintained.	Stansted received a call from Farnborough LARS who informed them they were providing BS to the infringer and had subsequently asked infringer to descend outside CAS.
201107802	10/07/2011	EGTT : London (FIR)	Stansted	10nm NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Glasair. Inbound flights delayed. Standard separation maintained.	Stansted received a call from Farnborough LARS who informed them they were providing BS to the infringer and had subsequently asked infringer to descend outside CAS.

201107860	05/07/2011	EGTT : London (FIR)	Nottingham East Midlands	11NE	D	CTA	GROB	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a GrobG115. Traffic info given.	A/c being vectored for an ILS approach was stopped and vectored to remain clear of the infringer.
201107872	08/07/2011	EGTT : London (FIR)	Brize Norton		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by an R44.Traffic info given. Standard separation maintained.	Traffic info given to an inbound military a/c. R44 pilot later stated to LARS controller that he believed he was outside of the Brize Norton CTR and remaining clear. He was advised otherwise by LARS controller.
201107872	08/07/2011	EGTT : London (FIR)	Brize Norton		D	CTR	OTHER	Unknown		Infringement of the Brize Norton CTR (Class D) by an R44.Traffic info given. Standard separation maintained.	Traffic info given to an inbound military a/c. R44 pilot later stated to LARS controller that he believed he was outside of the Brize Norton CTR and remaining clear. He was advised otherwise by LARS controller.
201107885	10/07/2011	EGTT : London (FIR)	Stansted	9nm NE	Other	Other	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a Piper PA28 squawking 7000. Traffic info and avoiding action given.	ATC vectored an inbound A321 away from infringing a/c. Infringer identified by Mode S. ATC contacted Duxford who were working the infringer to advise them a/c was infringingthe TMZ and to ask the pilot to put Mode C on.
201107885	10/07/2011	EGTT : London (FIR)	Stansted	9nm NE	Other	Other	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by a Piper PA28 squawking 7000. Traffic info and avoiding action given.	ATC vectored an inbound A321 away from infringing a/c. Infringer identified by Mode S. ATC contacted Duxford who were working the infringer to advise them a/c was infringingthe TMZ and to ask the pilot to put Mode C on.

201107886	11/07/2011	EGTT : London (FIR)	London City - LCY	14 E	A	TMA	RUTAN	Reciprocating	1	Rutan Longeze infringed the LTMA (Class A) and lost separation with a FK50 outbound from London City, which was given traffic info and avoiding action. Subsequent departureswere stopped.	CAA Closure: No further CAA action due to the elapsed time involved.
201107886	11/07/2011	EGTT : London (FIR)	London City - LCY	14 E	A	TMA	FOKKER	Turboprop	2	Rutan Longeze infringed the LTMA (Class A) and lost separation with a FK50 outbound from London City, which was given traffic info and avoiding action. Subsequent departureswere stopped.	CAA Closure: No further CAA action due to the elapsed time involved.
201107887	11/07/2011	EGTT : London (FIR)	Stansted	SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28. Traffic info given. Separation loss with an inbound B737.	PA28 pilot later reported that he had made a noise abatement turn to right and subsequently travelled further West than intended. Pilot also reported he should have had beenbetter prepared to join the circuit and aware of the traffic in it before departure.
201107887	11/07/2011	EGTT : London (FIR)	Stansted	SE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA28. Traffic info given. Separation loss with an inbound B737.	PA28 pilot later reported that he had made a noise abatement turn to right and subsequently travelled further West than intended. Pilot also reported he should have had beenbetter prepared to join the circuit and aware of the traffic in it before departure.
201107891	11/07/2011	EGTT : London (FIR)	Stansted		Other	Other	MORANE SAULNIER	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by an MS Rallye. Avoiding action given to a departing B737. Standard separation maintained.	Infringer identified by Mode S, ATC tried to make contactwith no response. B737 was turned left on departure.

201107891	11/07/2011	EGTT : London (FIR)	Stansted		Other	Other	BOEING	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by an MS Rallye. Avoiding action given to a departing B737. Standard separation maintained.	Infringer identified by Mode S, ATC tried to make contactwith no response. B737 was turned left on departure.
201107908	11/07/2011	EGTT : London (FIR)	North Weald		D	CTA	MOONEY	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Mooney 20. A/c identified by Mode S.	
201107933	12/07/2011	EGTT : London (FIR)	Stansted	8nm SW	Other	Other	BELL	Turboshaft	1	Infringement of Stansted TMZ 2 (Class G) by a Bell 206. Traffic info given. Delays caused to other a/c.	Traffic info given to inbound A319. Delays caused to a subsequent B737 and B777 (which also received avoiding action). The Bell 206 pilot later reported that he inadvertently failed to switch on the transponder and the a/c departedwith a known flat battery.
201107933	12/07/2011	EGTT : London (FIR)	Stansted	8nm SW	Other	Other	AIRBUS	Turbofan	2	Infringement of Stansted TMZ 2 (Class G) by a Bell 206. Traffic info given. Delays caused to other a/c.	Traffic info given to inbound A319. Delays caused to a subsequent B737 and B777 (which also received avoiding action). The Bell 206 pilot later reported that he inadvertently failed to switch on the transponder and the a/c departedwith a known flat battery.
201107969	13/07/2011	EGTT : London (FIR)	Stansted	12nm WSW	Other	Other		Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a CZAW Sportcruiser. Slight delay to some inbound a/c.	Several attempts made to contact a/c, no response until a/c squawked RT fail. Further attempts made to contact a/c,pilot responded he had radio problems. The pilot was advised by the controller to ensure that the a/c remained outside the TMZ or CAS should a similar future event occur.

201107994	11/07/2011	EGTT : London (FIR)	Wyton		G	ATZ	OTHER	Reciprocating	1	Infringement of the Wyton ATZ (Class G) by a Motor Glider. Traffic info given.	Glider seen at end of downwind leg for R/W26 RH. No contact with ATC. Pilot then called Wyton approach to report having problems and was too difficult to talk. Glider observed setting course Northwest at approx 800ft. Glider called again, informing the controller he was landing on R/W15. Traffic on final to R/W26 RH was sent around. Glider then appeared to deploy engine, climb and depart. Pilot later reported he had instrument problems.
201108000	13/07/2011	EGTT : London (FIR)	VATRY	21 nm NNW	Other	Other	OTHER	Reciprocating	1	Infringement of the West Wales Danger Area (D201) by a TL3000 Sirius squawking 7000.	Controller heard garbled call on DAAIS frequency. Repeat transmissions requested, no response. A/c tracked Easterly into D201. Controller asked filter desk operative to call Dublin to try to id a/c. Dublin reported a/c had been instructed to remain clear of D201 and to contact Aberporth. RAF Valley ATC had also instructed a/c to do the same.
201108057	14/07/2011	EGTT : London (FIR)	Shrivenham		Other	Restricted area	SIAMARCHETTI	Reciprocating	1	Infringement of the Red Arrows RA(T) by an SF260. Display halted.	CAA Closure: Appropriate CAA action taken.
201108057	14/07/2011	EGTT : London (FIR)	Shrivenham		Other	Restricted area	OTHER	Unknown		Infringement of the Red Arrows RA(T) by an SF260. Display halted.	CAA Closure: Appropriate CAA action taken.
201108068	15/07/2011	EGTT : London (FIR)	Southampton (SAM)	4 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA38 at 1000ft. Standard separation maintained.	Pilot error acknowledged.

201108129	17/07/2011	EGTT : London (FIR)	Brize Norton		D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 at 3000ft. Standard separation maintained.	
201108171	18/07/2011	EGTT : London (FIR)	Clacton (CLN)	10 NE	A	CTA	BEECH	Reciprocating	1	Infringement of the Clacton CTA (Class A) by a BE33 on listening squawking 0013 at FL68. Standard separation maintained.	Two blind transmissions were made. No response. Squawk then seen to change to 7000. A/c tracked by Essex Radar intoElstree.☐ CAA Closure: No further CAA action due to the elapsed time involved.
201108298	20/07/2011	EGTT : London (FIR)	Birmingham	13 S	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28 squawking 4262 at 3800ft. Separation lost with a PA31. Checkall enforced. Three outbounds given extended routeings. Avoiding action given.	Pilot had been avoiding weather and had strayed further North than expected.☐ CAA Closure: Proactive measures takenby ATC and appropriate follow up action taken.
201108298	20/07/2011	EGTT : London (FIR)	Birmingham	13 S	D	CTR	PIPER	Reciprocating	2	Infringement of the Birmingham CTR (Class D) by a PA28 squawking 4262 at 3800ft. Separation lost with a PA31. Checkall enforced. Three outbounds given extended routeings. Avoiding action given.	Pilot had been avoiding weather and had strayed further North than expected.☐ CAA Closure: Proactive measures takenby ATC and appropriate follow up action taken.
201108333	15/07/2011	EGTT : London (FIR)	Fairford	5 N	G	Restrict ed area	AVIONS ROBIN	Reciprocating	1	Infringement of the Fairford RA(T) by a Robin 400 at 3800ft. Standard separation maintained.	Pilot subsequently advised of incident by ATC.

201108373	20/07/2011	EGTT : London (FIR)	London City - LCY	9 NE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 3300ft, resulting in a loss of separation against aninbound FK50. STCA activated. Traffic info and avoiding action given.	CAA Closure: Comprehensive follow up action taken by reporting unit and pilot.
201108373	20/07/2011	EGTT : London (FIR)	London City - LCY	9 NE	A	TMA	FOKKER	Turboprop	2	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 3300ft, resulting in a loss of separation against aninbound FK50. STCA activated. Traffic info and avoiding action given.	CAA Closure: Comprehensive follow up action taken by reporting unit and pilot.
201108382	19/07/2011	EGTT : London (FIR)	Cookham	1 N	A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R22 squawking 7000 displaying 1700ft on Mode C. Heathrow Northbound departures suspended for 2mins. Standard separation maintained.	A/c contacted White Waltham and identified with squawk 7045. □ CAA Closure: No further CAA action due to the elapsedtime involved.
201108447	22/07/2011	EGTT : London (FIR)	London-Heathrow - LHR	8 W	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA/Heathrow CTR (Class A) by a C172. Separation lost with an A319 inbound to Heathrow. Traffic info and avoiding action given.	Appropriate CAA action is be taken as a result of this incident.
201108447	22/07/2011	EGTT : London (FIR)	London-Heathrow - LHR	8 W	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA/Heathrow CTR (Class A) by a C172. Separation lost with an A319 inbound to Heathrow. Traffic info and avoiding action given.	Appropriate CAA action is be taken as a result of this incident.

201108449	14/07/2011	EGTT : London (FIR)	Fairford RA (T) (Gloucestershi		Other	Restrict ed area	OTHER	Reciprocating	1	Infringement of the Fairford RA (T) by a Pioneer 300. Traffic info given. Standard separation maintained.	Pioneer 300 free called Brize ATC requesting a BS. Subsequent communications between Brize ATC and the pilot established that the pilot was unaware they had infringed the active Fairford RA (T). Appropriate ATC advice was given. Pilot apologised.
201108451	22/07/2011	EGTT : London (FIR)	Brize Norton (Oxfordshire)		D	CTR	SUPERMARINE	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a Spitfire inbound to Oxford. Standard separation maintained.	Brize ATC requested Oxford ATC to inform pilot of infringement.
201108456	22/07/2011	EGTT : London (FIR)	Brize Norton	10.1nm E	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA46 squawking 7000. Traffic info given. Standard separation maintained.	ATC spoke with PA46 pilot on landing at Oxford. The pilotstated that he was told to join RW01 at Oxford, right base, and then to report 5DME. He understood this to mean 5DME on the extended centreline, rather than 5nm from Oxford airfield.
201108456	22/07/2011	EGTT : London (FIR)	Brize Norton	10.1nm E	D	CTR	BELL	Turboshaft	1	Infringement of the Brize Norton CTR (Class D) by a PA46 squawking 7000. Traffic info given. Standard separation maintained.	ATC spoke with PA46 pilot on landing at Oxford. The pilotstated that he was told to join RW01 at Oxford, right base, and then to report 5DME. He understood this to mean 5DME on the extended centreline, rather than 5nm from Oxford airfield.
201108457	23/07/2011	EGTT : London (FIR)	Denham		A	CTR	WESTLAND	Turboshaft	1	Infringement of the London CTR (Class A) by a Gazelle squawking 7000.	LTCC called Denham but they had no knowledge of the infringer. The a/c was identified on landing at Stapleford. Pilot later reported he was on the Stapleford frequency but had deviated from his planned route, entering the London CTR unknowingly. Pilot acknowledged he should have used a different frequency, or maintained his planned route.

201108460	23/07/2011	EGTT : London (FIR)	Luton (LUT)	NW	D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Katana DV20 squawking 7000 at 2500ft. Check all placed with the Tower.Standard separation maintained.	During the infringement the a/c displayed RT fail. The a/c turned away then briefly lost its transponder before heading back into CAS. Pilot became distracted when attempting to rectify the RT fail.
201108469	23/07/2011	EGTT : London (FIR)	Stansted	12 W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTA / CTR (Class D) by a C150 at 2000ft. Standard separation maintained.	Student pilot error acknowledged and appropriate remedialaction taken.
201108479	22/07/2011	EGTT : London (FIR)	Stansted	NE	Other	Restrictedd area	AEROSPATIALE	Turboshaft	1	Infringements of the Stansted TMZ1/2 by an AS350B and twofurther unknown a/c. Inbound a/c given extended vectors.	Infringements occurred in quick succession resulting in increased controller workload.
201108479	22/07/2011	EGTT : London (FIR)	Stansted	NE	Other	Restrictedd area	UNKNOWN	Unknown		Infringements of the Stansted TMZ1/2 by an AS350B and twofurther unknown a/c. Inbound a/c given extended vectors.	Infringements occurred in quick succession resulting in increased controller workload.
201108487	24/07/2011	EGTT : London (FIR)	Stansted	SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C150. Standard separation maintained.	A/c Mode C transponder discrepancy was evident although the a/c had infringed the CTA. Pilot error acknowledged.

201108491	21/07/2011	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R44 at 2100ft. Standard separation maintained.	A/c identified via Mode S.
201108506	23/07/2011	EGTT : London (FIR)	Barkway (BKY)		A	TMA	PIPER	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a PA28. B757 inbound to Luton was given traffic info and avoiding action. Due to PA28 being initially unidentified separation was lost with B757.	Appropriate CAA action being taken.
201108506	23/07/2011	EGTT : London (FIR)	Barkway (BKY)		A	TMA	BOEING	Turbofan	2	Alleged infringement of the LTMA (Class A) by a PA28. B757 inbound to Luton was given traffic info and avoiding action. Due to PA28 being initially unidentified separation was lost with B757.	Appropriate CAA action being taken.
201108528	21/07/2011	EGTT : London (FIR)	Exeter		G	ATZ	AVIONS ROBIN	Reciprocating	1	Alleged infringement of the Exeter ATZ (Class G) by a Robin 2100 at 2000ft. Traffic info given.	
201108566	26/07/2011	EGTT : London (FIR)	Denham	4 W	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 squawking 7000. Standard separation maintained.	Pilot's GPS unit failed allowing the a/c to enter CAS. Pilot error acknowledged.

201108590	26/07/2011	EGTT : London (FIR)	Brize Norton		D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 7000 with Mode C indicating 1000ft. Separation lost against an a/c on a procedural approach to R/W08.	PA28 was tracked and landed at Kemble airfield. The pilotcontacted ATC upon landing at Kemble and they advised himof the infringement. Pilot stated that he was visual withthe other a/c concerned and was general handling in the area. Pilot apologised and advised to plan sorties further away from the Brize CTR boundary.□ CAA Closure: No furtherCAA action at this time.
201108590	26/07/2011	EGTT : London (FIR)	Brize Norton		D	CTR	LOCKHEED	Turbofan	3	Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 7000 with Mode C indicating 1000ft. Separation lost against an a/c on a procedural approach to R/W08.	PA28 was tracked and landed at Kemble airfield. The pilotcontacted ATC upon landing at Kemble and they advised himof the infringement. Pilot stated that he was visual withthe other a/c concerned and was general handling in the area. Pilot apologised and advised to plan sorties further away from the Brize CTR boundary.□ CAA Closure: No furtherCAA action at this time.
201108592	23/07/2011	EGTT : London (FIR)	Nottingham East Midlands		D	CTA	CESSNA	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by an unknown a/c at 2800ft. Standard separation maintained.	A/c identified as a C152 type by another pilot.
201108593	24/07/2011	EGTT : London (FIR)	Denham		A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 squawking 7000 at 2300ft. Standard separation maintained.	Pilot became distracted when resolving a low speed indication (blocked pitot) and consequently flew off course. Pilot apologised for his error.
201108593	24/07/2011	EGTT : London (FIR)	Denham		A	CTR	UNKNOWN	Unknown		Infringement of the Heathrow CTR (Class A) by a PA28 squawking 7000 at 2300ft. Standard separation maintained.	Pilot became distracted when resolving a low speed indication (blocked pitot) and consequently flew off course. Pilot apologised for his error.

201108596	25/07/2011	EGTT : London (FIR)	Luton (LUT)	5 N	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Luton CTR (Class D) by a primary onlycontact. Standard separation maintained.	A/c subsequently identified as an Ikarus C42. Pilot error(navigation) acknowledged.
201108597	24/07/2011	EGTT : London (FIR)	Stansted	SW	D	CTA	WESTLAND	Turboshaft	1	Alleged infringement of the Stansted CTA (Class D) by a Gazelle squawking 7000 with Mode C indicating 2000ft. Standard separation maintained.	
201108598	22/07/2011	EGTT : London (FIR)	Nottingham East Midlands	12 SE	D	CTA	MOONEY	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a Mooney 20 at 3500ft. Standard separation maintained.	Pilot had previously requested a transit clearance and was instructed to remain outside CAS. A/c continued northbound and was identified inside CAS when the pilot asked if he was cleared to transit. A/c instructed to descend immediately, which was complied with.
201108645	27/07/2011	EGTT : London (FIR)	Bagshot - Blackbushe		A		AVIONS ROBIN	Reciprocating	1	DR400 called ATC requesting a BS and told to remain outside CAS until identified. When DR400 was identified, it wasobserved to be infringing CAS-T indicating 1400ft.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed feasible.
201108653	11/07/2011	EGTT : London (FIR)	EGD 123		G	Danger area		Reciprocating	1	Infringement of active Danger Area D123 Imber by a Calidus at an indicated 1800ft, live firing in progress.	The pilot subsequently rang after landing and stated thathe was unfamiliar with the area and had become uncertain of his position. The pilot apologised and was debriefed.

201108665	27/07/2011	EGTT : London (FIR)	Manchester (MCT)	Thelwall	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an IkarusC42 at 1300ft. Standard separation maintained.	
201108667	27/07/2011	EGTT : London (FIR)	Daventry (DTY)	10 N	Other	Other	CIRRUS	Reciprocating	1	Infringement of the active Husbands Bosworth gliding zoneby an SR22. Pilot informed the area was active. When SR22vacated the zone it was issued a CAS joining clearance. Traffic info given.	NOTAM H3292/11 refers to active zone.
201108736	23/07/2011	EGTT : London (FIR)	Hinton in the Hedges		Other	Other	CIRRUS	Reciprocating	1	Overflight of active Hinton drop zone by an SR20 in cruise at 3000ft. A/c flew under parachutists in freefall. Pilot warned of active parachute dropping.	Student pilot receiving Cirrus training overflew Hinton in the Hedges active DZ causing parachutist to deploy canopy. Pilot had been warned by Turweston that Para DZ was active. Pilot contacted para school from Bournemouth.The rootcause was a navigational error. ☐ CAA Closure: The Cirrus school has been requested to pass occurrence info on to pilot and to specifically warn pilots of the proximity of Hinton-in the Hedges as a permanantly notified DZ. AIP ENR 5.5 entry details passed on including hours of op and contact freqs.
201108785	30/07/2011	EGTT : London (FIR)	Luton (LUT)	NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 at 2700ft. Standard separation maintained.	The pilot has been fully alerted to this incident.
201108799	31/07/2011	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 squawking 7000 indicating 1900ft. CAIT activated. Heathrow Northbound departures stopped for approx 3mins. Standard separation maintained.	CAA Closure: Comprehensive follow up action taken by reporting unit and pilot.

201108801	31/07/2011	EGTT : London (FIR)	Barkway (BKY)	3 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 3000ft. Traffic info and avoiding action given to a Luton inbound DHC8. Standard separation maintained.	PA28 vacated CAS and contacted Farnborough LARS.
201108801	31/07/2011	EGTT : London (FIR)	Barkway (BKY)	3 NE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Stansted CTA (Class D) by a PA28 at 3000ft. Traffic info and avoiding action given to a Luton inbound DHC8. Standard separation maintained.	PA28 vacated CAS and contacted Farnborough LARS.
201108803	30/07/2011	EGTT : London (FIR)	Woodley (WOD)	7 N	A	TMA	OTHER	Reciprocating	1	Infringement of the London TMA (Class A) by a Super Ximango at 3000ft. Traffic info given. A320 broken off approachand other inbound traffic delayed. Standard separation maintained.	The pilot has been fully alerted to this incident and admits that poor airmanship/distraction was the cause.
201108806	31/07/2011	EGTT : London (FIR)	Cowes	W	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 at 2700ft. Traffic info and avoiding action given to an airliner. Standard separation maintained.	
201108806	31/07/2011	EGTT : London (FIR)	Cowes	W	D	CTA	UNKNOWN	Unknown		Infringement of the Solent CTA (Class D) by a C172 at 2700ft. Traffic info and avoiding action given to an airliner. Standard separation maintained.	

201108808	31/07/2011	EGTT : London (FIR)	Northwich		D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C150 at1500ft. Standard separation maintained.	Pilot error acknowledged.
201108812	31/07/2011	EGTT : London (FIR)	Woodley (WOD)		A	TMA	MOONEY	Reciprocating	1	Infringement of the LTMA (Class A) by a Mooney 20 squawking 7000 at 4000ft. Standard separation maintained.	CAA Closure: ATC subsequently spoke to Mooney 20 pilot. Appropriate advice given.
201108814	31/07/2011	EGTT : London (FIR)	Southampton (SAM)	12 N	D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Grumman AA5squawking 7000 at 4700ft. Standard separation maintained.	Pilot apologised for his error.
201108817	31/07/2011	EGTT : London (FIR)	Panshanger	2 NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a PA28 squawking 7000 at 1400ft. Inbound DHC8 given an extended downwindleg. Standard separation maintained.	Pilot error acknowledged.
201108818	01/08/2011	EGTT : London (FIR)	Stansted	1.5 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 at 1100ft. Contact established with the pilot and a VFR clearance given. Standard separation maintained.	Solo student pilot. Pilot error acknowledged. Pilot to undertake further training with a flight instructor.

201108839	30/07/2011	EGTT : London (FIR)	Norwich	2 W	G	ATZ	OTHER	Reciprocating	1	Infringement of the Norwich ATZ (Class G) by an unknown a/c visually identified from the VCR as a microlight type at approx 1500ft. Circuit traffic passed traffic info.	
201108840	29/07/2011	EGTT : London (FIR)	Biggin Hill		G	ATZ	CIRRUS	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an SR22 at 2000ft. Traffic delayed on the ground until the a/c vacated the zone.	
201108908	31/07/2011	EGTT : London (FIR)	Stansted	10 SW	Other	Restrict ed area	JODEL	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a Jodel DR1050 (believed) squawking 7000. Departing a/c vectored to remain clear of the contact.	
201108954	27/07/2011	EGTT : London (FIR)	ORTAC		A	CTR		Reciprocating	1	Infringement of the Channel Islands CTR (Class A) by a Sportsruiser at FL33. Traffic info given. Standard separation maintained.	Pilot was not aware of the requirement to obtain PPR to enter the Channel Islands CTR.
201108981	02/08/2011	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	BEAGLE	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a Beagle121 at 2400ft. A/c entered the ATZ and flew opposite direction along the climb out of in use R/W21.	Avoiding action given. No traffic affected.☐ CAA Closure:No follow up action taken by ATC at the time of the incident. No further action considered possible due to elapsed time.

201108983	02/08/2011	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a PA28, which then called "joining left base". PA28 instructed to turn right immediately and leave the ATZ.	Traffic info issued to another PA28 on finals downwind RH. R/W21 in use. Standard separation maintained.
201108983	02/08/2011	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a PA28, which then called "joining left base". PA28 instructed to turn right immediately and leave the ATZ.	Traffic info issued to another PA28 on finals downwind RH. R/W21 in use. Standard separation maintained.
201108985	29/07/2011	EGTT : London (FIR)	Nottingham East Midlands	5 S	D	CTR	ROBINSON	Reciprocating	1	Infringement of the East Midlands CTR and CTA (Class D) by an R44 (believed) squawking 7000 at >2000ft. Traffic info given. Standard separation maintained.	
201108985	29/07/2011	EGTT : London (FIR)	Nottingham East Midlands	5 S	D	CTR	DIAMOND	Reciprocating	2	Infringement of the East Midlands CTR and CTA (Class D) by an R44 (believed) squawking 7000 at >2000ft. Traffic info given. Standard separation maintained.	
201109004	28/07/2011	EGTT : London (FIR)	Wethersfield		G		PIPER	Reciprocating	1	Infringement of the Wethersfield Gliding Site (Class G) by an unknown a/c, possibly a PA22.	A PA22 type a/c was seen to overfly the centre of the airfield at an estimated 800ft, below a 1000ft overcast, tracking Southwards towards Andrewsfield aerodrome. Farnborough LARS was contacted, and although able to see the a/c on radar, were unable to identify it. LARS controller stated that they would try to ID the a/c and make contact if ableto. Nothing further was heard

201109013	02/08/2011	EGTT : London (FIR)	Stansted	14nm NE	Other	Other	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by an C152 squawking 7000 with no Mode C. Traffic info given.	SS INT controller extended the track and gave a short final to an inbound a/c to remain clear of the C152. The controller then contacted LF LARS who informed them that the C152 had been lost before contacting LF LARS. C152 continued with LF LARS and vacated the TMZ 1. ATS and pilot fully discussed the occurrence.
201109124	05/08/2011	EGTT : London (FIR)	Luton (LUT)	4 SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152 at 1700ft. Check all placed on departures. Pilot declared lost and observed heading towards Luton. A/c was turned South, visual with the ground.	Standard separation maintained. Operator alerted. Studentpilot's navigational techniques to be reviewed.
201109152	05/08/2011	EGTT : London (FIR)	Manchester (MCT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained.	Pilot acknowledges misidentification of ground feature whilst using a chart.
201109159	06/08/2011	EGTT : London (FIR)	LON 15nm W		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28. Standard separation maintained.	A/c was observed leaving White Waltham ATZ on a SSE track. Heathrow alerted, who stopped departures for a short period until contact left the London CTR. A/c was observed toselect Farnborough SSR code. A/c identified by Farnborough. Operator alerted.
201109160	06/08/2011	EGTT : London (FIR)	Detling (DET)	NW	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C206 at 3000ft resulting in a loss of separation against an EMB500, Northwest of Detling VOR. Traffic info and avoiding action given.	The pilot's report indicates that in his planning processhe failed to note that he needed to descend further to remain outside of the LTMA. The appropriate lessons appear to have been learnt.

201109160	06/08/2011	EGTT : London (FIR)	Detling (DET)	NW	A	TMA	EMBRAER	Turbofan	2	Infringement of the London TMA (Class A) by a C206 at 3000ft resulting in a loss of separation against an EMB500, Northwest of Detling VOR. Traffic info and avoiding action given.	The pilot's report indicates that in his planning processhe failed to note that he needed to descend further to remain outside of the LTMA. The appropriate lessons appear to have been learnt.
201109165	06/08/2011	EGTT : London (FIR)	London-Gatwick - LGW	E	D	CTR	RANS	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Rans S6 resulting in a loss of separation. Traffic info given.	The pilot concerned has been contacted and has been fullyalerted to this incident.
201109165	06/08/2011	EGTT : London (FIR)	London-Gatwick - LGW	E	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a Rans S6 resulting in a loss of separation. Traffic info given.	The pilot concerned has been contacted and has been fullyalerted to this incident.
201109186	06/08/2011	EGTT : London (FIR)	Rhyl		Other	Other	PIPER	Reciprocating	1	Infringement of a NOTAMed parachute display by a PA28 whose pilot had failed to note the relevant NOTAM during planning. Pilot apologised.	C208 pilot spotted the PA28 and stopped the parachutists from departing. PA28 continued on a WSW course. The PA28 pilot had not seen the C208 or heard any communication fromthe C208 on the frequency in use.
201109186	06/08/2011	EGTT : London (FIR)	Rhyl		Other	Other	CESSNA	Turboprop	1	Infringement of a NOTAMed parachute display by a PA28 whose pilot had failed to note the relevant NOTAM during planning. Pilot apologised.	C208 pilot spotted the PA28 and stopped the parachutists from departing. PA28 continued on a WSW course. The PA28 pilot had not seen the C208 or heard any communication fromthe C208 on the frequency in use.

201109187	30/07/2011	EGTT : London (FIR)	Brize Norton	2.5 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C172 at an altitude of 3100ft, 2nm NE of the airfield. Pilot alerted to infringement and advised to vacate to the North. No traffic affected.	
201109198	07/06/2011	EGTT : London (FIR)	Snitterfield	4 N	D	CTR	CEA	Reciprocating	1	Infringement of the Birmingham CTA2 (Class D) by a DR300 squawking 7000 indicating 2000ft. Traffic info and avoiding action given.	EMB190 on approach to 6000ft was climbed back to FL80 to ensure separation. Blind transmission was made. DR300 responded and was asked to squawk 0404 and to pass his details. Pilot explained that poor weather had forced him furtherNorth than intended. A/c subsequently transferred to Coventry.☐ CAA Closure: Pilot reported that it was unusual forhim to be cross country flying and offered to refresh knowledge of navigation techniques.
201109198	07/06/2011	EGTT : London (FIR)	Snitterfield	4 N	D	CTR	EMBRAER	Turbofan	2	Infringement of the Birmingham CTA2 (Class D) by a DR300 squawking 7000 indicating 2000ft. Traffic info and avoiding action given.	EMB190 on approach to 6000ft was climbed back to FL80 to ensure separation. Blind transmission was made. DR300 responded and was asked to squawk 0404 and to pass his details. Pilot explained that poor weather had forced him furtherNorth than intended. A/c subsequently transferred to Coventry.☐ CAA Closure: Pilot reported that it was unusual forhim to be cross country flying and offered to refresh knowledge of navigation techniques.
201109250	07/08/2011	EGTT : London (FIR)	Birmingham	11 S	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA32 at2300ft. Standard separation maintained.	
201109268	08/08/2011	EGTT : London (FIR)	Barkway (BKY)	7 NNW	A	TMA	GROB	Reciprocating	1	Infringement of the London TMA (Class A) by a Grob G115 squawking 7000 at 6800ft. Identity confirmed by Mode S. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.

201109348	03/08/2011	EGTT : London (FIR)	Warminster	E	G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area D123 by a PA28 squawking 5704indicating 3000ft. Live firing in operation.	PA28 had changed frequency from Bristol but not changed squawk.☐ CAA Closure: No further CAA action considered practical due to the elapsed time involved.
201109350	02/08/2011	EGTT : London (FIR)	D123		G	Danger area		Reciprocating	1	Infringement of the active Danger Area D123 Imber by a CZAW Sportcruiser.	Bristol ATC contacted Military ATC to inform them that the infringer was under Bristol BS and they had instructed the a/c to vacate immediately. The a/c was observed to vacate D123 to the North.
201109379	09/08/2011	EGTT : London (FIR)	Manchester LLR	Thelwall Viaduct	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA18. Departures given headings to ensure separation. Standard separation maintained.	PA18 given a Basic Service in the LLR reported clear of the LLR and given an en-route frequency. The PA18 was subsequently observed infringing the LLR at the Thelwall Viaduct.
201109450	11/08/2011	EGTT : London (FIR)	Southampton (SAM)	9.5nm W	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28.	ATC contacted Boscombe Down to ask the a/c intentions as it was indicating a Boscombe squawk. Boscombe Down informed a/c of the infringement and turned it to leave CAS.
201109489	12/08/2011	EGTT : London (FIR)	Luton (LUT)	6 SE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by an R44 at 1200ft. Standard separation maintained.	

201109491	13/08/2011	EGTT : London (FIR)	Stansted	12 E	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 5035, Mode C indicating 1700ft. Traffic info and avoiding action given. Disruption to inbound traffic. Standard separation maintained.	CAA Closure: No further CAA action due to the elapsed time involved.
201109491	13/08/2011	EGTT : London (FIR)	Stansted	12 E	D	CTA	CESSNA	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 squawking 5035, Mode C indicating 1700ft. Traffic info and avoiding action given. Disruption to inbound traffic. Standard separation maintained.	CAA Closure: No further CAA action due to the elapsed time involved.
201109499	13/08/2011	EGTT : London (FIR)	Southampton (SAM)	8 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C182 squawking 7000 at 2200ft. Traffic info and avoiding action givento an outbound DHC8. Standard separation maintained.	
201109506	14/08/2011	EGTT : London (FIR)	Stansted	12 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 at 2300ft. Check all imposed. Standard separation maintained.	Pilot error acknowledged. Appropriate operator action taken.
201109511	14/08/2011	EGTT : London (FIR)	London CTR NW		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 2400ft. Traffic info and avoiding action given. Heathrow departures halted for approx 3mins. Separation lost with departing B767.	PA28 declared a PAN and reported lost. A/c identified by the use of Mode A squawk 3305, provided a Basic Service and given a steer away from CAS. A/c landed safely. A/c identified via Mode S.

201109511	14/08/2011	EGTT : London (FIR)	London CTR NW		A	CTR	BOEING	Turbofan	2	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 2400ft. Traffic info and avoiding action given. Heathrow departures halted for approx 3mins. Separation lost with departing B767.	PA28 declared a PAN and reported lost. A/c identified by the use of Mode A squawk 3305, provided a Basic Service and given a steer away from CAS. A/c landed safely. A/c identified via Mode S.
201109513	14/08/2011	EGTT : London (FIR)	Stansted	NE	A	TMA	FLIGHT DESIGN	Reciprocating	1	Infringement of the London TMA (Class A) by a CTSW microlight at 3800ft. Traffic info given to two Stansted inbounda/c. Standard separation maintained.	
201109513	14/08/2011	EGTT : London (FIR)	Stansted	NE	A	TMA	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by a CTSW microlight at 3800ft. Traffic info given to two Stansted inbounda/c. Standard separation maintained.	
201109514	14/08/2011	EGTT : London (FIR)	Stansted	17 NE	A	TMA	DIAMOND	Reciprocating	1	Infringement of the London TMA (Class A) by a DA40 squawking 7000 at 3600ft. Standard separation maintained.	A/c identified via Mode S. Pilot error acknowledged.
201109522	14/08/2011	EGTT : London (FIR)	Lydd (LYD)	W	A	CTA	HAWKER	Turbofan	1	Infringement of the Worthing CTA (Class A) by a Hunter a/c squawking 5020 at FL70. CAIT activated.	CAA Closure: No further CAA action due to the elapsed time involved.

201109560	12/08/2011	EGTT : London (FIR)	Imber		G	Danger area	SOCATA	Reciprocating	1	Infringement of active Danger Area EG D123 by a TB10 squawking 5077, heading SSE. No Mode C. Pilot subsequently apologised.	
201109563	15/08/2011	EGTT : London (FIR)	Stansted	12 NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 2300ft. Inbound traffic vectored to remain clear of the infringing a/c, Standard separation maintained.	A/c identified via Mode S. Pilot error acknowledged.
201109564	15/08/2011	EGTT : London (FIR)	Audley End	S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172 squawking 7000 at 1400ft. Traffic info and avoiding action given to inbound traffic. Standard separation maintained.	
201109581	15/08/2011	EGTT : London (FIR)	Stansted	10 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 at 1300ft resulting in a loss of separation against an inbounda/c. Traffic info given. Other inbound traffic broken offapproach / delayed.	Pilot debriefed by a relevant CFI.
201109581	15/08/2011	EGTT : London (FIR)	Stansted	10 NE	D	CTR	UNKNOWN	Unknown		Infringement of the Stansted CTR (Class D) by a C152 at 1300ft resulting in a loss of separation against an inbounda/c. Traffic info given. Other inbound traffic broken offapproach / delayed.	Pilot debriefed by a relevant CFI.

201109634	16/08/2011	EGTT : London (FIR)	Luton (LUT)		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28R squawking 7000 at 2000ft. Traffic info given. Inbound GLF5 broken off approach. Standard separation maintained.	Pilot error acknowledged. Listening squawk information issued to the pilot. Pilot also infringed the Stansted TMZ having failed to select his transponder on.
201109634	16/08/2011	EGTT : London (FIR)	Luton (LUT)		D	CTR	GULFSTREAM	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28R squawking 7000 at 2000ft. Traffic info given. Inbound GLF5 broken off approach. Standard separation maintained.	Pilot error acknowledged. Listening squawk information issued to the pilot. Pilot also infringed the Stansted TMZ having failed to select his transponder on.
201109650	17/08/2011	EGTT : London (FIR)	Birmingham	13 S	D	CTA	PITTS	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Pitts Special squawking 7000 at 2200ft. Standard separation maintained.	Pilot error acknowledged.
201109651	27/07/2011	EGTT : London (FIR)	Imber		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area EG D123 by a C172 squawking 2650 indicating 2100ft. A/c observed exiting to the South West.	
201109664	12/08/2011	EGTT : London (FIR)	Nottingham East Midlands	11 SW	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by a DR400. Traffic info and avoiding action given to an inbound B737. Standard separation maintained.	RT contact was eventually made with the DR400 whose pilotadmitted that he was unsure of his position. A/c then received navigational assistance form ATC.

201109664	12/08/2011	EGTT : London (FIR)	Nottingham East Midlands	11 SW	D	CTA	BOEING	Turbofan	2	Infringement of the East Midlands CTR (Class D) by a DR400. Traffic info and avoiding action given to an inbound B737. Standard separation maintained.	RT contact was eventually made with the DR400 whose pilotadmitted that he was unsure of his position. A/c then received navigational assistance form ATC.
201109670	17/08/2011	EGTT : London (FIR)	Cheddington		D	CTA	DIAMOND	Reciprocating	1	Infringement of the Luton CTA (Class D) by a DA40 at 3300ft. Traffic info given. Inbound a/c delayed. Standard separation maintained.	Pilot Instructor error acknowledged. Pilot debriefed by his CFI and appropriate action taken.
201109672	15/08/2011	EGTT : London (FIR)	Bovingdon (BNN)	3 SW	A	TMA	STRIPLIN	Reciprocating	1	Infringement of the London TMA (Class A) by a Skyranger at 2900ft. Standard separation maintained.	Pilot error acknowledged. Pilot to undertake further training as a result of this infringement.
201109688	17/08/2011	EGTT : London (FIR)	Luton (LUT)	SW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by an R44 squawking 7000 at 3300ft. Luton R/W08 departures stopped for 5mins. Standard separation maintained.	CAA Closure: No further CAA action due to the elapsed time involved.
201109737	11/08/2011	EGTT : London (FIR)	SPEAR		A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C182 squawking 7000 at 5000ft. Standard separation maintained.	

201109749	19/08/2011	EGTT : London (FIR)	ROSUN	5 SW	A	TMA	SOCATA	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a TB10 squawking 7000 at 3500ft. CAIT activated. Standard separation maintained.	Pilot had been avoiding CBs and had travelled further South than intended.
201109777	20/08/2011	EGTT : London (FIR)	White Waltham	S	A	CTR	YAKOVLEV	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a YAK 50 and another a/c in tandem. Standard separation maintained.	A/c identified via Mode S.
201109777	20/08/2011	EGTT : London (FIR)	White Waltham	S	A	CTR	UNKNOWN	Unknown		Infringement of the Heathrow CTR (Class A) by a YAK 50 and another a/c in tandem. Standard separation maintained.	A/c identified via Mode S.
201109780	19/08/2011	EGTT : London (FIR)	Midhurst (MID)	5 W	A	TMA	CIRRUS	Reciprocating	1	Infringement of the London TMA (Class A) by an SR20 at 4500ft. Standard separation maintained	Pilot subsequently contacted Farnborough LARS. Pilot alerted to his error and instructed to vacate CAS.
201109786	20/08/2011	EGTT : London (FIR)	Stansted	8 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 at 1400ft. Traffic info and avoiding action given to an inbound A319. Standard separation maintained.	

201109788	21/08/2011	EGTT : London (FIR)	SETEL		A	TMA	CIRRUS	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an SR22 squawking 1177 at FL90. Standard separation maintained.	Transponder failure reported. PAN subsequently declared. Pilot has raised concerns over prominence of depicted ground obstructions on charts, following attempts to re-route.☐ CAA Closure: Investigation determined that there are no obstacle symbols or labels conflicting with airspace sector boundaries or annotations on the current chart between the northern boundary of the Manchester TMA and SETEL. Chart checked by experts and deemed to be acceptable and presented according to the required standards.
201109805	21/08/2011	EGTT : London (FIR)	Birmingham	8 SE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an unknown primary only contact. Inbound EMB190 broken off its approach. Traffic info given. Standard separation maintained.	Birmingham ATC had been pre-warned by Coventry Tower thatan R22 was observed tracking towards Birmingham airspace.Appropriate CAA action is to be taken as a result of thisincident.
201109829	22/08/2011	EGTT : London (FIR)	Stansted	7 NE	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Robin 400squawking 7000 at 2400ft. Standard separation maintained.	Pilot alerted to infringement of CAS and instructed to vacate on an easterly track. A/c maintained a south-easterlyheading before vacating CAS. Reporter states pilot's standard of English was poor.
201109832	19/08/2011	EGTT : London (FIR)	Brize Norton		D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 7000 at 2600ft. Solo student pilot. Standard separation maintained.	Instructor informed and GPS tracker to be checked.
201109837	21/08/2011	EGTT : London (FIR)	Luton (LUT)		D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a B600 squawking 7000 at 1000ft. Departures stopped. Several blind callismade with no response received. Standard separation maintained.	CAA Closure: No further CAA action practical due to the elapsed time involved.

201109842	21/08/2011	EGTT : London (FIR)	Ascot		A	CTR	WESTLAND	Turboshaft	1	Infringement of the London CTR (Class A) by a Wasp. Heathrow departures stopped. Avoiding action given. Standard separation maintained.	Wasp pilot was distracted by a/c system problems and had incorrect radio frequency. As a result, he drifted off course into the London CTR.□ CAA Closure: Pilot received a full debrief from an ATC Occurrence Investigator and visitedATC Swanwick. Additionally, pilot undertook a dual flighton Wasp with an examiner and attended a voluntary CRM course. Pilot also purchased a portable GPS to assist with navigation.
201109865	19/08/2011	EGTT : London (FIR)	Wyton	1.3nm E	G	ATZ	GROB	Reciprocating	1	UK AIRPROX 2011/107 - G115 and SA355 on final approach R/W26 Wyton. Traffic info given.	Information indicates that this AIRPROX was caused by theSA355 entering the Wyton ATZ without permission and subsequently flying into conflict with joining and established cct traffic.
201109865	19/08/2011	EGTT : London (FIR)	Wyton	1.3nm E	G	ATZ	AEROSPATIALE	Turboshaft	2	UK AIRPROX 2011/107 - G115 and SA355 on final approach R/W26 Wyton. Traffic info given.	Information indicates that this AIRPROX was caused by theSA355 entering the Wyton ATZ without permission and subsequently flying into conflict with joining and established cct traffic.
201109888	21/08/2011	EGTT : London (FIR)	Birmingham	8 SE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an R22 resulting in a loss of separation against an inbound A320. A subsequent EMB195 was broken off approach and traffic info given.	Appropriate CAA action has been taken as a result of thisincident.
201109888	21/08/2011	EGTT : London (FIR)	Birmingham	8 SE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Birmingham CTR (Class D) by an R22 resulting in a loss of separation against an inbound A320. A subsequent EMB195 was broken off approach and traffic info given.	Appropriate CAA action has been taken as a result of thisincident.

201109933	24/08/2011	EGTT : London (FIR)	Daventry (DTY)	10 N	A	CTA	FLIGHT DESIGN	Reciprocating	1	Infringement of the East Midlands CTA (Class D) and Daventry CTA (Class A) by a CTSW at 6500ft. Traffic info given.Standard separation maintained.	Pilot error acknowledged.
201109975	24/08/2011	EGTT : London (FIR)	Clacton (CLN)		A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA32 at FL80. Standard separation maintained.	PA32 in receipt of a Basic Service joined controlled airspace at CLN before joining clearance had been obtained from TC. ATC training in progress. ATC report RT loading as very busy during this period.
201109977	24/08/2011	EGTT : London (FIR)	Stansted	25 NE	A	TMA	MOONEY	Reciprocating	1	Infringement of the London TMA (Class A) by a Mooney 20 squawking 0027 at FL80. Traffic info given. Standard separation maintained.	
201110007	25/08/2011	EGTT : London (FIR)	Nottingham East Midlands	S	D	CTR	ROBINSON	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by an R44at 1800ft. Departures suspended. Standard separation maintained.	Pilot error acknowledged.
201110009	25/08/2011	EGTT : London (FIR)	Snitterfield	1.5 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 at3200ft. Standard separation maintained.	Instructor error acknowledged.

201110026	25/08/2011	EGTT : London (FIR)	Hamble		D	CTA	BEECH	Reciprocating	1	Infringement of the Solent CTA (Class D) by a BE36. Traffic info given. Outbound a/c vectored. Inbound a/c broken off approach and repositioned onto the ILS. Standard separation maintained.	Pilot error acknowledged.
201110034	25/08/2011	EGTT : London (FIR)	Wyton		G	ATZ	OTHER	Other	0	Infringement of the Wyton ATZ (Class G) by multiple gliders between 2000ft and 3000ft. Grob G115 broken off approach.	A gliding competition had been NOTAMed but the gliders were within the ATZ boundary and did not show on the TAS. Grob G115 landed at Wyton without further incident. Two other a/c were also broken off approach.
201110034	25/08/2011	EGTT : London (FIR)	Wyton		G	ATZ	GROB	Reciprocating	1	Infringement of the Wyton ATZ (Class G) by multiple gliders between 2000ft and 3000ft. Grob G115 broken off approach.	A gliding competition had been NOTAMed but the gliders were within the ATZ boundary and did not show on the TAS. Grob G115 landed at Wyton without further incident. Two other a/c were also broken off approach.
201110069	27/08/2011	EGTT : London (FIR)	Bristol	E	D	CTA	LANCAIR	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Lancair squawking 7000 at 4500ft. Standard separation maintained.	Pilot fully alerted to the incident and acknowledges thathe became distracted whilst avoiding heavy cloud.
201110092	28/08/2011	EGTT : London (FIR)	Midhurst (MID)		A	TMA	HAWKER	Turbofan	1	Infringement of the London TMA (Class A) by a Hunter squawking 7004 at 2900ft. Standard separation maintained.	Investigation under occ 201109522.

201110099	29/08/2011	EGTT : London (FIR)	Luton (LUT)	10 NE	D	CTR	STRIPLIN	Reciprocating	1	Infringement of the Luton CTA (Class D) by a Skyranger at3000ft. Separation lost against an A320.Traffic info and avoiding action given.	Pilot apologised for his error stating that he had descended late. ATC training in progress.
201110099	29/08/2011	EGTT : London (FIR)	Luton (LUT)	10 NE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTA (Class D) by a Skyranger at3000ft. Separation lost against an A320.Traffic info and avoiding action given.	Pilot apologised for his error stating that he had descended late. ATC training in progress.
201110106	29/08/2011	EGTT : London (FIR)	Manchester (MCT)	14 NE	D	CTR	BELL	Turboshaft	1	Infringement of the Manchester CTR (Class D) by a Bell 206 at 2800ft. Traffic info and avoiding action given. Standard separation maintained.	
201110196	30/08/2011	EGTT : London (FIR)	Stansted	14 E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) twice by a C172 squawking 7000 at 2000ft. Standard separation maintained.	Pilot error acknowledged.
201110199	30/08/2011	EGTT : London (FIR)	Luton (LUT)	S	D	CTR	JODEL	Reciprocating	1	Infringement of the Luton CTR (Class D) by a DR1050 on listening squawk 0013 with Mode C indicating 2200ft. Loss ofseparation with a Luton departing A319. Luton departures were stopped.	A/c had entered the CTR still wearing 0013, tracking Northbound and continued Northbound in the zone towards Luton airport at which point it turned East, approx 3nm South ofthe airfield, towards Hyde VRP. A/c then turned Southbound to exit the zone. Once East of Luton, departures were resumed. Blind transmissions had been made, but no response.Pilot error acknowledged, citing inadequate flight planning as the principal cause.

201110199	30/08/2011	EGTT : London (FIR)	Luton (LUT)	S	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a DR1050 on listening squawk 0013 with Mode C indicating 2200ft. Loss of separation with a Luton departing A319. Luton departures were stopped.	A/c had entered the CTR still wearing 0013, tracking Northbound and continued Northbound in the zone towards Luton airport at which point it turned East, approx 3nm South of the airfield, towards Hyde VRP. A/c then turned Southbound to exit the zone. Once East of Luton, departures were resumed. Blind transmissions had been made, but no response. Pilot error acknowledged, citing inadequate flight planning as the principal cause.
201110244	31/08/2011	EGTT : London (FIR)	Leeds Bradford (LBA)	3 W	D	CTR	PIPER	Reciprocating	1	Infringement of the Leeds/Bradford CTR (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained.	
201110319	01/09/2011	EGTT : London (FIR)	EXMOR	5 SW	D	CTA	BELL	Turboshaft	1	Infringement of the Cardiff CTA (Class D) by a Bell 206 squawking 7000 at 5000ft. Standard separation maintained. A/c identified by Mode S. ATC training in progress.	
201110340	31/08/2011	EGTT : London (FIR)	Brize Norton		D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C172 at 3500ft. Standard separation maintained.	Student pilot. A/c operator fully alerted.
201110352	28/08/2011	EGTT : London (FIR)	Brize Norton	Farmoor Reservoir	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by an R22. Standard separation maintained.	

201110380	03/09/2011	EGTT : London (FIR)	Stansted	12 NE	D	CTA	SOCATA	Reciprocating	1	Infringement of the Stansted CTA (Class D) twice by a TB20 squawking 7000 at 1800ft and 2500ft. Traffic info given.Separation lost with inbound B737. A/c identified from Mode S.	A/c subsequently infringed London TMA (Class A) at 1720hrs and lost separation with Stansted inbound A319. Avoidingaction given. Appropriate CAA action is being taken as a result of this incident.
201110380	03/09/2011	EGTT : London (FIR)	Stansted	12 NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) twice by a TB20 squawking 7000 at 1800ft and 2500ft. Traffic info given.Separation lost with inbound B737. A/c identified from Mode S.	A/c subsequently infringed London TMA (Class A) at 1720hrs and lost separation with Stansted inbound A319. Avoidingaction given. Appropriate CAA action is being taken as a result of this incident.
201110408	01/09/2011	EGTT : London (FIR)	Stansted	SW	G	Restrictedd area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a PA28 squawking 7000, with no Mode C. Disruption to inbound traffic.	Squawk subsequently changed to 4601 and the a/c identified by Hawarden.
201110408	01/09/2011	EGTT : London (FIR)	Stansted	SW	G	Restrictedd area	BOEING	Turbofan	2	Infringement of the Stansted TMZ2 (Class G) by a PA28 squawking 7000, with no Mode C. Disruption to inbound traffic.	Squawk subsequently changed to 4601 and the a/c identified by Hawarden.
201110530	06/09/2011	EGTT : London (FIR)	Luton (LUT)	8 NE	D	CTR	PIAGGIO	Reciprocating	1	Infringement of the Luton CTR (Class D) by a P149 squawking 7000 at 700ft. Traffic info given. Separation lost withinbound A319. A/c identity confirmed by Mode S.	CAA Closure: German LBA contacted. They advised that the a/c was owned by a UK resident and provided details. The owner was contacted, but subsequently advised that they sold the a/c to a French resident prior to this alleged incident. No further action taken due to the elapsed time.

201110530	06/09/2011	EGTT : London (FIR)	Luton (LUT)	8 NE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a P149 squawking 7000 at 700ft. Traffic info given. Separation lost withinbound A319. A/c identity confirmed by Mode S.	CAA Closure: German LBA contacted. They advised that the a/c was owned by a UK resident and provided details. The owner was contacted, but subsequently advised that they sold the a/c to a French resident prior to this alleged incident. No further action taken due to the elapsed time.
201110619	03/09/2011	EGTT : London (FIR)	Brookmans Park (BPK)	10 E	Other	Restrict ed area	EXTRA	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by an Extra 300 formation squawking 7000 with no Mode C. Departures stopped.	Pilot believed he had selected Mode C and confirmed the a/c were flying at 1000ft.
201110644	07/09/2011	EGTT : London (FIR)	Southampton (SAM)	5 N	D	CTA	PILATUS	Turboprop	1	Infringement of the Solent CTA (Class D) by a PC12 squawking 7000 at 1800ft. Traffic info given to an inbound DHC8.Standard separation maintained.	
201110644	07/09/2011	EGTT : London (FIR)	Southampton (SAM)	5 N	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a PC12 squawking 7000 at 1800ft. Traffic info given to an inbound DHC8.Standard separation maintained.	
201110694	20/08/2011	EGTT : London (FIR)	Panshanger	3 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 showingas a primary only return. Inbound traffic delayed. Traffic info given. Standard separation maintained.	

201110756	03/09/2011	EGTT : London (FIR)	Topcliffe		G		BELL	Turboshaft	1	UK AIRPROX 2011/115 - Bell 206 and a military a/c at Topcliffe.	CAA Closure: Information indicates that the Bell 206 pilot entered the ATZ and flew into conflict with the militarya/c, which he may not have seen at its closest point. No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201110756	03/09/2011	EGTT : London (FIR)	Topcliffe		G		OTHER	Unknown		UK AIRPROX 2011/115 - Bell 206 and a military a/c at Topcliffe.	CAA Closure: Information indicates that the Bell 206 pilot entered the ATZ and flew into conflict with the militarya/c, which he may not have seen at its closest point. No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201110786	09/09/2011	EGTT : London (FIR)	Stansted		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 1800ft. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure: No further CAA action practical due to the elapsed time involved.
201110786	09/09/2011	EGTT : London (FIR)	Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 1800ft. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure: No further CAA action practical due to the elapsed time involved.
201110794	11/09/2011	EGTT : London (FIR)	Manchester (MCT)		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an R44 squawking 7000 with Mode C indicating 2000ft. Standard separation maintained.	D&D contacted unit with details of the R44 and pilot was transferred to Manchester Approach. Squawk allocated and a/c instructed to orbit. After several attempts, a/c was directed out of the CTR. Pilot reported having the intentionto route via VFR corridor and contact Manchester Approach. He was unfamiliar with local VRPs and did not have the Approach frequency to hand. The infringement occurred whilethe pilot was in the process of trying to obtain the frequency.□ CAA Closure: Pilot now has a frequency reference card to hand.

201111034	14/09/2011	EGTT : London (FIR)	Henton		A	TMA	BELLANCA	Reciprocating	1	Infringement of the London TMA (Class A) by a Champion 7ECA at FL55. Luton departures suspended. Standard separation maintained.	LTC Heathrow alerted due to Bovingdon hold traffic. Pilotfailed to compensate for strong winds. Pilot de-briefed. No further action necessary.
201111042	15/09/2011	EGTT : London (FIR)	Birmingham	12 SE	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a DA40 squawking 7000 indicating 2100ft. Traffic info and avoiding action given. Separation lost.	DA40 operated by student on first solo navigation exercise. It is believed that the student allowed the a/c to drift right of planned track.☐ CAA Closure: Student debriefed and further instruction on VFR navigation technique given.Same route subsequently flown without incident.
201111042	15/09/2011	EGTT : London (FIR)	Birmingham	12 SE	D	CTA	EMBRAER	Turbofan	2	Infringement of the Birmingham CTA (Class D) by a DA40 squawking 7000 indicating 2100ft. Traffic info and avoiding action given. Separation lost.	DA40 operated by student on first solo navigation exercise. It is believed that the student allowed the a/c to drift right of planned track.☐ CAA Closure: Student debriefed and further instruction on VFR navigation technique given.Same route subsequently flown without incident.
201111059	15/09/2011	EGTT : London (FIR)	Danes Hill VRP	3 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a PA28 at FL60. Traffic delayed on the ground. Standard separation maintained.	
201111106	16/09/2011	EGTT : London (FIR)	Southampton (SAM)	16 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C182 squawking 7000 at 2700ft. A/c identity confirmed via Mode S. Standard separation maintained.	Pilot was requested to contact Shoreham on landing. The pilot reports that he misread his map regarding the relevant CAS height restrictions.

201111144	16/09/2011	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR		Reciprocating	1	Infringement of the LTMA (Class A) and Gatwick CTA (ClassD) by a Quik GT450 at 1900ft. Inbound A319 given traffic info and vectored away. Standard separation maintained.	
201111144	16/09/2011	EGTT : London (FIR)	London-Gatwick - LGW		D	CTR	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) and Gatwick CTA (ClassD) by a Quik GT450 at 1900ft. Inbound A319 given traffic info and vectored away. Standard separation maintained.	
201111182	19/09/2011	EGTT : London (FIR)	Stansted	10 NE	Other	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a C152. Inbound B737 given vectors to position behind the C152.	Student pilot.
201111192	14/09/2011	EGTT : London (FIR)	Northwich		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an R44. Standard separation maintained.	
201111193	16/09/2011	EGTT : London (FIR)	Barkway (BKY)		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 6170 with Mode C indicating 3000ft. Traffic and avoiding action given. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.

201111193	16/09/2011	EGTT : London (FIR)	Barkway (BKY)		A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a PA28 squawking 6170 with Mode C indicating 3000ft. Traffic and avoiding action given. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
201111225	16/09/2011	EGTT : London (FIR)	Middle Wallop / Thruxton		G	ATZ	PIPER	Reciprocating	1	Infringement of the Middle Wallop ATZ (Class G) and the Thruxton ATZ (Class G) by a PA28 at 1000ft.	A/c receiving a Basic Service at the time of the infringement with a squawk change to 7000 midway through the Middle Wallop ATZ.
201111230	20/09/2011	EGTT : London (FIR)	GARMI		G	Danger area	VANS	Reciprocating	1	Infringement of Danger Area D36 by a RV6 at 2600ft squawking 1177. Live firing in progress.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed possible.
201111254	18/09/2011	EGTT : London (FIR)	Wyton		G	ATZ	DE HAVILLAND	Reciprocating	1	Infringement of the Wyton ATZ (Class G) by a Tiger Moth at 1000ft, traffic info given.	Tiger Moth observed positioning on finals and then transited up the downwind leg at circuit height, then departed to the West.
201111353	22/09/2011	EGTT : London (FIR)	London-Gatwick - LGW	E	D	CTA	PERCIVAL	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a Proctor squawking 7000 indicating 2200ft. Standard separation maintained. A/c identified via Mode S.	Inbound A319 descent to 3000ft stopped at 4000ft. B737 descent to 4000ft stopped at 5000ft.

201111353	22/09/2011	EGTT : London (FIR)	London-Gatwick - LGW	E	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a Proctor squawking 7000 indicating 2200ft. Standard separation maintained. A/c identified via Mode S.	Inbound A319 descent to 3000ft stopped at 4000ft. B737 descent to 4000ft stopped at 5000ft.
201111483	24/09/2011	EGTT : London (FIR)	Barkway (BKY)	2 SSW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 5033 at 3000ft. Standard separation maintained. Operator alerted.	Chart reading error.
201111486	24/09/2011	EGTT : London (FIR)	Luton (LUT)	8 E	D	CTR	SOCATA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a TB10 squawking 7000 with Mode C indicating 2100ft. Standard separation maintained.	It has subsequently been revealed that BNN had been input into the GPS instead of BPK. Pilot has apologised.
201111487	24/09/2011	EGTT : London (FIR)	Mayfield (MAY)	15 SW	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 at 3000ft. Traffic info given. A320 vectored away to ensure separation was maintained.	PA28 also infringed Solent CTA (Class D). Pilot contacted by ATC. Pilot error acknowledged.
201111487	24/09/2011	EGTT : London (FIR)	Mayfield (MAY)	15 SW	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 at 3000ft. Traffic info given. A320 vectored away to ensure separation was maintained.	PA28 also infringed Solent CTA (Class D). Pilot contacted by ATC. Pilot error acknowledged.

201111490	24/09/2011	EGTT : London (FIR)	Luton (LUT)	5 S	D	CTR	HAWKER	Turbofan	1	Infringement of the Luton CTR (Class D) by a Hunter at 1000ft. A/c vacated CAS and pilot advised of his error. Standard separation maintained.	
201111500	21/09/2011	EGTT : London (FIR)	Brize Norton	E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C150 squawking 7000 at 2000ft. Solo student on a cross-country qualifying flight. No traffic to affect.	See investigation 201001453.
201111504	25/09/2011	EGTT : London (FIR)	Mayfield (MAY)	10 E	E	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C172 squawking 1177 at 3500ft. Standard separation maintained.	
201111507	25/09/2011	EGTT : London (FIR)	THRED	10 S	A		PIPER	Reciprocating	1	Infringement of the Q41 Airway (Class A) by a PA28 at FL43, 10nm South of THRED. Traffic info and avoiding action given. Separation lost.	Pilot contacted by ATC. Pilot error acknowledged.
201111598	23/09/2011	EGTT : London (FIR)	Bristol International	2.5ENE	D	CTR	PIPER	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a PA28 at 1400ft. Pilot allegedly demonstrated poor airmanship and failed to follow ATC instructions. Avoiding action and traffic info passed to an A319.	The pilot reported that he misunderstood the ATC instructions, this together with poor RT readability and a busy cockpit environment led to the infringement. The pilot also believed that ground features may have been misidentified.☐ CAA Closure: Further to this incident the pilot has hadadditional time with his CFI to practice VFR CAS transits.

201111598	23/09/2011	EGTT : London (FIR)	Bristol International	2.5ENE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Bristol CTR (Class D) by a PA28 at 1400ft. Pilot allegedly demonstrated poor airmanship and failed to follow ATC instructions. Avoiding action and traffic info passed to an A319.	The pilot reported that he misunderstood the ATC instructions, this together with poor RT readability and a busy cockpit environment led to the infringement. The pilot also believed that ground features may have been misidentified.☐ CAA Closure: Further to this incident the pilot has hadadditional time with his CFI to practice VFR CAS transits.
201111667	26/09/2011	EGTT : London (FIR)	DAYNE		D	CTA	BELL	Turboshaft	1	Infringement of the Manchester CTA (Class D) by a Bell 206 at 3000ft. Standard separation maintained.	
201111767	28/09/2011	EGTT : London (FIR)	London-Gatwick - LGW	3 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C152 at 1200ft. Separation lost with an EMB190.	A/c subsequently called D&D reporting lost approx 47mins later. A/c given a steer and status terminated 7mins later.
201111767	28/09/2011	EGTT : London (FIR)	London-Gatwick - LGW	3 SE	D	CTR	EMBRAER	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C152 at 1200ft. Separation lost with an EMB190.	A/c subsequently called D&D reporting lost approx 47mins later. A/c given a steer and status terminated 7mins later.
201111773	28/09/2011	EGTT : London (FIR)	Southampton (SAM)	6 NE	D	CTA	AUSTER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a primary only contact believed to be an Auster 6A. Traffic info given to inbound traffic. Standard separation maintained.	

201111780	28/09/2011	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	BELL	Turboshaft	1	Infringement of the Brize Norton CTR (Class D) by a Bell 206.	Pilot training in progress. Reporter states that the pilot had a poor understanding of English. <input type="checkbox"/> CAA Closure: No further action possible due to elapsed time.
201111786	29/09/2011	EGTT : London (FIR)	Henlow		D	CTA	GROB	Reciprocating	1	Infringement of the Luton CTA (Class D) by a Grob G115 squawking 7001 at 3900ft. A/c identity confirmed by Mode S. Standard separation maintained.	Appropriate CAA action is being taken as a result of this incident.
201111790	29/09/2011	EGTT : London (FIR)	TRIPO	E	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C206 squawking 4252 indicating FL65. Standard separation maintained.	Manston confirmed that the a/c should have been descending outside controlled airspace and then realised that it was too high and about to infringe TC East's airspace. Manston had given the descent but the a/c failed to make the level. A DHC8 and an EMB190 were turned and late descent coordinated with TMA South.
201111790	29/09/2011	EGTT : London (FIR)	TRIPO	E	A	TMA	DE HAVILLAND	Turboprop	2	Infringement of the London TMA (Class A) by a C206 squawking 4252 indicating FL65. Standard separation maintained.	Manston confirmed that the a/c should have been descending outside controlled airspace and then realised that it was too high and about to infringe TC East's airspace. Manston had given the descent but the a/c failed to make the level. A DHC8 and an EMB190 were turned and late descent coordinated with TMA South.
201111793	23/09/2011	EGTT : London (FIR)	R313		Other	Restricted area	PIPER	Reciprocating	1	Infringement of active Restricted Area R313 by a PA28.	Prior to the infringement, the pilot had been notified that the area was about to become active and this was acknowledged. Pilot subsequently failed to respond to ATC calls after infringing the area. Prior to initial departure the a/c failed to respond to climb out instructions. On subsequent call to the ATC supervisor after landing the pilot stated that the a/c had suffered a bird strike. <input type="checkbox"/> CAA Closure: Appropriate action has been taken as a result of this incident.

201111811	29/09/2011	EGTT : London (FIR)	Birmingham	10 S	D	CTA	BELL	Turboshaft	1	Infringement of the Birmingham CTA (Class D) by a Bell 206 at 2300ft. Traffic info given. Standard separation maintained.	A/c on a NAVEX. ATC notified the Flight Instructor who advised he would de-brief the pilot and take appropriate remedial action.
201111812	29/09/2011	EGTT : London (FIR)	White Waltham	3 S	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 3000ft. Solo student on a NAVEX. Traffic info given. Separation lost with 5 a/c. Disruption to inbound commercial traffic.	A/c identified via Mode S.
201111812	29/09/2011	EGTT : London (FIR)	White Waltham	3 S	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 3000ft. Solo student on a NAVEX. Traffic info given. Separation lost with 5 a/c. Disruption to inbound commercial traffic.	A/c identified via Mode S.
201111813	29/09/2011	EGTT : London (FIR)	Woodley (WOD)	5 W	A	TMA	SLINGSBY	Reciprocating	1	Infringement of the London TMA (Class A) by a Slingsby T67 at 3600ft. Standard separation maintained.	Pilot subsequently reported being at 1600ft when Mode C indicated 2500ft.
201111826	23/09/2011	EGTT : London (FIR)	R313		Other	Restricted area	BEECH	Reciprocating	1	Infringement of active Restricted Area R313 by a BE33 at 1400ft. Traffic info given to a military a/c.	Pilot apologised for his error.

201111897	01/10/2011	EGTT : London (FIR)	Bracknell		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 1700ft. No Mode C. Standard separation maintained.	Pilot had freecalled Farnborough LARS West on 125.250Mhz advising his routeing. A/c was then observed heading Southabout 2nm inside the CTR. Pilot was instructed to turn West and allocated a 0451 squawk. The operator has been fully alerted to this incident which was caused by the pilot heading in error for Wokingham not Reading and turning South too early.
201111904	01/10/2011	EGTT : London (FIR)	Southampton (SAM)	5 N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2800ft. A/c receiving a Basic Service instructed to vacate CAS. Standard separation maintained.	Student pilot error acknowledged. Pilot misidentified a ground feature in hazy conditions.
201111910	02/10/2011	EGTT : London (FIR)	Southampton (SAM)	8 NE	D	CTR	SCOTTISH AVIATION	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Bulldog squawking 7000 at 1800ft unverified. Standard separationmaintained.	Pilot involved fully alerted.
201111921	02/10/2011	EGTT : London (FIR)	London City - LCY	14 E	A	TMA	EUROPA	Reciprocating	1	Infringement of the London TMA (Class A) by a Europa showing fluctuations between 2500-2800ft. Traffic delayed and a Biggin inbound given extended vectors. Standard separation maintained.	Pilot acknowledges that he was flying erroneously at 2500ft. However, he believes that there is a discrepancy between the altimeter and transponder readings and he will get this checked as a matter of priority.
201111927	30/09/2011	EGTT : London (FIR)	Audley End	3 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 1200ft. Avoiding action given. Separation lost against inbound A319. Disruption to other commercial traffic.	It has subsequently been revealed that during poor visibility the pilot misidentified Saffron Waldron for Haverhill. Although the pilot was listening out on frequency, and despite best efforts by ATC, no communication was established with the a/c. The CFI of the flying club concerned has been alerted and has taken appropriate remedial action.

201111927	30/09/2011	EGTT : London (FIR)	Audley End	3 E	D	CTR	AIRBUS	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 1200ft. Avoiding action given. Separation lost against inbound A319. Disruption to other commercial traffic.	It has subsequently been revealed that during poor visibility the pilot misidentified Saffron Waldron for Haverhill. Although the pilot was listening out on frequency, and despite best efforts by ATC, no communication was established with the a/c. The CFI of the flying club concerned has been alerted and has taken appropriate remedial action.
201111932	02/10/2011	EGTT : London (FIR)	Biggin Hill		G	ATZ	WESTLAND	Turboshaft	1	Infringement of the Biggin Hill ATZ (Class G) by a Gazelle.	Pilot receiving a service from Farnborough believed the a/c had been coordinated by ATC to enter the ATZ. Pilot informed this was not the case.
201111998	03/10/2011	EGTT : London (FIR)	Lambourne (LAM)	4 S	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the London City CTA (Class D) by a PA28 squawking 5031 at 2600ft. Traffic info and avoidingaction given to City outbound RJ85. STCA activated.	ATC training in progress. ATC unit investigation reveals that the a/c transponder was over reading by 100ft. Pilot has advised the ATC unit that he has purchased a Mode S transponder, which is to be fitted as a matter of priority.
201111998	03/10/2011	EGTT : London (FIR)	Lambourne (LAM)	4 S	D	CTA	BAE	Turbofan	4	Alleged infringement of the London City CTA (Class D) by a PA28 squawking 5031 at 2600ft. Traffic info and avoidingaction given to City outbound RJ85. STCA activated.	ATC training in progress. ATC unit investigation reveals that the a/c transponder was over reading by 100ft. Pilot has advised the ATC unit that he has purchased a Mode S transponder, which is to be fitted as a matter of priority.
201112026	01/10/2011	EGTT : London (FIR)	Southampton (SAM)	5 NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 2900ft. Blind calls made with no response before a/c changed to a Farnborough squawk. Standard separation maintained.	

201112028	02/10/2011	EGTT : London (FIR)	Birmingham	13 SE	D	CTA	PIPER	Reciprocating	1	Infringement of Birmingham CTA (Class D) by a PA28 at 2700ft. Blind calls made with no response. Check all imposed until the a/c vacated CAS. Standard separation maintained.	Farnborough working the a/c. Pilot reported being lost.
201112059	04/10/2011	EGTT : London (FIR)	Stansted		D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28. Check all imposed.	Appropriate CAA action is being taken as a result of thisincident.
201112078	30/09/2011	EGTT : London (FIR)	Hawarden	8 E	A	TMA	GRUMMAN	Reciprocating	1	Infringement of the Manchester TMA (Class A) and Airway N864 (Class A) by an AA5 at 4000ft and 3300ft respectively.	Investigation established that the AA5 was pre-noted to Hawarden Approach by London FIS. The a/c was at 4000ft outside CAS and instructed to free-call Hawarden. The a/c was not transponder equipped. When the AA5 called Hawarden andwas identified and given a Basic Service, the Hawarden Approach controller realised that the a/c was within Manchester TMA airspace (base 3500ft). The a/c was on a track towards Liverpool. The PC WAL sector and Liverpool Approach were informed and the AA5 instructed to descend out of CAS.As the AA5 left CAS, it was instructed to route to WAL and free-call Liverpool Approach. However, Liverpool Approach returned the AA5 to the Hawarden frequency. The Hawardencontroller then realised that the a/c had now penetrated Airway N864 and so it was instructed to descend clear. No other traffic was affected. The pilot reported that, just prior to flight, he had been informed that the a/c's transponder was u/s, which he stated was undesirable, but no other a/c was available. He believed that he had miscalculated the requirement to descend to avoid Manchester airspaceand that a more explicit request to London FIS for a service from Liverpool or Manchester may have helped. □ CAA Closure: The pilot reported that, had he known that the transponder was going to be u/s in advance, he may have selected a different route across country. In retrospect, the pilot critically assessed the circumstances of the airspace infringements and was also given further support advice andinformation from the ATC investigations team.
201112161	03/10/2011	EGTT : London (FIR)	Shoeburyness		G	Danger area	SCHWEIZER	Reciprocating	1	Infringement of active Shoeburyness Danger Area D138 by aSchweizer 300C. Check fire imposed.	
201112360	08/10/2011	EGTT : London (FIR)	Stansted	12 NE	Other	Restrictedd area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a C152 squawking 7000. Inbound B737 given delaying vectors. Traffic info given.	

201112361	08/10/2011	EGTT : London (FIR)	Redhill	3 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 2000ft resulting in a loss of separation against an inbound B757. STCA activated. Traffic info given. B757 broken off the approach.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed possible.
201112361	08/10/2011	EGTT : London (FIR)	Redhill	3 E	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 at 2000ft resulting in a loss of separation against an inbound B757. STCA activated. Traffic info given. B757 broken off the approach.	CAA Closure: Due to the time elapsed since this incident no further investigation is deemed possible.
201112364	08/10/2011	EGTT : London (FIR)	Brize Norton	10nm E	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	UK AIRPROX 2011/137 - A330 and a Microlight 10nm East ofBrize Norton. Traffic info and avoiding action given.	A330 was operating IFR in the Brize Norton CTR in receiptof RCS. The Microlight was operating VFR, in receipt of aBS from Oxford Approach. Investigations indicate that this AIRPROX was caused by the Microlight pilot entering the Brize Norton CTR without clearance and flying into conflict with the A330.
201112364	08/10/2011	EGTT : London (FIR)	Brize Norton	10nm E	D	CTR	AIRBUS	Turbofan	2	UK AIRPROX 2011/137 - A330 and a Microlight 10nm East ofBrize Norton. Traffic info and avoiding action given.	A330 was operating IFR in the Brize Norton CTR in receiptof RCS. The Microlight was operating VFR, in receipt of aBS from Oxford Approach. Investigations indicate that this AIRPROX was caused by the Microlight pilot entering the Brize Norton CTR without clearance and flying into conflict with the A330.
201112367	08/10/2011	EGTT : London (FIR)	Farnborough	8 E	A	Prohibited area	WESTLAND	Turboshaft	1	Infringement of CAS-T (Class A) by a Gazelle squawking 7000. Standard separation maintained. Pilot was diverting into Blackbushe for fuel.	

201112369	08/10/2011	EGTT : London (FIR)	Wellesbourne Mountford	3 N	D	CTR	GROB	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Grob 115 with a Coventry squawk indicating 2100ft. Traffic info and avoiding action given. Separation lost with inbound B757.	The a/c infringed whilst trying to avoid the gliding siteat Sniterfield. ATC detected the a/c immediately before the infringement and instigated numerous measures of mitigation. The pilot subsequently reported that he was concentrating on local traffic and believed at the time that he had avoided the CTR. The pilot also cited that he misread the demarkation line on his map with respect to the changingbase of CAS. □ CAA Closure: No further CAA action at this time.
201112369	08/10/2011	EGTT : London (FIR)	Wellesbourne Mountford	3 N	D	CTR	BOEING	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a Grob 115 with a Coventry squawk indicating 2100ft. Traffic info and avoiding action given. Separation lost with inbound B757.	The a/c infringed whilst trying to avoid the gliding siteat Sniterfield. ATC detected the a/c immediately before the infringement and instigated numerous measures of mitigation. The pilot subsequently reported that he was concentrating on local traffic and believed at the time that he had avoided the CTR. The pilot also cited that he misread the demarkation line on his map with respect to the changingbase of CAS. □ CAA Closure: No further CAA action at this time.
201112443	07/10/2011	EGTT : London (FIR)	Blackbushe		A		WESTLAND	Turboshaft	1	Infringement of CAS-T (Class D) by a Gazelle. A Notam hadbeen issued regarding the CAS-T.	
201112773	11/10/2011	EGTT : London (FIR)	Luton (LUT)	SE	D	CTR	JABIRU	Reciprocating	1	Infringement of the Luton CTA (Class D) by a Jabiru squawking 0013. Inbound B737 broken off approach. Standard separation maintained.	Initially shown on radar as two contacts showing -800ft altitude, which periodically merged and split leading the controller to believe radar was showing a reflection. A/c was then observed to have left CAS, after which the a/c changed its squawk to 7000. A/c landed at Old Warden and subsequently identified. Reporter states radar screen displayed a number of spurious and secondary reflections during the session.
201112881	14/10/2011	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a PA28 at 2400ft. Traffic held until a/c clear of the ATZ.	A/c had previously been working Farnborough LARS but stopped talking to them. Pilot subsequently called ATC and apologised. Pilot believed he could overfly the airfield at 2400ft. Investigation under 201003106.

201112890	15/10/2011	EGTT : London (FIR)	Calshot		D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 at 1800ft. A/c identified and instructed to vacate CAS. Standard separation maintained.	
201112894	15/10/2011	EGTT : London (FIR)	Stansted	12 SE	D	CTA	BEECH	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a BE36 squawking 7000 at 2400ft. A/c identified via Mode S. Standard separation maintained.	
201112900	07/10/2011	EGTT : London (FIR)	Detling (DET)	N	A	TMA	VANS	Reciprocating	1	Infringement of the London TMA (Class A) by an RV6 squawking 7000 climbing to 2700ft. Traffic info given. Standard separation maintained.	Squawk subsequently changed to 4251.
201112900	07/10/2011	EGTT : London (FIR)	Detling (DET)	N	A	TMA	FOKKER	Turboprop	2	Infringement of the London TMA (Class A) by an RV6 squawking 7000 climbing to 2700ft. Traffic info given. Standard separation maintained.	Squawk subsequently changed to 4251.
201113063	19/10/2011	EGTT : London (FIR)	Audley End	S	D	CTR	OTHER	Reciprocating	1	Infringement of Stansted CTR (Class D) by a X'Air at 1000ft. Inbound B737 delayed. Standard separation maintained.	

201113075	19/10/2011	EGTT : London (FIR)	GAM VOR		D	CTR	GROB	Reciprocating	1	Infringement of the Sheffield Doncaster CTR (Class D) by a G115 at 5000ft. Standard separation maintained.	ATC contacted the pilot. Pilot advised he had become distracted before realising his error.
201113116	19/10/2011	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C150. Standard separation maintained. Pilot subsequently contacted by ATC.	
201113175	21/10/2011	EGTT : London (FIR)	Andrewsfield		D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 700ft. Standard separation maintained.	
201113191	22/10/2011	EGTT : London (FIR)	London City - LCY	10 SW	A	TMA	JODEL	Reciprocating	1	Infringement of the London TMA (Class A) by a Jodel DR1050 squawking 0354 at 3500ft. A/c identified via Mode S. Traffic info and avoiding action given. STCA activated. Separation lost.	The pilot has been contacted and a map reading error has been confirmed as the cause of the incident.
201113191	22/10/2011	EGTT : London (FIR)	London City - LCY	10 SW	A	TMA	GULFSTREAM	Turbofan	2	Infringement of the London TMA (Class A) by a Jodel DR1050 squawking 0354 at 3500ft. A/c identified via Mode S. Traffic info and avoiding action given. STCA activated. Separation lost.	The pilot has been contacted and a map reading error has been confirmed as the cause of the incident.

201113278	30/08/2011	EGTT : London (FIR)	London CTR		A	CTR	HUGHES	Turboshaft	1	Infringement of London CTR (Class A) by an unknown a/c squawking 7000 with no Mode C. A/c later identified to be a Hughes 500.	Northolt ATC gave their traffic avoiding action as a result of this incident.
201113278	30/08/2011	EGTT : London (FIR)	London CTR		A	CTR	OTHER	Unknown		Infringement of London CTR (Class A) by an unknown a/c squawking 7000 with no Mode C. A/c later identified to be a Hughes 500.	Northolt ATC gave their traffic avoiding action as a result of this incident.
201113280	25/10/2011	EGTT : London (FIR)	Cardigan Bay		G	Danger area	CIRRUS	Reciprocating	1	Infringement of active Danger Area D201 by an SR20 at 3000ft. Traffic info given.	
201113282	25/10/2011	EGTT : London (FIR)	Haverhill	2 SSE	Other	Restrict ed area	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a C42. Initially observed as a primary only contact, until 7nm Southeast of Wattisham, when squawk 0013 appeared. Pilot reported transponder problems.	CAA Closure: No further action taken due to elapsed time.
201113296	25/10/2011	EGTT : London (FIR)	Nottingham East Midlands	12 SE	D	CTA	PITTS	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a Pitts Special at 3800ft. Traffic info given to an inbound B737. Standard separation maintained.	Pilot apologised for his error stating he had drifted further West than anticipated.

201113418	17/10/2011	EGTT : London (FIR)	D039		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area D039 by a C172 squawking 7000.	The C172 had called London Information, but due to poor RT strength said he would call back. FISO then noticed via AFTN that there was a flight plan for the callsign. However, this indicated that if the C172 routed in a straight line, then it would infringe the active danger area, and, in addition, the controller could see a return on the FID in the southern part of the area. The FISO called Plymouth who said that they could not see the squawk and confirmed that the area was active. As FISO was unable to pass climb instructions, the pilot was contacted and after establishing that he was in D039, was requested to contact Plymouth ATC.
201113424	26/10/2011	EGTT : London (FIR)	Warton		G	Danger area	BEECH	Reciprocating	1	Infringement of the Warton ATZ (Class G) and active Danger Areas EG D406 and EG R413 by a BE33 at 1200-1600ft. Traffic info and avoiding action given.	BE33 pilot was in contact with Manchester Radar and assumed that they would clear the a/c through Warton. By the time the pilot called Warton, the a/c was already inside the ATZ. Warton ATC advised the pilot that he should have established contact prior to entering the zone. The pilot advised that, according to his GPS, the a/c remained outside of the Danger Areas. CAA Closure: Appropriate advice given by Warton ATC at the time and so appropriate lesson learned. Additionally, pilot advised not to rely only on GPS when navigating.
201113519	29/10/2011	EGTT : London (FIR)	Bracknell		A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R44 squawking 7000. No Mode S or Mode C. Heathrow departures were halted for approx 3mins.	It has subsequently been revealed that hazy weather/sun glare conditions at the time prevented the pilot from having a clear view of the ground terrain and the GPS.
201113532	29/10/2011	EGTT : London (FIR)	Stansted	3 E	D	CTR	PERCIVAL	Turbofan	1	Infringement of the Stansted CTR (Class D) by a Jet Provost. Standard separation maintained.	Appropriate CAA action is being taken as a result of this incident.
201113646	31/10/2011	EGTT : London (FIR)	Bristol International	8 SW	D	CTA	GROB	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Grob Tutor receiving a Basic Service at FL70. A/c instructed to vacate CAS. Standard separation maintained.	

201113711	01/11/2011	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	STAMPE	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an SV4. Thames Radar contacted to break a CL300 off the ILS R/W21.	Pilot repeatedly failed to respond to ATC transmissions until giving a readback to a landing clearance after calling finals R/W21. Pilot subsequently failed to comply with arequest to contact ATC after landing.☐ CAA Closure: The pilot has received training in Rules of the Air regulations, UK airspace classification, RT procedures and phraseology, ATSOCAS and interception procedures. The a/c radio installation was also checked.
201113728	21/10/2011	EGTT : London (FIR)	Brize Norton		D	CTR	GROB	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a Grob Tutor squawking 3615 resulting in loss of separation against a military a/c. Traffic info and avoiding action given.	
201113728	21/10/2011	EGTT : London (FIR)	Brize Norton		D	CTR	OTHER	Unknown		Infringement of the Brize Norton CTR (Class D) by a Grob Tutor squawking 3615 resulting in loss of separation against a military a/c. Traffic info and avoiding action given.	
201113739	03/11/2011	EGTT : London (FIR)	Nottingham East Midlands	4 E	D	CTR	HUGHES	Turboshaft	1	Infringement of the East Midlands CTR (Class D) by a Hughes 500 squawking 7000. Standard separation maintained.	Pilot apologised for his error citing navigational problems but he believed he was clear of the CTR as denoted on his GPS.
201113824	03/11/2011	EGTT : London (FIR)	London-Gatwick - LGW	S	D	CTA	BEECH	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a BE24 squawking 7000 at 2000ft. Traffic info given to an inbound A319. Standard separation maintained.	

201113835	05/11/2011	EGTT : London (FIR)	London-Heathrow - LHR	4 S	A	CTR	CIRRUS	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by an SR22. Departures stopped for a short period. Standard separation maintained.	IMC training flight. The instructor was not assessing allthe information available to him and did not notice the a/c was not turning when required, hence the infringement by the student. ☐ CAA Closure: The student is to complete further IMC training followed by a test. The instructor isto use all information available to him and create training tasks within the capability of individual students.
201113835	05/11/2011	EGTT : London (FIR)	London-Heathrow - LHR	4 S	A	CTR	BOEING	Turbofan	2	Infringement of the Heathrow CTR (Class A) by an SR22. Departures stopped for a short period. Standard separation maintained.	IMC training flight. The instructor was not assessing allthe information available to him and did not notice the a/c was not turning when required, hence the infringement by the student. ☐ CAA Closure: The student is to complete further IMC training followed by a test. The instructor isto use all information available to him and create training tasks within the capability of individual students.
201113982	09/11/2011	EGTT : London (FIR)	THRED	SW	A		PIPER	Reciprocating	1	Infringement of Airway Q41 (Class A) by a PA28 at 4600ft Southwest of THRED. Standard separation maintained.	
201114004	03/11/2011	EGTT : London (FIR)	D201		Other	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area D201 by a PA28 at 1400ft. ATCunable to establish contact until the a/c had vacated thearea.	
201114108	13/11/2011	EGTT : London (FIR)	Southampton (SAM)	4.5 E	D	CTA	OTHER	Reciprocating	1	Infringement of the Solent CTA (Class D) by an unknown microlight at 2500ft. Traffic and avoiding action given. Separation lost with PA44.	A/c type identified in the vicinity of Calshot by a Pioneer 300.

201114108	13/11/2011	EGTT : London (FIR)	Southampton (SAM)	4.5 E	D	CTA	PIPER	Reciprocating	2	Infringement of the Solent CTA (Class D) by an unknown microlight at 2500ft. Traffic and avoiding action given. Separation lost with PA44.	A/c type identified in the vicinity of Calshot by a Pioneer 300.
201114112	13/11/2011	EGTT : London (FIR)	Snitterfield	2W	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Robin 2160 at 4000ft squawking 7000. Departing a/c vectored clearand a check all placed. Standard separation maintained.	The pilot had briefed for the aerobatics he was to fly but had not properly planned or briefed for the flight. On getting airborne the weather was worse and the wind stronger than he expected. This led to the pilot getting lost andinfringing CAS. The pilot was not aware of the 0010 squawk or its use so was briefed on this for future flights.
201114225	15/11/2011	EGTT : London (FIR)	Newcastle Emlyn		Other	Danger area	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of Danger Area D202 by an Ikarus C42 at 2200ft inbound to Aberporth. Pilot contacted and informed he was inside D202 and instructed to continue own navigation to Aberporth.	
201114244	15/11/2011	EGTT : London (FIR)	River Parrett	2 N	D	CTA	BEECH	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a BE24 at FL65 squawking 3620. Bristol inbound stopped in descent at FL80. Blind calls and a/c responded. A/c instructed to vacate CAS.	Standard separation maintained. A/c had been issued a 3621 squawk but was incorrectly set at 3620.
201114299	17/11/2011	EGTT : London (FIR)	Hullavington		D	CTA		Reciprocating	1	Infringement of the Bristol CTA 8 (Class D) by a CZAW Sportsruiser at 5700ft squawking 7000. Blind calls made withno response. Standard separation maintained.	

201114335	18/11/2011	EGTT : London (FIR)	Stansted	NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a unknown a/c squawking 7000. Traffic info given. Standard separationmaintained.	A/c identity confirmed by Luton as a PA28. It was also confirmed that the a/c had been on Luton's frequency throughout and had been told to remain outside CAS. The pilot's report confirms that in hazy conditions he misidentified a town enroute.
201114412	18/11/2011	EGTT : London (FIR)	REXAM	S	A		HAWKER	Turbofan	1	Infringement of the Manchester TMA (Class A) by a Hunter squawking 7000 at FL058, travelling Westbound. Standard separation maintained.	Pilot did not allow enough buffer when operating adjacentto CAS. Appropriate advice given.
201114493	23/11/2011	EGTT : London (FIR)	Southampton (SAM)	6.5 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 squawking 3676 at 1300ft. VFR departure refused. Standard separation maintained.	Primary contact initially observed. Pilot contacted Solent and identified using SSR. Pilot advised that he was lost and navigational assistance was given by ATC.
201114531	24/11/2011	EGTT : London (FIR)	Andrewsfield	4 NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 at 1200ft squawking 7000. Standard separation maintained.	Instructor became distracted by rear seat passenger, during which time the student pilot assessed the a/c was rightof track and corrected to the left. He believed he was now in the correct position after erroneously identifying a big town to his left to be Braintree, when it was in fact Gt Dunmow. When the instructor returned full attention to the student flying he realised the mis-identification, butas Gt Dunmow remained left of the a/c he considered them to be outside the CTR. Instructor then noted the changed heading and made a 180deg turn to avoid infringement and immediately monitored 120.625. Nothing heard from Essex or Southend ATC so he considered the a/c to be clear of the CTR. In reality due to a 35kt tailwind and new heading, the infringement had now taken place. De-brief and plog analysis revealed incorrect wind conditions used during flight planning. Instructor and student fully debriefed.
201114591	25/11/2011	EGTT : London (FIR)	Southampton (SAM)	S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a C172 at 1800ft. A/c contacted and advised inside CAS. A/c permitted to transit to the West in order to vacate. Standard separation maintained.	A/c had been on frequency and had told ATC that he was remaining outside of CAS prior to the infringement.

201114606	26/11/2011	EGTT : London (FIR)	Birmingham	W			FOKKER	Reciprocating	1	Infringement occurred during a forced landing after engine had stopped.	ATC was contacted by pilot of subject a/c stating that he had force landed at a disused airfield. The radar controller at the time had seen nothing on radar, nor heard any transmissions from an a/c in distress. It was reported that the engine started to misfire, pilot switched tanks but the engine stopped. Pilot had been monitoring frequency but did not make an emergency call. The pilot noticed the disused airfield and landed on the grass alongside the old runway with the Prodrive track to the left. This is technically a zone infringement, in emergency circumstances. No a/c were departing at the time and no separation was lost.
201114671	27/11/2011	EGTT : London (FIR)	Farnborough		A		PIPER	Reciprocating	1	Infringement of CAS-T (Class D) by a PA28. Farnborough LARS West made blind calls with no response. A/c subsequently identified by Brize Norton.	Brize Norton transferred PA28 onto frequency 125.25 for a service. PA28 called on frequency and was given a Farnborough squawk and BS. Farnborough ATC asked the pilot if they he was aware of the CAS-T to which he replied negative, ATC advised pilot to check his NOTAMS for future flights. The pilots report states that the situation was not helped by NOTAMS not being available at the point of departure due to server computer problem.
201114691	24/11/2011	EGTT : London (FIR)	Church Fenton		G	ATZ	PIPER	Reciprocating	1	Infringement of the Church Fenton ATZ (Class G) by a PA28, 2nm North tracking South. A/c identified when visual at approx 1000-1500ft tracking East to West.	No RT comms.
201114698	28/11/2011	EGTT : London (FIR)	Stansted	12 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTA and CTR (Class D) by a C152 at 2000ft. Two inbound a/c given extended vectors. Standard separation maintained.	Pilot error acknowledged.
201114743	19/11/2011	EGTT : London (FIR)	D123		Other	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area D123 by a C210 at 1500ft.	

201114844	03/12/2011	EGTT : London (FIR)	Southampton (SAM)	11 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) at 2600ft by a C172 squawking 7000. Blind calls made with no response. Traffic info given. Standard separation maintained.	
201114845	03/12/2011	EGTT : London (FIR)	Honiley (HON)	4 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA38 at3000ft. Separation lost with a DHC8 although no risk of collision involved. Traffic info given.	
201114845	03/12/2011	EGTT : London (FIR)	Honiley (HON)	4 SW	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTR (Class D) by a PA38 at3000ft. Separation lost with a DHC8 although no risk of collision involved. Traffic info given.	
201114850	03/12/2011	EGTT : London (FIR)	Luton (LUT)	14 E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 3000ft. CAIT activated. Traffic info. Two Luton inbounds were given extending routeings.	Standard separation maintained. CFI alerted. Pilot planned to fly at 2400ft throughout the flight, but erroneouslyclimbed to 2800ft before Royston. The pilot stated usually he would check his chart before climbing, but on this occasion failed to do so.
201114850	03/12/2011	EGTT : London (FIR)	Luton (LUT)	14 E	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a PA28 squawking 7000 at 3000ft. CAIT activated. Traffic info. Two Luton inbounds were given extending routeings.	Standard separation maintained. CFI alerted. Pilot planned to fly at 2400ft throughout the flight, but erroneouslyclimbed to 2800ft before Royston. The pilot stated usually he would check his chart before climbing, but on this occasion failed to do so.

201114855	02/12/2011	EGTT : London (FIR)	Stansted	11 NE	Other	Other	DE HAVILLAND	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a DH Chipmunk and a DH2 in formation at 1300ft. DH Chipmunk squawking 7000. Traffic info given to an inbound B737 and A319.	Pilot unaware of TMZ procedures and appropriate action has been taken on this aspect. Pilot subsequently confirmed that the a/c was operating at 1300ft (beneath the StanstedCTA).
201114855	02/12/2011	EGTT : London (FIR)	Stansted	11 NE	Other	Other	OTHER	Unknown		Infringement of the Stansted TMZ1 (Class G) by a DH Chipmunk and a DH2 in formation at 1300ft. DH Chipmunk squawking 7000. Traffic info given to an inbound B737 and A319.	Pilot unaware of TMZ procedures and appropriate action has been taken on this aspect. Pilot subsequently confirmed that the a/c was operating at 1300ft (beneath the StanstedCTA).
201114887	30/11/2011	EGTT : London (FIR)	Brize Norton	10 W	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize CTR (Class D) by a PA28 squawking 7000 at 3000ft.	The instructor acknowledges that the edge of a CTR is notthe place to be teaching instructional points. The instructor was too complacent in expecting a late clearance. □ CAA Closure: The operator is to review planning of student flights close to controlled airspace.
201114901	05/12/2011	EGTT : London (FIR)	Luton (LUT)	5 SSE	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 at 2200ft squawking 7000. A/c subsequently changed to a 5032 squawk. A/c instructed to vacate CAS by Farnborough.	Standard separation maintained. Student pilot mis-identified St Albans for Potters Bar. Pilot error acknowledged. Pilot to undertake further dual navigation training.
201114912	24/09/2011	EGTT : London (FIR)	Barkway (BKY)	2S	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 unverified at 2900ft. Standard separation maintained.	See also 200805261, 201111483.

201114930	05/12/2011	EGTT : London (FIR)	Luton (LUT)	12 W	D	CTR	PIPER	Reciprocating	1	Infringement of Luton CTR (Class D) by a PA28 at 4400ft. ATC attempted to contact the a/c to no avail. A check all was imposed. Standard separation maintained.	Subsequent investigation revealed the pilot was too reliant on his GPS. CFI alerted and de-briefed the pilot accordingly.
201115000	04/12/2011	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a PA28. Standard separation maintained.	PA28 was squawking a code assigned by Farnborough Radar. Biggin Hill ATC telephoned Farnborough and obtained the identity and intentions of the a/c.
201115079	18/11/2011	EGTT : London (FIR)	Stansted	6 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172 on listening squawk 0013. ATC controller contacted the pilot, who reported lost. A/c instructed to vacate CAS. Standard separation maintained.	Traffic info given to an inbound B737 prior the infringement.
201115096	09/12/2011	EGTT : London (FIR)	Birmingham	13 N	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 at2000ft squawking 7000. Standard separation maintained.	Pilot subsequently rang Birmingham ATC and the incident was discussed.
201115121	09/12/2011	EGTT : London (FIR)	White Waltham	S	A	CTR	CESSNA	Reciprocating	1	Infringement of the Heathrow CTR (Class D) by a C172 at 2000ft squawking 7000. No traffic affected. Standard separation maintained.	A/c contacted and pilot advised of the infringement. Pilot stated he had lost situational awareness because the sunwas in his eyes.

201115145	06/12/2011	EGTT : London (FIR)	London-Gatwick - LGW	NW	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an R44 squawking 7000 at a maximum observed altitude of 1800ft. No departures or arrivals were affected.	
201115148	11/12/2011	EGTT : London (FIR)	Denham		A	CTR	CIRRUS	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by an SR22 at 2100ft. Standard separation maintained.	Operator alerted. Pilot error acknowledged. Pilot became temporarily distracted after entering unexpected cloud at 800ft (local weather information stated cloud base at 1800ft).
201115152	10/12/2011	EGTT : London (FIR)	Sandtoft	5 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a PA28 at 3500ft. Standard separation maintained.	CFI alerted.
201115153	12/12/2011	EGTT : London (FIR)	DRAKE		A		PILATUS	Turboprop	1	Infringement of Airway N859 by a PC6 at FL87 resulting in a loss of separation against a C337. Traffic info and avoiding action given.	CAA Closure: French DGAC advised.
201115153	12/12/2011	EGTT : London (FIR)	DRAKE		A		CESSNA	Reciprocating	2	Infringement of Airway N859 by a PC6 at FL87 resulting in a loss of separation against a C337. Traffic info and avoiding action given.	CAA Closure: French DGAC advised.

201115187	12/12/2011	EGTT : London (FIR)	Great Dunmow		D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 at 1500ft. Standard separation maintained.	Pilot error acknowledged. Appropriate advice has been passed to the pilot concerned.
201115195	09/12/2011	EGTT : London (FIR)	Aberporth	7 N	G	Danger area	STOLP STARDUSTER	Reciprocating	1	Infringement of active Danger Area D201 (Aberporth) by a Starduster SA300 at 2000ft. Active trials aborted. Pilot instructed to clear area by quickest route.	Pilot was routeing from Blackpool to Haverfordwest via a fuel stop at Caernarfon. Enroute to Caernarfon, the pilot decided that he had enough fuel to route direct to Haverfordwest. The pilot had folded his chart for Caernarfon which meant that D201 was not visible. □ CAA Closure: The pilotapologised when informed of his digression.
201115356	15/12/2011	EGTT : London (FIR)	Northwich		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA38 at1200ft. Traffic info given. Standard separation maintained.	Solo student on a navigational exercise mis-identified Northwich for Crewe. Pilot error acknowledged. Pilot has since operated the same route with an instructor and has undertaken further navigation tuition.
201115370	14/11/2011	EGTT : London (FIR)	D036		Other	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area D036 by a PA28 at 3000ft. No activity at the time of the infringement.	
201115437	16/12/2011	EGTT : London (FIR)	Doncaster Sheffield				CESSNA	Reciprocating	1	Reported Class A Airway infringement and malfunction of VHF radio and transponder during training flight.	A/c on a Basic Service reported in to ATC on return with an intermittent transmission on comms box 1. A/c switched to box 2 which appeared to operate normally. ATC then lostcommunication with a/c as it infringed CAS and contacted D&D. Communication re-established and altitude was questioned by ATC. QNH setting indicated 1700ft but ATC reported Mode C on the transponder was indicating FL54. Pilot turned the transponder to Mode A squawking 7000. Comms box 1 still unavailable with comms box 2 readability 5. Pilot requested to call ATC on the land line. Controller stated thattransponder had indicated up to FL97.

201115460	18/12/2011	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by a PA38 squawking 7000 at 2000ft. A/c subsequently landed without clearance. Traffic info given. Standard separation maintained.	The CFI of the flying club concerned has been alerted andhas taken appropriate remedial action.
201115461	18/12/2011	EGTT : London (FIR)	Biggin Hill		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an R44. A/c passed through the climb out of R/W21 and overflew theNoise Sensitive Area of Biggin Hill. Traffic info given to an a/c on RH base R/W29.	
201115631	20/12/2011	EGTT : London (FIR)	Stansted	13 NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 squawking initially 7000 at 2900ft. Traffic info and avoiding action given. A/c identified using 0201 squawk.	A minor loss of separation occurred due to late descent of the C152. Distraction due to high workload cited as a casual factor. Pilot has been given appropriate advice.
201115631	20/12/2011	EGTT : London (FIR)	Stansted	13 NW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C152 squawking initially 7000 at 2900ft. Traffic info and avoiding action given. A/c identified using 0201 squawk.	A minor loss of separation occurred due to late descent of the C152. Distraction due to high workload cited as a casual factor. Pilot has been given appropriate advice.
201115639	21/12/2011	EGTT : London (FIR)	Liverpool	10 SE	D	CTR	PIPER	Reciprocating	1	PA38 lost communications with Liverpool during radar vectors for ILS approach. The a/c then entered the Manchester CTR (Class D) before contact re-established.	Once comms were established the a/c was kept on the radarfrequency until it had landed.

201115735	14/12/2011	EGTT : London (FIR)	Brize Norton		D	CTR	CESSNA	Turboprop	1	Infringement of the Brize Norton CTR (Class D) by a C208 at 2000ft. Standard separation maintained.	C208 was receiving a BS from Benson ATC and requested Benson ATC to arrange transit of Brize Norton CTR. Benson ATC tried to freecall the C208 to the Brize Norton frequency but for reasons unknown had not been able to raise the C208 on the RT. By the time the frequency change occurred C208 had entered the CTR. The C208 pilot rang Brize Norton who reminded the pilot he should have remained outside of CAS until he had received positive ATC clearance to do so.
201115738	22/12/2011	EGTT : London (FIR)	Brize Norton		D	CTR	SCOTTISH AVIATION	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a Bulldog. Standard separation maintained.	The Bulldog was observed manoeuvring above the lateral limits of the Brize Norton CTR. The a/c subsequently commenced a descent entering the Brize Norton CTR. The a/c was traced to Kemble. The pilot called Brize Norton to apologise, he had not realised he had drifted above the CTR in the Westerly winds (2000ft 290/30 5000ft 300/30).
201115750	27/12/2011	EGTT : London (FIR)	Denham		A	CTR	PIPER	Reciprocating	1	Infringement of London CTR (Class A) by a PA28 at 2100ft.Heathrow departures stopped.	Appropriate CAA action is being taken as a result of this incident.
201115875	31/12/2011	EGTT : London (FIR)	Birmingham	16 NW	D	CTA	GROB	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Grob 115 squawking 7000 at 5400ft. Standard separation maintained. Two outbound services delayed by approx 5mins.	Due to stronger winds from the West than forecast, the a/c had drifted further downwind than intended. The appropriate lessons appear to have been learnt by the instructor concerned.
201200003	02/01/2012	EGTT : London (FIR)	Elstree	5 NE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 3000ft. Same a/c subsequently infringed the London City CTR/CTA (Class D) at 2400ft. An inbound a/c delayed and a departure held on the runway.	Standard separation maintained. A/c operating circuits out of Elstree. Attempts to contact Elstree ATC unsuccessful. Attempts to contact the a/c also unsuccessful. CFI has advised that the pilot concerned is to undertake a further navigational exercise before being permitted to fly solo again.

201200004	02/01/2012	EGTT : London (FIR)	Birmingham	6.9 NNE	D	CTR	GROB	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Grob G109 at 2000ft squawking 7000. Inbound a/c to Birmingham given delaying action. Standard separation maintained.	Several blind transmissions made with no response. A/c identified via a police helicopter operating in the vicinity. Pilot error acknowledged.
201200008	02/01/2012	EGTT : London (FIR)	Luton (LUT)	4 ESE	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Robin 1180 squawking 5030 at 2000ft. A/c subsequently reached R/W26 centreline, 4nm East of Luton Airport, before making a 180deg turn and exiting CAS.	Following the incident, the pilot analysed the events of the a/c's departure and noted that, although the flight had been extensively planned, the pilot's intentions on departure had not accounted for the noise requirements, which had necessitated a right turn after departure instead of the intended left turn. The pilot noted that the noise sensitive maps available to pilots at Panshanger are not printed North up as might be expected and suggested that this may have led to an incorrect assimilation of the a/c's departure. The pilot reported that the a/c was equipped with aGPS unit that did not give audible warning of airspace restrictions ahead.□ CAA Closure: The pilot has thoroughly debriefed the event and also completed an online infringement questionnaire designed to support and help other pilotsin avoiding similar occurrences.
201200146	06/01/2012	EGTT : London (FIR)	Biggin (BIG)		A	CTR	PIPER	Reciprocating	1	Infringements of the London CTR (Class A) and Biggin Hill ATZ (Class G) by a PA28 squawking 5020 at 1700ft.	Appropriate CAA action is being taken as a result of this incident.
201200186	06/01/2012	EGTT : London (FIR)	Birmingham	12.5 S	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 at3000ft. Standard separation maintained.	Pilot error acknowledged.
201200225	08/01/2012	EGTT : London (FIR)	Southampton (SAM)	10 NE	D	CTR	GROB	Reciprocating	1	Infringement of the Southampton CTR/Solent CTA (Class D) by a G109 at 4000ft. Traffic info given. Runway switched to allow traffic to depart. Standard separation maintained.	

201200230	09/01/2012	EGTT : London (FIR)	NEDUL	3 N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by an unknown squawking 7000 climbing to 2400ft. JS32 departure delayed for 3mins. A/c identified via Mode S as a PA28.	Follow-up with the pilot concerned determined that the a/c had departed White Waltham for a flight around the Isle of White. The pilot believed the he had climbed the a/c too early in error and having re-checked the relevant chartsrealised the error that had been made. The pilot was requested to complete an online infringement questionnaire andgiven details of online resources designed to assist pilots when navigating UK airspace.□ CAA Closure: No further CAA action required.
201200230	09/01/2012	EGTT : London (FIR)	NEDUL	3 N	D	CTA	BAE	Turboprop	2	Infringement of the Solent CTA (Class D) by an unknown squawking 7000 climbing to 2400ft. JS32 departure delayed for 3mins. A/c identified via Mode S as a PA28.	Follow-up with the pilot concerned determined that the a/c had departed White Waltham for a flight around the Isle of White. The pilot believed the he had climbed the a/c too early in error and having re-checked the relevant chartsrealised the error that had been made. The pilot was requested to complete an online infringement questionnaire andgiven details of online resources designed to assist pilots when navigating UK airspace.□ CAA Closure: No further CAA action required.
201200336	12/01/2012	EGTT : London (FIR)	Coventry	S	A	CTA	PIPER	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a PA28 at 5000ft. Standard separation maintained.	The PA28 was in receipt of a DS from Brize Norton at 5000ft. The PA28 requested a handover to East Midlands and Brize Norton telephoned East Midlands to handover the traffic. East Midlands asked for a freecall when Brize no longer wanted to work the traffic. Radar recording shows that thePA28 entered the Daventry CTA (Class A) at 1047:53. At 1048:28 the PA28 was told by Brize Norton that East Midlands had the PA28's details and "to continue" with East Midlands. When the PA28 contacted East Midlands the a/c was outside radar cover and it was suggested that contact be made with Coventry for traffic info. Coventry contacted Birmingham as it transpired that the PA28 was inside CAS. The pilot of the PA28 was neither given a clearance to enter CAS nor was he instructed to remain clear of CAS. When the pilot was questioned by East Midlands he replied that he had assumed that a clearance had been obtained for him by the previous controller □ CAA Closure: It is the pilot's responsibility to ensure that the a/c remains outside CAS unless a clearance is given. The PA28 was in receipt of a surveillance based service. The PA28 was given no instruction to remain clear nor alerted to the a/c's proximity and subsequent entry into CAS. The pilot incorrectly assumed that he had clearance to enter CAS. This may have been reinforced by the request for a radar handover and the additional information that East Midlands had the a/c's details.
201200378	13/01/2012	EGTT : London (FIR)	Luton (LUT)	14 NE	A	TMA	GROB	Reciprocating	1	Infringement of the London TMA (Class A) by a Grob115 squawking 7000 with Mode C indicating 5900ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident.
201200382	11/01/2012	EGTT : London (FIR)	Compton (CPT)		A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by a Robin 100 at 5000ft. A/c under Farnborough LARS and instructed to vacate CAS. Standard separation maintained.	

201200388	10/01/2012	EGTT : London (FIR)	Brize Norton	9 W	D	CTA	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 3305 with Mode C indicating 1400ft and climbing.Standard separation maintained. Pilot apologised.	Pilot was recovering from a PFL with D&D and due to the unexpected sudden cloud cover beneath him had temporarily lost contact with the ground and his position.
201200414	15/01/2012	EGTT : London (FIR)	Southampton (SAM)	8 NE	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Robin 2100 (believed). Standard separation maintained.	A/c encountered stronger than expected winds when operating close to CAS. Pilot error acknowledged.
201200419	14/01/2012	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C172 squawking 5036, 3nm NW of R/W09L final approach. Traffic info and avoiding action given. Separation lost.	Student flight under instruction. The CFI has been alerted to this incident as is to debrief the FI concerned. FI error acknowledged.
201200419	14/01/2012	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a C172 squawking 5036, 3nm NW of R/W09L final approach. Traffic info and avoiding action given. Separation lost.	Student flight under instruction. The CFI has been alerted to this incident as is to debrief the FI concerned. FI error acknowledged.
201200420	15/01/2012	EGTT : London (FIR)	London City - LCY	8 E	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 3000ft squawking 7000. London City departure delayed. Standard separation maintained.	IMC training flight. Flight Instructor error acknowledged. FI debriefed by the CFI.

201200423	15/01/2012	EGTT : London (FIR)	Birmingham	7.8 SW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Robin 2160 indicating 2600ft. Standard separation maintained.	Pilot had suffered a compass failure and transferred to D&D for assistance, but was asked to standby for 10mins by which time the a/c had entered the CTR. D&D confirmed thatthe a/c had called for a practise PAN and had requested him to call back in 10mins. ☐ CAA Closure: Pilot spoken to by controller and Watch Manager to discuss situations warranting a real PAN call. Good Airmanship Safety Sense leaflet sent to pilot with links to airmanship and aviation information online resources.
201200423	15/01/2012	EGTT : London (FIR)	Birmingham	7.8 SW	D	CTR	AIRBUS	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a Robin 2160 indicating 2600ft. Standard separation maintained.	Pilot had suffered a compass failure and transferred to D&D for assistance, but was asked to standby for 10mins by which time the a/c had entered the CTR. D&D confirmed thatthe a/c had called for a practise PAN and had requested him to call back in 10mins. ☐ CAA Closure: Pilot spoken to by controller and Watch Manager to discuss situations warranting a real PAN call. Good Airmanship Safety Sense leaflet sent to pilot with links to airmanship and aviation information online resources.
201200443	13/01/2012	EGTT : London (FIR)	Daventry (DTY)	5 N	A	CTA	CESSNA	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a C172 at 5300ft. A/c contacted and instructed to descend below CAS.	
201200462	16/01/2012	EGTT : London (FIR)	Birmingham	19 N	A	CTA	PIPER	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a PA28 at 4900ft squawking 7000. Pilot responded to a blind call and was instructed to descend below CAS. Standard separation maintained.	Pilot error acknowledged.
201200474	16/01/2012	EGTT : London (FIR)	White Waltham	E	A	CTR	VANS	Reciprocating	1	Infringement of the London CTR (Class A) by an Vans RV9 indicating 2200ft. CAIT activated. Standard separation maintained.	Pilot has been fully alerted to this incident with appropriate advice to be given. Pilot error acknowledged.

201200474	16/01/2012	EGTT : London (FIR)	White Waltham	E	A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by an Vans RV9 indicating 2200ft. CAIT activated. Standard separation maintained.	Pilot has been fully alerted to this incident with appropriate advice to be given. Pilot error acknowledged.
201200480	16/01/2012	EGTT : London (FIR)	London-Gatwick - LGW	15 SW	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the London TMA (Class A) by a Robin 400 squawking 7000 indicating 4000ft. A340 in descent to 3000ft was stopped at 5000ft. Standard separation lost.	Pilot error acknowledged. The pilot has been contacted byATC and the appropriate lessons appear to have been learnt. Pilot to undertake further cross-country training.
201200480	16/01/2012	EGTT : London (FIR)	London-Gatwick - LGW	15 SW	A	TMA	AIRBUS	Turbofan	4	Infringement of the London TMA (Class A) by a Robin 400 squawking 7000 indicating 4000ft. A340 in descent to 3000ft was stopped at 5000ft. Standard separation lost.	Pilot error acknowledged. The pilot has been contacted byATC and the appropriate lessons appear to have been learnt. Pilot to undertake further cross-country training.
201200596	17/01/2012	EGTT : London (FIR)	Stansted	NE	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an R22 at 1700ft.	Solo student on a cross country misread his direction indicator. The operator concerned has been alerted and has taken appropriate remedial action.
201200681	22/01/2012	EGTT : London (FIR)	Biggin (BIG)	3 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7047 at 2000ft. Standard separation maintained.	Details of the infringing a/c were received from Biggin and Mode S data. Strong North-Westerly wind present at timeof infringement.

201200758	06/01/2012	EGTT : London (FIR)	Denham	2W	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 at 1400ft. Heathrow departures were briefly stopped.	See also 201200146.
201200848	26/01/2012	EGTT : London (FIR)	Redhill	NE	D	CTA	EUROCOPTER	Turboshaft	1	Infringement of the Gatwick CTA (Class D) by an EC120 climbing to 2200ft. Standard separation maintained.	A/c was observed wearing a Redhill squawk and subsequently identified by them.
201200868	26/01/2012	EGTT : London (FIR)	Liverpool	5 S	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a PA28 squawking 7000 with Mode C indicating 1200ft. Traffic info and avoiding action given. Standard separation maintained. ATC training in progress.	The PA28 departed Hawarden and flew North of the aerodrome. The pilot reported the purpose of the flight was to view the football ground at Anfield. At 1428:54 the PA28 pilot called Liverpool ATC with callsign only and was requested to standby. (There was no note that ATC instructed the a/c to remain clear of CAS). At 1430:07 the PA28 entered the Liverpool CTR at 1400ft without a clearance. There was commercial traffic downwind right hand at 4000ft which was passed traffic info and given a 10deg left turn. A departure from Liverpool R/W27 prevented a further turn to the left. The PA28 was assigned a local Mode A code and informedthat the a/c had entered CAS without a clearance. The pilot later stated that he was advised to remain clear and orbit. There was no surveillance evidence to verify these were the actions of the pilot. ☐ CAA Closure: The pilot was directed to resources available to prevent a similar recurrence.
201200868	26/01/2012	EGTT : London (FIR)	Liverpool	5 S	D	CTR	AIRBUS	Turbofan	2	Infringement of the Liverpool CTR (Class D) by a PA28 squawking 7000 with Mode C indicating 1200ft. Traffic info and avoiding action given. Standard separation maintained. ATC training in progress.	The PA28 departed Hawarden and flew North of the aerodrome. The pilot reported the purpose of the flight was to view the football ground at Anfield. At 1428:54 the PA28 pilot called Liverpool ATC with callsign only and was requested to standby. (There was no note that ATC instructed the a/c to remain clear of CAS). At 1430:07 the PA28 entered the Liverpool CTR at 1400ft without a clearance. There was commercial traffic downwind right hand at 4000ft which was passed traffic info and given a 10deg left turn. A departure from Liverpool R/W27 prevented a further turn to the left. The PA28 was assigned a local Mode A code and informedthat the a/c had entered CAS without a clearance. The pilot later stated that he was advised to remain clear and orbit. There was no surveillance evidence to verify these were the actions of the pilot. ☐ CAA Closure: The pilot was directed to resources available to prevent a similar recurrence.
201200915	27/01/2012	EGTT : London (FIR)	Birmingham	15 S	A	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 4700ft. Traffic info and avoiding action given. Departures suspended.	Standard separation maintained. ATC training in progress.Appropriate follow up action has been taken. Pilot statedthat the infringement resulted from the winds being stronger than forecast combined with restricted visibility.

201200915	27/01/2012	EGTT : London (FIR)	Birmingham	15 S	A	CTR	ANTONOV	Turboprop	4	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 at 4700ft. Traffic info and avoiding action given. Departures suspended.	Standard separation maintained. ATC training in progress.Appropriate follow up action has been taken. Pilot statedthat the infringement resulted from the winds being stronger than forecast combined with restricted visibility.
201200918	27/01/2012	EGTT : London (FIR)	Graveley		D	CTR	OTHER	Unknown		Infringement of the Luton CTR (Class D) by a Gyroplane and a Sportsruiser at 1000ft, on three separate occasions between 0930hrs and 1156hrs. Standard separation maintained.	ATC training in progress. Appropriate ATC follow up action taken.
201200918	27/01/2012	EGTT : London (FIR)	Graveley		D	CTR		Reciprocating	1	Infringement of the Luton CTR (Class D) by a Gyroplane and a Sportsruiser at 1000ft, on three separate occasions between 0930hrs and 1156hrs. Standard separation maintained.	ATC training in progress. Appropriate ATC follow up action taken.
201200922	28/01/2012	EGTT : London (FIR)	Birmingham	13nm N	D	CTA	PIPER	Reciprocating	1	Infringement of Birmingham CTA (Class D) by a PA28 at 2200ft. Traffic info given. Standard separation maintained. Three outbound a/c were delayed on ground and one inbound was given delaying action.	Coventry and East Midlands Radar and Birmingham Tower made blind calls without response. Police helicopter was on tower frequency and successfully identified the PA28, further blind calls were made using the a/c's callsign without response. PA28 subsequently made contact and was transferred to 131.0. Pilot apologised and reported he was looking for a BS. The pilots report indicates that a navigational error occurred but the appropriate lessons appear to have been learnt.
201200925	27/01/2012	EGTT : London (FIR)	Cardiff (CDF)	6nm	D	CTR	FOURNIER	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by a RF6 at 2200ft. Standard separation maintained. Student pilot, under instruction, on a cross country flight. A/c not transponder equipped.	The instructor accepts that errors were made and that theappropriate lessons have been learnt.

201200926	28/01/2012	EGTT : London (FIR)	Birmingham	NNE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA-1 (Class D) by a C152 squawking 7000 at 2400ft. Standard separation maintained.	Check North restriction was already in force and this wasretained whilst the infringer was inside the CTA-1. Blindcalls were made with no response. East Midlands were contacted and later confirmed that the a/c had been speaking with them and had intended to route via Draycott Water on aBasic Service. By this time the pilot had called on frequency requesting a Basic Service. A/c was then transferred back to East Midlands. Subsequent conversations with the pilot indicated that he had been unsure of his position.
201200928	28/01/2012	EGTT : London (FIR)	Woodley (WOD)	N	A	TMA	SOCATA	Reciprocating	1	Infringement of the LTMA (Class A) by a TB10 at 3000ft squawking 0443. Two commercial a/c delayed. CAIT activated. Separation lost.	Pilot has been contacted by the ATC unit and appropriate lessons appear to have been learnt.
201200928	28/01/2012	EGTT : London (FIR)	Woodley (WOD)	N	A	TMA	BOEING	Turbofan	4	Infringement of the LTMA (Class A) by a TB10 at 3000ft squawking 0443. Two commercial a/c delayed. CAIT activated. Separation lost.	Pilot has been contacted by the ATC unit and appropriate lessons appear to have been learnt.
201200929	28/01/2012	EGTT : London (FIR)	Birmingham	11 S	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTA (Class D) CTA-5 by an R44 squawking 7000 at 3300ft. Standard separation maintained.	Review of the radar showed that the R44 displaying 7000 entered CTA-5 at 3400ft at 1415Z and exited CTA-5 at 2800ftat 1419Z. The base of Class D controlled airspace in thisarea is 2500ft. The a/c was traced and owner/pilot contacted. The pilot, local to the SW of Birmingham, reported being on a pleasure flight to view local sites and of following a route familiar to him. However, on this occasion thepilot decided to climb to 1km and believed the a/c would remain outside CAS. The pilot reviewed the GPS log which confirmed entry. The pilot reported that the a/c was climbed above a thin layer of cloud. In addition it was noted that as the a/c climbed, the slight winds a lower levels soon increased and the a/c was blown to the East of its planned position. □ CAA Closure: Further to the investigation the pilot was invited to complete an online infringement questionnaire and offered advice regarding the local ATC listening squawk. Online resources designed to assist in avoiding future incidents were also highlighted.
201200930	28/01/2012	EGTT : London (FIR)	Isle Of Wight	Yarmouth	D	CTA	MOONEY	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Mooney 20 squawking 0433 with Mode C indicating 4800ft. Standard separation maintained.	Although not working the traffic Bournemouth identified the a/c using Mode S.

201200931	28/01/2012	EGTT : London (FIR)	Luton (LUT)	NE	D	CTR	VANS	Reciprocating	1	Infringement of the Luton (CTR) Class D by a Vans RV7 squawking 7000. Departures stopped. Pilot subsequently statedhe was distracted dealing with an equipment problem.	ATC have contacted the pilot concerned as result of this incident and occurrence 201200946 (same day). Pilot error acknowledged.
201200941	29/01/2012	EGTT : London (FIR)	Goodwood (GWC)	5 E	A	Prohibited area	EXTRA	Reciprocating	1	Infringement of a CAS-T (Class A) by an Extra 300 squawking 7000 at 3600ft. Standard separation maintained.	Several attempts were made to contact the infringer, without success. A few minutes after the a/c had left CAS-T, LARS North advised the identity had been established by thepilot reporting with Shoreham with his position and level. The pilot having read the relevant NOTAM misinterpreted the information. He had apologised for the incident.
201200946	28/01/2012	EGTT : London (FIR)	Stansted	9 SW	G	Restricted area	VANS	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a Vans RV7squawking 7010 at 700ft. No Mode C.	Mode S revealed the a/c registration and the controller made a blind transmission to which the pilot responded. He advised that he was maintaining 700ft. Subsequent conversations with the pilot revealed that he had inadvertently failed to select Mode C on.
201200946	28/01/2012	EGTT : London (FIR)	Stansted	9 SW	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ2 (Class G) by a Vans RV7squawking 7010 at 700ft. No Mode C.	Mode S revealed the a/c registration and the controller made a blind transmission to which the pilot responded. He advised that he was maintaining 700ft. Subsequent conversations with the pilot revealed that he had inadvertently failed to select Mode C on.
201200956	23/01/2012	EGTT : London (FIR)	Brookmans Park (BPK)		A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the London TMA (Class A) by a Robin 400 at 2800ft. CAIT activated. Traffic info and avoiding actiongiven. Separation lost with a Do328.	Pilot became distracted whilst dealing with a malfunctionof the Nav/Com unit. Pilot error acknowledged.

201200956	23/01/2012	EGTT : London (FIR)	Brookmans Park (BPK)		A	TMA	DORNIER	Turboprop	2	Infringement of the London TMA (Class A) by a Robin 400 at 2800ft. CAIT activated. Traffic info and avoiding action given. Separation lost with a Do328.	Pilot became distracted whilst dealing with a malfunction of the Nav/Com unit. Pilot error acknowledged.
201201100	02/02/2012	EGTT : London (FIR)	Honiley (HON)	3 S	D	CTA	BELL	Turboshaft	1	Infringement of the Birmingham CTA-2 (Class D) by a Bell 206 squawking 1177 indicating 1800ft. Standard separation maintained. ATP descent into Coventry delayed to maintain separation.	The pilot's report indicates that he had the incorrect pressure set.
201201100	02/02/2012	EGTT : London (FIR)	Honiley (HON)	3 S	D	CTA	BAE	Turboprop	2	Infringement of the Birmingham CTA-2 (Class D) by a Bell 206 squawking 1177 indicating 1800ft. Standard separation maintained. ATP descent into Coventry delayed to maintain separation.	The pilot's report indicates that he had the incorrect pressure set.
201201101	13/01/2012	EGTT : London (FIR)	Portsmouth	EG D037	G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D037 by a PA28 squawking 7000 at FL60. Traffic and avoiding action given.	The pilot had been talking to London Information but failed to provide accurate routing information and therefore did not request a DACS or DAAIS. The routing given to them would have taken the a/c around the active danger areas. Plymouth ATC recognised that the report was inaccurate and asked London FISO to transfer control to them. PA28 was then given steers to safely transit to the FIR boundary for onward flight to his destination in France. Pilot informed of his errors.
201201132	02/02/2012	EGTT : London (FIR)	Harpur Hill		G	Danger area	ROBINSON	Reciprocating	1	Infringement of Danger Area D314 (Harpur Hill) by an R44.A/c flew around and through D314 prior to landing to the North of the Danger Area.	

201201186	01/02/2012	EGTT : London (FIR)	Brize Norton	5.5 nm NNE	D	CTR	PIPER	Reciprocating	1	Infringement of Brize Norton CTR (Class D) by a PA28R squawking 7000 with Mode C indicating 1300ft. Standard separation maintained.	The a/c was carrying out an NDB approach to R/W10 at Oxford.
201201206	03/02/2012	EGTT : London (FIR)	Leeds Bradford (LBA)	4 N	D	CTR	GRUMMAN	Reciprocating	1	Infringement of the Leeds/Bradford CTR (Class D) by a Grumman AA5 at 2000ft squawking 7000. Pilot informed of his position. Standard separation maintained.	
201201311	04/02/2012	EGTT : London (FIR)	London-Gatwick - LGW	4 NE	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C42, initially primary only. CAIT activated. B777 on climb out from Gatwick on a SAM SID. Pilot has been fully alerted.	Separation lost.
201201311	04/02/2012	EGTT : London (FIR)	London-Gatwick - LGW	4 NE	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C42, initially primary only. CAIT activated. B777 on climb out from Gatwick on a SAM SID. Pilot has been fully alerted.	Separation lost.
201201455	10/02/2012	EGTT : London (FIR)	TIGER	5nm W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 4500-4700ft. CAIT activated. Standard separation maintained.	

201201456	11/02/2012	EGTT : London (FIR)	Nottingham East Midlands	6nm E	D	CTR	ROBINSON	Reciprocating	1	Alleged infringement of East Midlands CTR (Class D) by an R44 at 1500ft. Standard separation maintained.	ATC noticed a primary contact from the vicinity of the helicopter site at Costock with no SSR label. An R44 subsequently contacted ATC and informed them he had departed Costock without clearance due to frequency problems.
201201466	12/02/2012	EGTT : London (FIR)	Cheddar		D	CTA	SCHEIBE	Reciprocating	1	Infringement of Bristol CTA (Class D) by an SF25 squawking 7000 at 4700ft.	ATC did a general broadcast and observed the squawk and associated primary turn Southward and commence descent. The returns were tracked to Halesland in the descent. ATC attempted to telephone Halesland but no response. The pilot reports that whilst aerotowing he made a navigational error and with a U/S GPS inadvertently infringed. Due to mountain wave conditions the tug/glider combination was climbing at a faster rate than normal.
201201572	14/02/2012	EGTT : London (FIR)	London-Gatwick - LGW	NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C152. Inbound A319 broken off approach and given avoiding action and traffic info.	The C152 departed from Redhill on a training detail to the East. On rejoin the C152 was instructed to join downwind for R/W36 routeing via the Godstone Railway Station VRP. The Flying Instructor reported that this was his first instructional lesson from Redhill and his situational awareness was diminished as he joined downwind. The pilot indicated that he was advising the student how to join downwind but didn't realise that the pattern for R/W36 was tricky and required a fairly tight downwind join. The pilot acknowledged that this was a navigational error on his part due to unfamiliarity with the airfield and the required joining procedures for R/W36. CAA Closure: The pilot has since received further training at the airfield and has been asked to complete an online infringement questionnaire.
201201593	15/02/2012	EGTT : London (FIR)	Winchester	W	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a DR400 at 1800ft squawking 7000. Traffic info passed to an a/c transiting the CTR. Pilot notified of the infringement.	Standard separation maintained.
201201594	15/02/2012	EGTT : London (FIR)	Nottingham East Midlands	N	D	CTR	PIPER	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a PA28 at 2700ft. Blind calls made without response. Traffic info given. Standard separation maintained.	Pilot eventually contacted Radar and was advised he had entered CAS and was instructed to vacate.

201201632	16/02/2012	EGTT : London (FIR)	Luton (LUT)		D	CTR	GROB	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Grob 115 squawking 7000 at 2800ft. CAIT activated. Traffic info given. Disruption to commercial traffic. Standard separation maintained.	Appropriate CAA action is being taken as a result of this incident.
201201632	16/02/2012	EGTT : London (FIR)	Luton (LUT)		D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a Grob 115 squawking 7000 at 2800ft. CAIT activated. Traffic info given. Disruption to commercial traffic. Standard separation maintained.	Appropriate CAA action is being taken as a result of this incident.
201201656	16/02/2012	EGTT : London (FIR)	Stansted	12 NE	G		SOCATA	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a Socata TB9 squawking 7000. No Mode C. Inbound B737 delayed. Traffic info given. A/c identified on landing at destination.	Radar reply indicates Mode A was intermittent. The pilot has been advised via Duxford that the a/c may have a transponder problem and to have it checked. The Airfield manager has fully de-briefed the pilot. It is believed Wethersfield may have been mis-identified for Ridgewell.
201201712	19/02/2012	EGTT : London (FIR)	Nottingham East Midlands	13 E	D	CTA	PIPER	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a PA28at 3300ft. Inbound traffic vectored clear and given traffic info. Standard separation maintained.	
201201714	19/02/2012	EGTT : London (FIR)	Northolt	5 NW	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C172 squawking 5032 at 3000ft. STCA activated. Northolt outbound HS125 on a CLN SID was climbed immediately to 4000ft to maintain separation.	The C172 pilots report indicates that he was aware of the need to descend to 2400ft but failed to reduce his height in time. The appropriate lesson appears to have been learnt.

201201714	19/02/2012	EGTT : London (FIR)	Northolt	5 NW	A	TMA	HAWKER SIDDELEY	Turbofan	2	Infringement of the London TMA (Class A) by a C172 squawking 5032 at 3000ft. STCA activated. Northolt outbound HS125 on a CLN SID was climbed immediately to 4000ft to maintain separation.	The C172 pilots report indicates that he was aware of the need to descend to 2400ft but failed to reduce his height in time. The appropriate lesson appears to have been learnt.
201201765	18/02/2012	EGTT : London (FIR)	Everleigh		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D128 by a PA28 squawking 5055 at 1900ft.	The PA28 requested a Traffic Service from Bristol Radar reporting 19.1nm from CPT at altitude 1500ft. Bristol instructed the PA28 to squawk 5055 and agreed a Basic Service. The a/c was observed to have infringed the northern edge of Danger Area D128. The pilot reported correcting an error and the Bristol controller instructed the pilot to head North. The Danger Area D128 was notified by NOTAM as active to 20000ft with Major Exercise. The pilot was asked to contact the Danger Area control. □ CAA Closure: The pilot under instruction did not indicate what caused the error. This was considered most likely to be a navigational error. No further action is considered appropriate.
201201812	19/02/2012	EGTT : London (FIR)	Mayfield (MAY)	15 NW	D	CTR	SOCATA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a TB10 squawking 3767 at 2000ft. Traffic info given. Separation lost with two inbound airliners. The second inbound (B737) was instructed to go-around.	Strong Northerly wind conditions (345/29-3000ft) prevailed at the time.
201201812	19/02/2012	EGTT : London (FIR)	Mayfield (MAY)	15 NW	D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) by a TB10 squawking 3767 at 2000ft. Traffic info given. Separation lost with two inbound airliners. The second inbound (B737) was instructed to go-around.	Strong Northerly wind conditions (345/29-3000ft) prevailed at the time.
201201817	21/02/2012	EGTT : London (FIR)	Biggin (BIG)	15 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 indicating 2300ft unverified.	Investigations indicate that the PA28 departed from Redhill at 1702hrs on a "Buckland departure". The pilot misidentified Buckland lake (which lies North of the Gatwick CTR) and commenced a climb too early whilst still inside the Gatwick CTR and CTA, passing 1.4 nm North of a Gatwick departure. The error was attributed to a rushed departure from Redhill, to be airborne before 1700hrs. □ CAA Closure: The pilot was asked to complete an infringement questionnaire.

201201817	21/02/2012	EGTT : London (FIR)	Biggin (BIG)	15 SW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 indicating 2300ft unverified.	Investigations indicate that the PA28 departed from Redhill at 1702hrs on a "Buckland departure". The pilot misidentified Buckland lake (which lies North of the Gatwick CTR) and commenced a climb too early whilst still inside the Gatwick CTR and CTA, passing 1.4 nm North of a Gatwick departure. The error was attributed to a rushed departure from Redhill, to be airborne before 1700hrs. □ CAA Closure: The pilot was asked to complete an infringement questionnaire.
201201923	23/02/2012	EGTT : London (FIR)	Luton (LUT)		D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the Luton CTR (Class D) by a DH Tiger moth at 800ft. Traffic info given. Standard separation maintained.	Pilot subsequently apologised and explained that he had lined up the compass incorrectly (he was positioning on an unfamiliar a/c) and that as a result the a/c had tracked 90deg West of intended track. A check all was put on Luton departures and inbound a/c delayed.
201202107	29/02/2012	EGTT : London (FIR)	Essex		G		ROBINSON	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by an R44 with no Mode C. ATC made blind transmissions with no response. Traffic info given to B737.	
201202107	29/02/2012	EGTT : London (FIR)	Essex		G		BOEING	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by an R44 with no Mode C. ATC made blind transmissions with no response. Traffic info given to B737.	
201202208	03/03/2012	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C210 on a Basic Service squawking 4670 at 2600ft. Separation lost against an inbound BD700. Traffic info given.	Investigation ascertained that the C210 pilot had erroneously anticipated receiving clearance to enter the CTR and so did not allow sufficient margins to allow for change of routing, maintaining VMC and/or wind directional drift. Minor heading deviations were required to maintain VMC which, due to the insufficient margins, resulted in the CTR infringement. □ CAA Closure: IAA informed. Appropriate action taken. Lesson learned by pilot concerned.

201202208	03/03/2012	EGTT : London (FIR)	Luton (LUT)		D	CTR	BOMBARDIER	Turbofan	2	Infringement of the Luton CTR (Class D) by a C210 on a Basic Service squawking 4670 at 2600ft. Separation lost against an inbound BD700. Traffic info given.	Investigation ascertained that the C210 pilot had erroneously anticipated receiving clearance to enter the CTR and so did not allow sufficient margins to allow for change of routing, maintaining VMC and/or wind directional drift. Minor heading deviations were required to maintain VMC which, due to the insufficient margins, resulted in the CTR infringement. □ CAA Closure: IAA informed. Appropriate action taken. Lesson learned by pilot concerned.
201202209	03/03/2012	EGTT : London (FIR)	Luton (LUT)		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28R squawking 5033 at 3100ft. Avoiding action and traffic info given. Separation lost with B737 inbound to Luton.	Pilot departed from Panshanger and reported general handling in the vicinity of Royston (North of Luton CTA) up to 3500ft working Farnborough North (BS). When complete the pilot reported returning to Royston prior to returning to Panshanger and commencing a descent from 3000ft to get below 2500ft. Radar recording showed the a/c tracking South from Royston at 3000ft and entering London Luton CTA-1. Farnborough advised the pilot that he had infringed CAS and pilot immediately increased rate of descent to leave CAS (base 2500ft). The pilot is familiar with the airspace requirements and apologised. An infringement questionnaire was completed. □ CAA Closure: No further CAA action at this time.
201202209	03/03/2012	EGTT : London (FIR)	Luton (LUT)		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28R squawking 5033 at 3100ft. Avoiding action and traffic info given. Separation lost with B737 inbound to Luton.	Pilot departed from Panshanger and reported general handling in the vicinity of Royston (North of Luton CTA) up to 3500ft working Farnborough North (BS). When complete the pilot reported returning to Royston prior to returning to Panshanger and commencing a descent from 3000ft to get below 2500ft. Radar recording showed the a/c tracking South from Royston at 3000ft and entering London Luton CTA-1. Farnborough advised the pilot that he had infringed CAS and pilot immediately increased rate of descent to leave CAS (base 2500ft). The pilot is familiar with the airspace requirements and apologised. An infringement questionnaire was completed. □ CAA Closure: No further CAA action at this time.
201202210	03/03/2012	EGTT : London (FIR)	Mayfield (MAY)		A	TMA	CESSNA	Turboprop	1	Infringement of the LTMA (Class A) by a C208 at 3000ft squawking 7000. DHC8 vectored to remain clear and descent stopped at FL80. Standard separation maintained.	Subsequent investigation revealed that the pilot had misunderstood the LARS instruction for a RNAV approach to Shoreham. ATC have discussed the incident with the pilot and believe lesson have been learnt.
201202211	03/03/2012	EGTT : London (FIR)	Southampton (SAM)	11 E	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 4000ft squawking 7000. Standard separation maintained.	Pilot error acknowledged.

201202218	02/03/2012	EGTT : London (FIR)	North Weald		D	CTA	CIRRUS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an SR20 squawking 7000, initially climbing up to 1800ft on his Mode C. Inbound B737 was given extended downwind leg to maintainseparation.	It has subsequently been revealed that the pilot's intended destination was North Weald, but low level fog prevented this and the increased workload in planning for a diversion led to the infringement. Investigation under 201202569. Pilot has been briefed by ATC staff over issues surrounding this incident.
201202218	02/03/2012	EGTT : London (FIR)	North Weald		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an SR20 squawking 7000, initially climbing up to 1800ft on his Mode C. Inbound B737 was given extended downwind leg to maintainseparation.	It has subsequently been revealed that the pilot's intended destination was North Weald, but low level fog prevented this and the increased workload in planning for a diversion led to the infringement. Investigation under 201202569. Pilot has been briefed by ATC staff over issues surrounding this incident.
201202228	04/03/2012	EGTT : London (FIR)	Manchester Barton A/F		D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA28 at2500ft squawking 7000.	Pilot error acknowledged.
201202244	25/02/2012	EGTT : London (FIR)	D128	N	G	Danger area	CYCLONE AIRSPORTS	Reciprocating	1	Infringement of active Danger Area EG D128 by a Quik GT450 at 2500ft. NOTAMed 2000ft.	Danger Area D128 was promulgated as active to 20000ft fora major exercise. The microlight pilot reported operatingVFR on a flight from Redlands to Old Sarum. The pilot reported that there had been a misunderstanding when prior tothe flight, he had contacted Boscombe Down ATC to requestpermission to overfly at 2000ft routeing direct. Boscombecould not immediately approve this and agreed to ring thepilot back. The pilot indicated that Boscombe had returned the call and suggested 2500ft would be OK for the transit and that the pilot should call overhead. When airborne the pilot contacted Boscombe and was advised that he was over an active Danger Area and to leave by the shortest route possible. When on the ground at Old Sarum the pilot contacted the Danger Area and realised there had been a misunderstanding. The root cause of this incident was that the pilot misunderstood the permission to overfly Boscombe as approval to route direct across the danger area and Boscombe. □ CAA Closure: The pilot has apologised and recognisedthat he should have checked NOTAMs and remained clear of an active Danger Area.
201202253	25/02/2012	EGTT : London (FIR)	Bristol	4nm SE	D	CTR	VANS	Reciprocating	1	Infringement of Bristol CTR (Class D) by an RV6 squawking7000. Standard separation maintained.	ATC observed a Brize squawk 3716 Southwest of Lyneham at 2000ft. The a/c then descended to 1300ft in the Bath vicinity still outside CAS. The Brize squawk was replaced by a 7000 squawk and the a/c entered CAS. Bristol ATC contactedBrize Norton requesting details of the a/c which were subsequently received.

201202331	06/03/2012	EGTT : London (FIR)	Nottingham East Midlands	10 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a PA28squawking 7000 at 2500ft. Traffic info and avoiding given. Separation lost with inbound B737.	A/c tracked until when abeam Leicester, when the a/c squawk changed to 3720. Appropriate CAA action is being taken as a result of this incident.
201202331	06/03/2012	EGTT : London (FIR)	Nottingham East Midlands	10 SE	D	CTA	BOEING	Turbofan	2	Infringement of the East Midlands CTA (Class D) by a PA28squawking 7000 at 2500ft. Traffic info and avoiding given. Separation lost with inbound B737.	A/c tracked until when abeam Leicester, when the a/c squawk changed to 3720. Appropriate CAA action is being taken as a result of this incident.
201202394	06/03/2012	EGTT : London (FIR)	London-Gatwick - LGW	8	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an R44. Traffic info and avoiding action given. Separation lost.	R44 had freecalled and was told to standby but was then seen to enter the CTR without clearance.☐ CAA Closure: Appropriate advice given via the Belgian CAA.
201202394	06/03/2012	EGTT : London (FIR)	London-Gatwick - LGW	8	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by an R44. Traffic info and avoiding action given. Separation lost.	R44 had freecalled and was told to standby but was then seen to enter the CTR without clearance.☐ CAA Closure: Appropriate advice given via the Belgian CAA.
201202420	08/03/2012	EGTT : London (FIR)	London-Gatwick - LGW	8 WNW	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a DR400 squawking 7000 at 2000ft. Traffic info and avoiding action given. Separation lost against two Gatwick departures.	Squawk subsequently changed to 7047 on passing North of Gatwick. Information indicates that the pilot of the DR400 inadvertently wrote down the groundspeed of the a/c of 110in the heading box of the flight log instead of 078 for aflight from Goodwood to Biggin Hill via Guildford. As a result the a/c infringed the Gatwick CTR. The pilot had been reluctant to use GPS due to reports of severe solar activity. The pilot took action to exit as quickly as possibleonce the error was realised and apologised for the incident. ☐ CAA Closure: The pilot has completed an infringementquestionnaire and has arranged some navigation exercises.

201202420	08/03/2012	EGTT : London (FIR)	London-Gatwick - LGW	8 WNW	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a DR400 squawking 7000 at 2000ft. Traffic info and avoiding action given. Separation lost against two Gatwick departures.	Squawk subsequently changed to 7047 on passing North of Gatwick. Information indicates that the pilot of the DR400 inadvertently wrote down the groundspeed of the a/c of 110in the heading box of the flight log instead of 078 for aflight from Goodwood to Biggin Hill via Guildford. As a result the a/c infringed the Gatwick CTR. The pilot had been reluctant to use GPS due to reports of severe solar activity. The pilot took action to exit as quickly as possibleonce the error was realised and apologised for the incident. ☐ CAA Closure: The pilot has completed an infringementquestionnaire and has arranged some navigation exercises.
201202482	08/03/2012	EGTT : London (FIR)	White Waltham	2 N	A	CTR	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the London CTR (Class A) by a Eurostar squawking 7000, without Mode C. All Heathrow departures werestopped to ensure separation.	A/c was subsequently identified via Mode S and Odiham ATC. Strong Westerly wind reported. Appropriate follow up action has been taken.
201202485	10/03/2012	EGTT : London (FIR)	Birmingham	13 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA22 squawking 7000 indicating 1800ft. A/c identity confirmed with Mode S. Standard separation maintained.	
201202489	10/03/2012	EGTT : London (FIR)	Bristol International		D	CTA	CESSNA	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a C172 at 5700ft resulting in a loss of separation against an inbound B737. Traffic info and avoiding action given.	A/c initially unknown on radar failed to respond to a blind call. B737 vectored clear. Pilot has apologised for hiserror and the appropriate lessons appear to have been learnt.
201202491	09/03/2012	EGTT : London (FIR)	Ascot		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28, no Mode C, squawking 7000. Heathrow Southbound departures were stopped at 1113hrs and resumed at 1116hrs. Traffic info given.	Flight subsequently tracked South-Easterly towards Ascot,and overhead at 1115hrs, squawk changed to 0431. At this point it was also indicating altitude of 1800ft. A/c details were confirmed by Farnborough. Appropriate follow up action has been taken.

201202498	11/03/2012	EGTT : London (FIR)	Elstree	6 SE	A	CTR	VANS	Reciprocating	1	Infringement of the London CTR (Class A) by a Vans RV9 at 2200ft. Heathrow departures suspended. Standard separation maintained.	A/c assigned a squawk of 5034 entered the zone squawking 7000. Investigation findings revealed that the pilot reported on a flight from Wellesbourne to Headcorn and believed to be talking to London FIS as they passed Wycombe following the M40(RHS). At this point the pilot navigating selected the wrong function on the GPS and the Map function was lost (GPS was stuck on the IFR page). Radar recording showed the a/c entering the London CTR at an altitude of 1900ft routing South of Denham and then overhead Northolt. Heathrow departures were temporarily stopped until the a/c passed abeam Denham. The a/c contacted Farnborough and a squawk was allocated. The a/c was identified (6nm SE of Elstree) at an altitude of 2200ft on a track to leave the London CTR. The pilot believes that the GPS problems resulted in a distraction and the lack of concentration caused him to become disorientated, believing that as he turned East he was further North than was the case. The pilot indicated lessons have been learnt regarding familiarisation with GPS, simulator and navigational aspects, especially when operating close to CAS. ☐ CAA Closure: The CAA have sent the pilot Safety Sense leaflet 05 'VFR Navigation' and warned about the use of GPS as a primary means of navigation. Also included were links to airspace safety and other resources.
201202501	09/03/2012	EGTT : London (FIR)	Stansted	E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 1800ft. A/c identity obtained using Mode S. Standard separation maintained.	The pilot states that the infringement resulted from conflicting readings from compass and VOR plus misidentification of Braintree for Chelmsford. Appropriate and comprehensive remedial action has been taken by the flying club concerned.
201202503	10/03/2012	EGTT : London (FIR)	Barkway (BKY)		D	CTA	GRUMMAN	Reciprocating	1	Infringement of Stansted CTA (Class D) by a AA5 at 3600ft. Luton inbound A319 and A320 issued vectors away from the infringer. Traffic info given.	The instructor concerned misread the base of CAS in the area concerned as 3500ft. He believes fatigue was a major factor.
201202503	10/03/2012	EGTT : London (FIR)	Barkway (BKY)		D	CTA	AIRBUS	Turbofan	2	Infringement of Stansted CTA (Class D) by a AA5 at 3600ft. Luton inbound A319 and A320 issued vectors away from the infringer. Traffic info given.	The instructor concerned misread the base of CAS in the area concerned as 3500ft. He believes fatigue was a major factor.
201202505	10/03/2012	EGTT : London (FIR)	Banstead	N	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C172 at 1000ft. Pilot called on frequency and a/c given a reduced Traffic Service until destination airfield visually acquired.	Standard separation maintained. The pilot reported flying from Blackbushe to Redhill routing, Hook, Ockham, Junction M25/M23. Between Ockham and Junction M25/M23 the pilot misidentified Redhill. The pilot contacted Redhill and was asked to squawk IDENT. Redhill advised the pilot that he was in the London CTR and transferred the a/c to Thames Radar who then directed the a/c outside CAS towards Redhill. The pilot reported that there was some haze which may have contributed to the misidentification of Redhill, but considered that the weather was suitable for the flight when setting off. ☐ CAA Closure: No further CAA action at this time.

201202529	10/03/2012	EGTT : London (FIR)	Polehill (POL)		A	CTA	BEECH	Reciprocating	1	Infringement of the Manchester CTA (Class A) by a BE36 squawking 2677 at 4500ft. Mode S confirmed identity of a/c. Standard separation maintained.	A/c in receipt of a Basic Service from Blackpool. Squawk changed to 7000 and then to a Leeds squawk. Pilot error acknowledged.
201202569	11/03/2012	EGTT : London (FIR)	London-Gatwick - LGW	12 S	A	TMA	CIRRUS	Reciprocating	1	Infringement of the London TMA (Class A) by an SR20 squawking 0401 indicating an altitude of 3200ft. Traffic info given. Standard separation maintained.	A/c initially unknown, was subsequently identified after landing at Shoreham. An infringement of the London TMA-20 by an SR20 at 3200ft was reported by Gatwick INT. The a/c was in receipt of a procedural service from Shoreham, having requested an RNAV approach for R/W20. Due to another a/c in the procedure at 2200ft the controller instructed the SR20 to hold at NITEN at 3200ft. The base of CAS at NITEN is 2500ft. At interview the controller stated that he anticipated being able to descend the SR20 before NITEN. No coordination was effected with Gatwick.☐ CAA Closure: An SI has been issued reminding controllers of the base of CAS in the vicinity of BITLI and NITEN and that there are no published holding procedures at either point.
201202846	19/03/2012	EGTT : London (FIR)	Luton (LUT)	12 NNE	A	CTA	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 4100ft. A/c identified with Mode S. Standard separation maintained.	Operator alerted. Pilot misread the chart. Pilot error acknowledged.
201202895	20/03/2012	EGTT : London (FIR)	Wyton		G	ATZ	GROB	Reciprocating	1	Infringement of the Wyton ATZ (Class G) by a Grob G115 at500ft. Traffic info given.	A/c had been observed approaching the airfield for R/W08 at an approx height of 500ft and a distance of 1 mile. Overhead R/W08 threshold it turned to the North. It is believed that the a/c was undertaking a low level navigation exercise at the time and should have turned at Alconbury and not Wyton.
201202917	20/03/2012	EGTT : London (FIR)	Aberporth	D 201	G	Danger area	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of active Danger Area EG D201 (Aberporth) bya Eurostar squawking 4537 at 3000ft. Range operations suspended until a/c was clear.	Pilot had been told to remain outside of D201, prior to the range becoming active.☐ CAA Closure: Pilot contacted. Remedial advice dispensed.

201202921	14/03/2012	EGTT : London (FIR)	D123		G	Danger area	EUROCOPTER	Turboshaft	1	Infringement of active Danger Area D123 at Edington by an EC130 squawking 5055 (Bristol Radar).	Pilot believed Bristol ATC had cleared him through with Salisbury DACS/LACC. The root cause of this incident was thus the pilots wrong assumption. □ CAA Closure: The Operator has confirmed the error and has issued a Flying Staff Instruction (FSI) to their pilots stressing the correct procedure to follow.
201202928	21/03/2012	EGTT : London (FIR)	Stansted	E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 1500ft. Avoiding action and traffic info given. Check all imposed after B737 already rolling on a DVR departure. Separation lost.	CAA Closure: The ATC unit investigation determined that the incident was due to a sick student pilot.
201202928	21/03/2012	EGTT : London (FIR)	Stansted	E	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 1500ft. Avoiding action and traffic info given. Check all imposed after B737 already rolling on a DVR departure. Separation lost.	CAA Closure: The ATC unit investigation determined that the incident was due to a sick student pilot.
201202941	20/03/2012	EGTT : London (FIR)	Knook	2 E	G	Danger area	AVIONS ROBIN	Reciprocating	1	Infringement of active Danger Area EG D123 by a DR400 squawking 2606. Check fire imposed, duration 6mins.	CAA Closure: No further action taken due to elapsed time.
201202942	21/03/2012	EGTT : London (FIR)	Stansted		D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 with Mode C indicating 1200ft. Traffic info given. Standard separation maintained.	A/c turned Southbound and left CTR in the vicinity of North Weald and was subsequently identified using a 0201 squawk. Pilot error acknowledged.

201202954	18/03/2012	EGTT : London (FIR)	Biggin (BIG)		A	TMA	CESSNA	Reciprocating	1	Alleged infringement of the London TMA (Class A) by a C172, piloted by a solo student, squawking 7047 at 2600ft.	The a/c then failed to comply with the joining instructions. It was also subsequently noted flying at low level over Noise Sensitive Areas. The root cause of this incident was that the student became stressed by events and made errors. □ CAA Closure: Further training has been given on the correct procedures required to leave and join the circuit at Biggin Hill.
201203034	23/03/2012	EGTT : London (FIR)	The Needles	4 E	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Robin 2160 squawking 7000 at 2500ft.	Blind transmissions made with no response. A/c was identified by Bournemouth Radar who observed the a/c landing at Goodwood. Pilot subsequently apologised. Pilot of a Robin 2160 departed Goodwood for a VFR flight to the IOW area. The flight remained on the Goodwood Information frequency as the pilot had no intention of entering CAS. After flyingover the South of the IOW and then Cowes the pilot adjusted his flight for the return leg to Goodwood. At that timethe pilot then pointed out The Needles to his passenger and it was decided to fly to that area for a closer look. The Robin subsequent infringed the Solent CTA-2 at approximately 3500ft, base of Class D controlled airspace was 2000ft. The a/c was transponding 7000 and was monitored by a local ATC until it landed back at Goodwood. Pilot contactedATC at their request. Causal Factors (a) short notice change of plan, (b) unfamiliarity of extent of controlled airspace over newly selected flying area. □ CAA Closure: Further to the incident thorough debriefing activities took place between the pilot and the Flying Group's CFI. The pilot was offered advice on the use of the Solent SSR Monitoring code and requested to complete the online infringement questionnaire.
201203037	24/03/2012	EGTT : London (FIR)	NEDUL		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Southampton CTA (Class D) by an a/c squawking 7000. A/c later identified as a Robin 200. Traffic info given. Standard separation maintained.	Southampton ATC contacted Bournemouth ATC and, the a/c was identified following an allocation of a squawk. Robin 200 descended out of CAS and tracked Eastwards.
201203041	24/03/2012	EGTT : London (FIR)	London-Heathrow - LHR	12 NW	A	TMA	PIPER	Reciprocating	1	Infringement of London TMA (Class A) by a PA28 squawking 5030 tracking South near Northolt. Farnborough alerted anda/c quickly left CAS.	Pilot error acknowledged. Pilot to undertake a navigational training exercise.
201203048	24/03/2012	EGTT : London (FIR)	Cowes		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Robin 2160 at 2400ft squawking 7000. Blind calls made without response. A/c vacated CAS and was subsequently identified. Standard separation maintained.	

201203049	24/03/2012	EGTT : London (FIR)	Lyndhurst	E	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a primary contact. A/c later identified as a PA18. Gulfstream 5 delayed on ground by approx 7mins. Standard separation maintained.	Despite numerous calls and contacting Bournemouth ATC, Southampton ATC were unable to contact the a/c. More blind calls were made. A/c eventually contacted Southampton ATC and was identified using the turn method. Pilot was informed they were inside CAS. Pilot apologised and understood they should have called Solent for a service. PA28 remained on frequency for the rest of the flight.
201203049	24/03/2012	EGTT : London (FIR)	Lyndhurst	E	D	CTR	GULFSTREAM	Turbofan	2	Infringement of the Southampton CTR (Class D) by a primary contact. A/c later identified as a PA18. Gulfstream 5 delayed on ground by approx 7mins. Standard separation maintained.	Despite numerous calls and contacting Bournemouth ATC, Southampton ATC were unable to contact the a/c. More blind calls were made. A/c eventually contacted Southampton ATC and was identified using the turn method. Pilot was informed they were inside CAS. Pilot apologised and understood they should have called Solent for a service. PA28 remained on frequency for the rest of the flight.
201203055	24/03/2012	EGTT : London (FIR)	Southampton (SAM)	11.5nm NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by an a/c at 4500ft squawking 7000. A/c later identified as a PA28. Standard separation maintained.	Blind calls made but no communication established. The a/c clipped the Northeast corner of the CTA, inside CAS by approx a mile. The a/c was tracked to the Southeast, then on its return track, and on landing, where it was subsequently identified.
201203060	25/03/2012	EGTT : London (FIR)	London-Heathrow - LHR	10 NW	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 2500ft, no Mode C. Avoiding action and traffic info given. Separation lost. B777 broken off approach and repositioned.	The infringing a/c subsequently turned away and positioned for Denham. The pilot completed an infringement questionnaire and stated that it was the first time that they had visited Denham. The pilot had tried unsuccessfully to contact Farnborough Radar and believed that the PA28 had been positioned appropriately to avoid infringing controlled airspace. When the pilot realised their error they manoeuvred away before landing at Denham.☐ CAA Closure: The pilot apologised for the error. No further CAA action at this time.
201203060	25/03/2012	EGTT : London (FIR)	London-Heathrow - LHR	10 NW	A	CTR	BOEING	Turbofan	2	Infringement of the London CTR (Class A) by a PA28 squawking 7000 at 2500ft, no Mode C. Avoiding action and traffic info given. Separation lost. B777 broken off approach and repositioned.	The infringing a/c subsequently turned away and positioned for Denham. The pilot completed an infringement questionnaire and stated that it was the first time that they had visited Denham. The pilot had tried unsuccessfully to contact Farnborough Radar and believed that the PA28 had been positioned appropriately to avoid infringing controlled airspace. When the pilot realised their error they manoeuvred away before landing at Denham.☐ CAA Closure: The pilot apologised for the error. No further CAA action at this time.

201203067	25/03/2012	EGTT : London (FIR)	Nottingham East Midlands	13 ESE	D	CTA	CESSNA	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a C152at 1900ft. A/c responded to a blind call and was identified. Pilot advised of the infringement. Standard separationmaintained.	Appropriate CAA action has been taken as a result of thisincident.
201203069	24/03/2012	EGTT : London (FIR)	DAWLY		A		CESSNA	Reciprocating	1	Infringement of Airway N864 (Class A) by a C182 at FL76 squawking 7000. D&D informed and a/c identified. Standard separation maintained.	Met conditions described by the pilot as hazy. Pilot elected to climb above the haze level and mis-read the chart identifying CAS base of FL65. Pilot error acknowledged.
201203109	12/03/2012	EGTT : London (FIR)	Church Fenton		G	ATZ	BELL	Turboshaft	1	Infringement of the Church Fenton ATZ (Class G) by a Bell206 squawking 7000 at 800ft. Traffic info given. The visual circuit was active with two first solo students.	Pilot believed that the aerodrome was closed and apologised for not contacting Approach for a MATZ crossing. He wasinformed that the aerodrome was active that day and that the ATZ is active 24/7 and he should remain clear of the ATZ at all times.
201203110	20/03/2012	EGTT : London (FIR)	Topcliffe		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Topcliffe ATZ (Class G) by an R44 at 500ft. Traffic info given.	R44 was landing at a private site and had been asked to contact Tower. A/c was then observed to continue Southwest without making contact. Military a/c was instructed to maintain 3000ft to ensure separation until contact was made with the R44. It is believed that the pilot may have been distracted whilst trying to locate his landing site.
201203110	20/03/2012	EGTT : London (FIR)	Topcliffe		G	ATZ	OTHER	Unknown		Infringement of the Topcliffe ATZ (Class G) by an R44 at 500ft. Traffic info given.	R44 was landing at a private site and had been asked to contact Tower. A/c was then observed to continue Southwest without making contact. Military a/c was instructed to maintain 3000ft to ensure separation until contact was made with the R44. It is believed that the pilot may have been distracted whilst trying to locate his landing site.

201203147	22/03/2012	EGTT : London (FIR)	Bristol International	11 SW	D	CTA	GROB	Reciprocating	1	Infringement of Bristol CTA (Class D) by a Grob G115. Appropriate ATC action taken. Standard separation maintained.	Grob G115 pilot later reported they were familiar with area, however, in vicinity of Bridgewater became distractedby very uncomfortable/unwell passenger and drifted Northwards into Bristol CTA. Once informed by ATC of incursion, the a/c commenced a left turn and vacated CAS to the South.
201203164	24/03/2012	EGTT : London (FIR)	Manchester Barton A/F		G	ATZ	OTHER	Unknown		Infringement of the Manchester Barton ATZ (Class G) by a Beta at 600ft. Traffic info given. Standard separation maintained.	Beta was observed entering ATZ from the South with no RT contact. Beta subsequently flew into conflict with an Ikarus C42 on final for R/W09R. Ikarus C42 continued approach as were visual with Beta. ATC made blind calls with no response. Beta left the ATZ towards the Southwest. Beta identity confirmed following ATC enquiries.
201203164	24/03/2012	EGTT : London (FIR)	Manchester Barton A/F		G	ATZ	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Manchester Barton ATZ (Class G) by a Beta at 600ft. Traffic info given. Standard separation maintained.	Beta was observed entering ATZ from the South with no RT contact. Beta subsequently flew into conflict with an Ikarus C42 on final for R/W09R. Ikarus C42 continued approach as were visual with Beta. ATC made blind calls with no response. Beta left the ATZ towards the Southwest. Beta identity confirmed following ATC enquiries.
201203177	25/03/2012	EGTT : London (FIR)	Vicinity of White Waltham		A	TMA	OTHER	Reciprocating	1	Infringement of the London TMA (Class A) by a DV20 squawking 7000 climbing to 2000ft. CAIT activated. Separation lost with Heathrow inbound A320. Traffic info and avoiding action given.	A320 was given avoiding action and vectored through the approach to ensure separation. Appropriate follow up actionhas been taken.
201203177	25/03/2012	EGTT : London (FIR)	Vicinity of White Waltham		A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a DV20 squawking 7000 climbing to 2000ft. CAIT activated. Separation lost with Heathrow inbound A320. Traffic info and avoiding action given.	A320 was given avoiding action and vectored through the approach to ensure separation. Appropriate follow up actionhas been taken.

201203199	26/03/2012	EGTT : London (FIR)	Birmingham	S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C210 at2900ft. Traffic info given. Standard separation maintained.	The pilot responded to blind calls and apologised having realised that he had infringed.
201203203	22/03/2012	EGTT : London (FIR)	Coventry	7 E	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA38 squawking 7000 at 4500ft. Traffic info given.	A/c called East of the airfield and identity confirmed onbeing asked to squawk 0264. A/c was told to descend and route to the South.
201203301	29/03/2012	EGTT : London (FIR)	Stansted	10 N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152. Departures stopped. Inbound traffic delayed. Traffic info given. Standard separation maintained.	Pilot reported poor visibility into low sunlight and became distracted with the procedure for joining the circuit correctly. With a strong North wind and a poor heading the pilot was not aware of how far south the a/c had tracked. Pilot stated that extra prior planning will be implementedwhen flying to an unfamiliar airfield.
201203338	30/03/2012	EGTT : London (FIR)	White Waltham	3.5 SSW	A	TMA	PITTS	Reciprocating	1	Infringement of the LTMA (Class A) by a Pitts Special at 4600ft resulting in a loss of separation against an airliner outbound from Heathrow. Avoiding action given.	Airliner vectored off the CPT SID and all other CPT departures stopped. Radar replay indicates that the a/c was performing aerobatic manoeuvres. Appropriate CAA action is being taken as a result of this incident.
201203338	30/03/2012	EGTT : London (FIR)	White Waltham	3.5 SSW	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by a Pitts Special at 4600ft resulting in a loss of separation against an airliner outbound from Heathrow. Avoiding action given.	Airliner vectored off the CPT SID and all other CPT departures stopped. Radar replay indicates that the a/c was performing aerobatic manoeuvres. Appropriate CAA action is being taken as a result of this incident.

201203346	29/03/2012	EGTT : London (FIR)	Bath	2 NE	D	CTA	GROB	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Grob G115.	The pilot reports that he climbed out of Colerne using their QFE and attempted to contact Filton, initially with nosuccess. On selecting the Bristol QNH the pilot realised that he had strayed into the zone vertically.
201203349	30/03/2012	EGTT : London (FIR)	BRAIN	3 SE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) 3nm SE of BRAIN by a C152. The instructor's report indicates that whilst instructing he incorrectly identified Osea Island and then erroneously initiated a climb.	CAIT activated. Hazy conditions. CFI alerted and appropriate action is to be taken.
201203352	01/04/2012	EGTT : London (FIR)	Bovingdon (BNN)	8 NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2200ft, Mode C. Traffic info given. Check WEST imposed.	Two inbound a/c were issued with extra radar vectors and a departure was given a non-standard departure to ensure adequate separation was maintained. Appropriate follow up action has been taken. Pilot error acknowledged.
201203352	01/04/2012	EGTT : London (FIR)	Bovingdon (BNN)	8 NW	D	CTR	CESSNA	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 at 2200ft, Mode C. Traffic info given. Check WEST imposed.	Two inbound a/c were issued with extra radar vectors and a departure was given a non-standard departure to ensure adequate separation was maintained. Appropriate follow up action has been taken. Pilot error acknowledged.
201203357	01/04/2012	EGTT : London (FIR)	White Waltham	2 S	A	CTR	PIPER	Reciprocating	1	Alleged infringement of the London CTR (Class A) by a PA28 at 2400ft squawking 0431. STCA activated. Avoiding action given.	A/c identified via Mode S.

201203361	01/04/2012	EGTT : London (FIR)	Liverpool	8 ESE	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a PA38 resulting in a loss of separation against an inbound A319. A319 acquired the PA38 and elected to continue with a visualapproach.	Traffic info given. PA38 on a 7366 squawk was unidentified at the time of the infringement.
201203361	01/04/2012	EGTT : London (FIR)	Liverpool	8 ESE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Liverpool CTR (Class D) by a PA38 resulting in a loss of separation against an inbound A319. A319 acquired the PA38 and elected to continue with a visualapproach.	Traffic info given. PA38 on a 7366 squawk was unidentified at the time of the infringement.
201203380	25/03/2012	EGTT : London (FIR)	Benson	E	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the London TMA (Class A) by a DR400 squawking 7000 indicating 5000ft and slowing climbing to 5300ft. CAIT activated. EMB145 inbound to Heathrow had descent stopped at 5000ft.	DR400 subsequently infringed the Luton CTA (Class A). A/cidentified by Cranfield who confirmed that they were working the DR400 through their overhead. The pilot has subsequently reported that he may have set the QNH incorrectly or that the altimeter may have been faulty. Pilot has requested that this be checked alongside the annual service.
201203380	25/03/2012	EGTT : London (FIR)	Benson	E	A	TMA	EMBRAER	Turbofan	2	Infringement of the London TMA (Class A) by a DR400 squawking 7000 indicating 5000ft and slowing climbing to 5300ft. CAIT activated. EMB145 inbound to Heathrow had descent stopped at 5000ft.	DR400 subsequently infringed the Luton CTA (Class A). A/cidentified by Cranfield who confirmed that they were working the DR400 through their overhead. The pilot has subsequently reported that he may have set the QNH incorrectly or that the altimeter may have been faulty. Pilot has requested that this be checked alongside the annual service.
201203498	03/04/2012	EGTT : London (FIR)	Daventry (DTY)	5 SE	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA32 with Mode C indicating 6000ft. A/c identified via Mode S. Standard separation maintained.	

201203501	02/04/2012	EGTT : London (FIR)	Brize Norton	6 NE	D	CTR	PIPER	Reciprocating	1	Infringement of Brize Norton CTR (Class D) by a PA28 squawking 3714 at 2500ft.	Pilot had called on frequency for a Basic Service and transit from Wycombe Air Park to Swansea. On being asked to squawk he was observed just entering the Brize CTZ and informed straight away. He replied that his Nav Aids were showing that he was clear of CAS. After exiting the zone pilotturned around and RTB to Wycombe Air Park to resolve the problem with his a/c.
201203527	30/03/2012	EGTT : London (FIR)	Duxford		G	ATZ	PIPER	Reciprocating	1	Infringement of the Duxford ATZ (Class G) by a PA28 transiting the zone at 1300ft.	Blind transmissions were made with no response. Check made with Cambridge who confirmed that the a/c was being worked by Farnborough North. Pilot subsequently apologised on his arrival at Manston. He was informed that he had been very close to the Duxford circuit height during his transit.
201203561	01/04/2012	EGTT : London (FIR)	Detling (DET)	2 SE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA18 at 5000ft. Standard separation maintained.	Appropriate remedial action taken by ATC. Pilot error acknowledged.
201203605	06/04/2012	EGTT : London (FIR)	Brookmans Park (BPK)		A	TMA	ROBINSON	Reciprocating	1	Infringement of the London TMA (Class A) by an R22. Separation lost against an A340 on a BPK departure.	R22 identified by SVFR via Mode S.
201203605	06/04/2012	EGTT : London (FIR)	Brookmans Park (BPK)		A	TMA	AIRBUS	Turbofan	4	Infringement of the London TMA (Class A) by an R22. Separation lost against an A340 on a BPK departure.	R22 identified by SVFR via Mode S.

201203613	06/04/2012	EGTT : London (FIR)	Redhill	6 E	D	CTR	CESSNA	Reciprocating	1	C150 wearing a Redhill conspicuity code infringed the Gatwick CTA (Class D) 6nm East of Redhill at 1700ft. Standardseparation maintained.	
201203614	06/04/2012	EGTT : London (FIR)	Brookmans Park (BPK)	5 E	D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an AA5B at 1900ft. Traffic info given. Pilot alerted to the incident.	
201203614	06/04/2012	EGTT : London (FIR)	Brookmans Park (BPK)	5 E	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an AA5B at 1900ft. Traffic info given. Pilot alerted to the incident.	
201203638	08/04/2012	EGTT : London (FIR)	Romsey	N	D	CTR	JODEL	Reciprocating	1	Infringement of the Southampton CTR (Class D) allegedly by a DR1050, North of Romsey tracking Eastbound.	Possible a/c identity provided by Popham, who advised that the a/c had just called them from the Winchester area.
201203657	04/04/2012	EGTT : London (FIR)	Leeds	15 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Leeds CTR (Class D) by a C206 squawking 2677 at 3500ft. Standard separation maintained.	Pilot had requested a transit of CAS and was initially told to remain outside CAS. On being asked to squawk 2677 a/c was identified inside CAS and pilot informed.

201203682	06/04/2012	EGTT : London (FIR)	Netheravon		G		CESSNA	Reciprocating	1	Alleged infringement of the Netheravon Parachute Drop Zone (Class G) by a C177. Traffic info given. STCA activated.	
201203767	11/04/2012	EGTT : London (FIR)	Brookmans Park (BPK)	4 NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C177 squawking 0013 at 2200ft. Stansted outbound was held on runwaywhilst an inbound flight was vectored off final approach R/W22.	The pilot was monitoring the Stansted frequency and displaying the appropriate code, 0013. Upon observing the infringement, ATC transmitted blind and the C177 pilot responded promptly. The a/c was directed out of CAS. The pilot offered his apologies and cited that his a/c had been blown to the right, off course by the prevailing wind. ☐ CAA Closure: No further CAA action at this time.
201203812	11/04/2012	EGTT : London (FIR)	HON	8 S	D	CTR	DIAMOND	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a DA40 at 3000ft. Traffic info given. Standard separation maintained.	Instructor distracted by a combination of weather and an anxious student, and did not notice that rate of descent was insufficient to ensure a/c remained outside of CAS.☐ CAA Closure: No further action possible due to elapsed time.
201203880	12/04/2012	EGTT : London (FIR)	London-Gatwick - LGW	8 E	D	CTR	ROBINSON	Reciprocating	1	Infringement of Gatwick CAS (Class D) by an R44 (initially unknown) squawking 7000. Traffic info and avoiding action given. Separation lost.	A319 on base leg was broken off approach and B737 was given extended vectoring. An R44 having departed Redhill entered the Class D controlled airspace of the Gatwick CTR, ataltitude 1200ft The Gatwick CTR extends from surface to 2500ft.The R44 was operating on a flight skills detail witha student at the controls. The R44 also briefly entered the Gatwick CTA at 1700ft. The instructor on the R44 recalled that the original plan had been to contact Farnborough LARS, however, given the short distance travelled from Redhill, they elected not to call LARS. The instructor, in debriefing the incident recalled that, it being the fourth flight of the day, there may have been an element of focusing on completing the task in a timely manner before fully establishing the most appropriate area to perform the required manoeuvres. ☐ CAA Closure: Further to the incident the pilot was advised of the Gatwick SSR Monitoring code (0012) [UK AIP ENR 1-6-2-4] and directed to other online pilot resources.
201203880	12/04/2012	EGTT : London (FIR)	London-Gatwick - LGW	8 E	D	CTR	AIRBUS	Turbofan	2	Infringement of Gatwick CAS (Class D) by an R44 (initially unknown) squawking 7000. Traffic info and avoiding action given. Separation lost.	A319 on base leg was broken off approach and B737 was given extended vectoring. An R44 having departed Redhill entered the Class D controlled airspace of the Gatwick CTR, ataltitude 1200ft The Gatwick CTR extends from surface to 2500ft.The R44 was operating on a flight skills detail witha student at the controls. The R44 also briefly entered the Gatwick CTA at 1700ft. The instructor on the R44 recalled that the original plan had been to contact Farnborough LARS, however, given the short distance travelled from Redhill, they elected not to call LARS. The instructor, in debriefing the incident recalled that, it being the fourth flight of the day, there may have been an element of focusing on completing the task in a timely manner before fully establishing the most appropriate area to perform the required manoeuvres. ☐ CAA Closure: Further to the incident the pilot was advised of the Gatwick SSR Monitoring code (0012) [UK AIP ENR 1-6-2-4] and directed to other online pilot resources.

201203933	13/04/2012	EGTT : London (FIR)	Southampton (SAM)	10 NNE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 2650 indicating 2800ft. Standard separation maintained. ATC training in progress.	It has subsequently been confirmed that the pilot was avoiding weather, due to local Cb, and deviated to the South of his planned track and has apologised.
201203942	14/04/2012	EGTT : London (FIR)	Manchester (MCT)		D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C150 squawking 7350. Standard separation maintained. Mode S had failed to show registration.	It has subsequently been revealed that visibility in the low level route became poor due to fine rain, the major landmarks normally used were not visible and the pilot was not well acquainted with the local minor landmarks. Pilot extended his thanks to the controller who handled the incident.
201203943	14/04/2012	EGTT : London (FIR)	Honiley (HON)	2 S	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 at2000ft resulting in a loss of separation against two inbounds. D&D alerted. Pilot reported lost. A/c given a steer for Wellesbourne Mountford.	Traffic info given. Student pilot on a navigation exercise. The student pilot has been spoken to by his CF1 and sent the infringement questionnaire. His actions in contacting D&D were correct once he realised he was lost, and he has been told of the 0010 listening out squawk to help prevent a repeat incident. Appropriate ATC unit action taken.
201203943	14/04/2012	EGTT : London (FIR)	Honiley (HON)	2 S	D	CTA	UNKNOWN	Unknown		Infringement of the Birmingham CTA (Class D) by a PA28 at2000ft resulting in a loss of separation against two inbounds. D&D alerted. Pilot reported lost. A/c given a steer for Wellesbourne Mountford.	Traffic info given. Student pilot on a navigation exercise. The student pilot has been spoken to by his CF1 and sent the infringement questionnaire. His actions in contacting D&D were correct once he realised he was lost, and he has been told of the 0010 listening out squawk to help prevent a repeat incident. Appropriate ATC unit action taken.
201203953	05/04/2012	EGTT : London (FIR)	REXAM	3S	A		PIPER	Reciprocating	1	Infringement of Airway N864 by a PA28 squawking 7000 at FL53. CAIT activated. A/c observed turning West and leavingthe Airway.	Pilot had planned and tracked a direct route and an indirect route on his chart. The direct route would require thea/c to be flown at FL63 or lower to avoid the Airway. Theplanned indirect route which would allow a lower altitudeover Snowdonia but requires a ceiling of less than FL45. Subsequent investigation revealed that the pilot flew the indirect route at a higher level therefore infringing Airway N864.

201203956	15/04/2012	EGTT : London (FIR)	MONTY		A		OTHER	Reciprocating	1	Infringement of the Airway N864 by an HK36 squawking 7000observed at FL85 and seen to climb to FL89. Standard separation maintained. No traffic to affect at the time.	A/c identified via Mode S and subsequently seen to leave CAS to the West into the North Wales area.
201203963	15/04/2012	EGTT : London (FIR)	Stansted	5 NW	D	CTR	PIPER	Reciprocating	1	Two separate infringements of the Stansted CTR (Class D), at 1154hrs and 1450hrs, by a PA28 squawking 7000 (inbound and outbound from Duxford). Traffic info given. Standard separation maintained.	All inbound arrivals were stopped on first infringement.☐ CAA Closure: French DGAC advised.
201204035	15/04/2012	EGTT : London (FIR)	Hawarden	15 SW	A		LANCAIR	Reciprocating	1	Infringement of Airway N864 by a Lancair squawking 7000 indicating FL60. A/c identified via Mode S. CAIT activated. Inbound Hawarden flight descent stopped at FL80. Separation subsequently lost.	An investigation team met the pilot at the Sleep community infringement briefing. Pilot admitted the infringement and said it was due to complacency. CAA Closure: The relevant team briefed the Sleep pilot community and gave appropriate advice on infringement reduction.
201204035	15/04/2012	EGTT : London (FIR)	Hawarden	15 SW	A		UNKNOWN	Unknown		Infringement of Airway N864 by a Lancair squawking 7000 indicating FL60. A/c identified via Mode S. CAIT activated. Inbound Hawarden flight descent stopped at FL80. Separation subsequently lost.	An investigation team met the pilot at the Sleep community infringement briefing. Pilot admitted the infringement and said it was due to complacency. CAA Closure: The relevant team briefed the Sleep pilot community and gave appropriate advice on infringement reduction.
201204078	16/04/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 squawking 7010, with no Mode C. Check all imposed. Disruption to inbound and outbound commercial traffic. Traffic info given.	Standard separation maintained. C152 was being taken to a maintenance organisation in order to have the DI fixed. The pilot had been avoiding another a/c and inadvertently entered the Stansted CTR.☐ CAA Closure: Appropriate remedial action taken with the pilot, including undertaking an extensive navigational exercise.

201204078	16/04/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	SE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C152 squawking 7010, with no Mode C. Check all imposed. Disruption to inbound and outbound commercial traffic. Traffic info given.	Standard separation maintained. C152 was being taken to a maintenance organisation in order to have the DI fixed. The pilot had been avoiding another a/c and inadvertently entered the Stansted CTR.□ CAA Closure: Appropriate remedial action taken with the pilot, including undertaking an extensive navigational exercise.
201204078	16/04/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	SE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C152 squawking 7010, with no Mode C. Check all imposed. Disruption to inbound and outbound commercial traffic. Traffic info given.	Standard separation maintained. C152 was being taken to a maintenance organisation in order to have the DI fixed. The pilot had been avoiding another a/c and inadvertently entered the Stansted CTR.□ CAA Closure: Appropriate remedial action taken with the pilot, including undertaking an extensive navigational exercise.
201204083	17/04/2012	EGTT : London (FIR)	NEDUL	2.7 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 indicating 2900ft, tracking North Eastbound. Standard separation maintained. ATC training in progress.	Bournemouth were telephoned who could see its callsign onMode S. A/c then changed to a 7351 squawk and contact descended out of CAS.
201204194	01/04/2012	EGTT : London (FIR)	Clevedon VRP		D	CTA	THRUSTER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Thruster T-600N at 3000ft. Standard separation maintained.	Pilot believed he had been cleared to cross CAS by the previous controller. ATC subsequently cleared the a/c to continue on his intended routeing through CAS not above 3000ft VFR towards Flat Holm and Steep Holm.
201204271	21/04/2012	EGTT : London (FIR)	Daventry (DTY)	5 W	A	CTR	VANS	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a Vans RV6 (initially unknown) squawking 7000 indicating 500f0t. Approx 2mins later, a/c re-entered CAS for a second time. A/cidentified via Mode S.	

201204306	15/04/2012	EGTT : London (FIR)	Hinton in the Hedges		Other	Other	CESSNA	Reciprocating	1	Overflight of Hinton active para drop zone by a C172, MS Rallye and two gliders within a four hour period. Para dropping suspended five times.	Attributed to inadequate pre-flight planning and en-route navigation by flying club member.☐ CAA Closure:☐ The CFI of the club was made aware of the incident. Guidance notes on good airmanship and links to online resources were supplied to the club.
201204306	15/04/2012	EGTT : London (FIR)	Hinton in the Hedges		Other	Other	MORANE SAULNIER	Reciprocating	1	Overflight of Hinton active para drop zone by a C172, MS Rallye and two gliders within a four hour period. Para dropping suspended five times.	Attributed to inadequate pre-flight planning and en-route navigation by flying club member.☐ CAA Closure:☐ The CFI of the club was made aware of the incident. Guidance notes on good airmanship and links to online resources were supplied to the club.
201204387	24/04/2012	EGTT : London (FIR)	Nottingham East Midlands	7 W	D	CTA	CESSNA	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a C152squawking 7000 indicating 2200ft. Standard separation maintained	Pilot had called routeing Southbound and informed of baselevel of CAS in that area. A squawk of 4550 for positive identification was allocated and a/c then descended to 1400ft. ATC training in progress.
201204396	24/04/2012	EGTT : London (FIR)	Birmingham	10 NNE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 squawking 0243. A/c piloted by solo student on a cross country exercise. Standard separation maintained.	Shawbury were contacted and advised that the traffic was lost and had been instructed to turn onto a Northerly track for Tatenhill to clear the airspace, but continued for afew more miles before turning left to leave CAS. It has subsequently been revealed that the student mistook Cannock for Stafford. Appropriate follow up advice has been given.
201204625	14/04/2012	EGTT : London (FIR)	Little Rissington		Other	Other	PIPER	Reciprocating	1	PA28 made an approach and go-around without RT contact. Subsequently discovered that the pilot had become unsure ofhis position and mistook Little Rissington for Enstone.	The pilot on being contacted apologised for the incident.

201204634	30/04/2012	EGTT : London (FIR)	Mayfield (MAY)	3 NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C172 at 2300ft squawking 0012. A/c failed to respond to several calls. A departing a/c and an inbound a/c vectored clear. Standard separation maintained.	Operator alerted and the CFI has been requested to give the pilot a full debrief.
201204640	22/04/2012	EGTT : London (FIR)	Syerston		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Syerston ATZ Gliding Site (Class G) by a C172, believed to be at approx 1500ft aal. Gliding site active during the infringement. Traffic info given.	C172 approached from the West, turned directly overhead and departed to the Northwest. Two or three gliders were airborne at the time. No winch launches were in process.
201204789	05/05/2012	EGTT : London (FIR)	Brize Norton		D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 7000. A/c identified through Oxford ATC. Standard separation maintained.	Brize Norton contacted Oxford ATC who confirmed they wereworking an a/c that was "lost in cloud". Oxford ATC volunteered to instruct PA28 to vacate Brize Norton CTR. PA28 continued inside CTR for approx 2nm before making a LH turnand slight descent to leave. Oxford ATC reported they would talk to pilot about the incident.
201204790	05/05/2012	EGTT : London (FIR)	Southampton (SAM)	SW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a R44 at800ft. Traffic info given. Standard separation maintained. ATC training in progress.	Inbound EMB195 was broken off approach after being given traffic info. It is noted that the pilot did not seem aware that his intended routeing would be inside CAS.
201204794	05/05/2012	EGTT : London (FIR)	London-Heathrow - LHR	12 NW	A	TMA	SOCATA	Reciprocating	1	Infringement of the London TMA (Class A) by a TB10 squawking 5036 at 2900ft. Traffic info given. Standard separation maintained. ATC training in progress.	Inbound B747s descent was stopped and allowed to continueon heading until traffic was clear, before being vectoredfor approach R/W09L.

201204803	05/05/2012	EGTT : London (FIR)	Luton (LUT)		D	CTR	PITTS	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Pitts Special squawking 2444 in the vicinity of Luton. Standard separation maintained.	It has subsequently been revealed that the a/c had been allocated an ATLAS squawk and also been informed that standard procedures from Rush Green still applied in accordancewith the LOA.
201204803	05/05/2012	EGTT : London (FIR)	Luton (LUT)		D	CTR	CESSNA	Turbofan	2	Infringement of the Luton CTR (Class D) by a Pitts Special squawking 2444 in the vicinity of Luton. Standard separation maintained.	It has subsequently been revealed that the a/c had been allocated an ATLAS squawk and also been informed that standard procedures from Rush Green still applied in accordancewith the LOA.
201204830	06/05/2012	EGTT : London (FIR)	KEGUN		A	Other	AIRBUS	Turbofan	2	UK AIRPROX 2012/061 - A319 and a PA38 in the vicinity of KEGUN. Traffic info given and avoiding action taken. A319 had observed traffic on TCAS.	The AIRPROX occurred in the vicinity of KEGUN, in Class A airspace, when an A319 and a PA38 came into conflict due to the PA38 being inside CAS without a clearance. Contributory factors are considered to be: <input type="checkbox"/> 1/ The outgoing Liverpool Radar controller misheard the level of the PA38 when the pilot reported at 4900ft, as 1900ft, and both controllers subsequently misheard the level of the pilot as 1800ft instead of 4800ft. <input type="checkbox"/> 2/ The outgoing Liverpool Radar controller had previously instructed the PA38 to remain outside CAS and had a reasonable expectation that the pilot would comply. <input type="checkbox"/> 3/ The incoming Liverpool Radar controller expected the PA38 to be below CAS due to the information given in the handover. <input type="checkbox"/> CAA Closure: No further CAA action at this time. <input type="checkbox"/> This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201204830	06/05/2012	EGTT : London (FIR)	KEGUN		A	Other	PIPER	Reciprocating	1	UK AIRPROX 2012/061 - A319 and a PA38 in the vicinity of KEGUN. Traffic info given and avoiding action taken. A319 had observed traffic on TCAS.	The AIRPROX occurred in the vicinity of KEGUN, in Class A airspace, when an A319 and a PA38 came into conflict due to the PA38 being inside CAS without a clearance. Contributory factors are considered to be: <input type="checkbox"/> 1/ The outgoing Liverpool Radar controller misheard the level of the PA38 when the pilot reported at 4900ft, as 1900ft, and both controllers subsequently misheard the level of the pilot as 1800ft instead of 4800ft. <input type="checkbox"/> 2/ The outgoing Liverpool Radar controller had previously instructed the PA38 to remain outside CAS and had a reasonable expectation that the pilot would comply. <input type="checkbox"/> 3/ The incoming Liverpool Radar controller expected the PA38 to be below CAS due to the information given in the handover. <input type="checkbox"/> CAA Closure: No further CAA action at this time. <input type="checkbox"/> This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201205037	12/05/2012	EGTT : London (FIR)	London City - LCY	6 E	D	CTA	CESSNA	Reciprocating	1	Infringement of the London City CTA (Class D) by a C172 squawking 7000 at 2200ft. Potential conflict with inbound a/c. Traffic info given. Standard separation maintained.	The pilot has subsequently been debriefed by the CFI and appropriate advice has been given.

201205037	12/05/2012	EGTT : London (FIR)	London City - LCY	6 E	D	CTA	EMBRAER	Turbofan	2	Infringement of the London City CTA (Class D) by a C172 squawking 7000 at 2200ft. Potential conflict with inbound a/c. Traffic info given. Standard separation maintained.	The pilot has subsequently been debriefed by the CFI and appropriate advice has been given.
201205045	13/05/2012	EGTT : London (FIR)	London-Heathrow - LHR	NW	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 squawking 7000 indicating 2000ft. Northbound departures from Heathrow suspended. Standard separation maintained.	It has subsequently been revealed that the a/c was piloted by a solo student undertaking a cross country navigationexercise. Student flew wrong heading from wrong line of pilot's log and entered the London CTR. Further training to be provided before student undertakes any more solo navex.
201205077	12/05/2012	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	OTHER	Other		Infringement of the Biggin Hill ATZ (Class G) by model a/c at circuit height 1000ft, around the base leg position.	PA28 joining left base from the West for R/W03 reported model a/c flying at circuit height. ATC warned succeeding a/c of the presence of model a/c.
201205077	12/05/2012	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by model a/c at circuit height 1000ft, around the base leg position.	PA28 joining left base from the West for R/W03 reported model a/c flying at circuit height. ATC warned succeeding a/c of the presence of model a/c.
201205143	15/05/2012	EGTT : London (FIR)	Nottingham East Midlands		D	CTR	PIPER	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by a PA28squawking 4550 at 2000ft. Standard separation maintained.	A/c was instructed to squawk 4550, orbit left and then instructed to track Southbound until advised outside of CAS.Pilot had earlier been instructed to remain outside of CAS, given QNH and a Basic Service.

201205145	15/05/2012	EGTT : London (FIR)	EGHI (SOU): Southampton	6.9 NE	D	CTR	PIPER	Reciprocating	1	Infringement of Southampton CTR (Class D) by a PA28 squawking 0011. Pilot allegedly stated they entered CAS to avoid weather.	CAA Closure: No further action possible due to elapsed time.
201205154	15/05/2012	EGTT : London (FIR)	Stansted	E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 0013 at 1600ft. Traffic info given. B737 descending to 4000ft on a heading to establish R/W22 was turned away to maintain separation.	
201205154	15/05/2012	EGTT : London (FIR)	Stansted	E	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172 squawking 0013 at 1600ft. Traffic info given. B737 descending to 4000ft on a heading to establish R/W22 was turned away to maintain separation.	
201205222	16/05/2012	EGTT : London (FIR)	D202A and D201		Other	Danger area	AVIONS ROBIN	Reciprocating	1	Infringement of Danger Areas D202A and D201 by a DR400 squawking 7000. Blind transmissions made with no response. Attempts to contact a/c via D&D and London Information also unsuccessful.	CAA Closure: French DGAC informed. Registration will be monitored for future incidents.
201205250	16/05/2012	EGTT : London (FIR)	Aberporth		G	Danger area	MAULE	Reciprocating	1	Infringement of Danger Area EG D201 (Aberporth) by a Maule M7 squawking 7000 descending through 1800ft. A/c identity confirmed by Haverfordwest.	Pilot apologised. Although he had checked the daily NOTAMs he was not aware of the D201 complex status as a permanent Danger Area. Differences between the overland (D202) and oversea (D201) complex were explained and for future reference, pilot was made aware of the ATSOCAS and Danger Area Crossing Service.

201205264	17/05/2012	EGTT : London (FIR)	Luton (LUT)	Graveley	D	CTR	GRUMMAN	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Grumman AA5 resulting in a loss of separation against a departing airliner.	CAA Closure: Information indicates that this infringementresulted from confusion over visual references. The pilo has taken appropriate action as a result of this incident.
201205264	17/05/2012	EGTT : London (FIR)	Luton (LUT)	Graveley	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by a Grumman AA5 resulting in a loss of separation against a departing airliner.	CAA Closure: Information indicates that this infringementresulted from confusion over visual references. The pilo has taken appropriate action as a result of this incident.
201205265	17/05/2012	EGTT : London (FIR)	London City - LCY	5 N	D	CTR	CESSNA	Reciprocating	1	Infringement of the London City CTR (Class D) by a C172 squawking 7050 at 2500ft. Traffic info given. STCA activated. Standard separation maintained.	The investigation has subsequently revealed that the pilot had called Thames for a transit of the zone and instructed to enter CAS not above 2000ft. However, the instructionwas issued when the a/c was just 0.5nm from the boundary zone at an altitude of 2400ft.
201205265	17/05/2012	EGTT : London (FIR)	London City - LCY	5 N	D	CTR	UNKNOWN	Unknown		Infringement of the London City CTR (Class D) by a C172 squawking 7050 at 2500ft. Traffic info given. STCA activated. Standard separation maintained.	The investigation has subsequently revealed that the pilot had called Thames for a transit of the zone and instructed to enter CAS not above 2000ft. However, the instructionwas issued when the a/c was just 0.5nm from the boundary zone at an altitude of 2400ft.
201205316	17/05/2012	EGTT : London (FIR)	Boscombe Down		G	Danger area	OTHER	Unknown		UK AIRPROX 2012/066 - Military a/c and a DA40 at BoscombeDown.	

201205316	17/05/2012	EGTT : London (FIR)	Boscombe Down		G	Danger area	DIAMOND	Reciprocating	1	UK AIRPROX 2012/066 - Military a/c and a DA40 at BoscombeDown.	
201205333	19/05/2012	EGTT : London (FIR)	Honiley (HON)	5 W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C150 initially squawking 0010 at 1000ft. Traffic info and avoiding action given. Standard separation maintained.	It has subsequently been revealed that the a/c's Direction Indicator had failed and that the pilot had been unable to find good visual ground features to confirm his position. Signal from the VOR was lost due to low level flying toremain VMC.
201205333	19/05/2012	EGTT : London (FIR)	Honiley (HON)	5 W	D	CTR	EMBRAER	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a C150 initially squawking 0010 at 1000ft. Traffic info and avoiding action given. Standard separation maintained.	It has subsequently been revealed that the a/c's Direction Indicator had failed and that the pilot had been unable to find good visual ground features to confirm his position. Signal from the VOR was lost due to low level flying toremain VMC.
201205334	19/05/2012	EGTT : London (FIR)	London-Gatwick - LGW	2 N	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Robin HR200 (initially unknown) squawking 3767 at 1100ft. Separationlost. Traffic info given. CAIT activated.	The pilots report indicates that whilst trying to avoid anoise sensitive location (which was misidentified) the pilot delayed his left turn and infringed the Gatwick CTR. R/W18 in use at Redhill.
201205334	19/05/2012	EGTT : London (FIR)	London-Gatwick - LGW	2 N	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a Robin HR200 (initially unknown) squawking 3767 at 1100ft. Separationlost. Traffic info given. CAIT activated.	The pilots report indicates that whilst trying to avoid anoise sensitive location (which was misidentified) the pilot delayed his left turn and infringed the Gatwick CTR. R/W18 in use at Redhill.

201205337	17/05/2012	EGTT : London (FIR)	London-Heathrow - LHR	SW	A	CTR	YAKOVLEV	Reciprocating	1	Infringement of the London CTR (Class A) on two separate occasions (1308hrs and 1313 hrs) by a YAK52. Separation lost. Traffic info and avoiding action given.	Appropriate CAA action is being taken as a result of this incident.
201205337	17/05/2012	EGTT : London (FIR)	London-Heathrow - LHR	SW	A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) on two separate occasions (1308hrs and 1313 hrs) by a YAK52. Separation lost. Traffic info and avoiding action given.	Appropriate CAA action is being taken as a result of this incident.
201205346	19/05/2012	EGTT : London (FIR)	Bovingdon (BNN)	2 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28R squawking 7000 with Mode C 1900ft. Traffic info given. Standard separation maintained.	It has subsequently been revealed that the pilot infringed the CTR by 0.7nm for approx 1min and that on this occasion, no follow up action has been taken.
201205346	19/05/2012	EGTT : London (FIR)	Bovingdon (BNN)	2 N	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28R squawking 7000 with Mode C 1900ft. Traffic info given. Standard separation maintained.	It has subsequently been revealed that the pilot infringed the CTR by 0.7nm for approx 1min and that on this occasion, no follow up action has been taken.
201205372	20/05/2012	EGTT : London (FIR)		Tarbock Interchange M57/M62	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a C42 squawking 7366 at 1700ft. Traffic info given. Standard separation maintained. A/c piloted by solo student.	Inbound traffic vectored for an ILS R/W27 were turned to remain clear. Investigations indicate that the student didnot establish his initial position on the map quickly, therefore became distracted and disorientated.☐ CAA Closure:Two additional navigation training flights have been completed with another two planned before further solo navigation.

201205453	19/05/2012	EGTT : London (FIR)	Keevil		Other	Other	GROB	Reciprocating	1	Infringement of active Keevil Glider launching site (Class G) by an a/c, at approx 1500-2000ft. LS8 glider was conducting a series of winch launches between 1200-1400ft. A/clater identified as G115.	LS8 became aware of the G115 on entering full climb and prepared to abandon launch when at a safe height to do so. As LS8 approached the point to abandon launch, the G115 took a hard left avoiding action turn away. LS8 continued the launch. LS8 later received confirmation the G115 was from Colerne.
201205453	19/05/2012	EGTT : London (FIR)	Keevil		Other	Other	OTHER	Other	0	Infringement of active Keevil Glider launching site (Class G) by an a/c, at approx 1500-2000ft. LS8 glider was conducting a series of winch launches between 1200-1400ft. A/clater identified as G115.	LS8 became aware of the G115 on entering full climb and prepared to abandon launch when at a safe height to do so. As LS8 approached the point to abandon launch, the G115 took a hard left avoiding action turn away. LS8 continued the launch. LS8 later received confirmation the G115 was from Colerne.
201205482	21/05/2012	EGTT : London (FIR)	Manchester (MCT)		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a R22 squawking 7354 at 1000ft. Standard separation maintained. Inbound flight cleared for visual R/W05L was changed to ILS approach.	A/c was piloted by student who reported having GPS problems. ATC advised track approx 210 to leave zone for Hawarden. Hawarden were informed and the a/c transferred to them.However, the pilot subsequently elected to return to Manchester Barton and on being transferred back to Approach was monitored on his return Northbound via the LLR.
201205485	22/05/2012	EGTT : London (FIR)	Southampton (SAM)	4nm NNW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an a/c squawking 7000 at 1400ft. Blind calls made. A/c later identified as a Robin 2100. Traffic info given. Standard separation maintained.	
201205498	12/05/2012	EGTT : London (FIR)	Southampton (SAM)	11 W	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Eurostar squawking 7000 indicating 3800ft. Traffic info and avoiding action given. Standard separation maintained.	Several calls were made to establish contact without success. Bournemouth identified the a/c using Mode S.

201205507	22/05/2012	EGTT : London (FIR)	Bournemouth	5 W	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28. Traffic info given. Standard separation maintained.	The a/c had called Bournemouth for a Basic Service outside of CAS. A/c (with a 7000 squawk) subsequently identifiedwithin the Bournemouth Zone. Student pilot.
201205524	21/05/2012	EGTT : London (FIR)	WILLO	5 WSW	A	TMA	CESSNA	Turboprop	1	Infringement of the London TMA (Class A) by a Cessna 208 squawking 7000 at 3300ft. Traffic info given. Standard separation maintained.	Descending B757 was given a left orbit to avoid the infringer. Infringer continued on a North Westerly heading before leaving CAS near MID VOR and subsequently identified byMode S.
201205524	21/05/2012	EGTT : London (FIR)	WILLO	5 WSW	A	TMA	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by a Cessna 208 squawking 7000 at 3300ft. Traffic info given. Standard separation maintained.	Descending B757 was given a left orbit to avoid the infringer. Infringer continued on a North Westerly heading before leaving CAS near MID VOR and subsequently identified byMode S.
201205539	13/05/2012	EGTT : London (FIR)	Mayfield (MAY)	5 NW	D	CTR	INIZIATIVE	Reciprocating	1	Infringement of the Gatwick CTR and CTA (Class D) by a Sky Arrow 650 squawking 7000. Several calls made with no response. Standard separation maintained.	The pilot reported departing from Crockham Hill situated 3km North of Edenbridge. Using a 1/250,000 chart, the pilot reported flying to Forest Row then turning West to fly along the southern shore of Weir Wood reservoir. The pilot indicated that he had not realised that he had infringed the SE corner of the Gatwick CTR and CTA and apologised. ☐ CAA Closure: Pilot believed that he was following a route clear of CAS and was unaware that he had infringed the lateral boundary of the Gatwick CTR and vertical limits of the Gatwick CTA. An appropriate questionnaire is to be completed. Lessons appear to have been learnt.
201205569	23/05/2012	EGTT : London (FIR)	Southampton (SAM)	8 NE	D	CTR	AQUILA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an Aquila AT01 at 1300ft squawking 7000. Blind calls made with no response. Traffic info given. Standard separation maintained.	

201205597	24/05/2012	EGTT : London (FIR)	London-Gatwick - LGW	8 W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C120 squawking 7000. Traffic info and avoiding action given. Standard separation maintained.	
201205607	23/05/2012	EGTT : London (FIR)	Mayfield (MAY)	8 NE	A	TMA	INIZIATIVE	Reciprocating	1	Infringement of the LTMA (Class A) and the Gatwick CTA (Class D) by a Sky Arrow 650 squawking 7000. Mode C indicated between 2500ft and 2800ft. Separation lost against an airliner.	A/c identity confirmed by Mode S.
201205607	23/05/2012	EGTT : London (FIR)	Mayfield (MAY)	8 NE	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) and the Gatwick CTA (Class D) by a Sky Arrow 650 squawking 7000. Mode C indicated between 2500ft and 2800ft. Separation lost against an airliner.	A/c identity confirmed by Mode S.
201205609	24/05/2012	EGTT : London (FIR)	fair Oaks	2 E	A	CTR	BEECH	Reciprocating	1	Infringement of the London CTR (Class A) by a BE33 initially squawking 7000 at 2000ft resulting in a loss of separation against four a/c. Heathrow southbound flights suspended. Traffic info given.	Squawk subsequently showed 0432 and Mode C confirmed as 2000ft. Appropriate CAA action is being taken as a result of this incident. See also 201205823.
201205609	24/05/2012	EGTT : London (FIR)	fair Oaks	2 E	A	CTR	UNKNOWN	Unknown		Infringement of the London CTR (Class A) by a BE33 initially squawking 7000 at 2000ft resulting in a loss of separation against four a/c. Heathrow southbound flights suspended. Traffic info given.	Squawk subsequently showed 0432 and Mode C confirmed as 2000ft. Appropriate CAA action is being taken as a result of this incident. See also 201205823.

201205610	24/05/2012	EGTT : London (FIR)	Farnborough	5 E	A	TMA	BEECH	Reciprocating	1	Infringement of the LTMA (Class A) by a BE33 squawking 7000 at 2000ft. Separation lost with Heathrow inbound A320 at FL70. B747 on a CPT departure was turned early.	Appropriate follow up action is being taken.
201205610	24/05/2012	EGTT : London (FIR)	Farnborough	5 E	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a BE33 squawking 7000 at 2000ft. Separation lost with Heathrow inbound A320 at FL70. B747 on a CPT departure was turned early.	Appropriate follow up action is being taken.
201205668	25/05/2012	EGTT : London (FIR)	Southampton (SAM)	10 S	D	CTA	EUROPA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Europa squawking 7000 indicating 2500ft. Traffic info and avoiding action given. Standard separation maintained. ATC training in progress.	Bournemouth confirmed that they had just received a call from the a/c and that it had been asked to descend immediately. 7000 changed to a Bournemouth squawk and a/c continued Westbound below CAS.
201205668	25/05/2012	EGTT : London (FIR)	Southampton (SAM)	10 S	D	CTA	BAE	Turboprop	2	Infringement of the Solent CTA (Class D) by a Europa squawking 7000 indicating 2500ft. Traffic info and avoiding action given. Standard separation maintained. ATC training in progress.	Bournemouth confirmed that they had just received a call from the a/c and that it had been asked to descend immediately. 7000 changed to a Bournemouth squawk and a/c continued Westbound below CAS.
201205670	26/05/2012	EGTT : London (FIR)	North Weald	2 WNW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C150 squawking 5030. Standard separation maintained. Traffic info and avoiding action given. Identity confirmed by radar.	Farnborough contacted C150 and instructed a/c to vacate CAS.

201205673	26/05/2012	EGTT : London (FIR)	Liverpool	8-10nm S	A		OTHER	Reciprocating	1	Infringement of Airway N864 (Class A) at 4000ft by a Tri-R Kis. Loss of separation with an A319 departing Liverpool.	Pilot error acknowledged. Subsequent investigation revealed that the Tri-R Kis pilot was over reliant on his GPS, which was insufficient for avoiding CAS. ATC did not issue avoiding action to the A319 as they believed that lateral and/or vertical separation would be maintained. The Tri-R Kis pilot was on an incorrect FIR frequency which prevented the conveying of information regarding the infringement, although it would have been too late to prevent the loss. The pilot has acknowledged his error and has stated that if any deviation from the planned route occurs, and before suspecting any radio problems he will recheck the frequency and remember that London FIR have different frequencies in different geographical areas. The pilot has also purchased a NATS AWARE device to prevent any reoccurrence.
201205673	26/05/2012	EGTT : London (FIR)	Liverpool	8-10nm S	A		AIRBUS	Turbofan	2	Infringement of Airway N864 (Class A) at 4000ft by a Tri-R Kis. Loss of separation with an A319 departing Liverpool.	Pilot error acknowledged. Subsequent investigation revealed that the Tri-R Kis pilot was over reliant on his GPS, which was insufficient for avoiding CAS. ATC did not issue avoiding action to the A319 as they believed that lateral and/or vertical separation would be maintained. The Tri-R Kis pilot was on an incorrect FIR frequency which prevented the conveying of information regarding the infringement, although it would have been too late to prevent the loss. The pilot has acknowledged his error and has stated that if any deviation from the planned route occurs, and before suspecting any radio problems he will recheck the frequency and remember that London FIR have different frequencies in different geographical areas. The pilot has also purchased a NATS AWARE device to prevent any reoccurrence.
201205679	26/05/2012	EGTT : London (FIR)	Stansted	SW	Other	Restrict ed area	COSY EUROPE	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a contact with no Mode C. Traffic info given.	
201205685	26/05/2012	EGTT : London (FIR)	Stansted	SW	G	Restrict ed area	RUTAN	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a Rutan Longeze (initially primary contact). Traffic info and avoiding action given. Disruption to commercial traffic.	This was one of three primary contacts observed leaving the North Weald exemption zone on a North Westerly track. Through contact with North Weald these were assigned a series of squawks to identify them. The pilot concerned has now been fully briefed on the procedures to be adopted before entering the TMZ airspace.
201205686	26/05/2012	EGTT : London (FIR)	Stansted	SW	Other	Restrict ed area	COSY EUROPE	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a Cozy (initially primary contact). Traffic info and avoiding action given. Disruption to commercial traffic.	This was one of three primary contacts observed leaving the North Weald exemption zone on a North Westerly track. Through contact with North Weald these were assigned a series of squawks to identify them. A/c was subsequently observed squawking 7010 with no Mode C.

201205689	27/05/2012	EGTT : London (FIR)	Tring		D	CTA	PIPER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a PA28, with Mode C increasing through 2800ft and peaking at 3000ft. A/c identified by Mode S. Standard separation maintained.	LTC contacted LARS to ascertain intentions of PA28, due to a Luton inbound established on the 08 LOC descending to 4000ft. LARS informed ATC the infringer was going down. ATC decided PA28 could stay on its north westerly track, as the a/c would be leaving CAS very shortly. Luton inbound was not delayed.
201205702	26/05/2012	EGTT : London (FIR)	Lydd (LYD)		A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by a motor glider at FL65. Appropriate ATC action taken.	Motor glider called London FIS on frequency, reporting at LYD VOR at FL65. ATC immediately instructed motor glider to remain outside of CAS, and informed pilot the base of CAS was 5500ft. ATC then requested motor glider to descend. Motor glider began to descend to 3000ft.
201205706	27/05/2012	EGTT : London (FIR)	London City - LCY	5nm SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the London City CTR (Class D) by a C152. A/c identified by Mode S. Standard separation maintained.	C152 was observed to enter CTR from the Southeast and track North/Northeast. No departures were affected. One inbound was vectored slightly to ensure separation was maintained.
201205724	24/05/2012	EGTT : London (FIR)	Oxford		G	ATZ	PIPER	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by a PA28 at approx 1500ft, 0.75nm to the West of the aerodrome. A/c later identified by Brize Norton.	ATC had observed PA28 turning sharply away from the aerodrome. Infringer was tracked on radar and was seen to change to a Brize Norton squawk.
201205728	24/05/2012	EGTT : London (FIR)	ORTAC		A		FLIGHT DESIGN	Reciprocating	1	Infringement of Airway Q41 by a CTSW squawking 3635 between FL40 and FL55. Standard separation maintained.	After responding to a freecall, pilot was informed that weather in Alderney was below VFR and at present level a/c was in the Airway. Pilot requested to take up headings as unable to descend clear due to loss of horizon. A/c was coordinated with Hurn Sector and eventually vectored clear of Q41.

201205773	22/05/2012	EGTT : London (FIR)	Church Fenton		G	ATZ	JODEL	Reciprocating	1	Infringement of the Church Fenton ATZ (Class G) by a Jodel D119 on a Whiskey departure. A/c had departed Sherburn North instead of West, as laid down in LOA.	Jodel D119 contacted Church Fenton APP requesting a BS and a Whisky departure. Jodel D119 was then observed to have departed and turned North instead of West. Controller queried pilot, who reported he was familiar with Whiskey departure, but thought it was North. Church Fenton APP informed pilot to turn away and briefed pilot on correct procedure.
201205778	28/05/2012	EGTT : London (FIR)	Southampton (SAM)	12 S	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a DR400 at 4000ft. Traffic info and avoiding action given to an outbound EMB190. Standard separation maintained.	
201205802	25/05/2012	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	AVIONS ROBIN	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an a/c at 1800ft. A/c later identified as a Robin 200. Traffic info given. Standard separation maintained.	LARS East had given Robin 200, QNH, a 5022 squawk and a BS. A few minutes later Biggin Hill ATC contacted LARS East regarding an infringer with 5022 squawk. LARS East subsequently alleged that Robin 200 had continued on to slightly infringe the Heathrow CTZ.
201205817	28/05/2012	EGTT : London (FIR)	Cranwell		G	ATZ		Reciprocating	1	Infringement of the Cranwell ATZ (Class G) and Waddington ATZ (Class G) by an a/c indicating 2000ft. A/c later identified as a CZAW Sportcruiser. Traffic info given. Standard separation maintained.	Cranwell received confirmation from LATCC Mil that London FIS were working the a/c. Cranwell contacted Waddington to inform them a/c was heading their way. A/c then flew through the Cranwell overhead and entered Waddington MATZ. The a/c then skimmed the Southern side of active Restricted Area R313 (Scampton). The a/c then changed from London FIR squawk to a Doncaster squawk. A/c details obtained from Doncaster Radar.
201205821	28/05/2012	EGTT : London (FIR)	Bovingdon (BNN)	W	A	TMA	VANS	Reciprocating	1	Infringement of the LTMA (Class A) and Stansted CTA (Class D) by a Vans RV4 at 2900ft squawking 7000. Traffic info and avoiding action. Standard separation maintained.	

201205823	28/05/2012	EGTT : London (FIR)	Stansted	SW	D	CTA	BEECH	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a BE33 at 2400ft squawking 7000. Standard separation maintained.	Appropriate CAA action is being taken as a result of thisincident. See also 201205609.
201205851	29/05/2012	EGTT : London (FIR)	Isle Of Man (IOM)		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Isle of Man CTA/CTR (Class D) by an R44 squawking 7000 at 1000ft. Standard separation maintained.	ATC made a general broadcast asking if an a/c was on frequency. R44 replied and was placed on 4551 squawk. ATC informed R44 they had climbed into CAS without permission. Pilot apologised. ATCO's are to be reminded to inform pilots,arriving at private sites, to contact ATC prior to lifting for departure.
201205894	28/05/2012	EGTT : London (FIR)	Aberporth		G	Danger area	MOONEY	Reciprocating	1	Infringement of one or both Danger Areas EG D201 and EG D202 (Aberporth) by a Mooney 20 at 2000ft. An RPAS (Remotely Piloted Aircraft) launch clearance was rescinded due to infringing a/c.	Aberporth believed a/c was one they had spoken with earlier in the day and called its callsign, but a/c was not on frequency. A/c then contacted West Wales ATC and was transferred to Aberporth, who advised Mooney 20 of quickest route out of D202 and placed them under a BS. Pilot apologised. Pilot had misread charts and thought D202 had a base of FL125. Aberporth confirmed D202 is from SFC to FL125. Depiction of vertical limits of the D202 Danger Area to be reviewed on Edition 38 of the Southern England and Wales Aeronautical Chart (ICAO) 1:500,000.
201205894	28/05/2012	EGTT : London (FIR)	Aberporth		G	Danger area	OTHER	Unknown		Infringement of one or both Danger Areas EG D201 and EG D202 (Aberporth) by a Mooney 20 at 2000ft. An RPAS (Remotely Piloted Aircraft) launch clearance was rescinded due to infringing a/c.	Aberporth believed a/c was one they had spoken with earlier in the day and called its callsign, but a/c was not on frequency. A/c then contacted West Wales ATC and was transferred to Aberporth, who advised Mooney 20 of quickest route out of D202 and placed them under a BS. Pilot apologised. Pilot had misread charts and thought D202 had a base of FL125. Aberporth confirmed D202 is from SFC to FL125. Depiction of vertical limits of the D202 Danger Area to be reviewed on Edition 38 of the Southern England and Wales Aeronautical Chart (ICAO) 1:500,000.
201205898	29/05/2012	EGTT : London (FIR)	Newcastle Emlyn	N	G	Danger area	AVIONS ROBIN	Reciprocating	1	Infringement of Danger Area ED202 (West Wales) by a DR400initially squawking 7000 at 3700ft. Standard separation maintained. A/c identity subsequently confirmed after beinginstructed to squawk 4530.	Pilot apologised. He had been using an edition 30 half mil map and believed that the ED202 base height was FL125.

201205920	28/05/2012	EGTT : London (FIR)	Leamington Spa		D	CTA	ZENAIR	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by a Zenair squawking 7000 indicating 2200ft. Appropriate ATC actiontaken. Standard separation maintained.	Blind calls made with no response. A/c left CAS passing to the North of Wellesbourne. Pilot error acknowledged. Pilot has been given appropriate advice.
201205923	30/05/2012	EGTT : London (FIR)	Bournemouth		D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of Bournemouth CTR (Class D) by a primary only contact. A/c contacted D&D, and was transferred to Bournemouth ATC. Traffic info and avoiding action given. Standard separation maintained.	A/c identified as C42. Pilot contacted D&D requesting assistance due to being lost. A/c was not SSR equipped. D&D contacted Bournemouth, and with their radar assistance a/c's position was confirmed following two turns. A/c continued en-route. A/c then contacted D&D requesting assistance again, but had infringed Bournemouth CTR. A/c diverted to Bournemouth.
201206009	01/06/2012	EGTT : London (FIR)	Southampton (SAM)	8.3 SW	D	CTR	STRIPLIN	Reciprocating	1	Infringement of the Solent CTR (Class D) by a SkyRanger. Separation lost against inbound DHC8. Traffic info and avoiding action given.	Several attempts were made to establish contact, without success. Bournemouth were called to see if they had any secondary or Mode S showing, and although they could see thetwo contacts they did not have any other information. Once the contact had left the Solent CTR, the DHC8 was vectored back onto final approach and on passing traffic info said he did have a contact on TCAS but no height indicated. Bournemouth also stated at few mins after leaving CAS thatthe a/c had a Mode C readout of 1200ft.
201206009	01/06/2012	EGTT : London (FIR)	Southampton (SAM)	8.3 SW	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTR (Class D) by a SkyRanger. Separation lost against inbound DHC8. Traffic info and avoiding action given.	Several attempts were made to establish contact, without success. Bournemouth were called to see if they had any secondary or Mode S showing, and although they could see thetwo contacts they did not have any other information. Once the contact had left the Solent CTR, the DHC8 was vectored back onto final approach and on passing traffic info said he did have a contact on TCAS but no height indicated. Bournemouth also stated at few mins after leaving CAS thatthe a/c had a Mode C readout of 1200ft.
201206019	01/06/2012	EGTT : London (FIR)	Luton (LUT)	W	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) twice (1200hrs and 1209hrs) by a PA28 squawking 7000 indicating 2000ft. Traffic info given. Departures stopped at 1203hrs. A/c identified by Mode S.	Inbound A320 was broken off approach and repositioned. ☐ CAA Closure: Pilot lost in bad weather. Eventually called D&D. CFI dealing with follow-up action at club level.

201206019	01/06/2012	EGTT : London (FIR)	Luton (LUT)	W	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) twice (1200hrs and 1209hrs) by a PA28 squawking 7000 indicating 2000ft. Traffic info given. Departures stopped at 1203hrs. A/c identified by Mode S.	Inbound A320 was broken off approach and repositioned. ☐ CAA Closure: Pilot lost in bad weather. Eventually called D&D. CFI dealing with follow-up action at club level.
201206041	01/06/2012	EGTT : London (FIR)	Birmingham	14 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA2 (Class D) by a PA28R at 2500ft. Separation lost with an EMB195 and a B737 inbound to Birmingham.	Traffic info and avoiding action given. The pilot's report indicates that he had failed to detect the lowering of CAS in the area concerned during the planning process. Theappropriate lessons appear to have been learnt.
201206041	01/06/2012	EGTT : London (FIR)	Birmingham	14 SE	D	CTA	EMBRAER	Turbofan	2	Infringement of the Birmingham CTA2 (Class D) by a PA28R at 2500ft. Separation lost with an EMB195 and a B737 inbound to Birmingham.	Traffic info and avoiding action given. The pilot's report indicates that he had failed to detect the lowering of CAS in the area concerned during the planning process. Theappropriate lessons appear to have been learnt.
201206042	01/06/2012	EGTT : London (FIR)	Stansted	13 SW	Other	Other	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a DR400 squawking 7000 with no Mode C indication. Traffic info given to an inbound B737.	
201206048	25/05/2012	EGTT : London (FIR)	Mayfield (MAY)		A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the London TMA (Class A) by a Robin 400, squawking 7000. Mode C showing 2500ft-2800ft. Traffic infoand avoiding action given. Standard separation maintained.	A number of a/c were given extended routings to keep clear of the Robin 400.

201206050	02/06/2012	EGTT : London (FIR)	Stansted	10 NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 with Mode C indicating up to 3000ft. All departures stopped for 7mins.	CAA Closure: Flight was undertaken by a new instructor who strayed further than expected infringing controlled airspace. Instructor was also new to the area. Robust follow-up action has been taken by the club CFI.
201206059	02/06/2012	EGTT : London (FIR)	Colerne		D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA28 squawking 7000 at 5000ft. Standard separation maintained.	PA28 in receipt of a Basic Service from Brize had been given a heading to avoid Bristol CAS. Just prior to Colerne pilot was told to squawk 7000 and freecall an en-route agency. A/c was then seen continuing on a Southerly heading at FL50 and entered the Bristol CTA, whereupon he called Brize but was trying to call London Information. A/c's trackwas then monitored by Bristol after being provided with the QNH, squawk ident and informed of his position inside CAS. Pilot had been looking for a gap in the cloud to descend.
201206075	04/06/2012	EGTT : London (FIR)	Polehill (POL)	5nm W	A	TMA	VANS	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a Vans RV7 at 4500ft, where base is 3500ft. A/c identified by Mode S. Standard separation maintained.	MACC contacted Blackpool ATC who informed them they had transferred a/c to Leeds and informed pilot to remain outside CAS. Leeds ATC informed MACC they were not working the a/c. Pilot later reported the chart they had used was out of date and had now been discarded.
201206079	04/06/2012	EGTT : London (FIR)	Snitterfield	5 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28. Standard separation maintained. Traffic info and avoiding action given.	
201206095	19/05/2012	EGTT : London (FIR)			Other	Restrict ed area		Reciprocating	1	Infringement of an RA(T) by a CZAW Sports cruiser squawking 3716 at 1700ft.	Appropriate CAA action being taken as a result of this incident.

201206106	05/06/2012	EGTT : London (FIR)	Stansted	8 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTA and CTR (Class D) by a PA28 initially squawking 7000 at 2000ft, with no Mode C. Standard separation maintained.	Investigation established that the infringement resulted from the pilot misreading the radial from Clacton VOR and flying too far South of his intended course. Additionally,the pilot had intended to fly a different a/c that day but it was in maintenance and so he elected to undertake theflight using the PA28, but subsequently realised that he was not used to the older style of navigation equipment onboard. The pilot also reported unfamiliarity with the area around Stansted and found some difficulty relating the ground features to his expectations at the time of the infringement. Once the pilot's error had been pointed out to him by Cambridge ATC, he exited the infringed area by the quickest and safest possible means.□ CAA Closure: Lesson learned, appropriate advice given.
201206108	27/05/2012	EGTT : London (FIR)	Southend (SND)	6 SW	Other	Restrict ed area	MOONEY	Reciprocating	1	Infringement of the Southend Airshow RA(T) by an unknown a/c squawking 7047 approaching from the West. Blind transmission made but no response. Display team informed. Standard separation maintained.	A/c called at 1341hrs and one min later left to the SE. A/c identified by squawk 5064 and level verified.
201206108	27/05/2012	EGTT : London (FIR)	Southend (SND)	6 SW	Other	Restrict ed area	EXTRA	Reciprocating	1	Infringement of the Southend Airshow RA(T) by an unknown a/c squawking 7047 approaching from the West. Blind transmission made but no response. Display team informed. Standard separation maintained.	A/c called at 1341hrs and one min later left to the SE. A/c identified by squawk 5064 and level verified.
201206117	31/05/2012	EGTT : London (FIR)	Castlemartin		G	Danger area	CIRRUS	Reciprocating	1	Infringement of Danger Area D113A (Castlemartin) by an SR22 at approx 300ft AMSL. Check fire all ranges.	CAA Closure: French DGAC informed. Registration will be monitored for future incidents.
201206147	02/06/2012	EGTT : London (FIR)	Church Fenton		G	ATZ	ROBINSON	Reciprocating	1	Infringement of Church Fenton ATZ (Class G) by an R44 squawking 7010 at 800ft.	A/c had departed Sherburn in Elmet on an Easterly departure but had misunderstood the instructions given by CFN radar. It was ascertained that the a/c was based at Sherburn and should have been fully conversant with the LOA in place. There were no other a/c in the circuit at the time of the incident.

201206170	06/06/2012	EGTT : London (FIR)	En Route				CESSNA	Reciprocating	1	A/c entered controlled airspace whilst receiving navigational assistance due to en-route weather avoidance.	
201206225	02/06/2012	EGTT : London (FIR)	Kenley		G		DIAMOND	Reciprocating	1	Infringement of the South London Gliding Centre cable hazard at Kenley by a DA40 at approx 500ft. One glider was airborne in the downwind leg of the circuit.	The DA40 passed over the airfield before continuing in the direction of Biggin Hill. Kenley contacted Biggin Hill ATC and were informed the DA40 was in contact with them andhad been advised to remain clear of Kenley.
201206230	21/05/2012	EGTT : London (FIR)	Camphill		Other	Other	HUGHES	Turboshaft	1	Infringement of the Camphill winch launch area by a unknown helicopter, believed to be a Hughes 500, at 300ft AGL. A/c passed from West to East. No glider was being launchedat the time.	Manchester ATC were contacted but were unable to confirm identity of the a/c.
201206308	09/06/2012	EGTT : London (FIR)	Stansted	11 SW	Other	Restrictedd area	ROBINSON	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by an R44 (initially unknown) squawking 7000. No Mode S.	A/c was subsequently tracked on radar from Wycombe Air Park. The pilot has been contacted and fully debriefed and confirmed that Mode C was switched on, but he has agreed toget the transponder checked on the next flight.
201206310	09/06/2012	EGTT : London (FIR)	REXAM		A		MAULE	Reciprocating	1	Infringement of Airway N864 by a Maule M7 squawking 1177 at an indicated FL50. Pilot apologised. Standard separation maintained.	A/c had been told to remain outside CAS on his routeing and reminded again by FIS Officer at FL55. It has subsequently been revealed that due to CBs pilot had elected to route direct Englesfield. He had been told by London FIR thathe would infringe at 4500ft and elected to descend to 4300ft. Pilot reported level at 4400ft. Pilot cities possibleslow descent and low pressure setting (1003) along with inaccurate transponder encoder as contributing to the event.

201206324	10/06/2012	EGTT : London (FIR)	Puckeridge	2nm SW	D	CTA	STRIPLIN	Reciprocating	1	Infringement of the Stansted and Luton CTA (Class D) by an a/c squawking 7000, climbing to 3100ft. A/c identified by Mode S as a Skyranger. Standard separation maintained.	Blind calls were made with no response. Skyranger turned South at Buntingford mast and descended to leave CAS. The Skyranger on a local flight from Hunsdon entered the Stansted and Luton CTAs by climbing to 3000ft in order to avoid a group of a/c reported to be operating in the vicinity of Panshanger. The pilot did not have functioning GPS and did not seem to be fully aware of the base of CAS around Hunsdon.☐ CAA Closure: The pilot has been requested to familiarise himself with the airspace and relevant frequencies around Hunsdon in order to avoid infringing CAS in the future. The pilot has also been requested to complete the NATS infringement questionnaire.
201206326	09/06/2012	EGTT : London (FIR)	White Waltham	3nm SSW	A	TMA	PITTS	Reciprocating	1	Infringement of the LTMA (Class A) by a Pitts Special squawking 7004 at 3000ft. Standard separation maintained.	As Thames controller made arrangements to inform Heathrow of the infringer, the a/c subsequently left the TMA. Due to speed of the a/c climbing/descending, Thames believe the a/c was performing aerobatics. A/c told to squawk 7030, and was identified, and Mode C verified, by Heathrow SFVR.
201206329	09/06/2012	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTR	INIZIATIVE	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Sky Arrow at 1300ft squawking 7000. Two inbound a/c broken off approach. Traffic info and avoiding action given. Standard separation maintained.	Investigation under 201205539.
201206508	13/06/2012	EGTT : London (FIR)	Brooklands		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 initially squawking 7000 at 2300ft. Heathrow CPT, MID and SAM departures stopped at 1015hrs. DVR departures subsequently suspended.	Standard separation maintained. Mode S confirmed identity of contact and squawk subsequently changed to 7047. Biggin Hill ATC subsequently stated that the a/c had called them and was unsure of its position. The operator has been fully alerted to this incident with a request that the pilot be fully debriefed. Pilot error acknowledged.
201206525	13/06/2012	EGTT : London (FIR)	Nottingham East Midlands	10nm WNW	D	CTA	PIPER	Reciprocating	1	UK AIRPROX 2012/078 - DHC8 and PA28, at 2000ft, 10nm WNW of East Midlands final approach to R/W09. Traffic info given.	PA28 infringed East Midlands CTA (Class D). Loss of separation occurred. Appropriate CAA action has been taken as a result of this incident. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). Information indicates this AIRPROX was due to the PA28 entering CAS without clearance and flying into conflict with the DHC8, which the PA28 did not see.

201206525	13/06/2012	EGTT : London (FIR)	Nottingham East Midlands	10nm WNW	D	CTA	DE HAVILLAND	Turboprop	2	UK AIRPROX 2012/078 - DHC8 and PA28, at 2000ft, 10nm WNW of East Midlands final approach to R/W09. Traffic info given.	PA28 infringed East Midlands CTA (Class D). Loss of separation occurred. Appropriate CAA action has been taken as a result of this incident. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). Information indicates this AIRPROX was due to the PA28 entering CAS without clearance and flying into conflict with the DHC8, which the PA28 did not see.
201206532	13/06/2012	EGTT : London (FIR)	Stansted	8 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 at 1500ft. Traffic info given. Standard separation maintained.	Student pilot. Operator fully alerted and appropriate remedial action to be taken.
201206534	13/06/2012	EGTT : London (FIR)	Stansted	11 W	Other	Restrict ed area	GRUMMAN	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by an GrummanAA1 squawking 1177. No Mode C. Traffic info given.	The investigation has revealed that the pilot was fully aware of the TMZ restrictions and believed that Mode C was operating and was not aware of any transponder fault. Pilot had been advised to contact Farnborough LARS to get the transponder checked.
201206534	13/06/2012	EGTT : London (FIR)	Stansted	11 W	Other	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ2 (Class G) by an GrummanAA1 squawking 1177. No Mode C. Traffic info given.	The investigation has revealed that the pilot was fully aware of the TMZ restrictions and believed that Mode C was operating and was not aware of any transponder fault. Pilot had been advised to contact Farnborough LARS to get the transponder checked.
201206560	14/06/2012	EGTT : London (FIR)	Brookmans Park (BPK)	6 NE	Other	Other	JODEL	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an unknown a/c squawking 7000 without Mode C. A/c subsequently identified as a DR250. No traffic affected.	

201206570	14/06/2012	EGTT : London (FIR)	Haydock	W	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by PA28 at 1300ft squawking 7000 under a Basic Service. Standard separation maintained.	PA28 subsequently flew through the Ternhill ATZ (Class G)at 1500ft approx 30mins later. Pilot was in receipt of the old Shawbury frequency as passed by Manchester ATC and returned to Manchester frequency when unable to raise a response from Shawbury. Manchester ATC given the published frequency by Shawbury.
201206580	13/06/2012	EGTT : London (FIR)	Birmingham	SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 at2800ft squawking 7000. Standard separation maintained.	Pilot error acknowledged. Apparent selection of incorrectQNH 1006mb, when actual Birmingham QNH was 1016mb.
201206588	14/06/2012	EGTT : London (FIR)	Snitterfield	E	D	CTA	MOONEY	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an a/c squawking 0010 at 2100ft. A/c later identified as a Mooney 20. Standard separation maintained.	ATC made blind calls asking a/c to identify themselves, and an instruction to turn left to exit CAS. No response received, but a/c did turn left and leave CAS. A/c identified by Wolverhampton when a/c contacted them for traffic info. A/c was still showing 0010 until it left Wolverhampton frequency, then changed to a Shawbury squawk.
201206619	15/06/2012	EGTT : London (FIR)	London-Gatwick - LGW	10nm W	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Gatwick CTR (Class D) by an SA350 at 1400ft, squawking 7000. Avoiding action given. Loss of separation occurred. Appropriate ATC action taken.	SA350 contacted LARS controller and gave a position relating to Gatwick that concerned LARS. 7000 squawk was then observed in the CTR. LARS allocated SA350 with a 0432 squawk, informed them they were in CAS, and that they were required to route Northbound to leave the zone. LARS immediately contacted Gatwick ATC. It was determined that (i) the pilot had inadvertently omitted to select Mode C, (ii) the pilot had become distracted when a pregnant women being ferried to a London hospital became severely ill in the AS350 and (iii) whilst dealing with the problems within the AS350 the pilot strayed off his intended course and enteredcontrolled airspace. ☐ CAA Closure: Appropriate remedial action taken.
201206619	15/06/2012	EGTT : London (FIR)	London-Gatwick - LGW	10nm W	D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) by an SA350 at 1400ft, squawking 7000. Avoiding action given. Loss of separation occurred. Appropriate ATC action taken.	SA350 contacted LARS controller and gave a position relating to Gatwick that concerned LARS. 7000 squawk was then observed in the CTR. LARS allocated SA350 with a 0432 squawk, informed them they were in CAS, and that they were required to route Northbound to leave the zone. LARS immediately contacted Gatwick ATC. It was determined that (i) the pilot had inadvertently omitted to select Mode C, (ii) the pilot had become distracted when a pregnant women being ferried to a London hospital became severely ill in the AS350 and (iii) whilst dealing with the problems within the AS350 the pilot strayed off his intended course and enteredcontrolled airspace. ☐ CAA Closure: Appropriate remedial action taken.

201206646	14/06/2012	EGTT : London (FIR)	EGR 313		D	Restrict ed area	YAKOVLEV	Reciprocating	1	Infringement of Restricted Area EGR313 by a Yak52. Military a/c display training within EGR313. Pilot traced and incident discussed.	Pilot believed that he had transited Wickenby avoiding EGR313, he was apologetic when advised of his error.
201206649	14/06/2012	EGTT : London (FIR)	EGR 313		G	Restrict ed area	PIPER	Reciprocating	1	Infringement of active Restricted Area EGR313 by a PA28.	
201206725	18/06/2012	EGTT : London (FIR)	London-Gatwick - LGW		D	CTA	HUGHES	Reciprocating	1	Unknown a/c twice infringed the Gatwick CTA/CTR (Class D). A/c was identified on both occasions as a Hughes 269 piloted by solo student on a cross country exercise. Standardseparation maintained.	Infringer entered Gatwick CTA 2nm East of Godstone VRP at1500ft.The a/c called Farnborough LARS, was identified, then descended and left CTA. 30mins later another unknown entered the Gatwick CTR with a Redhill squawk. Redhill advised Gatwick this was the same Hughes 269. Student pilot had mis-identified ground features and became distracted by RT communication. Operator has arranged for appropriate follow up advice and training for the student pilot.
201206752	18/06/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	12nm SSE	D	CTA	BELL	Turboshaft	1	Infringement of the Birmingham CTA (Class D) by a helicopter, later identified as a Bell 206. Traffic info given. Standard separation maintained.	EMB195, a Birmingham inbound, being vectored downwind LH for R/W33 was passed traffic info on Bell 206, and advised of ATC's intention to position them through the LOC for a right base join for the ILS.□ CAA Closure: Bell 206 pilot on a cross country navigational exercise. Pilot debriefed and instructed that a tolerance should be flown underneath the CTA to allow for minor height fluctuations.
201206752	18/06/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	12nm SSE	D	CTA	EMBRAER	Turbofan	2	Infringement of the Birmingham CTA (Class D) by a helicopter, later identified as a Bell 206. Traffic info given. Standard separation maintained.	EMB195, a Birmingham inbound, being vectored downwind LH for R/W33 was passed traffic info on Bell 206, and advised of ATC's intention to position them through the LOC for a right base join for the ILS.□ CAA Closure: Bell 206 pilot on a cross country navigational exercise. Pilot debriefed and instructed that a tolerance should be flown underneath the CTA to allow for minor height fluctuations.

201206815	19/06/2012	EGTT : London (FIR)	EGUC : Aberporth		G	Danger area	CESSNA	Reciprocating	1	Infringement of Danger Area D202 (Aberporth) by a C152.	ATC observed an intermittent 7000 squawk on the South Eastern edge of D202. A/c responded to ATC blind call, and was instructed to leave to the East. C152 pilot later called and apologised. Pilot allegedly stated they were aware of Danger Area, but could not get two-way with Aberporth due to flying at low level because of bad weather.☐ CAA Closure: Range discussed the matter with C152 pilot at the time of the incident.
201206846	19/06/2012	EGTT : London (FIR)	Bournemouth	6 ENE	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by an Ikarus C42 at 1700ft on a Basic Service. Pilot failed to respond to calls. Standard separation maintained.	
201206850	18/06/2012	EGTT : London (FIR)	Stansted	S	D	CTR	DE HAVILLAND	Turbofan	1	Infringement of the Stansted CTR (Class D) by a Vampire squawking 7000 displaying no Mode C. Check all East placedbut no outbounds delayed. Standard separation maintained.	A/c initially unknown. ATC subsequently identified a/c and spoke to pilot, giving appropriate advice.
201206856	20/06/2012	EGTT : London (FIR)	Stansted	10 SW	Other	Other	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a PA28 displaying no Mode C.	A/c identified via Mode S. Operator alerted.
201206865	20/06/2012	EGTT : London (FIR)	Stansted		Other	Other	BEAGLE	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Beagle Pup showing as a primary contact only. Traffic info and avoiding action given to an inbound A319.	Similar incident earlier same day.

201206868	20/06/2012	EGTT : London (FIR)	Stansted		Other	Other	OTHER	Turbofan	1	Infringement of the Stansted TMZ 2 (Class G) by a GNAT squawking 7010.	A/c identified via Mode S. Appropriate advice given regarding TMZ procedures.
201206894	20/06/2012	EGTT : London (FIR)	Stansted		Other	Other	BEAGLE	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Beagle Pup showing as a primary contact only. Second infringementlater same day.	Pilot advised ATC that he had Mode C switched on, however, this was not evident on radar. Pilot adjusted the transponder knob, whereupon the Mode C information displayed on radar. Possible transponder fault. A/c currently undergoing maintenance, where the transponder will be checked.
201206908	19/06/2012	EGTT : London (FIR)	London-Heathrow - LHR	10 W	A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by an R44. Standard separation maintained.	A/c identified via Mode S.
201206919	21/06/2012	EGTT : London (FIR)	Denham	4 W	A	TMA	LANCAIR	Reciprocating	1	Infringement of the LTMA (Class A) by a Lancair squawking7000. A/c checked in with Farnborough LARS, changing its squawk to 5033 before leaving CAS.	
201206919	21/06/2012	EGTT : London (FIR)	Denham	4 W	A	TMA	BOEING	Turbofan	4	Infringement of the LTMA (Class A) by a Lancair squawking7000. A/c checked in with Farnborough LARS, changing its squawk to 5033 before leaving CAS.	

201206962	21/06/2012	EGTT : London (FIR)	Chiltern (CHT)			Danger area	HUGHES	Turboshaft	1	Infringement of active Danger Area EGD123 by a Hughes 369squawking 0220 with Mode C showing 1100ft.	Pilot advised that, while receiving a service from Yeovilton Radar, they had passed information from an unverified source that EGD123 was not active.
201206982	23/06/2012	EGTT : London (FIR)	Southampton (SAM)	15.5 S	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Robin 2100 squawking 7000 at 2700ft. A/c subsequently left CAS, re-entered and flew another orbit in the same position. Standard separation maintained.	CAA Closure: No further CAA investigation considered warranted at this time.
201206985	24/06/2012	EGTT : London (FIR)	Southampton (SAM)	NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Solent CTR (Class D) by a PA28 squawking 0440. Pilot was reminded by Farnborough that it would need to change course to stay outside CAS. Traffic info given.	Standard separation maintained.□ CAA Closure: No further CAA action at this time.
201207005	19/06/2012	EGTT : London (FIR)	London-Heathrow - LHR	10nm W	A	CTR	ROBINSON	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by an a/c, identified by Mode S as an R44, with an Ascot squawk 4771. Standard separation maintained.	TC Heathrow SVFR controller, noticed the R44 enter LondonCTR between the airspace delegated to Ascot and the WhiteWaltham ATZ. TC contacted Ascot ATC to request R44 turn West. R44 started to orbit. TC then instructed Ascot ATC toput R44 to 125.625 frequency. R44 subsequently turned South into Ascot's airspace but did not call 125.625.
201207011	20/06/2012	EGTT : London (FIR)	Leeds Bradford (LBA)	12nm NW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Leeds Bradford CTA (Class D) by an R44 at 3200ft squawking 0401. Standard separation maintained.	RAF Leeming were contacted and requested that the R44 contact Leeds Bradford on 133.125MHZ.

201207104	26/05/2012	EGTT : London (FIR)	Stansted		Other	Other	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a C172.	Believed to be a transponder fault.
201207156	20/06/2012	EGTT : London (FIR)	Isle Of Man	10 NW	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Isle of Man CTA (Class D) by an R44 squawking 7000 at 400ft. Standard separation maintained.	A/c had requested a zone transit and confirmed his position. ATC issued a squawk 4550 but as no return was observedpilot was asked to confirm position and level. He was then informed that he was cleared to transit CAS and remindedto obtain clearance prior to entering CAS.
201207221	09/06/2012	EGTT : London (FIR)	Brize Norton	5 S	D	CTR	GROB	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) and OxfordATZ (Class G) by a Grob 109 squawking 7000 at an altitudeof 1800ft. A/c identified using Mode S. Traffic info given.	Investigation under 201201144.
201207221	09/06/2012	EGTT : London (FIR)	Brize Norton	5 S	D	CTR	OTHER	Unknown		Infringement of the Brize Norton CTR (Class D) and OxfordATZ (Class G) by a Grob 109 squawking 7000 at an altitudeof 1800ft. A/c identified using Mode S. Traffic info given.	Investigation under 201201144.
201207228	17/06/2012	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	CESSNA	Turboprop	1	Infringement of the Brize CTR (Class D) by a C208 at an indicated altitude of 2400ft.	Pilot had called Brize on 127.250, and 119.0. With no response had assumed that Brize was closed and transited the zone. He also believed that the airspace classification was the same as Benson MATZ.☐ CAA Closure: No further action possible due to elapsed time.

201207229	27/06/2012	EGTT : London (FIR)	Stansted	NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an a/c in climb, Northwest of Weathersfield. A/c identified by Mode Sas a PA28. CAIT activated. Standard separation maintained.	PA28 climbed to 2000ft before leaving CAS to the East.
201207248	20/06/2012	EGTT : London (FIR)	Weston On The Green		G	Danger area	OTHER	Turbofan	1	Infringement of active Danger Area D129 (Weston on the Green) by a Gnat squawking 3713 at 3000ft.	Pilot had been informed that Weston on the Green and Hinton in the Hedges were both active up to FL130. Pilot subsequently apologised. At the time a military a/c was about to carry out a paradropping exercise from 1000ft, however, the Gnat did not interfere with this.
201207253	19/06/2012	EGTT : London (FIR)	Biggin (BIG)		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an unknown a/c at 2400ft squawking 1177. A/c later identified as C172.	On observing 1177 squawk, Biggin Hill ATZ contacted London Information FISO who provided Biggin Hill with the identity and flight details of the infringer.
201207303	30/06/2012	EGTT : London (FIR)	Wethersfield		D	CTA	STODDARD HAMILTON	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Glasair with Mode C indicating 2800ft. Traffic info and avoiding action given to B737 which was broken off final approach. Separation lost.	Additionally, inbound ATR72 delayed. □ CAA Closure: Dutch CAA advised.
201207303	30/06/2012	EGTT : London (FIR)	Wethersfield		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Glasair with Mode C indicating 2800ft. Traffic info and avoiding action given to B737 which was broken off final approach. Separation lost.	Additionally, inbound ATR72 delayed. □ CAA Closure: Dutch CAA advised.

201207303	30/06/2012	EGTT : London (FIR)	Wethersfield		D	CTA	ATR	Turboprop	2	Infringement of the Stansted CTA (Class D) by a Glasair with Mode C indicating 2800ft. Traffic info and avoiding action given to B737 which was broken off final approach. Separation lost.	Additionally, inbound ATR72 delayed. □ CAA Closure: Dutch CAA advised.
201207307	01/07/2012	EGTT : London (FIR)	Birmingham	12.7 NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 at3000ft squawking 7000. Blind calls made with no response. Check all placed, however, no departures affected. Standard separation maintained.	Pilot error acknowledged.
201207312	01/07/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	12 N	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by two PA28s flying in formation indicating 2000ft. CAIT activated. Traffic info given. Separation lost. B737 broken off approach. Other a/c held at ABBOT.	CAA Closure: Belgian CAA advised. They have written to the pilots concerned accordingly.
201207312	01/07/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	12 N	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by two PA28s flying in formation indicating 2000ft. CAIT activated. Traffic info given. Separation lost. B737 broken off approach. Other a/c held at ABBOT.	CAA Closure: Belgian CAA advised. They have written to the pilots concerned accordingly.
201207312	01/07/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	12 N	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by two PA28s flying in formation indicating 2000ft. CAIT activated. Traffic info given. Separation lost. B737 broken off approach. Other a/c held at ABBOT.	CAA Closure: Belgian CAA advised. They have written to the pilots concerned accordingly.

201207315	01/07/2012	EGTT : London (FIR)	BANEM	12 S	A	CTA	CIRRUS	Reciprocating	1	Infringement of the Clacton CTA (Class A) by an SR22 at FL100.	Prior to the infringement, the pilot had called ATC reporting his position at FL100. Pilot was advised of the base of CAS immediately South of his position at FL85. Pilot reported descending to FL80 but failed to descend below CAS before crossing the boundary. A/c continued a descent to FL60 to remain outside of CAS.
201207316	01/07/2012	EGTT : London (FIR)	London-Gatwick - LGW	7 W	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a Robin DR400 squawking 3750 heading East at 2000ft. CAIT activated. Departures stopped. Standard separation maintained.	Blind call transmitted and ATC found that a/c was on frequency. Pilot apologised and descended immediately. A/c formally identified and departures resumed.
201207322	01/07/2012	EGTT : London (FIR)	Stansted	10 NE	D	CTA	JODEL	Reciprocating	1	Infringement of the Stansted CTA (Class D) and TMZ1 (Class G) by a DR1051 (flying in formation with a DC3) squawking 1177 at 1800ft. Separation lost against inbound A319.	A/c had been asked to confirm ROCAS. Inbound a/c were given extended vectors and other a/c were routed into the hold. A/c identity traced via the GS Airports and FIR on 124.6.
201207322	01/07/2012	EGTT : London (FIR)	Stansted	10 NE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) and TMZ1 (Class G) by a DR1051 (flying in formation with a DC3) squawking 1177 at 1800ft. Separation lost against inbound A319.	A/c had been asked to confirm ROCAS. Inbound a/c were given extended vectors and other a/c were routed into the hold. A/c identity traced via the GS Airports and FIR on 124.6.
201207330	30/06/2012	EGTT : London (FIR)	Stansted		D	CTA	CESSNA	Reciprocating	1	Infringement of Stansted CTA (Class D) by a C172 at 2000ft. Loss of separation with a B737 established on the ILS. Traffic info given.	C172 pilot became lost having misjudged the wind. On regaining position and realising the infringement had occurred, he turned away. He has apologised. ☐ CAA Closure: Belgian CAA advised.

201207330	30/06/2012	EGTT : London (FIR)	Stansted		D	CTA	BOEING	Turbofan	2	Infringement of Stansted CTA (Class D) by a C172 at 2000ft. Loss of separation with a B737 established on the ILS. Traffic info given.	C172 pilot became lost having misjudged the wind. On regaining position and realising the infringement had occurred, he turned away. He has apologised. □ CAA Closure: Belgian CAA advised.
201207334	29/06/2012	EGTT : London (FIR)	Farnborough	8 NW	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 4800ft squawking 7000. Traffic info given. Standard separation maintained.	
201207335	29/06/2012	EGTT : London (FIR)	Wethersfield	2 N	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an SR20 at 2100ft squawking 7000. Standard separation maintained.	
201207336	30/06/2012	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C182 squawking 7000 at 2100ft. Separation lost. Traffic info and avoiding action given.	Two Gatwick inbounds had to be broken off approach plus several others were given delaying vectors or put into the hold. A/c identity and routeing subsequently confirmed by Manston. The pilot has been alerted and given appropriate advice.
201207336	30/06/2012	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTA	UNKNOWN	Unknown		Infringement of the Gatwick CTA (Class D) by a C182 squawking 7000 at 2100ft. Separation lost. Traffic info and avoiding action given.	Two Gatwick inbounds had to be broken off approach plus several others were given delaying vectors or put into the hold. A/c identity and routeing subsequently confirmed by Manston. The pilot has been alerted and given appropriate advice.

201207387	02/07/2012	EGTT : London (FIR)	Compton (CPT)		A	TMA	CESSNA	Turboprop	1	Infringement of the LTMA (Class A) by a C208 at 6000ft. Standard separation maintained.	
201207414	01/07/2012	EGTT : London (FIR)	Nottingham East Midlands	8 NNE	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the East Midlands CTA (Class D) by a PA28 at 2000ft. Standard separation maintained.	PA28 called requesting a Basic Service and CTR transit aspart of a VFR navex. Despite a correct readback, the PA28was observed deviating from track by 90deg and was offered navigational assistance. On clearing the CTR to the North, the pilot requested frequency change to Nottingham Radio. Pilot failed to select 7000 squawk on leaving the frequency, and was subsequently observed turning South from Nottingham at 2000ft through East Midlands CTA. Nottingham were asked to transfer the PA28 back to East Midlands Approach. By the time the pilot called on 134.175, still wearingEast Midlands 4555 squawk, the a/c had infringed CTA2. ATC training in progress.
201207476	27/06/2012	EGTT : London (FIR)	D129		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area D129 by a PA24 at 3000ft. A/c identified and instructed to vacate the Danger Area.	Danger Area activated for parachuting from FL130. No confliction with the para drop a/c.☐ CAA Closure: No further action taken due to elapsed time.
201207530	22/06/2012	EGTT : London (FIR)	Yeovilton		Other	Restrictedd area	BELL	Turboshaft	1	Infringement of Yeovilton RA(T) by a Bell 206.	
201207542	05/07/2012	EGTT : London (FIR)	Nottingham East Midlands	Eastern sector	D	CTR	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by an unknown a/c squawking 7000 indicating 2300ft. A/c later identified as an EV97. Traffic info given. Standard separation maintained.	Following ATC calls to Leicester and Nottingham, a call was received from the EV97. The pilot was on a cross country flight and was allegedly unaware they had entered CAS. ATC had routed a B737 in the visual circuit away from the infringer, and restricted another B737 in ILS descent untilthe EV97 left the CTR.

201207542	05/07/2012	EGTT : London (FIR)	Nottingham East Midlands	Eastern sector	D	CTR	BOEING	Turbofan	2	Infringement of the East Midlands CTR (Class D) by an unknown a/c squawking 7000 indicating 2300ft. A/c later identified as an EV97. Traffic info given. Standard separation maintained.	Following ATC calls to Leicester and Nottingham, a call was received from the EV97. The pilot was on a cross country flight and was allegedly unaware they had entered CAS. ATC had routed a B737 in the visual circuit away from the infringer, and restricted another B737 in ILS descent until the EV97 left the CTR.
201207559	05/07/2012	EGTT : London (FIR)	EGGW (LTN): London/Luton	8 E	D	CTR	SUPERMARINE	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Spitfire showing as primary contact only. Departures suspended 1-2mins. Standard separation maintained.	A/c identified on arrival. ☐ CAA Closure: Appropriate and timely action was taken by the controller as a result of this incident. No further CAA action considered practical at this time.
201207565	05/07/2012	EGTT : London (FIR)	Fairoaks	3 NE	G	Restricted area	YAKOVLEV	Reciprocating	1	Infringement of the Farnborough RA(T) by a Yak18 at 1400ft.	
201207651	07/07/2012	EGTT : London (FIR)	Gloucester-Staverton	8 NE	Other	Restricted area	ROBINSON	Reciprocating	1	Alleged infringement of Area 2 RA (T) by an R22 (AIC095/2012 refers).	A/c had booked out to the North West on a 45min detail. VDF information backed this up and pilot then reported sighting the Red Arrows Southbound. At the same time Brize had called asking if they were working the a/c and were given information on R22. Pilot was informed of the incident by telephone to the Tower after his arrival. Appropriate CAA action being taken as a result of this incident.
201207657	07/07/2012	EGTT : London (FIR)	Stansted	6 SW	D	CTR	SLINGSBY	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Slingsby T67 (initially primary contact) squawking 5033. All departures stopped and departing a/c delayed. A/c identified Mode S details on PCAIT.	It has subsequently been revealed that the pilot omitted to switch on Mode C and had left the transponder on standby. Furthermore, bad weather and a toppled direction indicator were noted as contributory factors. Pilot has apologised.

201207661	08/07/2012	EGTT : London (FIR)	Guildford	2 N	G	Restrict ed area	MORANE SAULNIER	Reciprocating	1	Infringement of Farnborough RA(T) by an MS Rallye at 2200ft, 2nm North of Guildford. A/c identified and placed under a BS. A/c vacated the RA(T) to the Southwest.	
201207720	26/05/2012	EGTT : London (FIR)	Stansted	TMZ 2	Other	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a primaryonly contact. A/c believed to be a C172.	A C172 pilot later reported that after departure a fault indication suggested their transponder was not being interrogated.
201207735	05/07/2012	EGTT : London (FIR)	Luton (LUT)	NW	D	CTR	BEECH	Reciprocating	1	Infringement of the Luton CTR (Class D) by a BE36 squawking 7000. CAIT activated. Loss of separation. A/c tracked to Denham and identity confirmed.	Pilot unaware of the infringement.☐ CAA Closure: Further details provided to the pilot, including a radar picture. The pilot apologised for the incident. A lesson has been learned and appropriate advice given.
201207735	05/07/2012	EGTT : London (FIR)	Luton (LUT)	NW	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by a BE36 squawking 7000. CAIT activated. Loss of separation. A/c tracked to Denham and identity confirmed.	Pilot unaware of the infringement.☐ CAA Closure: Further details provided to the pilot, including a radar picture. The pilot apologised for the incident. A lesson has been learned and appropriate advice given.
201207769	07/07/2012	EGTT : London (FIR)	EGBV : Silverstone	3.5 SE	Other	Restrict ed area	EUROCOPTER	Turboshaft	2	UK AIRPROX 2012/096 - EC135 and six YAK50s at 1500ft Silverstone Circuit (entry point for R/W21).	The AIRPROX occurred in the vicinity of the Silverstone RA(T) when the EC135 came into conflict with a formation of YAK50s which were practising their manoeuvres prior to a display at Silverstone and were not yet in contact with ATC. As the aircraft were in Class G airspace, the pilots were ultimately responsible for collision avoidance. Attributed to a non-sighting by the YAK50 formation on the boundary of the Silverstone RA(T).☐ CAA Closure: The AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB), with recommendations made to Silverstone and the YAK50 formation.

201207769	07/07/2012	EGTT : London (FIR)	EGBV : Silverstone	3.5 SE	Other	Restricted area	YAKOVLEV	Reciprocating	1	UK AIRPROX 2012/096 - EC135 and six YAK50s at 1500ft Silverstone Circuit (entry point for R/W21).	The AIRPROX occurred in the vicinity of the Silverstone RA(T) when the EC135 came into conflict with a formation of YAK50s which were practising their manoeuvres prior to a display at Silverstone and were not yet in contact with ATC. As the aircraft were in Class G airspace, the pilots were ultimately responsible for collision avoidance. Attributed to a non-sighting by the YAK50 formation on the boundary of the Silverstone RA(T). CAA Closure: The AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB), with recommendations made to Silverstone and the YAK50 formation.
201207936	13/07/2012	EGTT : London (FIR)	Syerston		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Syerston ATZ Gliding Site (Class G) by an R44 between 700ft-1000ft. Gliding site was not active at the time.	ATC observed R44 transiting the ATZ on a southerly heading over the airfield, down R/W15/33. Two way communication was not established, and no calls were heard on the radio.
201207967	14/07/2012	EGTT : London (FIR)	Luton (LUT)	BNN 3	D	CTR	SLINGSBY	Reciprocating	1	Infringement of Luton CTR (Class D) by a Slingsby T67 at 1000ft and wearing an Atlas control squawk. Loss of separation with an a/c established on 08 ILS.	Subsequent investigation revealed the pilot was required to change route due to unexpected weather. The pilot had intended to fly Denham - WCO but had to change to Denham - BNN - WCO due to low cloud. This change of route and additional workload of having to contact Atlas to change squawk resulted in the a/c proceeding beyond BNN before turning to WCO. The pilot had contacted Atlas control whilst approaching the CTR boundary, leaving no time for the controller to prevent the infringement. The pilot subsequently apologised for the infringement and is fully briefed on his mistake.
201207967	14/07/2012	EGTT : London (FIR)	Luton (LUT)	BNN 3	D	CTR	OTHER	Unknown		Infringement of Luton CTR (Class D) by a Slingsby T67 at 1000ft and wearing an Atlas control squawk. Loss of separation with an a/c established on 08 ILS.	Subsequent investigation revealed the pilot was required to change route due to unexpected weather. The pilot had intended to fly Denham - WCO but had to change to Denham - BNN - WCO due to low cloud. This change of route and additional workload of having to contact Atlas to change squawk resulted in the a/c proceeding beyond BNN before turning to WCO. The pilot had contacted Atlas control whilst approaching the CTR boundary, leaving no time for the controller to prevent the infringement. The pilot subsequently apologised for the infringement and is fully briefed on his mistake.
201208035	15/07/2012	EGTT : London (FIR)	Earls Colne	10SW	Other	Restricted area	STRIPLIN	Reciprocating	1	Infringement of Restricted Area R112 by a Skyranger squawking 7000.	The pilot was contacted by D&D where he stated that he had received a authorisation number prior to departure however was unable to contact Atlas when airborne due to RT loading. Atlas had attempted to make contact on 121.5 to no avail. Instead of holding or returning to landing the pilot erroneously elected to continue on his flight plan.

201208037	15/07/2012	EGTT : London (FIR)	White Waltham		Other	Restricted area	EXTRA	Reciprocating	1	Infringement of Restricted Area R112 by an Extra 300 that had been issued an authorisation code prior to departure, however the pilot failed to contact Atlas control.	The a/c departed White Waltham squawking the circuit code and continued routing with the squawk displayed.
201208038	15/07/2012	EGTT : London (FIR)	Fairoaks	3 E	A	Prohibited area	CESSNA	Reciprocating	1	Infringement of Prohibited Zone P111 by a C182 departing Fairoaks.	CAA Closure: <input type="checkbox"/> No action taken. Closed due to elapsed time.
201208039	14/07/2012	EGTT : London (FIR)	Billingshurst	10	Other	Restricted area	ROBINSON	Reciprocating	1	Infringement of Restricted Area R112 by a R44 that was squawking 7000 with no flight plan, no authorisation code and without establishing contact with Atlas Control.	Pilot instructed to return to base, which was complied with. Appropriate CAA action is being taken as a result of this incident.
201208057	16/07/2012	EGTT : London (FIR)	Isle of Man (IOM)	1nm W	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Isle of Man CTR (Class D) by an AS350. Standard separation maintained.	ATC alleged AS350 had called repeatedly and had been asked to standby and remain outside of CAS. Pilot was advised of infringement and had allegedly expressed surprise, believing they had been clear of CAS at low level.
201208114	17/07/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	2.2 W	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Birmingham CTA2 (Class D) by a DA40 squawking 0260 at 2500ft. Separation lost. Traffic info and avoiding action given.	CAA Closure: The DA40 pilot was new to the type and allowed all his concentration to become focussed on flying the a/c rather than remaining outside CAS as instructed by ATC.

201208114	17/07/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	2.2 W	D	CTA	UNKNOWN	Unknown		Infringement of the Birmingham CTA2 (Class D) by a DA40 squawking 0260 at 2500ft. Separation lost. Traffic info and avoiding action given.	CAA Closure: The DA40 pilot was new to the type and allowed all his concentration to become focussed on flying the a/c rather than remaining outside CAS as instructed by ATC.
201208182	17/07/2012	EGTT : London (FIR)	R444		G	Restrict ed area	SOCATA	Reciprocating	1	Infringement of R444 by a Socata TB9 at 400ft. Poor weather conditions.	Pilot changed his planned route during flight due to deteriorating weather conditions. Pilot then lost sight of the coastline and so descended to maintain VMC. Simultaneously, pilot lost contact with Scottish ATC. Pilot then turned Northeast, hoping to reach the coast near Morecambe but, when the power station became visible, pilot realised that he had infringed R444. VHF contact was re-established and a/c guided by ATC in improving weather.☐ CAA Closure: Subject to investigation by Norwegian Authority.
201208189	18/07/2012	EGTT : London (FIR)	NUGRA		A	CTA	PIPER	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a PA32 squawking 0240 with Mode C indicating 4600ft and up to 4700ft. CAIT activated. A/c identified from Mode S. Standard separation maintained.	LISTO departures off Manchester were stopped due to close proximity to the SID.
201208193	18/07/2012	EGTT : London (FIR)	R005		Other	Restrict ed area	BEECH	Reciprocating	1	Infringement of Restricted Area R005 by a BE35 squawking 7000. The a/c was given clearance to transit D026 (Lulworth) and diverted to Exeter due to weather.	A/c also infringed the Haverfordwest ATZ (Class G) during this flight and Danger Area D012. Appropriate CAA action being taken as a result of this incident.
201208222	18/07/2012	EGTT : London (FIR)	Cheddar		D	CTA	GROB	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Grob Tutorat FL80. Standard separation maintained.	Yeovilton ATC working the a/c.

201208224	18/07/2012	EGTT : London (FIR)	Duxford	1.5 S	G	ATZ	CESSNA	Reciprocating	1	UK AIRPROX 2012/102 - C172 and an R44 and two R22s that transited the Duxford ATZ without any contact. Helicopters working ATLAS.	
201208224	18/07/2012	EGTT : London (FIR)	Duxford	1.5 S	G	ATZ	ROBINSON	Reciprocating	1	UK AIRPROX 2012/102 - C172 and an R44 and two R22s that transited the Duxford ATZ without any contact. Helicopters working ATLAS.	
201208224	18/07/2012	EGTT : London (FIR)	Duxford	1.5 S	G	ATZ	ROBINSON	Reciprocating	1	UK AIRPROX 2012/102 - C172 and an R44 and two R22s that transited the Duxford ATZ without any contact. Helicopters working ATLAS.	
201208231	17/07/2012	EGTT : London (FIR)	Fairford	2nm N	D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C152 squawking 7000 with Mode C indicating 1000ft/1300ft. A/c identified via Mode S through Oxford Radar. Standard separation maintained.	Brize Norton contacted Kemble ATC who confirmed C152 was in contact with them. Kemble ATC informed C152 pilot of their infringement. Pilot subsequently called Brize Norton, apologised and allegedly stated they had become lost and were manoeuvring to re-establish their bearings. Appropriate advice given by Brize ATC.
201208288	21/07/2012	EGTT : London (FIR)	Farnborough	3 SE	D	CTR	BELL	Turboshaft	1	Bell 206 displaying an ATLAS squawk was observed inside the Farnborough CTR (Class D) at 1500ft. ATC contacted ATLAS and requested the a/c be transferred to Farnborough LARS.	

201208292	21/07/2012	EGTT : London (FIR)	Redhill		Other	Restricted area	CESSNA	Reciprocating	1	Infringement of Restricted Area R112 by a C172 that failed to contact ATLAS control on departure from Redhill.	A/c failed to contact ATLAS control until 11nm East of Redhill.
201208295	21/07/2012	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTA	STAMPE	Reciprocating	1	A/c with an ATLAS control squawk observed within the Gatwick CTA (Class D) without prior coordination. ATLAS were instructed to descend the a/c below the CTA. Separation lost.	Follow up information indicates that the a/c entered the Gatwick CTA prior to contacting ATLAS. The pilot was distracted following the fitment of a new transponder. Operatorfully alerted to the incident.
201208295	21/07/2012	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTA	BOEING	Turbofan	2	A/c with an ATLAS control squawk observed within the Gatwick CTA (Class D) without prior coordination. ATLAS were instructed to descend the a/c below the CTA. Separation lost.	Follow up information indicates that the a/c entered the Gatwick CTA prior to contacting ATLAS. The pilot was distracted following the fitment of a new transponder. Operatorfully alerted to the incident.
201208298	21/07/2012	EGTT : London (FIR)	Stansted		D	CTR	PIPER	Reciprocating	1	Uncoordinated PA28 wearing an ATLAS squawk observed within the Stansted CTA and CTR (Class D) at 2000ft. Avoiding action issued to a B737 and departures stopped. Separation lost.	Flight Instructor became distracted when his student pilot became airsick shortly into the flight. Flight plan abandoned and a return to base initiated, however, due to a westerly wind and the increased anxiety of his student, the FI infringed CAS. The FI has been fully debriefed by the CF1 and Head of Training and the appropriate lessons appear to have been learnt.
201208298	21/07/2012	EGTT : London (FIR)	Stansted		D	CTR	BOEING	Turbofan	2	Uncoordinated PA28 wearing an ATLAS squawk observed within the Stansted CTA and CTR (Class D) at 2000ft. Avoiding action issued to a B737 and departures stopped. Separation lost.	Flight Instructor became distracted when his student pilot became airsick shortly into the flight. Flight plan abandoned and a return to base initiated, however, due to a westerly wind and the increased anxiety of his student, the FI infringed CAS. The FI has been fully debriefed by the CF1 and Head of Training and the appropriate lessons appear to have been learnt.

201208300	21/07/2012	EGTT : London (FIR)	Stansted	15 NE	A	Restricted area	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) and Restricted Area R112 by a PA32 at 4000ft. Standard separation maintained.	
201208301	20/07/2012	EGTT : London (FIR)	Luton (LUT)		Other	Restricted area	CESSNA	Reciprocating	1	Infringement of Restricted Area R112 by a C182 squawking 7000.	Appropriate CAA action being taken as a result of this incident.
201208309	22/07/2012	EGTT : London (FIR)	London-Gatwick - LGW	E	D	Restricted area	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) and Restricted Area R112 by a C152 at 2100ft. ATLAS control established comms with the a/c and an ATLAS squawk was assigned.	Believed solo student. Appropriate follow up action taken.
201208311	22/07/2012	EGTT : London (FIR)	Stansted		D	Restricted area	OTHER	Reciprocating	1	Infringement of Stansted CTR (Class D), Restricted Area R112 and an over flight of Earls Colne ATZ by a Savannah microlight. Significant delay and disruption caused to a/c inbound to Stansted.	Appropriate CAA follow up action is being taken as a result of this infringement.
201208326	22/07/2012	EGTT : London (FIR)	Farnborough		D	Restricted area	CESSNA	Reciprocating	1	Infringement of Farnborough CTA (Class D) and Restricted Area R112 by a C172 at 2000ft squawking 7000. ATLAS contacted Farnborough ATC and agreement was made to allow the a/c to continue.	

201208371	23/07/2012	EGTT : London (FIR)	Farnborough	5 S	D	CTA	PILATUS	Turboprop	1	Infringement of the Farnborough CTR (T) (Class D) by a PC12 squawking an ATLAS code at 2000ft. ATLAS had been instructed to keep the a/c outside of the CTR. Departures stopped.	Farnborough coordinator was notified that the a/c would be calling to transit the CTR. ATLAS were asked to keep the a/c outside of the CTR initially. When the a/c was 1nm inside the CTR the pilot called Farnborough ATC.
201208439	24/07/2012	EGTT : London (FIR)	Manchester (MCT)	10 SW	D	CTA	ENSTROM	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an Enstrom tracking southbound. A/c had been operating in the LLR. Standard separation maintained.	Pilot apologised for his error.
201208462	24/07/2012	EGTT : London (FIR)	Unknown	5111N0002 6E	Other	Restricted area	ROBINSON	Reciprocating	1	Infringement of Restricted Area R112 by a R44 that was airborne outside of the allocated slot. A/c instructed to return to departure location however the a/c allegedly continued to destination.	
201208475	24/07/2012	EGTT : London (FIR)	Winsford	2nm E	D	CTR	CIRRUS	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Cirrus SR20. ATC informed pilot of the infringement. Pilot apologised.	Pilot later reported they had been heading Southbound through low level corridor, had entered a route on GPS and selected the A/P NAV function for a/c to follow the route. Pilot stated they should have activated the route when further South, where they wouldn't have been as near to the edge of the corridor boundary and, should have decreased the map range on the MFD which would have aided them in knowing their position more accurately.
201208484	24/07/2012	EGTT : London (FIR)	Church Fenton	1.5nm W	G	ATZ	CESSNA	Reciprocating	1	Infringement of the Church Fenton ATZ (Class G) by a C182 squawking 7010, indicating 1600ft. A/c had departed Sherburn North instead of West, as laid down in LOA.	After landing at Bagby, pilot spoke to Linton Supervisor and allegedly admitted they did not know of the mandatory departure routes. Pilot has been rebriefed.

201208487	24/07/2012	EGTT : London (FIR)	Farnborough		D	CTR	BEECH	Reciprocating	1	Infringement of Farnborough CAS(T) CTR (Class D) by a BE36 displaying ATLAS squawk 1601. Separation lost with an inbound a/c.	BE36 observed to have climbed into the CTR before descending below the base (1500ft). ☐ CAA Closure: BE36 pilot error. Lesson learned, no further action required.
201208487	24/07/2012	EGTT : London (FIR)	Farnborough		D	CTR	UNKNOWN	Unknown		Infringement of Farnborough CAS(T) CTR (Class D) by a BE36 displaying ATLAS squawk 1601. Separation lost with an inbound a/c.	BE36 observed to have climbed into the CTR before descending below the base (1500ft). ☐ CAA Closure: BE36 pilot error. Lesson learned, no further action required.
201208499	24/07/2012	EGTT : London (FIR)	Southend (SND)	12 NE	D	CTA	JABIRU	Reciprocating	1	UK AIRPROX 2012/106 - Jabiru and a PA34, 12nm Northeast of Southend. Jabiru infringed the Southend CTA (Class D) / R112 Olympic airspace resulting in a loss of separation.	Traffic info and avoiding action given. Appropriate CAA action is being taken as a result of this incident.
201208499	24/07/2012	EGTT : London (FIR)	Southend (SND)	12 NE	D	CTA	PIPER	Reciprocating	2	UK AIRPROX 2012/106 - Jabiru and a PA34, 12nm Northeast of Southend. Jabiru infringed the Southend CTA (Class D) / R112 Olympic airspace resulting in a loss of separation.	Traffic info and avoiding action given. Appropriate CAA action is being taken as a result of this incident.
201208503	24/07/2012	EGTT : London (FIR)	Little Rissington		G		OTHER	Reciprocating	1	Infringement of Little Rissington airspace (Class G) by a microlight at 600ft. Potential conflict with a military a/c on a reciprocal course climbing through 600ft.	Both a/c altered course to the right. Military a/c was on a training sortie and observed the microlight at 600ft. After altering course to the right the microlight flew through the Little Rissington circuit, descended and turned left under the military a/c before departing to the Southeast. The duty instructor confirmed visual but no radio comms. Brize Norton Radar were contacted, but stated that they also had no contact with the microlight.

201208503	24/07/2012	EGTT : London (FIR)	Little Rissington		G		OTHER	Unknown		Infringement of Little Rissington airspace (Class G) by a microlight at 600ft. Potential conflict with a military a/c on a reciprocal course climbing through 600ft.	Both a/c altered course to the right. Military a/c was on a training sortie and observed the microlight at 600ft. After altering course to the right the microlight flew through the Little Rissington circuit, descended and turned left under the military a/c before departing to the Southeast. The duty instructor confirmed visual but no radio comms. Brize Norton Radar were contacted, but stated that they also had no contact with the microlight.
201208511	24/07/2012	EGTT : London (FIR)	Brize Norton	8 SE	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by an unknown a/c squawking 7000 at 2400ft. A/c identified through Oxford ATC as a Robin 400. Standard separation maintained.	The pilot subsequently contacted Brize Norton ATC to apologise, allegedly stating they had misdialled the Brize Norton frequency. Brize Norton ATC informed pilot that in theevent of no radio contact they should avoid the CTR.
201208535	19/07/2012	EGTT : London (FIR)	Southend (SND)	CTA 1	D	CTA	CESSNA	Reciprocating	1	Infringement of Southend CAS(T) CTA (Class D) by a Cessna206 with an ATLAS squawk at 3200ft. Southend ATC contacted ATLAS who transferred the a/c for transit.	After transit the a/c was transfered back to ATLAS.
201208552	24/07/2012	EGTT : London (FIR)	Danger Area D202		G	Danger area	CYCLONE AIRSPORTS	Reciprocating	1	Infringement of Danger Area EG D202 (West Wales) by a Quik GT450. RPAs trial activity in D202C. Several blind transmissions were made with no response.	Pilot was contacted after the flight and believed that he had not infringed the DA. He was navigating with a quarter mil topo and there is some question as to whether EGD202 was marked on it. The pilot was routing to Haverfordwest and penetrated D202 without a clearance. He was not working any ATC agency and had thought that his planned flight remained clear of D202, however he had plotted a route from Lampeter direct to Haverfordwest and this just clips the edge of D202. The root cause of this incident was thus navigation error and lack of pre-flight planning.☐ CAA Closure: The pilot was debriefed and a full explanation was given as to the unique nature of the airspace. The pilot seemed to now understand the airspace explanation given and was reminded to make full use of the services of Aberporth. A general educational policy to GA traffic exists within the Aberporth Airports Safety Plan 2012-2013.
201208569	24/07/2012	EGTT : London (FIR)	Isle Of Wight	Yarmouth	D	CTA	DENNEY	Reciprocating	1	Infringement of Solent CTA (Class D) by an unknown a/c at2500ft squawking 7000. Blind calls made without response.A/c later identified as a Denney Kitfox. Standard separation maintained.	Southampton ATC contacted Bournemouth ATC who identified infringer. Denney Kitfox left CAS shortly afterwards but did not contact Solent.

201208575	24/07/2012	EGTT : London (FIR)	Goodwood (GWC)	6.5 N	D	CTA	VANS	Reciprocating	1	Infringement of Farnborough Temporary Controlled airspace(Class D) by a RV7 at 3000ft, 6.5 North of Goodwood. Standard separation maintained.	
201208582	22/07/2012	EGTT : London (FIR)	Netheravon	NE	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of CAS(T) SW CTA5 by a C172 at 3800ft, Northeast of Netheravon.	
201208583	22/07/2012	EGTT : London (FIR)	Farnborough CAS(T) 12B		D	CTA	BELLANCA	Reciprocating	1	Infringement of the Farnborough CAS(T) CTA 12B by a Champion 8KCAB at 4000ft resulting in a loss of separation against a Saab 2000. Several blind calls made with no response.	The pilot admitted he was not aware of the temporary restrictions in place. The incident was thus caused by an omission in pre flight planning and preparation. ☐ CAA Closure: Pilot and instructional staff at the organisation have conducted a thorough analysis of the event and have taken appropriate steps to mitigate any future occurrences.
201208583	22/07/2012	EGTT : London (FIR)	Farnborough CAS(T) 12B		D	CTA	SAAB	Turboprop	2	Infringement of the Farnborough CAS(T) CTA 12B by a Champion 8KCAB at 4000ft resulting in a loss of separation against a Saab 2000. Several blind calls made with no response.	The pilot admitted he was not aware of the temporary restrictions in place. The incident was thus caused by an omission in pre flight planning and preparation. ☐ CAA Closure: Pilot and instructional staff at the organisation have conducted a thorough analysis of the event and have taken appropriate steps to mitigate any future occurrences.
201208594	23/07/2012	EGTT : London (FIR)	Brecon (BCN)	2 N	A		CESSNA	Reciprocating	1	Infringement of Airway N864 (Class A) by a C152 at 6000ft. Standard separation maintained.	ATC contacted C152 and gave the a/c the Cardiff QNH and a squawk. ATC advised pilot that base of CAS was 5500ft andasked if pilot could accept IFR clearance to continue inside CAS. Pilot allegedly stated they could but their "nav kit" was out of order and requested navigation assistance if required. ATC gave pilot IFR clearance. Pilot's navigation subsequently took them outside CAS.

201208610	25/07/2012	EGTT : London (FIR)	Luton (LUT)				CESSNA	Reciprocating	1	A/c squawking 7000 appeared in the Luton CTR. Two inbounda/c affected.	A/c turned back and started to orbit just left on the centreline where it was accompanied by another a/c squawking 0000. Tower and Atlas confirmed nothing seen by them. Cranfield Approach contacted and were found to be working the 'infringer'. Through them, squawk of 4670 was allocated which was observed. As this a/c recovered to Cranfield, it towed its companions away from the final approach and eventually out of the CTR. Investigation under 201208501.
201208637	26/07/2012	EGTT : London (FIR)	Church Fenton		G	ATZ	PIPER	Reciprocating	1	Infringement of the Church Fenton ATZ (Class G) by a PA28.	
201208683	27/07/2012	EGTT : London (FIR)	Birmingham	10 S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA2 (Class D) by a C152 squawking 0010 indicating 2500ft. B737 was given avoiding action heading 360deg to maintain separation.	Inbound traffic broken-off approach to maintain separation. C152 was wearing '0010' the Birmingham ATC Monitoring Code. A/c identified by ATC. Follow-up by ATC determined that pilot had mis-set the DI. ☐ CAA Closure: Pilot and their instructor fully debriefed and proactive measures taken at the Flying Club including a visit to the ATC unit.
201208683	27/07/2012	EGTT : London (FIR)	Birmingham	10 S	D	CTA	BOEING	Turbofan	2	Infringement of the Birmingham CTA2 (Class D) by a C152 squawking 0010 indicating 2500ft. B737 was given avoiding action heading 360deg to maintain separation.	Inbound traffic broken-off approach to maintain separation. C152 was wearing '0010' the Birmingham ATC Monitoring Code. A/c identified by ATC. Follow-up by ATC determined that pilot had mis-set the DI. ☐ CAA Closure: Pilot and their instructor fully debriefed and proactive measures taken at the Flying Club including a visit to the ATC unit.
201208714	28/07/2012	EGTT : London (FIR)	Coventry		D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA-8 (Class D) at 3000ft in the Coventry area by a C152 squawking 7000.	The C152 departed Gloucestershire, climbed to 3000ft and set a course to the East. Approximately 5nm before DTY the course of the C152 veered to the left and continuing in a northerly direction, the C152 eventually infringed Birmingham CTA-8 at 3000ft before adjusting its course back to Sywell where it eventually landed. During the flight the C152 was observed to be in contact with London Information (having selected Mode A 1177). The C152 reported on frequency as "a C152 from Gloucestershire to Sywell, overhead Banbury at 2.5 feet, QNH 1010, ETA Sywell at 05." The C152 callsign was prefixed "Student". At 1510:18 the FISO called "Student FM" and requested altitude and position, which was given as altitude of 2400ft and that he was about 40 East of Banbury. (The a/c was, at the time 3.5 NW of DTY). At 1518:25 the C152 requested to transfer to Sywell Information on 122.7 and was told to squawk 7000. The C152 was now 10nm North of DTY. The CFI reported authorising a Qualifying Cross Country flight including a land-away at Gloucester and Sywell. Upon return the student was debriefed and recalled that having turned at Banbury he realised that he was right of track so corrected with a left turn - to what extent the student could not recall. The student's next recollection was of fixing his position near Rugby and turning to Sywell. The CFI undertook to request that the student complete the online infringement questionnaire.☐ CAA Closure: No further CAA action at this time.

201208718	28/07/2012	EGTT : London (FIR)	Birmingham	8 S	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) twice by a PA28. Separation lost. Traffic info given. Delays to inbound commercial traffic.	Appropriate CAA action is being taken as a result of thisincident.
201208718	28/07/2012	EGTT : London (FIR)	Birmingham	8 S	D	CTR	FOKKER	Turboprop	2	Infringement of the Birmingham CTR (Class D) twice by a PA28. Separation lost. Traffic info given. Delays to inbound commercial traffic.	Appropriate CAA action is being taken as a result of thisincident.
201208763	30/07/2012	EGTT : London (FIR)	Compton (CPT)	S	A	CTA	OTHER	Reciprocating	1	Infringement of Area 7 Olympic CAS-T Airspace (Class D) by a Pioneer 300 Hawk. A/c indicating 4400ft on a 7000 squawk. Blind calls made but with no response. Standard separation maintained.	
201208774	26/07/2012	EGTT : London (FIR)	Manston		D	CTR	JABIRU	Reciprocating	1	Infringement of the Manston CTR (Class D) by a Jabiru. Standard separation maintained. London FIR were working the a/c but had poor communication with it.	
201208790	30/07/2012	EGTT : London (FIR)	Compton (CPT)	S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Farnborough CAS(T) (Class D) by a C152 squawking 1515 at an indicated 2700ft. Traffic info and avoiding action given. Standard separation maintained.	

201208790	30/07/2012	EGTT : London (FIR)	Compton (CPT)	S	D	CTA	CANADAIR	Turbofan	2	Infringement of the Farnborough CAS(T) (Class D) by a C152 squawking 1515 at an indicated 2700ft. Traffic info and avoiding action given. Standard separation maintained.	
201208800	30/07/2012	EGTT : London (FIR)	Southampton (SAM)	7 E	D	CTR	BOLKOW	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Bolkow209 squawking 7000 at 2000ft. Traffic info given. DHC8 established on ILS at 8nm was turned right heading 290 and descent stopped.	A/c identity was established after blind calls were made.☐ ☐ CAA Closure: Pilot experienced issues with his GPS and, by the time he had realised that the GPS was faulty, the infringement had occurred. Following this incident, pilot intends to ensure that both the GPS and magnetic headings are regularly checked.
201208800	30/07/2012	EGTT : London (FIR)	Southampton (SAM)	7 E	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) by a Bolkow209 squawking 7000 at 2000ft. Traffic info given. DHC8 established on ILS at 8nm was turned right heading 290 and descent stopped.	A/c identity was established after blind calls were made.☐ ☐ CAA Closure: Pilot experienced issues with his GPS and, by the time he had realised that the GPS was faulty, the infringement had occurred. Following this incident, pilot intends to ensure that both the GPS and magnetic headings are regularly checked.
201208815	26/07/2012	EGTT : London (FIR)	Syerston		E	ATZ	OTHER	Reciprocating	1	Infringement of the active RAF Syerston ATZ by 2 flexiwing microlights in formation.	
201208914	28/07/2012	EGTT : London (FIR)	Panshanger		Other	Restricted area	DE HAVILLAND	Reciprocating	1	Infringement of Olympic airspace R112 by a Chipmunk.	Appropriate action is being taken as a result of this incident.

201208935	28/07/2012	EGTT : London (FIR)	Whitstable		D	CTR	PIPER	Reciprocating	1	Infringement of the Manston CTR / CAS(T) (Class D) by a PA28 at 1600ft squawking 7000. Standard separation maintained.	Pilot subsequently advised ATC that he had been having communication difficulties with ATLAS control and had becomedistracted, resulting in an inadvertent entry into the CTR.
201208948	29/07/2012	EGTT : London (FIR)	Manston	NW	D	CTR	SOCATA	Reciprocating	1	Infringement of the Manston CTR (Class D) by a TB10. Standard separation maintained.	When advised that they had entered the CTA/CTR without clearance the pilot responded that he had filed a flight plan. Pilot reminded that a specific clearance is still required to enter CAS.
201208986	01/08/2012	EGTT : London (FIR)	Compton (CPT)	SE	D	CTA	CESSNA	Reciprocating	1	Infringement of Farnborough CAS(T) (Class D) Area 8 by a C152. Standard separation maintained.	
201209138	04/08/2012	EGTT : London (FIR)	Benson	5 S	D	CTR	SUPERMARINE	Reciprocating	1	Infringement of Farnborough CAS T CTR (Class D) by a Spitfire at 3000ft. ATLAS control were not working the a/c.	
201209266	27/07/2012	EGTT : London (FIR)	Headcorn / Lashenden	SW	Other	Restrict ed area	ROBINSON	Reciprocating	1	Infringement of Restricted Area R112 by an R44.	Appropriate CAA action is being taken as a result of thisincident.

201209271	04/08/2012	EGTT : London (FIR)	Canterbury		D	CTR	PIPER	Reciprocating	1	Infringement of the Manston CTR (Class D) by a PA28 at 2300ft squawking 1545. Standard separation maintained.	Pilot notified of the infringement and advised that a clearance is required to enter CAS.
201209272	20/03/2012	EGTT : London (FIR)	Shawbury (SWB)		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Shawbury ATZ (Class G) by a C152. CFIconcerned contacted and incident discussed. The a/c was checked and the compass appeared not be to be aligned.	Student pilot involved.
201209313	03/08/2012	EGTT : London (FIR)	Cockerham		G		CESSNA	Reciprocating	1	Infringement of the active Cockerham Parachute Drop Zone (Class G) by a C172 at 2000ft.	The weather was VMC with good visibility. No radio comms were made between C172 and Cockerham control on frequency 129.900. Parachuting a/c was airborne and on the jump run at the time of the infringement. Blackpool ATC informed.
201209325	08/08/2012	EGTT : London (FIR)	Southend (SND)	12 NW	Other	Restrict ed area	CESSNA	Reciprocating	1	Infringement of Restricted Area R112 by a C152 squawking 7000.	Appropriate CAA action to be taken as a result of this incident.
201209383	09/08/2012	EGTT : London (FIR)	R112		Other	Restrict ed area	OTHER	Reciprocating	1	Infringement of Restricted Area R112 by a Pioneer 300.	Appropriate CAA action to be taken as a result of this incident.

201209385	09/08/2012	EGTT : London (FIR)	Southend (SND)	3 E	Other	Other	CESSNA	Reciprocating	1	Infringement of Restricted Area R112 and Southend CTR (Class D) by a C177.	Appropriate CAA action to be taken as a result of this incident.
201209401	09/08/2012	EGTT : London (FIR)	Henley on Thames	Luxters Farm	Other	Other	OTHER	Reciprocating	1	Infringement of restricted Area R112 by a microlight.	
201209481	11/08/2012	EGTT : London (FIR)	Bournemouth	15 N	A	CTA	BEECH	Reciprocating	1	Infringement of the SW CTA5 (Class A) by a BE35 at 4500ftsquawking 7000. Traffic info given. Standard separation maintained.	
201209490	12/08/2012	EGTT : London (FIR)	Honiley (HON)	6 SE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an R44. Standard separation maintained. Pilot had been told to remain outside of CAS.	
201209496	09/08/2012	EGTT : London (FIR)	Bristol International	12 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA28. Standard separation maintained.	The pilots report states that approximately 15nm SW of Lyneham he noticed that the DI had precessed 20deg. Unable to verify position he decided to abandon the flight and turned N looking for Bath as reference point. He saw Bath approximately 8kms to NW and assumed (wrongly) that he was clear of Bristol CTA. He was on the Compton Abbas frequency at this time. He continued N, saw Bristol City and contacted Filton who advised him that he had infringed. He checked his DI during the remainder of flight and noticed minor variations, but no major precession. He has learnt from this incident that he should have asked for a DI check. He must ensure more frequent monitoring of his DI, particularly in marginal conditions. He will also determine to make contact with nearest major airfield asap when lost.

201209522	11/08/2012	EGTT : London (FIR)	R112	S	Other	Restricted area	CIRRUS	Reciprocating	1	Infringement of Restricted Area R112 by a Cirrus SR22.	A/c departed Fair Oaks under a Basic Service. Flight plan route showed a/c departing R112 to the South and then tracking Northeast towards Lydd. As the a/c approached the edge of R112, it was instructed to squawk 7000 and free call on route. A/c then observed inside R112 squawking 7000 tracking East direct towards Lydd and within R112. Controller attempted to re-gain comms but the a/c was unobtainable. Supervisor also attempted to contact the a/c on 121.5.
201209559	11/08/2012	EGTT : London (FIR)	Liverpool		D	CTA	RUTAN	Reciprocating	1	Infringement of the Liverpool CTA (Class D) by a LongEz. Standard separation maintained.	
201209578	13/08/2012	EGTT : London (FIR)	KENET	6 NW	A	Other	GROB	Reciprocating	1	Infringement of Airway L9 (Class A) by a Grob G115 squawking 7000 with Mode C readout of FL73. Standard separation maintained.	CAA Closure: No further action possible due to elapsed time.
201209583	12/08/2012	EGTT : London (FIR)	Salisbury	3 S	Other	Restricted area	GRUMMAN	Reciprocating	1	Infringement of the SW CTA5 CAS(T) by a Grumman AA5.	
201209612	08/08/2012	EGTT : London (FIR)	EGDM : Boscombe down		Other	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EGD 123 (Boscombe Down) by a PA28 squawking 7000 at 1500ft.	Transponder trace resulted in the a/c being traced to Wolverhampton, who subsequently confirmed identity of the a/c.☐ CAA Closure: Pilot very apologetic having misunderstood Danger Area procedures, incorrectly believing that Bournemouth ATC would have cleared him through.

201209618	11/08/2012	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington		G	ATZ	DIAMOND	Reciprocating	1	Alleged infringement of the Oxford ATZ (Class G) by a HK36 squawking 7000 at approx 2000ft. No Mode C displayed.	Pilot was also believed to have infringed the Brize CTR (Class D). CAA Closure: No positive evidence of infringement presented.
201209634	14/08/2012	EGTT : London (FIR)	ORIST		A		CIRRUS	Reciprocating	1	Infringement of Airway Q41 (Class A) by an SR20. It appears that the pilots chart did not have this Airway marked. Standard separation maintained.	
201209636	03/08/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	N	D	CTA	CESSNA	Reciprocating	1	Late transfer of IFR transit C177 and subsequent infringement of the Birmingham CTA 8 (Class D).	By the time the a/c called, having previously worked EastMidlands, it was 2nm inside CAS. Once the a/c was identified it was given a squawk and an immediate turn to remain outside CAS. An inbound a/c was given further descent when the C177 was clear. ATC subsequently spoke to the pilot on the phone, he realised he was approaching Birmingham airspace and questioned East Midlands if they were handing him over, they then told him to free call and he was not cleared in. This surprised the pilot who thought as he was flying IFR he would be handed over.
201209636	03/08/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	N	D	CTA	BOEING	Turbofan	2	Late transfer of IFR transit C177 and subsequent infringement of the Birmingham CTA 8 (Class D).	By the time the a/c called, having previously worked EastMidlands, it was 2nm inside CAS. Once the a/c was identified it was given a squawk and an immediate turn to remain outside CAS. An inbound a/c was given further descent when the C177 was clear. ATC subsequently spoke to the pilot on the phone, he realised he was approaching Birmingham airspace and questioned East Midlands if they were handing him over, they then told him to free call and he was not cleared in. This surprised the pilot who thought as he was flying IFR he would be handed over.
201209656	15/08/2012	EGTT : London (FIR)	EGR 112		Other	Restricted area	ROBINSON	Reciprocating	1	Infringement of EG R112 by an R44 (believed).	

201209664	15/08/2012	EGTT : London (FIR)	Sheerness	15 S	Other	Restricted area	CESSNA	Reciprocating	1	Infringement of Restricted Area R112 by a C152 squawking 7000. Attempts to contact the a/c on 121.5 unsuccessful.	A/c subsequently changed to a Southend squawk and was identified by Southend ATC. It was ascertained that a flight plan existed for the route flown and within the timeframe.
201209670	15/08/2012	EGTT : London (FIR)	EGBW : Wellesbourne mountford	5 N	D	CTA	THRUSTER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Thruster T-600N at 1800ft. Standard separation maintained.	Pilot had been told to remain outside CAS and that he may be refused entry into the zone if they could not positively identify him. □ CAA Closure: No further action taken due to elapsed time.
201209694	16/08/2012	EGTT : London (FIR)	Leicester	3-4 NE	D	CTA	PITTS	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a Pitts Special and a Slingsby T67 flying in formation squawking 7000 at 5000ft. Traffic info and avoiding action given. Separation lost with B737.	The two a/c were flying on a 1 hour photographic detail and planned to operate to the S and SE of Leicester Airport at approximately 3000ft, remaining clear of CAS. A build-up of cumulus cloud had caused the two a/c to operate at a higher level than planned. This together with the strong southerly wind and distraction of air to air photography, led to a lack of situational and positional awareness. The two a/c drifted further N than expected, resulting in the unplanned infringement of the East Midlands CTA-15. The pilots have apologised. CAA Closure: This was the first time that the pilots had conducted air to air photography and in future they intend to pay greater attention to pre-planning and briefing, in order to safeguard against a re-occurrence of any similar situation.
201209694	16/08/2012	EGTT : London (FIR)	Leicester	3-4 NE	D	CTA	SLINGSBY	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a Pitts Special and a Slingsby T67 flying in formation squawking 7000 at 5000ft. Traffic info and avoiding action given. Separation lost with B737.	The two a/c were flying on a 1 hour photographic detail and planned to operate to the S and SE of Leicester Airport at approximately 3000ft, remaining clear of CAS. A build-up of cumulus cloud had caused the two a/c to operate at a higher level than planned. This together with the strong southerly wind and distraction of air to air photography, led to a lack of situational and positional awareness. The two a/c drifted further N than expected, resulting in the unplanned infringement of the East Midlands CTA-15. The pilots have apologised. CAA Closure: This was the first time that the pilots had conducted air to air photography and in future they intend to pay greater attention to pre-planning and briefing, in order to safeguard against a re-occurrence of any similar situation.
201209727	16/08/2012	EGTT : London (FIR)	Stansted	SW	Other	Other	BELL	Turboshaft	1	Infringement of the Stansted TMZ 2 (Class G) by a Bell 206 (initially unknown) at 1400ft. Investigation under 201207537.	After tracking in a South East direction, the helicopter changed to a Southend squawk. Pilot called later to say he was sure his transponder was squawking Mode A and C and that they were at 1400ft.

201209728	16/08/2012	EGTT : London (FIR)	London-Heathrow - LHR	15 NE	Other	Restricted area	PIPER	Reciprocating	1	Infringement of P114 by a PA28 at 2000ft squawking 7000. Standard separation maintained.	Appropriate action is to be taken as a result of this incident.
201209771	17/08/2012	EGTT : London (FIR)	P114		Other	Restricted area	GRUMMAN	Reciprocating	1	Infringement of Restricted airspace P114 by an AA1. Standard separation maintained.	
201209780	17/08/2012	EGTT : London (FIR)	P114		Other	Restricted area	CESSNA	Reciprocating	1	Infringement of P114 Restricted Zone by a C185. Standard separation maintained.	
201209781	17/08/2012	EGTT : London (FIR)	London-Gatwick - LGW	5-6 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C172 squawking 3767 with Mode C indicating 1100ft. CAIT activated. Traffic info given. Two losses of separation occurred witha/c established on R/W26L.	C172 departed from R/W18 at Redhill. Pilot has been alerted and appropriate action has been taken.
201209781	17/08/2012	EGTT : London (FIR)	London-Gatwick - LGW	5-6 NE	D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) by a C172 squawking 3767 with Mode C indicating 1100ft. CAIT activated. Traffic info given. Two losses of separation occurred witha/c established on R/W26L.	C172 departed from R/W18 at Redhill. Pilot has been alerted and appropriate action has been taken.

201209786	17/08/2012	EGTT : London (FIR)	Bath		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a DR400 squawking 7000 at 3800ft. Traffic info given. Bristol inbound flights was given vectors outside CAS to go around the infringer.	Two inbound flights were vectored onto the ILS at Bristolby shortening the final approach. A/c was seen to depart to the North at about 4800ft and tracked to Gloucester where it was positively identified. Pilot later called Bristol ATC. The pilot stated that he had had no intention to fly as far South as was actually flown (and therefore did not plan to contact the ATSU). The pilot opined that, given that it was 'such a beautiful' evening, he may have becomedistracted and dropped his scan of his altimeter, thus climbing into CAS. ☐ CAA Closure: The pilot undertook to review the flight with his CFI and in addition to pre-plan contact with en route ATSUs.
201209814	18/08/2012	EGTT : London (FIR)	Stansted TMZ 1		Other	Restrictedd area	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by primary only contact tracking North West bound. A/c later identified as a Eurostar.	Pilot later contacted ATC and apologised. The Eurostar had been routeing from Rayne to Sutton Meadows but pilot hadfollowed an incorrect road. ATC have sent a radar pictureto the pilot to enable pilot to compare the actual track flown against their intended track.
201209817	18/08/2012	EGTT : London (FIR)	P114		Other	Restrictedd area	GRUMMAN	Reciprocating	1	Infringement of P114 Restricted Zone and Stansted TMZ2 (Class G) by an AA5. Standard separation maintained.	Appropriate CAA action being taken as a result of this incident.
201209819	18/08/2012	EGTT : London (FIR)	P114		Other	Restrictedd area	CESSNA	Reciprocating	1	Infringement of Restricted area P114 by a C172. Standard separation maintained.	Appropriate CAA action being taken as a result of this incident.
201209820	19/08/2012	EGTT : London (FIR)	Stansted	8 NNE	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 0201 at 1400ft. B737 CLN departure was held on the ground for 2mins. Standard separation maintained.	

201209820	19/08/2012	EGTT : London (FIR)	Stansted	8 NNE	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA28 squawking 0201 at 1400ft. B737 CLN departure was held on the ground for 2mins. Standard separation maintained.	
201209826	19/08/2012	EGTT : London (FIR)	Bovingdon	4.5nm W	A	TMA	GRUMMAN	Reciprocating	1	Infringement of the LTMA (Class A) 4.5nm West of Bovingdon by a Grumman AA5 with Mode C indicating 3800ft.	TC believe Luton Radar made a blind transmission without response. Investigations of radar replay indicate the pilot was aware they had vertically infringed CAS and subsequently descended asap.
201209827	18/08/2012	EGTT : London (FIR)	Nottingham East Midlands	8 E	D	CTA	VANS	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a RV6 squawking 6010 at 2800ft. Traffic info given. Separation lost with inbound B737.	It was decided that due to the speed of the infringer turning the B737 would provide no greater separation than allowing the a/c to continue on the ILS and traffic info was updated.
201209827	18/08/2012	EGTT : London (FIR)	Nottingham East Midlands	8 E	D	CTA	BOEING	Turbofan	2	Infringement of the East Midlands CTA (Class D) by a RV6 squawking 6010 at 2800ft. Traffic info given. Separation lost with inbound B737.	It was decided that due to the speed of the infringer turning the B737 would provide no greater separation than allowing the a/c to continue on the ILS and traffic info was updated.
201209828	19/08/2012	EGTT : London (FIR)	North Weald		Other	Other	BELL	Turboshaft	1	Infringement of the Stansted TMZ 2 (Class G) by a primary contact, later identified as a Bell 206. No traffic affected.	North Weald instructed a/c in the area to squawk 0207, where positive identification was obtained. Mode C also then appeared.

201209837	19/08/2012	EGTT : London (FIR)	Southampton (SAM)	7nm NE	D	CTA	UNKNOWN	Unknown		Infringement of the Southampton CTA/CTR (Class D) by a slow moving primary only contact. ATC made several blind calls without response. Traffic info given. Standard separation maintained.	C172, a transit VFR, was informed of the infringer. No other IFR inbound or outbound a/c to affect. Bournemouth andLower Upham had no known traffic. TWR were visual with infringer. The infringer continued towards Farley area and disappeared from radar contact. An a/c awaiting to depart Farley advised they had seen a low level microlight overfly.
201209837	19/08/2012	EGTT : London (FIR)	Southampton (SAM)	7nm NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Southampton CTA/CTR (Class D) by a slow moving primary only contact. ATC made several blind calls without response. Traffic info given. Standard separation maintained.	C172, a transit VFR, was informed of the infringer. No other IFR inbound or outbound a/c to affect. Bournemouth andLower Upham had no known traffic. TWR were visual with infringer. The infringer continued towards Farley area and disappeared from radar contact. An a/c awaiting to depart Farley advised they had seen a low level microlight overfly.
201209854	16/08/2012	EGTT : London (FIR)	Eskmeals EGD406		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area EGD 406 (Eskmeals) by a C182 squawking 3641 at 1100ft.	Pilot had been warned of the activity at D406 and advised to remain well clear on contacting Warton ATC. Shortly after, the C182 was observed to fly North to South over the firing battery then turned East and flew over the Range Control building. Firing battery had already checked fire due to weather.□ CAA Closure: No further action taken due to elapsed time.
201209900	19/08/2012	EGTT : London (FIR)	Little Rissington		G	ATZ	PIPER	Reciprocating	1	Infringement of Little Rissington ATZ (Class G) by a Piper J3 and possible unauthorised touchdown.	After entering overhead from the East and flying a LH pattern as if to join RW22, the a/c was observed flying along the entire length of RW22 at a height estimated to be below 50ft AGL. It was noted that a Gliding Scholarship Course was taking place between 18-28 Aug, however, although authorised no NOTAM appeared on the AIS website.□ CAA Closure: No further action taken due to elapsed time.
201209924	21/08/2012	EGTT : London (FIR)	Manchester (MCT)	14nm NE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown a/c, with unconfirmed Mode C indicating 1600ft. A/c later identified as an R44. Standard separation maintained.	Manchester APP controller made several blind calls. R44 contacted controller and was placed on a 7350 squawk. Controller advised R44 of their infringement. R44 allegedly stated they thought they were clear of the CTR. No other traffic affected.

201209925	21/08/2012	EGTT : London (FIR)	Brookmans Park (BPK)	SE	Other	Restricted area	PIPER	Reciprocating	1	Infringement of P114 and the London City CTA (Class D) by a PA28 at 2000ft. Standard separation maintained. Traffic info given.	City departures suspended. Appropriate CAA action being taken as a result of this incident.
201209949	02/08/2012	EGTT : London (FIR)	EGVN (BZZ): Brize norton	NW	D	CTR	MOONEY	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a Mooney 20 squawking 7000 at 2100ft. Traffic info given. Standard separation maintained.	CAA Closure: No further action taken due to elapsed time.
201209949	02/08/2012	EGTT : London (FIR)	EGVN (BZZ): Brize norton	NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a Mooney 20 squawking 7000 at 2100ft. Traffic info given. Standard separation maintained.	CAA Closure: No further action taken due to elapsed time.
201209957	21/08/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 with Mode C indicating 2000ft. A B737 and an A319, inbound to Stansted were both vectored away and delayed to ensure separation. Traffic info given.	C172 pilot later apologised stating they had become distracted by their passengers and mistook visual navigation points resulting in pilot wrongly correcting their course and subsequently infringing the Stansted CTA. Pilot received a full debrief from flying school and a later date flew a dual navigation training flight around the Stansted CTR.
201209957	21/08/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172 with Mode C indicating 2000ft. A B737 and an A319, inbound to Stansted were both vectored away and delayed to ensure separation. Traffic info given.	C172 pilot later apologised stating they had become distracted by their passengers and mistook visual navigation points resulting in pilot wrongly correcting their course and subsequently infringing the Stansted CTA. Pilot received a full debrief from flying school and a later date flew a dual navigation training flight around the Stansted CTR.

201209957	21/08/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172 with Mode C indicating 2000ft. A B737 and an A319, inbound to Stansted were both vectored away and delayed to ensure separation. Traffic info given.	C172 pilot later apologised stating they had become distracted by their passengers and mistook visual navigation points resulting in pilot wrongly correcting their course and subsequently infringing the Stansted CTA. Pilot received a full debrief from flying school and a later date flew a dual navigation training flight around the Stansted CTR.
201209958	20/08/2012	EGTT : London (FIR)	Nottingham East Midlands	8nm E	D	CTA	PIPER	Reciprocating	1	Infringement of the Nottingham East Midlands CTA1 and 2 (Class D) by an unknown a/c indicating 1500ft. A/c later identified by Nottingham as a PA28. Avoiding action and traffic info given.	East Midlands ATC observed a Nottingham departure indicating 1500ft and climbing. As the unknown a/c passed 1800ft ATC gave a PA44, in descent to 2000ft, an avoiding turn and a descent stop. The unknown a/c turned East and continued to climb to 2800ft. ATC colleague telephoned Nottingham and obtained the a/c's identity. Unknown a/c called London FIS, who were contacted and asked to request that pilot contacted East Midlands ATC. Pilot subsequently apologised.
201209958	20/08/2012	EGTT : London (FIR)	Nottingham East Midlands	8nm E	D	CTA	PIPER	Reciprocating	2	Infringement of the Nottingham East Midlands CTA1 and 2 (Class D) by an unknown a/c indicating 1500ft. A/c later identified by Nottingham as a PA28. Avoiding action and traffic info given.	East Midlands ATC observed a Nottingham departure indicating 1500ft and climbing. As the unknown a/c passed 1800ft ATC gave a PA44, in descent to 2000ft, an avoiding turn and a descent stop. The unknown a/c turned East and continued to climb to 2800ft. ATC colleague telephoned Nottingham and obtained the a/c's identity. Unknown a/c called London FIS, who were contacted and asked to request that pilot contacted East Midlands ATC. Pilot subsequently apologised.
201210023	22/08/2012	EGTT : London (FIR)	Eskmeals EGD406		G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area EGD 406 (Eskmeals) from South to North by a PA28 at 2900ft.	
201210059	23/08/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ 1	G	Restricted area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a primary contact. Contact then changed to 0013 squawk with Mode C. A/c identified via Mode S as a C152. Traffic info given.	B737, inbound to Stansted, was vectored around the C152. The C152 left to the North of the TMZ. C152 subsequently contacted Cambridge ATC who informed the solo student pilot they had transited the TMZ as a primary. The club CFI has taken appropriate action as a result of this incident.

201210059	23/08/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ 1	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by a primary contact. Contact then changed to 0013 squawk with Mode C. A/c identified via Mode S as a C152. Traffic info given.	B737, inbound to Stansted, was vectored around the C152. The C152 left to the North of the TMZ. C152 subsequently contacted Cambridge ATC who informed the solo student pilot they had transited the TMZ as a primary. The club CFI has taken appropriate action as a result of this incident.
201210128	26/08/2012	EGTT : London (FIR)	Andrewsfield	2nm NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 with Mode C indicating 1300ft. Standard separation maintained.	The 7000 squawk was initially observed leaving the Andrewsfield area on a North-westerly track. TC contacted Andrewsfield and, after enquiries had been made, were advised they were not working the a/c. TC later observed the unknownsquawking 4575. TC contacted Southend and were advised ofthe a/c's callsign and route.
201210129	26/08/2012	EGTT : London (FIR)	Overhead Elstree		Other	Restricted area	OTHER	Reciprocating	1	Alleged infringement of Restricted Area P114 by a Pulsar squawking 7000 at 1500ft. Traffic info given.	CAA Closure: No further action taken due to elapsed time.
201210132	26/08/2012	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	6 SW	D	CTA	SCHEIBE	Reciprocating	1	Infringement of the Bristol CTA (Class D) by an SF25 squawking 7000 with Mode C indicating up to 3700ft. Separation lost. Traffic info and avoiding action given.	CAA Closure: No further action taken due to elapsed time.
201210132	26/08/2012	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	6 SW	D	CTA	BOEING	Turbofan	2	Infringement of the Bristol CTA (Class D) by an SF25 squawking 7000 with Mode C indicating up to 3700ft. Separation lost. Traffic info and avoiding action given.	CAA Closure: No further action taken due to elapsed time.

201210136	26/08/2012	EGTT : London (FIR)	Birmingham	12.7nm SSE	D	CTA	SOCATA	Reciprocating	1	Infringement of the Birmingham CTA-2 and CTA-5 (Class D) by an a/c squawking 7000 at 2500ft. A/c later identified as a TB10. Standard separation maintained.	ATC made blind calls without response. The a/c climbed to 3100ft and changed squawk to 1177. The a/c was transferred to frequency 118.05 and identified. Pilot later reported their attention had been focused outside the cockpit, looking out for gliders and avoiding Snitterfield, and did not give sufficient consideration to staying out of the CTA. Pilot apologised.
201210142	28/07/2012	EGTT : London (FIR)	Southend (SND)	8 ENE	D	Restricted area	CYCLONE AIRSPORTS	Reciprocating	1	Infringement of the Restricted Area R112 and Southend CTR(Class D) by a Quantum microlight at 1800ft.	Pilot had earlier suffered electrical problems and after contacting D&D had to continue his journey by map only. Pilot apologised but did not seem aware of the Southend CAS (T) CTR/CTA. On being asked about the Danger Areas to the East of Southend he had been informed by his operations that if they were active he could fly under the areas below 3500ft. He reported that he had been flying at 1800ft and it is likely that he infringed the CTA also, base at 1500ft.
201210146	26/08/2012	EGTT : London (FIR)	North Weald				POBEREZNY	Reciprocating	1	Infringement of Stansted TMZ 2 (Class G). Mode C transponder not working, pilot not aware.	The pilot believed that the Mode C was working. Once ATC communication was established the pilot recycled squawk and turned the transponder off and on which did not rectify the problem. ATC advised the pilot to get the transponder checked by maintenance.
201210169	23/08/2012	EGTT : London (FIR)	Shoeburyness		G	Danger area	OTHER	Reciprocating	1	Infringement of Danger Area EGD 138 (Shoeburyness) by an unknown microlight.	Microlight flew over Danger Area EGD 138 shortly after range activity had ceased. Southend ATC had no communication with the microlight and no identity was obtained.
201210237	18/08/2012	EGTT : London (FIR)	EGHR (QUG): Chichester/Goodwood	1.5 N	G	ATZ	AVIONS ROBIN	Reciprocating	1	UK AIRPROX 2012/128 - DR400 in the circuit at 1250ft piloted by a solo student and a PA28 1.5nm Goodwood VOR.	Several attempts were made by ATC to establish contact with the PA28. The PA28 entered the ATZ without first obtaining information from the FISO and flew into conflict with the DR400. Attributed to an inexperienced pilot getting his priorities wrong and inadvertently entering ATZ without establishing two-way radio contact with FISO.☐ CAA Closure: This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

201210237	18/08/2012	EGTT : London (FIR)	EGHR (QUG): Chichester/Goodwood	1.5 N	G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 2012/128 - DR400 in the circuit at 1250ft piloted by a solo student and a PA28 1.5nm Goodwood VOR.	Several attempts were made by ATC to establish contact with the PA28. The PA28 entered the ATZ without first obtaining information from the FISO and flew into conflict with the DR400. Attributed to an inexperienced pilot getting his priorities wrong and inadvertently entering ATZ without establishing two-way radio contact with FISO.☐ CAA Closure: This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201210244	28/08/2012	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C152 squawking 0450 at 2400ft. Traffic info given.	Pilot subsequently reported he had experienced equipment failure and was instructed to adopt the 'no compass no gyro' procedure and informed what that entailed. Another a/c offered assistance and PA28 was led back towards Fair Oaks. Investigation established that the student pilot had problems with the DI, which resulted in him drifting off track and he then inadvertently switched off his radio. Consequently, when he tried to make radio contact, he believed it was a technical fault and this distracted him further.☐ CAA Closure: Further navigation training to cover the importance of DI/compass checks, VOR position fixing and a more thorough explanation of the a/c's radio configuration and operations.
201210321	18/08/2012	EGTT : London (FIR)	Biggin Hill		G	Other	HAWKER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a Hawker Hurricane at 2400ft.	Pilot made contact with ATC requesting transit through Biggin Hill ATZ and was instructed to "report with 5 miles to run for onward clearance" as per standard unit procedures. Pilot subsequently contacted ATC overhead Biggin Hill airfield, having entered the ATZ without a clearance. ATC informed pilot "5 miles" was not received and that a/c had entered ATZ without permission. A/c continued enroute.
201210370	30/08/2012	EGTT : London (FIR)	P114		Other	Restricted area	NORD	Reciprocating	1	Infringement of Prohibited Zone P114 by a Nord 1002 observed tracking East to West at approx 1000ft to 1200ft. A/c identified with Mode S.	Appropriate CAA action is being taken as a result of this incident.
201210411	31/08/2012	EGTT : London (FIR)	Southampton (SAM)	7.5 NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a C172 squawking 7000. Traffic info and avoiding action given. Separation lost with outbound DHC8.	At 1139z a 7000 squawk was observed by the Southampton radar controller to be tracking South towards CAS. A DHC8 was just airborne which was due to turn right towards GWC. A blind call was made to attempt to establish contact with the unknown traffic but no response was received. On first contact with the DHC8 the radar controller issued avoiding action and traffic info but separation was lost. The infringing a/c was discovered to be a C172. The pilot was working Lee-on-Solent at the time of the infringement and mistakenly believed that Lee-on-Solent were in contact with Southampton regarding his position and transit of the control zone.☐ CAA Closure: The pilot has reacted positively to this incident. No further CAA action at this time.

201210411	31/08/2012	EGTT : London (FIR)	Southampton (SAM)	7.5 NE	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) by a C172 squawking 7000. Traffic info and avoiding action given. Separation lost with outbound DHC8.	At 1139z a 7000 squawk was observed by the Southampton radar controller to be tracking South towards CAS. A DHC8 was just airborne which was due to turn right towards GWC. A blind call was made to attempt to establish contact with the unknown traffic but no response was received. On first contact with the DHC8 the radar controller issued avoiding action and traffic info but separation was lost. The infringing a/c was discovered to be a C172. The pilot was working Lee-on-Solent at the time of the infringement and mistakenly believed that Lee-on-Solent were in contact with Southampton regarding his position and transit of the control zone.☐ CAA Closure: The pilot has reacted positively to this incident. No further CAA action at this time.
201210419	31/08/2012	EGTT : London (FIR)	P114		Other	Prohibited area		Reciprocating	1	Infringement of P114 by a CZAW Sports cruiser squawking 7010.	Appropriate CAA action to be taken as a result of this incident.
201210424	31/08/2012	EGTT : London (FIR)	Stansted	12 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 indicating 3000ft. Check all imposed.	It has subsequently been revealed that the a/c was high as the pilot was attempting to remain above the Earls ColneATZ. A descent was commenced but this was too late to prevent the a/c entering the CTA. Pilot apologised and has agreed to review his pre-flight planning.
201210425	31/08/2012	EGTT : London (FIR)	Lambourne (LAM)	4 SW	Other	Restricted area	CYCLONE AIRSPORTS	Reciprocating	1	Infringement of Prohibited Zone P114 by a Quik GT450 squawking 7000 at 1000ft. A/c identified on Mode S.	Appropriate CAA action is being taken as a result of this incident.
201210449	01/09/2012	EGTT : London (FIR)	Manchester LLR	3 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 at 1200ft. Standard separation maintained.	A/c on frequency under a BS inside the LLR (Low Level Route). No traffic affected and a/c permitted to continue track inside the CTZ.

201210454	01/09/2012	EGTT : London (FIR)	Hawarden	3nm WSW	A	TMA	PIPER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a PA28RT squawking 7000, indicating 3300ft. CAIT activated. A/c identified via Mode S. Standard separation maintained.	MACC West/IOM coordinator telephoned Liverpool APP controller, who confirmed they were expecting the a/c in approx 40mins. Liverpool APP made a call to the infringer and descended the a/c back outside of CAS. Pilot later telephoned to apologise, allegedly commenting that they had experienced some rough air and had no altitude control.
201210456	01/09/2012	EGTT : London (FIR)	P114		Other	Prohibited area	CYCLONE AIRSPORTS	Reciprocating	1	Infringement of Prohibited Zone P114 by a Quik microlight.	Appropriate CAA action is being taken as a result of this incident.
201210458	02/09/2012	EGTT : London (FIR)	Haverhill	S	G	Restricted area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a C172 squawking 7010 with no Mode C. A/c identified via Mode S. Traffic info given. Inbound a/c were given delaying vectors to ensure separation.	It has subsequently been revealed that the student had not switched on the transponder after departure (which the instructor failed to detect) and this was only realised when student tried to select 7010 squawk when inbound. The CFI of the flying club has been alerted.
201210458	02/09/2012	EGTT : London (FIR)	Haverhill	S	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ (Class G) by a C172 squawking 7010 with no Mode C. A/c identified via Mode S. Traffic info given. Inbound a/c were given delaying vectors to ensure separation.	It has subsequently been revealed that the student had not switched on the transponder after departure (which the instructor failed to detect) and this was only realised when student tried to select 7010 squawk when inbound. The CFI of the flying club has been alerted.
201210463	02/09/2012	EGTT : London (FIR)	Snitterfield	N	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) CTA-5 by an a/c squawking 0010 indicating 2800ft. North of Snitterfield. A/c identified via Wellesbourne ATC as a PA28. Standard separation maintained.	Birmingham ATC made blind calls to the infringer to advise that Snitterfield was active and to keep look out for gliders and that base of CAS on their track was 2500ft. No replies received. Infringer continued on their track before leaving in the vicinity of Snitterfield. Pilot stated in their report that Wx had become cloudy and overcast and they inadvertently strayed North of their intended track. Pilot commented their flight planning had been poor due to their knowledge of the local area, and stated they would endeavour to make sure they improved their planning for any future flights.

201210465	02/09/2012	EGTT : London (FIR)	DAYNE	15 E	Other	Restricted area	CESSNA	Reciprocating	1	Infringement of the Red Arrows RA (T) at Chatsworth Country Fair by a C150 squawking 6160 at 1800ft. Traffic info given. Standard separation maintained.	Appropriate CAA action to be taken as a result of this incident.
201210468	31/08/2012	EGTT : London (FIR)	Honiley (HON)	2 S	D	CTR	OTHER	Reciprocating	1	Infringement of the Birmingham CTA2 /CTR (Class D) by a Calidus. Traffic info and avoiding action given. Standard separation maintained.	The gyroplane had departed Sywell for a flight to the NE.However, deteriorating weather to the N forced the pilot to amend his intentions and return to base in Shropshire. In amending his plan, in flight, the pilot reported becoming confused over his position. The gyroplane entered the Birmingham CTA2 at 1500-1600ft and then the CTR at 1400ft before disappearing from the available surveillance coverage in the vicinity of Lapworth. The pilot reported that the visibility also began to deteriorate on the amended route and that as he attempted to re-adjust his map to take account of the new route (as it was folded for the original plan) he felt an increased personal pressure, adding to his anxiety/confusion. Further to the incident the pilot has been invited to complete an online Infringement questionnaire. Additionally the pilot has been made aware of the resources available to pilots to help them in avoiding infringements. As the incident occurred in the vicinity of Birmingham the pilot was also invited to consider using the Birmingham SSR monitoring code on future flights in the area
201210468	31/08/2012	EGTT : London (FIR)	Honiley (HON)	2 S	D	CTR	SIKORSKY	Turboshaft	2	Infringement of the Birmingham CTA2 /CTR (Class D) by a Calidus. Traffic info and avoiding action given. Standard separation maintained.	The gyroplane had departed Sywell for a flight to the NE.However, deteriorating weather to the N forced the pilot to amend his intentions and return to base in Shropshire. In amending his plan, in flight, the pilot reported becoming confused over his position. The gyroplane entered the Birmingham CTA2 at 1500-1600ft and then the CTR at 1400ft before disappearing from the available surveillance coverage in the vicinity of Lapworth. The pilot reported that the visibility also began to deteriorate on the amended route and that as he attempted to re-adjust his map to take account of the new route (as it was folded for the original plan) he felt an increased personal pressure, adding to his anxiety/confusion. Further to the incident the pilot has been invited to complete an online Infringement questionnaire. Additionally the pilot has been made aware of the resources available to pilots to help them in avoiding infringements. As the incident occurred in the vicinity of Birmingham the pilot was also invited to consider using the Birmingham SSR monitoring code on future flights in the area
201210473	02/09/2012	EGTT : London (FIR)	Shoreham		G	TSA	OTHER	Reciprocating	1	Alleged infringement of the Shoreham TRA (Temporary Restricted Area) and ATZ (Class G) by two microlights.	Reporter stated that a Jet Provost, cleared for take-off, observed two microlights in climb out, transiting along the coast, low level Westbound. No calls made to ATC.
201210473	02/09/2012	EGTT : London (FIR)	Shoreham		G	TSA	OTHER	Reciprocating	1	Alleged infringement of the Shoreham TRA (Temporary Restricted Area) and ATZ (Class G) by two microlights.	Reporter stated that a Jet Provost, cleared for take-off, observed two microlights in climb out, transiting along the coast, low level Westbound. No calls made to ATC.

201210473	02/09/2012	EGTT : London (FIR)	Shoreham		G	TSA	OTHER	Unknown	1	Alleged infringement of the Shoreham TRA (Temporary Restricted Area) and ATZ (Class G) by two microlights.	Reporter stated that a Jet Provost, cleared for take-off, observed two microlights in climb out, transiting along the coast, low level Westbound. No calls made to ATC.
201210498	02/09/2012	EGTT : London (FIR)	EGTH : OLD WARDEN AERODROME		G	ATZ	MUDRY	Reciprocating	1	Alleged infringement of the Shuttleworth/Old Warden ATZ (Class G)/NOTAMed Display Area by a CAP10B at 2000ft. Air display in progress.	CAA Closure: No further action taken due to elapsed time.
201210500	02/09/2012	EGTT : London (FIR)	Old Warden		G	ATZ	PILATUS	Turboprop	1	Alleged infringement of the Old Warden ATZ (Class G)/NOTAMed Display Area during a Shuttleworth Air Display by a PC12 with Mode C readout of 2300ft amsl.	An Avro 19 had just completed its display and was downwind LH R/W21 to land and a PA18 towing a Scud Glider was just airborne with the intention of releasing the Glider in the overhead to commence a display. PC12 pilot apologised for the infringement, stating that he had misinterpreted the NOTAM.☐ CAA Closure: Following this incident, the pilot and his Operations Department will be expanding and enhancing their route briefing policy with immediate effect so as to avoid similar occurrences in the future.
201210501	31/08/2012	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	PIPER	Reciprocating	1	Infringement of Brize Norton CTR (Class D) by a PA28 squawking 1015 at 3200ft. A/c subsequently landed without authorisation. Student pilot had been issued a landing clearance for Kemble Airfield.	A/c went around off the first approach and landed off the second approach. Student misidentified and landed at the wrong airfield, having received a landing clearance from Kemble and thinking that was where he had landed.☐ CAA Closure: The student completed a further 14 hours of navigational training before being allowed to fly solo again.
201210535	03/09/2012	EGTT : London (FIR)	Southampton (SAM)	9 SE	D	CTA	FLIGHT DESIGN	Reciprocating	1	Infringement of the Solent CTA-6 (Class D) by a CTSW squawking 0430 at 3300ft. Departing EMB195 was delayed approx 2mins and then released on a new heading.	The CTSW was observed to enter the Solent CTA-6 (2500ft-5500ft) at an altitude of 3300ft on a Farnborough squawk 0430. The controller contacted Farnborough who then instructed the CTSW to descend below CAS. Farnborough were providing a BS and not monitoring the a/c. ☐ CAA Closure: It has not been possible to obtain any feedback from the CTSW pilot regarding the causal factors for this incident and therefore no further investigation is considered appropriate.

201210535	03/09/2012	EGTT : London (FIR)	Southampton (SAM)	9 SE	D	CTA	EMBRAER	Turbofan	2	Infringement of the Solent CTA-6 (Class D) by a CTSW squawking 0430 at 3300ft. Departing EMB195 was delayed approx 2mins and then released on a new heading.	The CTSW was observed to enter the Solent CTA-6 (2500ft-5500ft) at an altitude of 3300ft on a Farnborough squawk 0430. The controller contacted Farnborough who then instructed the CTSW to descend below CAS. Farnborough were providing a BS and not monitoring the a/c. CAA Closure: It has not been possible to obtain any feedback from the CTSW pilot regarding the causal factors for this incident and therefore no further investigation is considered appropriate.
201210572	03/09/2012	EGTT : London (FIR)	Denham		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA38 at 2400ft. Heathrow departures stopped. Traffic info given.	CFI alerted and appropriate action taken/advice given to the student involved.
201210662	05/09/2012	EGTT : London (FIR)	Southampton (SAM)	8 NE	D	CTA	THRUSTER	Reciprocating	1	Infringement of the Solent CTA (Class D) by Thruster T600N at 2300ft showing as a primary contact only. Pilot called on frequency giving his position, which coincided with the contact.	Standard separation maintained.
201210686	05/09/2012	EGTT : London (FIR)	Warrington		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 at 2600ft. Standard separation maintained.	PA28 had called at Stoke routeing to Blackpool and instructed to transit the low level route not above 1300ft. A/c had requested a Traffic Service but told there was no radar contact. Basic Service only and to report entering the low level route. A/c reported entering the LLR and appeared to be flying into the CTR so was given squawk 7350 for conspicuity and informed that he had entered the CTR NE of Winsford. Pilot was told to fly 30 or 40deg to the left to regain the LLR. Pilot later requested an update on his position and when over Warrington requested a QSY to Blackpool, instructed to squawk 7000 and QSY was approved. A/c was seen climbing through 1300ft and later seen to squawk 3642 as the a/c climbed up to 2600ft. Warton were informed who advised that the a/c had been instructed to descend to 1300ft and said that they would pass the information to Blackpool.
201210699	05/09/2012	EGTT : London (FIR)	Hunsdon	1 S	Other	Restricted area	EUROCOPTER	Turboshaft	1	Infringement of the Stansted TMZ 2 (Class G) by an EC120 squawking 7000. No traffic affected.	

201210699	05/09/2012	EGTT : London (FIR)	Hunsdon	1 S	Other	Restricted area	BOEING	Turbofan	4	Infringement of the Stansted TMZ 2 (Class G) by an EC120 squawking 7000. No traffic affected.	
201210700	05/09/2012	EGTT : London (FIR)	Potters Bar		Other	Restricted area	PIPER	Reciprocating	1	Infringement of Prohibited Zone P114 by a PA28 squawking 7000 at 1500ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of this incident.
201210710	05/09/2012	EGTT : London (FIR)	HON		D	CTR	SOCATA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a TB10 at 2000ft. Traffic info given. Standard separation maintained.	The pilot on a NAVEX eventually called stating that he was unsure of his position. He had turned away from Birmingham when he sighted the airport. Appropriate and comprehensive advice was passed to the pilot on a subsequent phone call.
201210710	05/09/2012	EGTT : London (FIR)	HON		D	CTR	FOKKER	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a TB10 at 2000ft. Traffic info given. Standard separation maintained.	The pilot on a NAVEX eventually called stating that he was unsure of his position. He had turned away from Birmingham when he sighted the airport. Appropriate and comprehensive advice was passed to the pilot on a subsequent phone call.
201210710	05/09/2012	EGTT : London (FIR)	HON		D	CTR	AIRBUS	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a TB10 at 2000ft. Traffic info given. Standard separation maintained.	The pilot on a NAVEX eventually called stating that he was unsure of his position. He had turned away from Birmingham when he sighted the airport. Appropriate and comprehensive advice was passed to the pilot on a subsequent phone call.

201210735	05/09/2012	EGTT : London (FIR)	Birmingham	8 S	D	CTR	OTHER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a GuimbalCabri G2 at 1800ft. Several blind transmissions made withno response. Standard separation maintained.	Traffic info given to an inbound DHC8.
201210752	31/08/2012	EGTT : London (FIR)	Pembrey		G	Danger area	HUGHES	Reciprocating	1	Infringement of active Pembrey Sands EGD 118 by a Hughes 269. Pilot had requested permission to enter but denied due to imminent military live firing. Traffic info given.	CAA Closure: No further action possible due to elapsed time.
201210765	06/09/2012	EGTT : London (FIR)	Elstree	W Abeam P114	Other	Restrictd area	EUROCOPTER	Turboshaft	1	Infringement of Prohibited Airspace P114 by an EC120 squawking 5035. Pilot had been told to remain outside the zone, but did not seem to be aware of the restrictions.	Appropriate CAA action is being taken as a result of this incident.
201210772	26/07/2012	EGTT : London (FIR)	Plymouth Danger Areas		G	Danger area	PIPER	Reciprocating	1	Infringement of Plymouth Danger Areas EG D009, D009A, D003, D004 by a PA28 squawking 1740 indicating 2000ft. Standard separation maintained.	A/c had been observed routeing along the coast Eastbound and infringed D009. After contacting Newquay, Plymouth MII were informed that the a/c had gone to London FIR. London Information were then contacted and asked to inform the a/c that they had infringed the Plymouth DAs. PA28 then vacated D009A but tracked back and entered D003 and D004 in the climb. A/c subsequently requested a clearance through from Western Radar, which was then given.
201210780	06/09/2012	EGTT : London (FIR)	Stansted	NE	Other	Restrictd area	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by an unknown a/c. Stansted departures suspended. Same a/c had previously been observed to briefly infringe the TMZ 2.	Pilot error acknowledged. Pilot has been debriefed by the CFI.

201210813	07/09/2012	EGTT : London (FIR)	Stansted CTA		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172. Separation lost with an LJ35 inbound to Stansted. Traffic info and avoiding action given.	The a/c contacted Cambridge whilst still within the CTA and Cambridge alerted Stansted FIN to inform them that they were talking to the a/c and had requested it to descend immediately.
201210813	07/09/2012	EGTT : London (FIR)	Stansted CTA		D	CTA	LEARJET	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172. Separation lost with an LJ35 inbound to Stansted. Traffic info and avoiding action given.	The a/c contacted Cambridge whilst still within the CTA and Cambridge alerted Stansted FIN to inform them that they were talking to the a/c and had requested it to descend immediately.
201210817	06/09/2012	EGTT : London (FIR)	Stansted TMZ		Other	Restrict ed area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a PA28 (initially primary only) observed entering the TMZ on two occasions.	PA28 entered Stansted TMZ 2 and was observed by ATC as a primary only return. Pilot reported that cockpit indications showed the transponder was not being interrogated so there pilot took action to fly out of TMZ airspace. A/c then observed to display code 7010 with no Mode C detected and entered TMZ again as it flew to North Weald to land. Pilot believed the transponder was now functioning as required. PA28 was never flown above 1400ft and remained clear of CAS. PA28 departed North Weald shortly after with same anomaly detected by ATC as it flew through the TMZ. Pilot reported that cockpit indications showed that transponder was functioning in Mode C (ALT). CAA Closure: Pilot reported that the transponder would be rectified/replaced at the first available opportunity.
201210823	07/09/2012	EGTT : London (FIR)	Wolverhampton		D	CTA	BEECH	Reciprocating	1	Infringement of the Birmingham CTA-5 (Class D) by a BE33 at 3000ft. A/c responded to a blind transmission and was advised that the a/c was inside CAS. Standard separation maintained.	A/c continued tracking towards the Snitterfield Gliding Area. Controller notified the pilot that the area was active and advised a left turn to avoid the area. A/c turned right.
201210824	07/09/2012	EGTT : London (FIR)	Stansted	SW	Other	Restrict ed area	ROBINSON	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by an R22. Traffic info and avoiding action given to an outbound B737. Departures suspended 3-4mins. Standard separation maintained.	

201210824	07/09/2012	EGTT : London (FIR)	Stansted	SW	Other	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ (Class G) by an R22. Traffic info and avoiding action given to an outbound B737. Departures suspended 3-4mins. Standard separation maintained.	
201210825	07/09/2012	EGTT : London (FIR)	Middle Wallop		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Middle Wallop ATZ (Class G) by a C152squawking 7000 with Mode C indicating 1000ft heading towards the airfield. Traffic info given.	C152 observed making an abrupt RH turn in the Middle Wallop overhead and then tracking northbound. Pilot had been in contact with Thruxton Radio and confirmed that the flight was now joining from the South. Pilot subsequently informed that he had flown through the Middle Wallop ATZ without clearance.
201210838	08/09/2012	EGTT : London (FIR)	LCY 10 ESE		A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by a Skyranger 582. The a/c wearing a Farnborough LARS squawk was observed indicating 2900ft at highest point. Standard separation maintained.	Farnborough were aware of the incident and the a/c was already descending when they were contacted.
201210838	08/09/2012	EGTT : London (FIR)	LCY 10 ESE		A	TMA	BAE	Turbofan	4	Infringement of the LTMA (Class A) by a Skyranger 582. The a/c wearing a Farnborough LARS squawk was observed indicating 2900ft at highest point. Standard separation maintained.	Farnborough were aware of the incident and the a/c was already descending when they were contacted.
201210839	08/09/2012	EGTT : London (FIR)	P114		Other	Prohibited area	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of Prohibited Zone P114 by a Eurostar squawking 7000 at 2000ft. A/c identified with Mode S. No other traffic affected.	Appropriate CAA actions is being taken as a result of this incident.

201210849	08/09/2012	EGTT : London (FIR)	P114		Other	Prohibited area	CESSNA	Reciprocating	1	Infringement of Prohibited Airspace P114 by a C152 at 2000ft squawking 5065. Standard separation maintained.	Southend ATC instructed C152 to leave the area to the Northeast. C152 subsequently left restricted airspace. Appropriate CAA action is being taken as a result of this incident.
201210850	08/09/2012	EGTT : London (FIR)	BKY	15 E	G	Other	SUPERMARINE	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a Spitfire squawking 7000 with no Mode C. Traffic info and avoiding action given to an inbound MD11.	Pilot has been fully debriefed on this incident.
201210851	08/09/2012	EGTT : London (FIR)	P114		Other	Prohibited area	MOONEY	Reciprocating	1	Infringement of Prohibited Zone P114 by a Mooney 20 squawking 5031 at 2400ft. CAIT activated. A/c identified with Mode S. A/c was being worked by LARS North who turned him out of London City zone.	Appropriate CAA action is being taken as a result of this incident.
201210853	08/09/2012	EGTT : London (FIR)	Stansted	8 N	D	CTR	CANADAIR	Turbojet	1	Infringement of the Stansted CTR (Class D) by a T33. Traffic info and avoiding action given. Separation lost with inbound B737.	A/c had departed Duxford and flew onto North Weald to do several flypasts. Investigation established that following departure from Duxford, T33 experienced a nav system malfunction. GPS also intermittent. Pilot turned North, then East in an attempt to remain clear of CAS and did not climb above 1000ft. □ CAA Closure: Incident highlighted to T33 owners. Pilot apologetic, lesson learned.
201210853	08/09/2012	EGTT : London (FIR)	Stansted	8 N	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a T33. Traffic info and avoiding action given. Separation lost with inbound B737.	A/c had departed Duxford and flew onto North Weald to do several flypasts. Investigation established that following departure from Duxford, T33 experienced a nav system malfunction. GPS also intermittent. Pilot turned North, then East in an attempt to remain clear of CAS and did not climb above 1000ft. □ CAA Closure: Incident highlighted to T33 owners. Pilot apologetic, lesson learned.

201210854	07/09/2012	EGTT : London (FIR)	P114		Other	Other	BELL	Turboshaft	1	Infringement of Prohibited Zone P114 by a B206 squawking 7000 with no Mode C.	Appropriate CAA action is being taken as a result of this incident.
201210864	09/09/2012	EGTT : London (FIR)	North Weald	2nm WNW	Other	Restrict	VANS	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an unknown a/c squawking 7000 with no Mode C tracking Northwest. A/c later identified as a Vans RV8.	The infringer was tracked from Shoreham to Old Warden andATC later spoke with the pilot who was allegedly unable to recall if the Mode C was on. ATC staff briefed pilot on the requirements of the TMZ and the necessity of ALT information.
201210865	09/09/2012	EGTT : London (FIR)	Stansted		D	CTA	DE HAVILLAND	Turbofan	1	Infringement of the Stansted CTA and CTR (Class D) by a fast jet formation of two Vampires at 2000ft. Check all imposed on R/W22 departures. Formation also flew through the Cambridge ATZ (Class G).	At 1435hrs, TMZ infringement occurred by fast moving traffic from Duxford inbound to North Weald with no SSR. Formation was seen to split and land at North Weald. CAIT activated. One a/c identified via Mode S. Formation subsequently infringed Cambridge ATZ at 1000ft twice within 10mins. Circuit was active with Tiger Moth traffic. Tiger Moth was turned on both occasions to de-conflict with the formation. See also 201210865. A comprehensive report was received from the formation lead for this flight. Two civil registered a/c and two military registered a/c were involved. The a/c departed from North Weald and after a fly past intended to follow a route to the West of Stansted airport towards Royston. Having arrived at Royston the formation subsequently received permission for a fly past. The a/c manoeuvred for the flypast to the NE of Duxford and thus close to Cambridge. The pilot was aware of Cambridge Airfield and its ATZ. The formation subsequently split with the civilian a/c performing an aerobatic display before return to North Weald. The lead a/c had RT transmit problems on this return flight. Apologies have been received. See also 201210973. □ CAA Closure: The aircrew concerned have been fully alerted to this incident.
201210865	09/09/2012	EGTT : London (FIR)	Stansted		D	CTA	DE HAVILLAND	Turbofan	1	Infringement of the Stansted CTA and CTR (Class D) by a fast jet formation of two Vampires at 2000ft. Check all imposed on R/W22 departures. Formation also flew through the Cambridge ATZ (Class G).	At 1435hrs, TMZ infringement occurred by fast moving traffic from Duxford inbound to North Weald with no SSR. Formation was seen to split and land at North Weald. CAIT activated. One a/c identified via Mode S. Formation subsequently infringed Cambridge ATZ at 1000ft twice within 10mins. Circuit was active with Tiger Moth traffic. Tiger Moth was turned on both occasions to de-conflict with the formation. See also 201210865. A comprehensive report was received from the formation lead for this flight. Two civil registered a/c and two military registered a/c were involved. The a/c departed from North Weald and after a fly past intended to follow a route to the West of Stansted airport towards Royston. Having arrived at Royston the formation subsequently received permission for a fly past. The a/c manoeuvred for the flypast to the NE of Duxford and thus close to Cambridge. The pilot was aware of Cambridge Airfield and its ATZ. The formation subsequently split with the civilian a/c performing an aerobatic display before return to North Weald. The lead a/c had RT transmit problems on this return flight. Apologies have been received. See also 201210973. □ CAA Closure: The aircrew concerned have been fully alerted to this incident.
201210866	09/09/2012	EGTT : London (FIR)	Audley End	6 SE	G	Restrict	CESSNA	Reciprocating	1	Infringement of the Red Arrows RA(T) by a C170 indicating1100ft. Traffic info given.	A/c undertaking a navigation exercise had called Farnborough LARS on becoming airborne. While tracking northbound and looking for the TMZ1 the a/c entered the RA(T). Farnborough LARS issued a 5035 squawk and appropriate advice was given for the quickest way to vacate the RA(T).

201210867	09/09/2012	EGTT : London (FIR)	North Weald	2 W	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Stansted CTA2 (Class D) twice by a Eurostar squawking 7000 with Mode C 1800ft tracking East. A/c identified using Mode S.	CAIT activated. The pilot of a Eurostar departing Plaistows for a return flight to Clacton twice infringed Stansted CTA2; once eastbound and once westbound. Stansted CTA2 has vertical extent from 1500ft to 2500ft and is Class D airspace. The Eurostar entered Stansted CTA2 at 1040:54 UTC at 1800ft eastbound and exited the CTA2 at 1043:25 at 1900ft. On the return flight the a/c entered Stansted CTA2 at 1431:26 at 1900ft westbound and exited the CTA2 at 1435:35 at 1900ft. The pilot reported being familiar with the airspace around Stansted and additionally that the a/c had recently been fitted with a transponder in order to make use of the Stansted Transponder Mandatory zone to avoid Prohibited Airspace to the South. The pilot did not fully assimilate the extent of the TMZ was up to 1500ft; although upon re-examining the maps the pilot's error became apparent to him.□ CAA Closure: Appropriate remedial actions have been discussed/actioned.
201210874	07/09/2012	EGTT : London (FIR)	Manchester	8 W	D	CTR	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Microlight squawking 7000 at 1000ft.	Pilot states that a disused airfield was annotated as active on the VFR chart, which contributed to the pilot misidentifying his location. Appropriate authorities informed of the requirement to annotate the disused airfield correctly.
201210875	08/09/2012	EGTT : London (FIR)	Manchester (MCT)	12 NE	D	CTR	OTHER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a microlight at 2000ft. Standard separation maintained.	Pilot encountered sunglare and lost visual references. Pilot error acknowledged.
201210880	08/09/2012	EGTT : London (FIR)	EGHH (BOH): Bournemouth/Hurn		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a R44 squawking 7000 at 5500ft. Inappropriate behaviour displayed in response to ATC actions. Police informed.	CAA Closure: Appropriate CAA and Police action has been taken as a result of this incident.
201210911	07/09/2012	EGTT : London (FIR)	BRISTOL CTA		D	CTR	CYCLONE AIRSPORTS	Reciprocating	1	Alleged infringement of the Bristol CTA (Class D) by a Quik microlight at 2000ft. The pilot believes that he drifted into the 1500ft stub of CAS.	ATC believe the a/c was slow to descend to 1500ft and was inside CAS for 4nm.

201210989	09/09/2012	EGTT : London (FIR)	Luton (LUT)		D	CTR	CIRRUS	Reciprocating	1	Infringement of the Luton CTR/CTA (Class D) by a Cirrus SR22 squawking 7000. Traffic info given. Standard separation maintained.	
201210989	09/09/2012	EGTT : London (FIR)	Luton (LUT)		D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR/CTA (Class D) by a Cirrus SR22 squawking 7000. Traffic info given. Standard separation maintained.	
201210991	11/09/2012	EGTT : London (FIR)	London City - LCY	N	Other	Restrict ed area	DIAMOND	Reciprocating	1	Infringement of Prohibited Zone P114 by a DA40 squawking 7000 indicating 2200ft. London City departures stopped. A/c identified on calling Southend and being given a squawk of 5061.	Appropriate CAA action is being taken as a result of this incident.
201210999	08/09/2012	EGTT : London (FIR)	Southampton CTA		D	CTA	CFM	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a CFM Shadow.	The a/c was flying over the New Forest enroute to Old Sarum, when pilot flew into strong winds and very bad turbulence. For this reason the pilot elected not to land at Old Sarum and turned back to Thorney Island. The wind and turbulence then became greater and also at the same time the radio and GPS were malfunctioning, due to the vibration (believed). The passenger was only on her second flight was becoming very upset and stressed due to the conditions, creating a tense situation. After referencing with his map, to track a return course, he realised he had flown into Southampton airspace. As soon as he realised where he was he tried to get out as soon as possible but due to the high winds, the a/c's ground speed was very low. The appropriate lessons appear to have been leant from this incident.
201211020	09/09/2012	EGTT : London (FIR)	Manston	10NW	G	ATZ	PIPER	Reciprocating	1	Infringement of the Manston ATZ (Class G) by a PA46 at 1500ft. Traffic info given to an a/c on approach, crew established visual contact with the PA46 and elected to continue.	

201211021	07/09/2012	EGTT : London (FIR)	EGKB (BQH): Biggin hill		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a C152 squawking 7047. Pilot failed to comply with circuit joining instructions. Several a/c on the ground were delayed. Operator alerted.	CAA Closure: No further action possible due to elapsed time.
201211069	13/09/2012	EGTT : London (FIR)	Luton (LUT)	NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTA (Class D) by an a/c squawking 7004 with Mode C indicating 5000ft. A/c later identified as a C152. Standard separation maintained.	Infringer was not on frequency but was observed to have landed at Cranfield. TC telephoned Cranfield ATC who identified the a/c.
201211071	13/09/2012	EGTT : London (FIR)	East Midlands	S	D	CTR	PIPER	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by a PA28 squawking 7000 at 1500ft. Traffic info and avoiding action given. Standard separation maintained.	B737 broken off approach and a B737 given extended track miles. Student pilot is believed to have misidentified Wymeswold for Nottingham. Appropriate CAA action is being taken as a result of this incident.
201211082	13/09/2012	EGTT : London (FIR)	Dunstable	2 NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTA/CTR (Class D) by a C152. Traffic info and avoiding action given. Separation lost against an A319.	A319 broken off approach R/W26 and three a/c put into the LOREL hold. Check all imposed by Tower. It has subsequently been revealed that the a/c was flown by a solo student on the second leg of a cross country flight. The student had freecalled Cranfield and squawked 7000 around Upper Heyford. Cranfield confirm that on first contact with them he had been unsure of his position and had asked for a QDM to Cranfield which was given and followed. At this time the student was unaware that he had infringed controlled airspace. As Cranfield do not issue a discreet squawk code for incoming traffic Luton would not have known he was on frequency with them. Pilot has been debriefed and further instruction on navigation will be provided, in particular on the importance of remaining clear of CAS.
201211082	13/09/2012	EGTT : London (FIR)	Dunstable	2 NW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Luton CTA/CTR (Class D) by a C152. Traffic info and avoiding action given. Separation lost against an A319.	A319 broken off approach R/W26 and three a/c put into the LOREL hold. Check all imposed by Tower. It has subsequently been revealed that the a/c was flown by a solo student on the second leg of a cross country flight. The student had freecalled Cranfield and squawked 7000 around Upper Heyford. Cranfield confirm that on first contact with them he had been unsure of his position and had asked for a QDM to Cranfield which was given and followed. At this time the student was unaware that he had infringed controlled airspace. As Cranfield do not issue a discreet squawk code for incoming traffic Luton would not have known he was on frequency with them. Pilot has been debriefed and further instruction on navigation will be provided, in particular on the importance of remaining clear of CAS.

201211082	13/09/2012	EGTT : London (FIR)	Dunstable	2 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTA/CTR (Class D) by a C152. Traffic info and avoiding action given. Separation lost against an A319.	A319 broken off approach R/W26 and three a/c put into the LOREL hold. Check all imposed by Tower. It has subsequently been revealed that the a/c was flown by a solo student on the second leg of a cross country flight. The student had freecalled Cranfield and squawked 7000 around Upper Heyford. Cranfield confirm that on first contact with them he had been unsure of his position and had asked for a QDM to Cranfield which was given and followed. At this time the student was unaware that he had infringed controlled airspace. As Cranfield do not issue a discreet squawk code for incoming traffic Luton would not have known he was on frequency with them. Pilot has been debriefed and further instruction on navigation will be provided, in particular on the importance of remaining clear of CAS.
201211082	13/09/2012	EGTT : London (FIR)	Dunstable	2 NW	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTA/CTR (Class D) by a C152. Traffic info and avoiding action given. Separation lost against an A319.	A319 broken off approach R/W26 and three a/c put into the LOREL hold. Check all imposed by Tower. It has subsequently been revealed that the a/c was flown by a solo student on the second leg of a cross country flight. The student had freecalled Cranfield and squawked 7000 around Upper Heyford. Cranfield confirm that on first contact with them he had been unsure of his position and had asked for a QDM to Cranfield which was given and followed. At this time the student was unaware that he had infringed controlled airspace. As Cranfield do not issue a discreet squawk code for incoming traffic Luton would not have known he was on frequency with them. Pilot has been debriefed and further instruction on navigation will be provided, in particular on the importance of remaining clear of CAS.
201211101	13/09/2012	EGTT : London (FIR)	Luton		D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Sportcruiser. Standard separation maintained.	
201211124	07/09/2012	EGTT : London (FIR)	SE of Southend		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA by a formation of two PA28's at 4500ft SE of Southend. Appropriate action taken by Southend ATC.	
201211124	07/09/2012	EGTT : London (FIR)	SE of Southend		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA by a formation of two PA28's at 4500ft SE of Southend. Appropriate action taken by Southend ATC.	

201211125	07/09/2012	EGTT : London (FIR)	Southend		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA by a PA28 at 4000ft. Action taken by Southend ATC to descend a/c out of CAS. Pilot language issues. ATC workload was high and was increased by this event.	
201211176	15/09/2012	EGTT : London (FIR)	London-Gatwick - LGW	NE	D	CTA	PIPER	Reciprocating	1	Infringement (believed) of the Gatwick CTA (Class D) by a PA28 at 2000ft.	Reporter believes the a/c may have been operating with a compass malfunction.
201211177	16/09/2012	EGTT : London (FIR)	Southampton (SAM)	10 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 (believed). Blind calls made, no response received. Traffic infoand delaying action given to an inbound DHC8. Standard separation maintained.	
201211177	16/09/2012	EGTT : London (FIR)	Southampton (SAM)	10 NE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a PA28 (believed). Blind calls made, no response received. Traffic infoand delaying action given to an inbound DHC8. Standard separation maintained.	
201211292	18/09/2012	EGTT : London (FIR)	Southampton	10.5 NE	D	CTA	VANS	Reciprocating	1	Infringement of the Solent CTA (Class D) by a RV7 squawking 7000 at 3400ft. Standard separation maintained.	Blind call was made no response. Once a/c had left CAS it squawked 0430 and details were confirmed by Farnborough.

201211292	18/09/2012	EGTT : London (FIR)	Southampton	10.5 NE	D	CTA	EMBRAER	Turbofan	2	Infringement of the Solent CTA (Class D) by a RV7 squawking 7000 at 3400ft. Standard separation maintained.	Blind call was made no response. Once a/c had left CAS it squawked 0430 and details were confirmed by Farnborough.
201211363	19/09/2012	EGTT : London (FIR)	BNN 5 W		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 indicating 3000ft 5W of BNN tracking East. The operator has been fully alerted to this incident and appropriate remedial action taken.	The pilots report indicates that he climbed above his planned altitude to provide separation against a military helicopter. He was aware of the SW corner of the CTA and kept clear of that but failed to note the LTMA change from 3500+ to 2500+. He ignored a GPS warning of airspace as he considered, at the time, that it related to the SW corner of the CTA.
201211410	20/09/2012	EGTT : London (FIR)	Biggin (BIG)	4 S	D	CTR	CIRRUS	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an SR22 at 2400ft. Traffic info given. Standard separation maintained.	
201211521	22/09/2012	EGTT : London (FIR)	Dunstable Gliding Site	4 NW	A	TMA	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Luton CTR/CTA (Class D) and the LTMA (Class A) by an Ikarus C42 squawking 7000 at 3800ft. Four inbound Luton a/c were delayed. Standard separation maintained. Traffic info given.	A/c was observed tracking South West at various altitudes up to 3800ft. It has subsequently been revealed that the pilot believed his route would take him under the Luton CTR and at the time of the incident was listening to Benson as he intended to transit their MATZ a little further along. It has also been revealed that the Mode S fitted had an incorrect flight identification configured with additional characters at the end of its registration. The operator has been fully alerted to this incident.
201211531	22/09/2012	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	5 NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTR and CTA (Class D) by a PA28 resulting in a loss of separation against an EMB195. Traffic info and avoiding action given. Departures stopped and an inbound B737 broken off its approach.	Appropriate CAA action is being taken as a result of this incident.

201211531	22/09/2012	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	5 NW	D	CTA	EMBRAER	Turbofan	2	Infringement of the Gatwick CTR and CTA (Class D) by a PA28 resulting in a loss of separation against an EMB195. Traffic info and avoiding action given. Departures stopped and an inbound B737 broken off its approach.	Appropriate CAA action is being taken as a result of this incident.
201211531	22/09/2012	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	5 NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR and CTA (Class D) by a PA28 resulting in a loss of separation against an EMB195. Traffic info and avoiding action given. Departures stopped and an inbound B737 broken off its approach.	Appropriate CAA action is being taken as a result of this incident.
201211531	22/09/2012	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	5 NW	D	CTR	EMBRAER	Turbofan	2	Infringement of the Gatwick CTR and CTA (Class D) by a PA28 resulting in a loss of separation against an EMB195. Traffic info and avoiding action given. Departures stopped and an inbound B737 broken off its approach.	Appropriate CAA action is being taken as a result of this incident.
201211533	09/09/2012	EGTT : London (FIR)	United Kingdom		Unknown	Restricted area	SOCATA	Reciprocating	1	Infringement of the Red Arrows RA(T) by an unknown a/c squawking 7000 indicating 1400ft. A/c identified via Mode S as a TB10. Traffic info given. Standard separation maintained.	TB10 proceeded to climb to 1900ft. Traffic info was given to Red Arrows until the a/c was clear of the RA(T).
201211545	22/09/2012	EGTT : London (FIR)	EGKB (BQH): Biggin hill		G	ATZ	JODEL	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a DR1050 squawking 7000 at 1700ft. At the time two other a/c were in the circuit at 1600ft QNH for R/W21.	CAA Closure: No further action taken due to elapsed time.

201211621	08/09/2012	EGTT : London (FIR)	Doncaster		D	CTA	CESSNA	Reciprocating	1	Alleged infringement of the Doncaster CTA (Class D) by a C152 squawking 3603 at 2300ft in receipt of a Basic Service.	Waddington had been informed by Doncaster Radar of the alleged infringement which had resulted in a delay for a Doncaster departure.
201211833	23/09/2012	EGTT : London (FIR)	Durham Tees Valley	6 SE	D	CTA	ROTORWAY	Reciprocating	1	Infringement of Durham Tees Valley CTA (Class D) by a Rotorway squawking 7042 at 1700ft in receipt of a Basic Service. Standard separation maintained.	A/c had freecalled en-route from Bagby to Eshott via Hexham, tracking towards controlled airspace, and was allocated a squawk for identification. On entering CAS a/c made a turn to the South West and squawk changed to 7600. Squawk was then seen to change to 7000 after leaving CAS under the CTAs to the South West and last seen tracking West of Newcastle's controlled airspace still on a 7000 squawk.
201211850	27/09/2012	EGTT : London (FIR)	Doncaster Sheffield	10 S	D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by a PA28 at 2000ft. Standard separation maintained.	Pilot believed he had remained clear of CAS.
201211875	28/09/2012	EGTT : London (FIR)	EGSX : North Weald		D	CTR	VANS	Reciprocating	1	Infringement of the Stansted CTR/CTA (Class D) by a Vans RV-6A. Standard separation maintained. Traffic info and avoiding action given.	A check all was imposed at Stansted and a missed approach also resulted from this incident.
201211875	28/09/2012	EGTT : London (FIR)	EGSX : North Weald		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR/CTA (Class D) by a Vans RV-6A. Standard separation maintained. Traffic info and avoiding action given.	A check all was imposed at Stansted and a missed approach also resulted from this incident.

201211875	28/09/2012	EGTT : London (FIR)	EGSX : North Weald		D	CTA	VANS	Reciprocating	1	Infringement of the Stansted CTR/CTA (Class D) by a Vans RV-6A. Standard separation maintained. Traffic info and avoiding action given.	A check all was imposed at Stansted and a missed approach also resulted from this incident.
201211875	28/09/2012	EGTT : London (FIR)	EGSX : North Weald		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTR/CTA (Class D) by a Vans RV-6A. Standard separation maintained. Traffic info and avoiding action given.	A check all was imposed at Stansted and a missed approach also resulted from this incident.
201211913	30/09/2012	EGTT : London (FIR)	Stansted	4 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) and Luton CTR (Class D) by a PA18 resulting in a loss of separation against inbound B737s on both occasions.	Traffic info and avoiding action given. Check all imposed. Appropriate CAA action to be taken as a result of this event.
201211913	30/09/2012	EGTT : London (FIR)	Stansted	4 N	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) and Luton CTR (Class D) by a PA18 resulting in a loss of separation against inbound B737s on both occasions.	Traffic info and avoiding action given. Check all imposed. Appropriate CAA action to be taken as a result of this event.
201211913	30/09/2012	EGTT : London (FIR)	Stansted	4 N	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) and Luton CTR (Class D) by a PA18 resulting in a loss of separation against inbound B737s on both occasions.	Traffic info and avoiding action given. Check all imposed. Appropriate CAA action to be taken as a result of this event.

201211916	29/09/2012	EGTT : London (FIR)	Weathersfield	2 E	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a HR200 squawking 7000 at 2400ft. Traffic info given. Six inbound flights delayed.	A/c was piloted by a student undertaking a solo cross-country exercise who had become disorientated from heading into sun and subsequently misidentified Gosfield disused airfield as Earls Colne. The investigation has confirmed that the pilot did eventually contact D&D for navigational assistance (PAN) but this occurred after the a/c had been inside CAS for 18mins. The CFI of the flying club has been alerted and appropriate remedial action has been taken.
201211986	01/10/2012	EGTT : London (FIR)	NUBRI	W	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at FL68. Avoiding action given to DHC8. Separation lost.	A PA28 routing Bembridge to Wellesbourne entered CAS in the vicinity of NUBRI climbing to FL068 (base of Class A = FL065). Traffic inbound to Southampton on a reciprocal track was turned away. The pilot's planning for the departure expected clear skies. The pilot had already flown such as to avoid CAS at Southampton; however, on a north-easterly track a front of Cb was encountered. The a/c also began to experience some turbulence and one passenger became nauseous. In considering his options during this distraction, the pilot allowed the a/c to enter a slow climb. Upon realising the error the pilot descended below CAS. The PA28 was inside CAS for approximately 3mins.☐ CAA Closure: Appropriate advice has been given to the pilot and an Infringement Questionnaire has been completed.
201211986	01/10/2012	EGTT : London (FIR)	NUBRI	W	A	TMA	DE HAVILLAND	Turboprop	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at FL68. Avoiding action given to DHC8. Separation lost.	A PA28 routing Bembridge to Wellesbourne entered CAS in the vicinity of NUBRI climbing to FL068 (base of Class A = FL065). Traffic inbound to Southampton on a reciprocal track was turned away. The pilot's planning for the departure expected clear skies. The pilot had already flown such as to avoid CAS at Southampton; however, on a north-easterly track a front of Cb was encountered. The a/c also began to experience some turbulence and one passenger became nauseous. In considering his options during this distraction, the pilot allowed the a/c to enter a slow climb. Upon realising the error the pilot descended below CAS. The PA28 was inside CAS for approximately 3mins.☐ CAA Closure: Appropriate advice has been given to the pilot and an Infringement Questionnaire has been completed.
201212075	03/10/2012	EGTT : London (FIR)	Puckeridge	3 S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 at 1800ft.	The a/c had an operating Mode C transponder and was in contact with Farnborough LARS. For one radar sweep the Mode C indicated 1800ft.
201212077	03/10/2012	EGTT : London (FIR)	North Weald	3 SW	D	CTA	BEECH	Unknown	1	Infringement of the Stansted CTA (Class D) by a BE33 squawking 5031 at 1800ft.	The a/c flew consistently under the CTA at 1200-1300ft before climbing to 1800ft, just on the CTA boundary. No further follow up is considered necessary.

201212088	04/10/2012	EGTT : London (FIR)	Stansted	13 NE	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) and the Stansted CTR (Class D) by an Ikarus C42 at 1800ft. Attempts to contact the a/c unsuccessful. Traffic info given. Standard separation maintained.	A/c initially observed in the TMZ with no Mode C. A/c subsequently selected squawk code 7010 and was indicating 1800ft inside the CTR. Inbound traffic delayed. This a/c had a second infringement of CAS at 1140UTC which triggered CAIT. Investigations indicate that that there was an unverified infringement of the Stansted CTA above 1500ft.☐ CAA Closure: No further action at this time. The airframe will however be monitored for future occurrences
201212088	04/10/2012	EGTT : London (FIR)	Stansted	13 NE	D	Other	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) and the Stansted CTR (Class D) by an Ikarus C42 at 1800ft. Attempts to contact the a/c unsuccessful. Traffic info given. Standard separation maintained.	A/c initially observed in the TMZ with no Mode C. A/c subsequently selected squawk code 7010 and was indicating 1800ft inside the CTR. Inbound traffic delayed. This a/c had a second infringement of CAS at 1140UTC which triggered CAIT. Investigations indicate that that there was an unverified infringement of the Stansted CTA above 1500ft.☐ CAA Closure: No further action at this time. The airframe will however be monitored for future occurrences
201212089	04/10/2012	EGTT : London (FIR)	London City	5 NE	D	CTA	HUGHES	Turboshaft	1	Infringement of the London City CTA (Class D) by a Hughes 369 squawking 5032 at 2000ft. Traffic info given. Standard separation maintained.	A City departure was given a wide vector and second departure was given an aborted take-off both due to the now conflicting SID tracks and conflict with the infringer. After flying into the CTA the a/c was picked up on the scan by Farnborough and instructed to descend immediately not above 1400ft.
201212114	04/10/2012	EGTT : London (FIR)	TRIPO	4 N	A	TMA	BEECH	Reciprocating	1	Infringement of the LTMA (Class A) by a BE33 resulting in a loss of separation against a C550. Traffic info given.	Appropriate CAA action taken.
201212114	04/10/2012	EGTT : London (FIR)	TRIPO	4 N	A	TMA	CESSNA	Turbofan	2	Infringement of the LTMA (Class A) by a BE33 resulting in a loss of separation against a C550. Traffic info given.	Appropriate CAA action taken.

201212120	26/09/2012	EGTT : London (FIR)	Yeovilton	R/W09	G	ATZ	OTHER	Unknown		UK AIRPROX 2012/153 - Military a/c and a PA28 at 1000ft, Yeovilton R/W09.	
201212120	26/09/2012	EGTT : London (FIR)	Yeovilton	R/W09	G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 2012/153 - Military a/c and a PA28 at 1000ft, Yeovilton R/W09.	
201212122	04/10/2012	EGTT : London (FIR)	Rochester 4S		A	TMA	LUSCOMBE	Reciprocating	1	Infringement of the LTMA (Class A) by a Luscombe 8E at 2800ft.	Pilot given a QNH of 1010mb before departure but failed to set QNH on the altimeter, which was still set to 993mb (QFE) leading the pilot to believing he was operating at a height of 2300ft. Pilot realised his error and descended below the base of CAS (2500ft). Pilot error acknowledged and lessons appear to have been learnt.
201212167	04/10/2012	EGTT : London (FIR)	White Waltham	2	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000. Heathrow departures suspended. Standard separation maintained.	Pilot error acknowledged and appropriate follow up action taken.
201212228	06/10/2012	EGTT : London (FIR)	Stapleford	2 NW	D	CTA	PIPER	Reciprocating	1	Two infringements of the Stansted CTA (Class D) by a PA28. Traffic info given. Standard separation maintained.	Extended vectors given to a Stansted inbound to avoid the infringer. Appropriate ATC follow up action taken.

201212251	06/10/2012	EGTT : London (FIR)	United Kingdom		A	Other	CIRRUS	Reciprocating	1	Infringement of Airway Q41 (Class A) by an SR22 at FL75 descending. Standard separation maintained.	When challenged the pilot said that he had filed an airways flight plan and presumed that he was cleared into CAS because he had been handed over from the previous sector.
201212257	06/10/2012	EGTT : London (FIR)	ALESO	25N	A	CTA	PIPER	Reciprocating	1	Infringement of the Worthing CTA (Class A) by a PA32 at FL88.	CAA Closure: No further action taken due to elapsed time.
201212260	06/10/2012	EGTT : London (FIR)	Stansted	SW	G	Restrict ed area	ZENAIR	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a Zenair. No Stansted inbounds were in the area at the time of the event.	A helicopter enroute to an incident at Hatfield, was in close proximity and reported visual with the a/c. The a/c was seen to turn towards Hunsdon, where it appeared to overfly the strip and turn right to land at 1409hrs. The CFI has subsequently been contacted and the pilot has been de-briefed regarding Hunsdon procedures.
201212268	06/10/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	14 S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA/CTR (Class D) by a C152 at 2500ft squawking 7000. Standard separation maintained.	Several blind transmissions made. Check all placed on departures. Traffic info and delaying vectors given to an inbound B757. C152 was flown by a student flying solo cross country. The student had been specifically briefed to avoid Birmingham CAS before he departed and told, if in doubt, to contact Birmingham radar. However, the student had become temporarily lost but did not contact Birmingham or pick up the visual clues that he had been given to avoid entering CAS.□ CAA Closure: No further action taken due to elapsed time.
201212268	06/10/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	14 S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA/CTR (Class D) by a C152 at 2500ft squawking 7000. Standard separation maintained.	Several blind transmissions made. Check all placed on departures. Traffic info and delaying vectors given to an inbound B757. C152 was flown by a student flying solo cross country. The student had been specifically briefed to avoid Birmingham CAS before he departed and told, if in doubt, to contact Birmingham radar. However, the student had become temporarily lost but did not contact Birmingham or pick up the visual clues that he had been given to avoid entering CAS.□ CAA Closure: No further action taken due to elapsed time.

201212269	06/10/2012	EGTT : London (FIR)	Southampton	16 SW	D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Grumman AA5 at 3200ft squawking 7000. Blind calls made with no response. A/c eventually called up with pilot advising ATC that he believed he had infringed CAS. Standard separation maintained.	Pilot error acknowledged.
201212318	09/10/2012	EGTT : London (FIR)	Cambridge	SW	A	TMA	OTHER	Other	1	Infringement of the London TMA (Class A) by a military a/c squawking 4670 at FL100. Avoiding action given. Standard separation maintained.	The Luton radar controller had been given a prenote by London Mil on the a/c inbound to Northolt via the Charlie Route. A/c should have been level 2400ft 5nm before BKY. Pilot was instructed to descend to 2400ft and to resume the Charlie Route.
201212318	09/10/2012	EGTT : London (FIR)	Cambridge	SW	A	TMA	HAWKER SIDDELEY	Turbofan	2	Infringement of the London TMA (Class A) by a military a/c squawking 4670 at FL100. Avoiding action given. Standard separation maintained.	The Luton radar controller had been given a prenote by London Mil on the a/c inbound to Northolt via the Charlie Route. A/c should have been level 2400ft 5nm before BKY. Pilot was instructed to descend to 2400ft and to resume the Charlie Route.
201212361	10/10/2012	EGTT : London (FIR)	Bovingdon	3 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 0013 at 2000ft. Traffic info and avoiding action given. GLF5 in descent was instructed to stop descent at 4000ft.	Standard separation maintained. Pilot (an instructor) had initially selected a course setting that was too far towards the Northwest.☐ CAA Closure: Appropriate advice given to the instructor involved on the techniques he might employ to mitigate the risk of this type of incident happening again, with emphasis on not relying too heavily on a GPS based solution.
201212361	10/10/2012	EGTT : London (FIR)	Bovingdon	3 NE	D	CTR	GULFSTREAM	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28 squawking 0013 at 2000ft. Traffic info and avoiding action given. GLF5 in descent was instructed to stop descent at 4000ft.	Standard separation maintained. Pilot (an instructor) had initially selected a course setting that was too far towards the Northwest.☐ CAA Closure: Appropriate advice given to the instructor involved on the techniques he might employ to mitigate the risk of this type of incident happening again, with emphasis on not relying too heavily on a GPS based solution.

201212402	11/10/2012	EGTT : London (FIR)	Syerston		G	ATZ	EUROCOPTER	Turboshaft	1	Infringement of the Syerston ATZ (Class G) by a EC120 at 600ft. Pilot flew through the approach lanes of both circuits at approx 600ft on 1004. Traffic info given. Motor Glider on final approach flew a go-around.	Pilot had been informed that Syerston was active using R/W11 RH for military motor gliders with four in the circuit and R/W11 LH for convention gliders winch launching to 3000ft. Pilot informed of his position and subsequently reminded that Syerston was an Air Ground unit and therefore could not provide any clearances. It is noted that a trainee solo pilot had just landed only 30secs earlier within the LH circuit.
201212402	11/10/2012	EGTT : London (FIR)	Syerston		G	ATZ		Reciprocating	1	Infringement of the Syerston ATZ (Class G) by a EC120 at 600ft. Pilot flew through the approach lanes of both circuits at approx 600ft on 1004. Traffic info given. Motor Glider on final approach flew a go-around.	Pilot had been informed that Syerston was active using R/W11 RH for military motor gliders with four in the circuit and R/W11 LH for convention gliders winch launching to 3000ft. Pilot informed of his position and subsequently reminded that Syerston was an Air Ground unit and therefore could not provide any clearances. It is noted that a trainee solo pilot had just landed only 30secs earlier within the LH circuit.
201212472	13/10/2012	EGTT : London (FIR)	Exeter	12 N	A	Other	CESSNA	Reciprocating	1	Infringement of Airway N864 by a C182 squawking 7000 at FL78. Standard separation maintained.	Telephone call was made to Exeter who confirmed that they were not working the a/c but believed it had departed from Dunkeswell. Shortly afterwards the squawk was seen to change to a London FIR squawk 1177 and identified. FIR were requested to pass a message to the pilot to telephone Cardiff upon his arrival at Haverfordwest. pilot misjudged the time it would take to pass underneath CAS and climbed too early.
201212495	14/10/2012	EGTT : London (FIR)	Doncaster Sheffield		D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a PA28. Standard separation maintained.	
201212589	13/10/2012	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	2nm North West	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a R22 squawking 5070 at 1300ft. Standard separation maintained.	Pilot had requested to enter Bristol CAS at Clevedon VRP to rejoin the Bristol circuit for landing. Pilot had been instructed to remain outside CAS and to contact the Tower for onward clearance. Appropriate local ATC action to be taken.

201212610	16/10/2012	EGTT : London (FIR)	EGXY: Syerston		G	ATZ	PILATUS	Turboprop	1	Infringement of the Syerston ATZ Gliding Site (Class G) by a PC12 at 1700ft AGL. No radio communication had been heard from the a/c. No other a/c were airborne at the time.	
201212667	16/10/2012	EGTT : London (FIR)	Birmingham		D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA-2 and CTR (Class D) by a C152 squawking 7000 at 2100ft. Traffic info and avoiding action given. Separation lost. Check all imposed.	The investigation findings were that an incorrect setting by the student was not picked up by the instructor. The root cause of the incident was the instructor letting the student get too close to CAS before taking action. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Warning letter sent.
201212667	16/10/2012	EGTT : London (FIR)	Birmingham		D	CTA	FOKKER	Turbofan	2	Infringement of the Birmingham CTA-2 and CTR (Class D) by a C152 squawking 7000 at 2100ft. Traffic info and avoiding action given. Separation lost. Check all imposed.	The investigation findings were that an incorrect setting by the student was not picked up by the instructor. The root cause of the incident was the instructor letting the student get too close to CAS before taking action. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Warning letter sent.
201212667	16/10/2012	EGTT : London (FIR)	Birmingham		D	CTA	AIRBUS	Turbofan	2	Infringement of the Birmingham CTA-2 and CTR (Class D) by a C152 squawking 7000 at 2100ft. Traffic info and avoiding action given. Separation lost. Check all imposed.	The investigation findings were that an incorrect setting by the student was not picked up by the instructor. The root cause of the incident was the instructor letting the student get too close to CAS before taking action. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Warning letter sent.
201212677	17/10/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	SW	D	CTA	CIRRUS	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by an SR22 indicating 2000ft on Mode C. Standard separation maintained.	A/c has a faulty transponder and is due for repair. A/c grounded in the interim.

201212703	17/10/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	15 S	D	CTA	CEA	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by a DR300 at 4000ft. Check all imposed. Standard separation maintained.	Instructor failed to descend below CTA due being distracted by teaching while approaching Wellesbourne Mountford from the West.☐ CAA Closure: No further action taken due to elapsed time.
201212720	18/10/2012	EGTT : London (FIR)	London Gatwick	13 E	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an SR20 at 2000ft. Avoiding action and traffic info given to an inbound A319. Standard separation maintained.	Investigation under 201202569.
201212753	18/10/2012	EGTT : London (FIR)	Birmingham	14 S	A	CTA	STODDARD HAMILTON	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) and Daventry CTA (Class A) by a Glasair at FL105. Check all imposed.	Pilot contacted ATC after landing and apologised for his error. A/c on an airtest and a powered climb. Pilot flying with reference to the surface and believes a strong westerly wind caused the a/c to drift East. Pilot misidentified Stratford as Worcester. Pilot advised of listening squawk 0010.
201212764	18/10/2012	EGTT : London (FIR)	EGXE : Leeming		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Leeming ATZ (Class G) by an R44 at 1700ft squawking 7000. No contact RT established. Inbound military a/c confirmed visual with the R44 and repositioned. R44 changed its squawk to 7040 and was thereby identified.	
201212801	20/10/2012	EGTT : London (FIR)	EGCB : Manchester/Barton	2 NE	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C42 squawking 7351 indicating 2100ft. CAIT activated. Pilot requested to ring in after landing. Standard separation maintained.	Poor RT was noted as a number of crossed transmissions with other a/c were heard and it is also noted that the pilot had difficulty in responding to requests for his a/c type. The pilot misjudged his position, assuming that he was further North (where the upper limit is 3500ft). The pilot was in radio contact with Barton Information and, following their instructions, he contacted Manchester Approach and reduced altitude below the required limit.☐ CAA Closure: No further action taken due to elapsed time.

201212805	20/10/2012	EGTT : London (FIR)	EGGW (LTN): London/Luton	10 E	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Luton CTR (Class D) by a Gazelle at 1000ft resulting in a loss of separation against an inbound CL600.	Avoiding action not given due a/c on diverging tracks. Pilot subsequently stated he took an unplanned change to his routeing due to weather but believed he had remained outside CAS.
201212805	20/10/2012	EGTT : London (FIR)	EGGW (LTN): London/Luton	10 E	D	CTR	CANADAIR	Turbofan	2	Infringement of the Luton CTR (Class D) by a Gazelle at 1000ft resulting in a loss of separation against an inbound CL600.	Avoiding action not given due a/c on diverging tracks. Pilot subsequently stated he took an unplanned change to his routeing due to weather but believed he had remained outside CAS.
201212816	21/10/2012	EGTT : London (FIR)	POL	5 W	A	TMA	BOLKOW	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a Bo208 at 4000ft squawking 7000. Standard separation maintained.	Pilot changed destination enroute due to deteriorating weather. Destination further changed due to further deterioration in visibility and a/c returned to departure airfield. Pilot error acknowledged.
201212825	20/10/2012	EGTT : London (FIR)	Doncaster		D	CTA	CIRRUS	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by a Cirrus SR22 at 3600ft. Traffic info given. Standard separation maintained.	
201213089	27/10/2012	EGTT : London (FIR)	Southampton	8 N	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Solent CTA (Class D) by an R44 at 1900ft. Standard separation maintained.	

201213091	27/10/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	8 SW	G	Other	HAWKER	Turbofan	1	Infringement of the Stansted TMZ2 (Class G) by a Hawker Hunter squawking 7010 with no Mode C. Traffic info and avoiding action given. Squawk subsequently changed to 4670 and began displaying Mode C readout.	The RT and radar recordings have subsequently confirmed that the a/c also infringed the Luton CTR (Class D) whilst in contact with Luton ATC. Poor visibility and showers are noted.☐ CAA Closure: No further action possible due to elapsed time.
201213091	27/10/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	8 SW	G	Other	BOEING	Turbofan	2	Infringement of the Stansted TMZ2 (Class G) by a Hawker Hunter squawking 7010 with no Mode C. Traffic info and avoiding action given. Squawk subsequently changed to 4670 and began displaying Mode C readout.	The RT and radar recordings have subsequently confirmed that the a/c also infringed the Luton CTR (Class D) whilst in contact with Luton ATC. Poor visibility and showers are noted.☐ CAA Closure: No further action possible due to elapsed time.
201213094	28/10/2012	EGTT : London (FIR)	Ware VRP		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2400ft. A/c confirmed with Mode S. Standard separation maintained.	The investigation has revealed that the a/c entered the CTA by approx 0.5nm before commencing an immediate 180deg turn to exit and that no further action is required.
201213095	27/10/2012	EGTT : London (FIR)	Mayfield VOR area		A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 3763 observed at 3300ft. A/c confirmed with Mode S and traced to Shoreham who stated that a/c had an instructor on board. Standard separation maintained.	Appropriate CAA action is being taken as a result of the incident.
201213208	30/10/2012	EGTT : London (FIR)	Bovingdon	4 N	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 7000 with Mode C showing 2300ft. Traffic info given. Standard separation maintained.	Check all imposed to ensure no departures from R/W26. A/c manoeuvred inside the CTR North of Bovingdon and climbed as high as 2700ft according to its Mode C. A/c was tracked and identity confirmed. Pilot later stated that he was aware of the CTA at 2500ft, and in his attempts to stay clear of the CTA inadvertently strayed into the CTR. Pilot stated he was using GPS and that the maps did not show enough detail of the CTR boundary.

201213209	30/10/2012	EGTT : London (FIR)	Southampton	12 N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 3000ft. Standard separation maintained.	Initially unknown, the a/c had entered the CTA tracking SSW bound. Several blind calls had been made with no response. A/c turned Westbound leaving the CTA and descended to 2000ft before climbing back to 2500ft. Squawk subsequently changed to 7354 and a/c details were obtained from Bournemouth.
201213223	30/10/2012	EGTT : London (FIR)	Liverpool	3 W Capenhurst R311	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) and Restricted Zone R311 by a PA38 squawking 7000 at 1500ft. Standard separation maintained.	Pilot had called requesting zone entry between River Mersey and River Dee not above 1500ft and instructed to squawk 0260. Liverpool had no position information at that time and no primary contact was observed. A few seconds later Hawarden Radar called to inform them that the a/c had infringed their airspace. The pilot had been instructed to squawk 7000 and remain outside CAS. No other traffic to affect at that time. Pilot was informed.
201213384	02/11/2012	EGTT : London (FIR)	Stansted	SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 indicating an altitude of 2400ft. Callsign confirmed with Mode S. CAIT activated.	Blind calls were made on the Essex and Luton frequencies without success. A/c climbed to 2600ft before Southbound, descending and leaving CAS. A/c was on a general handling flight with an instructor on board.
201213476	05/11/2012	EGTT : London (FIR)	Snitterfield	1 W	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an SR20 at 3300ft squawking 7000. Blind transmissions made with no response. Standard separation maintained.	
201213477	05/11/2012	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	NW	D	CTA	PIPER	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a PA28 at 2200ft squawking 7000. A/c subsequently called up requesting a QDM for planned destination. A/c vectored before being released on own navigation. A/c landed safely.	Standard separation maintained. Pilot subsequently contacted ATC and apologised for their error.

201213549	07/11/2012	EGTT : London (FIR)	Midhurst	4 E	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 0430 at 3000ft. Separation lost with HS125 inbound to Farnborough. STCA activated.	ATC were unable to turn an HS125 away from the PA28 due to conflicting traffic and the HS125 passed behind PA28.☐ CAA Closure:☐ Incorrect altimeter setting by the PA28 pilot. Appropriate flight crew personnel action has been taken.
201213549	07/11/2012	EGTT : London (FIR)	Midhurst	4 E	A	TMA	HAWKER SIDDELEY	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 0430 at 3000ft. Separation lost with HS125 inbound to Farnborough. STCA activated.	ATC were unable to turn an HS125 away from the PA28 due to conflicting traffic and the HS125 passed behind PA28.☐ CAA Closure:☐ Incorrect altimeter setting by the PA28 pilot. Appropriate flight crew personnel action has been taken.
201213549	07/11/2012	EGTT : London (FIR)	Midhurst	4 E	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 0430 at 3000ft. Separation lost with HS125 inbound to Farnborough. STCA activated.	ATC were unable to turn an HS125 away from the PA28 due to conflicting traffic and the HS125 passed behind PA28.☐ CAA Closure:☐ Incorrect altimeter setting by the PA28 pilot. Appropriate flight crew personnel action has been taken.
201213558	07/11/2012	EGTT : London (FIR)	EGKB (BOH): Biggin hill	7nm South	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a SR22 squawking 7047 at 2100ft. CAIT activated. Biggin Hill confirmed that were in contact with the a/c but by this time it had left CAS.	Analysis of the radar replay has subsequently confirmed that there was no loss of separation.
201213561	07/11/2012	EGTT : London (FIR)	Luton	10nm E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C150 squawking 5033. Avoiding action and traffic info given. Standard separation maintained.	An inbound B737 was approx 15nm from touchdown when TC observed the C150 about to enter the Luton CTR. TC requested Farnborough ATC to turn C150 left away from the final approach track. Farnborough ATC allegedly continued C150 with a right turn. TC initiated avoiding action to the B737 and discontinued the B737's approach to R/W26. Investigations indicates that a C150 receiving navigational assistance from Farnborough LARS made a minor incursion (<0.25nm) into the Luton CTR. A B737 inbound to Luton at 4000ft was turned away. Coordination attempted between LTC Luton and Farnborough LARS however, at the time, the C150 was already in a right hand turn.☐ CAA Closure: No further CAA action necessary.

201213561	07/11/2012	EGTT : London (FIR)	Luton	10nm E	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a C150 squawking 5033. Avoiding action and traffic info given. Standard separation maintained.	An inbound B737 was approx 15nm from touchdown when TC observed the C150 about to enter the Luton CTR. TC requested Farnborough ATC to turn C150 left away from the final approach track. Farnborough ATC allegedly continued C150 with a right turn. TC initiated avoiding action to the B737 and discontinued the B737's approach to R/W26. Investigations indicates that a C150 receiving navigational assistance from Farnborough LARS made a minor incursion (<0.25nm) into the Luton CTR. A B737 inbound to Luton at 4000ft was turned away. Coordination attempted between LTC Luton and Farnborough LARS however, at the time, the C150 was already in a right hand turn.□ CAA Closure: No further CAA action necessary.
201213668	09/11/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	12 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2200ft. Traffic info given. Two inbound a/c given vectors to remain clear of intruder. Standard separation maintained.	Student pilot.
201213682	08/11/2012	EGTT : London (FIR)	Birmingham	9.5 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 indicating 1800ft. Inbound DHC8 was given a turn back to the right to avoid the intruder. Separation lost. ATC training in progress.	It has subsequently been revealed that the a/c was piloted by a solo student undertaking a cross country exercise. Student had selected heading 036M instead of 056M. Further training on navigation will be undertaken with an instructor.
201213682	08/11/2012	EGTT : London (FIR)	Birmingham	9.5 SE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 indicating 1800ft. Inbound DHC8 was given a turn back to the right to avoid the intruder. Separation lost. ATC training in progress.	It has subsequently been revealed that the a/c was piloted by a solo student undertaking a cross country exercise. Student had selected heading 036M instead of 056M. Further training on navigation will be undertaken with an instructor.
201213709	11/11/2012	EGTT : London (FIR)	EGLC (LCY): London city	5	D	CTR	CESSNA	Reciprocating	1	Infringement of the London City CTA/CTR by a C182 at 2000ft. Loss of separation with a CL600 inbound to London City. Traffic info and avoiding action given.	The pilot concerned has been fully alerted to this incident.

201213709	11/11/2012	EGTT : London (FIR)	EGLC (LCY): London city	5	D	CTR	CANADAIR	Turbofan	2	Infringement of the London City CTA/CTR by a C182 at 2000ft. Loss of separation with a CL600 inbound to London City. Traffic info and avoiding action given.	The pilot concerned has been fully alerted to this incident.
201213710	11/11/2012	EGTT : London (FIR)	Denham	S	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 1600ft resulting in a loss of separation against a departing EMB190. Heathrow departures stopped.	Investigations indicate that this student pilot was on his first solo navigation flight and was not aware of his position. ☐ CAA Closure: As a result of this incident extensive further ground training has been undertaken with regard to navigation technique and air law. Additionally 6 navigation lessons are to be/have been undertaken.
201213710	11/11/2012	EGTT : London (FIR)	Denham	S	A	CTR	EMBRAER	Turbofan	2	Infringement of the London CTR (Class A) by a PA28 at 1600ft resulting in a loss of separation against a departing EMB190. Heathrow departures stopped.	Investigations indicate that this student pilot was on his first solo navigation flight and was not aware of his position. ☐ CAA Closure: As a result of this incident extensive further ground training has been undertaken with regard to navigation technique and air law. Additionally 6 navigation lessons are to be/have been undertaken.
201213711	11/11/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTA and CTR (Class D) by a C172 with Mode C indicating between 2000-2400ft. CAIT activated. Avoiding action and traffic info given. Loss of separation. TC broke off three a/c on approach to R/W22.	Investigations indicate this was a significant event that resulted in two losses of separation against Stansted inbound a/c. A further three commercial a/c were delayed to ensure separation was maintained. C172 pilot later apologised, commenting they had made a navigational error, and on realising their error, had not contacted Stansted ATC due to concerning themselves with correcting their flight path to avoid infringing Cambridge. Low sun and mist were cited as factors for the navigation error. Pilot stated they would not fly this type of flight again without an alarm system or GPS to warn of CAS.
201213711	11/11/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTA and CTR (Class D) by a C172 with Mode C indicating between 2000-2400ft. CAIT activated. Avoiding action and traffic info given. Loss of separation. TC broke off three a/c on approach to R/W22.	Investigations indicate this was a significant event that resulted in two losses of separation against Stansted inbound a/c. A further three commercial a/c were delayed to ensure separation was maintained. C172 pilot later apologised, commenting they had made a navigational error, and on realising their error, had not contacted Stansted ATC due to concerning themselves with correcting their flight path to avoid infringing Cambridge. Low sun and mist were cited as factors for the navigation error. Pilot stated they would not fly this type of flight again without an alarm system or GPS to warn of CAS.

201213711	11/11/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTA and CTR (Class D) by a C172 with Mode C indicating between 2000-2400ft. CAIT activated. Avoiding action and traffic info given. Loss of separation. TC broke off three a/c on approach to R/W22.	Investigations indicate this was a significant event that resulted in two losses of separation against Stansted inbound a/c. A further three commercial a/c were delayed to ensure separation was maintained. C172 pilot later apologised, commenting they had made a navigational error, and on realising their error, had not contacted Stansted ATC due to concerning themselves with correcting their flight path to avoid infringing Cambridge. Low sun and mist were cited as factors for the navigation error. Pilot stated they would not fly this type of flight again without an alarm system or GPS to warn of CAS.
201213711	11/11/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	UNKNOWN			Infringement of the Stansted CTA and CTR (Class D) by a C172 with Mode C indicating between 2000-2400ft. CAIT activated. Avoiding action and traffic info given. Loss of separation. TC broke off three a/c on approach to R/W22.	Investigations indicate this was a significant event that resulted in two losses of separation against Stansted inbound a/c. A further three commercial a/c were delayed to ensure separation was maintained. C172 pilot later apologised, commenting they had made a navigational error, and on realising their error, had not contacted Stansted ATC due to concerning themselves with correcting their flight path to avoid infringing Cambridge. Low sun and mist were cited as factors for the navigation error. Pilot stated they would not fly this type of flight again without an alarm system or GPS to warn of CAS.
201213711	11/11/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA and CTR (Class D) by a C172 with Mode C indicating between 2000-2400ft. CAIT activated. Avoiding action and traffic info given. Loss of separation. TC broke off three a/c on approach to R/W22.	Investigations indicate this was a significant event that resulted in two losses of separation against Stansted inbound a/c. A further three commercial a/c were delayed to ensure separation was maintained. C172 pilot later apologised, commenting they had made a navigational error, and on realising their error, had not contacted Stansted ATC due to concerning themselves with correcting their flight path to avoid infringing Cambridge. Low sun and mist were cited as factors for the navigation error. Pilot stated they would not fly this type of flight again without an alarm system or GPS to warn of CAS.
201213711	11/11/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA and CTR (Class D) by a C172 with Mode C indicating between 2000-2400ft. CAIT activated. Avoiding action and traffic info given. Loss of separation. TC broke off three a/c on approach to R/W22.	Investigations indicate this was a significant event that resulted in two losses of separation against Stansted inbound a/c. A further three commercial a/c were delayed to ensure separation was maintained. C172 pilot later apologised, commenting they had made a navigational error, and on realising their error, had not contacted Stansted ATC due to concerning themselves with correcting their flight path to avoid infringing Cambridge. Low sun and mist were cited as factors for the navigation error. Pilot stated they would not fly this type of flight again without an alarm system or GPS to warn of CAS.
201213711	11/11/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA and CTR (Class D) by a C172 with Mode C indicating between 2000-2400ft. CAIT activated. Avoiding action and traffic info given. Loss of separation. TC broke off three a/c on approach to R/W22.	Investigations indicate this was a significant event that resulted in two losses of separation against Stansted inbound a/c. A further three commercial a/c were delayed to ensure separation was maintained. C172 pilot later apologised, commenting they had made a navigational error, and on realising their error, had not contacted Stansted ATC due to concerning themselves with correcting their flight path to avoid infringing Cambridge. Low sun and mist were cited as factors for the navigation error. Pilot stated they would not fly this type of flight again without an alarm system or GPS to warn of CAS.

201213711	11/11/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	UNKNOWN			Infringement of the Stansted CTA and CTR (Class D) by a C172 with Mode C indicating between 2000-2400ft. CAIT activated. Avoiding action and traffic info given. Loss of separation. TC broke off three a/c on approach to R/W22.	Investigations indicate this was a significant event that resulted in two losses of separation against Stansted inbound a/c. A further three commercial a/c were delayed to ensure separation was maintained. C172 pilot later apologised, commenting they had made a navigational error, and on realising their error, had not contacted Stansted ATC due to concerning themselves with correcting their flight path to avoid infringing Cambridge. Low sun and mist were cited as factors for the navigation error. Pilot stated they would not fly this type of flight again without an alarm system or GPS to warn of CAS.
201213777	04/10/2012	EGTT : London (FIR)	SAM	18nm East	A	TMA	PIPER	Unknown	1	Infringement of the London TMA (Class A) by a PA32 wearing a Farnborough squawk at 5000ft.	PA32 was receipt of a Traffic Service from Farnborough West and had planned to route at 5000ft DCT-SAM-DCT-EGKA, but rerouted DCT-SAM-DCT-BITLI. At the time the pilot was concentrating on his imminent approach and lost awareness of surrounding airspace.
201213806	11/11/2012	EGTT : London (FIR)	BPK	5nm East	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C182 squawking 7000 at 1000ft.	An unscheduled orbit of Hoddesdon had been made and having estimated the ground height to be 400ft and aware of the 1500ft to 2500ft restriction, the a/c performed an orbit at 1400ft. In the orbit or shortly afterwards it is believed that the a/c was affected by a large thermal up current from the nearby power station which provided unexpected lift. Immediate action to descend was taken once the rate of climb was noticed.
201213807	11/11/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ 2	G	Restricted area	OTHER	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a Skyranger routeing South East. A/c details passed by Stapleford.	
201213808	11/11/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted		G	Restricted area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a PA28 routeing northbound displaying Mode A only. Two inbounds given traffic info.	Pilot apologised over the RT for the inadvertent non-selection of Mode C.

201213820	07/11/2012	EGTT : London (FIR)	TIPIL		D	CTA	PIPER	Reciprocating	1	Possible infringement of the Manchester CTA (Class D) by an a/c heading Southwest on a 6166 squawk. CAIT activated. Traffic info given. Standard separation maintained.	The 6166 squawk was observed, with Mode C indicating 5600ft on a QNH of 1015, in the vicinity of TIPIL where the base of CAS is 5500ft. MACC telephoned Doncaster APP to ascertain actual level of a/c and were informed the a/c was at 5400ft. SE-T stopped a Manchester inbound at FL110 in reaction to the CAIT alert in order to maintain separation from the 6166 squawk. 6166 squawk then changed to 4551, with Mode C indicating 5400ft. CAIT deactivated.□ CAA Closure: Appropriate CAA action is being taken as a result of this incident.
201213820	07/11/2012	EGTT : London (FIR)	TIPIL		D	CTA	UNKNOWN	Unknown		Possible infringement of the Manchester CTA (Class D) by an a/c heading Southwest on a 6166 squawk. CAIT activated. Traffic info given. Standard separation maintained.	The 6166 squawk was observed, with Mode C indicating 5600ft on a QNH of 1015, in the vicinity of TIPIL where the base of CAS is 5500ft. MACC telephoned Doncaster APP to ascertain actual level of a/c and were informed the a/c was at 5400ft. SE-T stopped a Manchester inbound at FL110 in reaction to the CAIT alert in order to maintain separation from the 6166 squawk. 6166 squawk then changed to 4551, with Mode C indicating 5400ft. CAIT deactivated.□ CAA Closure: Appropriate CAA action is being taken as a result of this incident.
201213856	26/10/2012	EGTT : London (FIR)	EGVN (BZZ): Brize Norton	NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 at 2100ft.	
201213903	11/11/2012	EGTT : London (FIR)	Benson	SE	A	TMA	GROB	Reciprocating	1	Infringement of the London TMA (Class A) by a Grob 115 squawking 3710 climbing to 4000ft. Standard separation maintained.	Grob 115 was in receipt of a Traffic Service. A/c was observed to track South towards the edge of the London CAS, with base of 3500ft. His altitude had been reconfirmed and also his position and proximity to CAS. Pilot confirmed that he was aware of the CAS and asked to be kept informed. However during the process a/c was observed to enter CAS from the North before turning West and leaving CAS 10secs later. Pilot was subsequently advised not to operate any further South East of his position. Appropriate follow up has been taken.
201213980	18/11/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	17 SSE	A	CTA	BEECH	Reciprocating	1	Infringement of the Birmingham CTA 2 and 4 (Class D) / Daventry CTA (Class A) by a BE19 at 4500ft squawking 7000. Inbound FK70 given traffic info and vectored clear. Standard separation maintained.	Be19 pilot subsequently called on frequency whereupon the a/c was positively identified. Pilot was aware he had infringed CAS and apologised for his error.

201214151	22/11/2012	EGTT : London (FIR)	Luton		D	CTR	UNKNOWN	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown slow moving primary contact. Check all imposed and subsequently lifted a few mins later. Two departures were delayed. Standard separation maintained.	
201214151	22/11/2012	EGTT : London (FIR)	Luton		D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown slow moving primary contact. Check all imposed and subsequently lifted a few mins later. Two departures were delayed. Standard separation maintained.	
201214151	22/11/2012	EGTT : London (FIR)	Luton		D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown slow moving primary contact. Check all imposed and subsequently lifted a few mins later. Two departures were delayed. Standard separation maintained.	
201214154	23/11/2012	EGTT : London (FIR)	Fairoaks		A	CTR	SLINGSBY	Reciprocating	1	Infringement of the London CTR (Class A) by a Slingsby T67 squawking 7000 indicating 2500ft. Heathrow departures stopped. Traffic info given. Standard separation maintained.	CAA Closure: No further action possible due to elapsed time.
201214287	23/11/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	8nm SSW	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA 2 (Class D) by a PA28 at 3100ft squawking 7000. Blind calls made to no effect. Standard separation maintained.	Pilot became distracted by deteriorating weather conditions and subsequently entered CAS. Pilot error acknowledged.

201214289	23/11/2012	EGTT : London (FIR)	EGNH (BLK): Blackpool	R312	G	Restricted area	PIPER	Reciprocating	1	Infringement of R312 (Class G) by a PA28 at 1400ft whilst on approach to Blackpool.	Pilot stated that he was unfamiliar with the area and erroneously acted on a call by ATC to advise when ready to turn left on to right base. The pilot then initiated a descent for R/W28 where the infringement took place. ATC instructed the pilot to make an immediate turn to exit the restricted area.
201214341	23/11/2012	EGTT : London (FIR)	EGSL : Andrewsfield		D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 2200ft. A/c identified with Mode S. Standard separation maintained.	
201214379	23/11/2012	EGTT : London (FIR)	EGKB (BQH): Biggin hill		G	ATZ	CIRRUS	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an SR20 at 2300ft. Standard separation maintained.	SR20 called ATC with intention to transit Biggin Hill ATZ and had been instructed to report with 5nm to run for onward clearance as per SOP, which was read back correctly. SR20 was then observed approaching overhead with 1nm to run. Pilot was informed they had entered ATZ without clearance.
201214456	29/11/2012	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by a PA28. Controller instructed PA28 to vacate immediately. Traffic info given. Standard separation maintained.	
201214456	29/11/2012	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	BOEING	Turbofan	2	Infringement of the Doncaster CTR (Class D) by a PA28. Controller instructed PA28 to vacate immediately. Traffic info given. Standard separation maintained.	

201214473	29/11/2012	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	10 SW	D	CTR	HUGHES	Unknown	1	Infringement of the Manchester CTR (Class D) by a Hughes 369 at 1600ft. Standard separation maintained.	A departure on a HON1R SID given a runway heading to maintain separation.☐ CAA Closure: No further action possible due to elapsed time.
201214521	01/12/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	12 NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 at 3000ft squawking 7000. Several blind transmissions made with no response. Separation lost against an inbound B737. Traffic info given.	CAA Closure: The aero club concerned has been contacted by ATC and appropriate action is being taken as a result of this infringement.
201214521	01/12/2012	EGTT : London (FIR)	EGSS (STN): London/Stansted	12 NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172 at 3000ft squawking 7000. Several blind transmissions made with no response. Separation lost against an inbound B737. Traffic info given.	CAA Closure: The aero club concerned has been contacted by ATC and appropriate action is being taken as a result of this infringement.
201214536	02/12/2012	EGTT : London (FIR)	EGGW (LTN): London/Luton	13 E	D	CTA	PIPER	Reciprocating	1	Infringement of Luton CTA (Class D) by a PA28R at 2700ft. Standard separation maintained.	Traffic info passed to an Falcon 7X and approach continued. PA28R infringed CAS again 5mins later and avoiding action given to an inbound A319. PA28 subsequently descended beneath CAS and was observed to land. See also 201007851.
201214537	02/12/2012	EGTT : London (FIR)	ABBOT		A	TMA	GLOBE	Reciprocating	1	Infringement of the LTMA (Class A) by a Globe GC1B at 3800ft squawking 7000. Avoiding action and traffic info given. Separation lost with a B737 inbound to Stansted.	Pilot and his passenger thought he had remained outside of CAS at 3400ft. However, he did state that he had a transponder problem in the summer and so would arrange to have it checked again as a result of this incident.☐ CAA Closure: Pilot to have transponder checked. Advice given to allow a greater margin for error when flying close to CAS.

201214537	02/12/2012	EGTT : London (FIR)	ABBOT		A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a Globe GC1B at 3800ft squawking 7000. Avoiding action and traffic info given. Separation lost with a B737 inbound to Stansted.	Pilot and his passenger thought he had remained outside of CAS at 3400ft. However, he did state that he had a transponder problem in the summer and so would arrange to have it checked again as a result of this incident.☐ CAA Closure: Pilot to have transponder checked. Advice given to allow a greater margin for error when flying close to CAS.
201214545	02/12/2012	EGTT : London (FIR)	Ware	3 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA32 at 2300ft squawking 7000. Standard separation maintained.	CAA Closure: No further action possible due to elapsed time.
201214580	02/12/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C152 at 1800ft. Separation lost against an inbound B777 and another inbound airliner (twice). Traffic info given.	A/c operated by a solo student and was initially observed to have been an RT fail. A/c identified via coordination with D&D, who had previously been in contact with the a/c. RT contact eventually established and a/c handed over to Coventry ATC. Reporter states that there were issues with the pilot's language proficiency over the RT. The ATC investigations into this incident revealed that an RT FAIL squawk was observed to the SW of Birmingham tracking ENE with no Mode C showing. Just before the RT FAIL entered CTA2, D&D rang and advised they were working a lost student pilot who was having radio problems and beginning to panic. The aircraft's altitude was unknown but D&D were asked to ascertain its level which was confirmed to be 2000ft. The RT FAIL entered CTA2 and separation was lost with an airliner which was downwind left hand for R/W33. Separation was then lost with the B777 on the ILS R/W33 as the RT FAIL entered the CTR towards HON. The RT FAIL called on 118.050 just South of HON turning South but, before the aircraft could be identified, separation was lost against the original airliner which was heading North at 4000ft.☐ CAA Closure: Following this incident, student pilot had extra navigation training, including diversion and lost procedure revision, and has since completed his PPL.
201214580	02/12/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	SE	D	CTR	BOEING	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a C152 at 1800ft. Separation lost against an inbound B777 and another inbound airliner (twice). Traffic info given.	A/c operated by a solo student and was initially observed to have been an RT fail. A/c identified via coordination with D&D, who had previously been in contact with the a/c. RT contact eventually established and a/c handed over to Coventry ATC. Reporter states that there were issues with the pilot's language proficiency over the RT. The ATC investigations into this incident revealed that an RT FAIL squawk was observed to the SW of Birmingham tracking ENE with no Mode C showing. Just before the RT FAIL entered CTA2, D&D rang and advised they were working a lost student pilot who was having radio problems and beginning to panic. The aircraft's altitude was unknown but D&D were asked to ascertain its level which was confirmed to be 2000ft. The RT FAIL entered CTA2 and separation was lost with an airliner which was downwind left hand for R/W33. Separation was then lost with the B777 on the ILS R/W33 as the RT FAIL entered the CTR towards HON. The RT FAIL called on 118.050 just South of HON turning South but, before the aircraft could be identified, separation was lost against the original airliner which was heading North at 4000ft.☐ CAA Closure: Following this incident, student pilot had extra navigation training, including diversion and lost procedure revision, and has since completed his PPL.
201214580	02/12/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	SE	D	CTR	UNKNOWN	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a C152 at 1800ft. Separation lost against an inbound B777 and another inbound airliner (twice). Traffic info given.	A/c operated by a solo student and was initially observed to have been an RT fail. A/c identified via coordination with D&D, who had previously been in contact with the a/c. RT contact eventually established and a/c handed over to Coventry ATC. Reporter states that there were issues with the pilot's language proficiency over the RT. The ATC investigations into this incident revealed that an RT FAIL squawk was observed to the SW of Birmingham tracking ENE with no Mode C showing. Just before the RT FAIL entered CTA2, D&D rang and advised they were working a lost student pilot who was having radio problems and beginning to panic. The aircraft's altitude was unknown but D&D were asked to ascertain its level which was confirmed to be 2000ft. The RT FAIL entered CTA2 and separation was lost with an airliner which was downwind left hand for R/W33. Separation was then lost with the B777 on the ILS R/W33 as the RT FAIL entered the CTR towards HON. The RT FAIL called on 118.050 just South of HON turning South but, before the aircraft could be identified, separation was lost against the original airliner which was heading North at 4000ft.☐ CAA Closure: Following this incident, student pilot had extra navigation training, including diversion and lost procedure revision, and has since completed his PPL.

201214610	01/12/2012	EGTT : London (FIR)	Syerston		G	ATZ	CESSNA	Reciprocating	1	Infringement of Syerston ATZ (Class G) by a C172 at 1000ft (believed).	C172 observed flying directly overhead the glider operation launch point and believed to have been at approx 1000ft. A/c reported by Waddington LARS at 800ft south west of the airfield and climbing.
201214652	04/12/2012	EGTT : London (FIR)	Birmingham	10.4 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA-5 (Class D) by a C172 at 3000ft squawking 7000. Blind calls made with no response. Standard separation maintained.	Pilot subsequently called ATC informing the controller that he believed he had infringed CAS.
201214656	02/12/2012	EGTT : London (FIR)	BNN		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 3000ft. Coordination effected with Farnborough LARS and a/c instructed to descend immediately, which was complied with.	
201214664	02/12/2012	EGTT : London (FIR)	Stansted		D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172 at 2300ft tracking towards the R/W22 climb out. Check all imposed. Two departures held and another a/c broken off the approach. Separation lost with departing B737.	Appropriate action is being taken as a result of this incident.
201214664	02/12/2012	EGTT : London (FIR)	Stansted		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C172 at 2300ft tracking towards the R/W22 climb out. Check all imposed. Two departures held and another a/c broken off the approach. Separation lost with departing B737.	Appropriate action is being taken as a result of this incident.

201214706	05/12/2012	EGTT : London (FIR)	Southampton	14.5 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2300ft squawking 7000. Standard separation maintained.	Pilot acknowledged entering CAS.
201214792	08/12/2012	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Nottingham East Midlands CTR (Class D) by an unknown a/c later identified as an R44. Traffic info given. Standard separation maintained.	R44 was identified 2nm North of R/W27 final approach track when pilot eventually called radar on frequency 134.175. Reporter states pilot did not contact Nottingham East Midlands ATC on landing as requested.
201214972	12/12/2012	EGTT : London (FIR)	EGSL : Andrewsfield	1.5 W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 squawking 7000 at 2000ft. A/c identified using Mode S. Standard separation maintained.	The investigation has revealed that the a/c climbed above the Andrewsfield LFA to 2000ft (LFA to 1500ft) before the CTR boundary. No further follow up is considered necessary on this occasion.
201214973	12/12/2012	EGTT : London (FIR)	North Weald	2nm NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 at 1100ft. CAIT activated. Standard separation maintained.	This was a minor infringement as the a/c turned onto a base-leg for landing at North Weald.
201215087	13/12/2012	EGTT : London (FIR)	Matching		D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 indicating a Mode C of 1300ft resulting in a loss of separation against an inbound B737.	Traffic info and avoiding action given. Pilot error acknowledged. Appropriate operator action taken.

201215087	13/12/2012	EGTT : London (FIR)	Matching		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA28 indicating a Mode C of 1300ft resulting in a loss of separation against an inbound B737.	Traffic info and avoiding action given. Pilot error acknowledged. Appropriate operator action taken.
201215110	15/12/2012	EGTT : London (FIR)	London CTR	S	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C150 squawking 7000. Several blind calls were made without success. Standard separation maintained.	At the time no Mode C data was displayed and a/c was not Mode S equipped. A/c identity was confirmed by Fair Oaks who were in contact with the a/c. It has subsequently been revealed that the pilot had mistaken the disused airfields of Ockham and Brooklands. Meanwhile, there may have been problems with transponder readability and this is to be checked.
201215126	15/12/2012	EGTT : London (FIR)	Stansted		D	CTA	EUROCOPTER	Turboshaft	1	Infringement of Stansted CTA (Class D) by a EC130 at 1800ft. ATC attempted to contact the a/c to no avail. Standard separation maintained.	See also 201202921.
201215207	17/12/2012	EGTT : London (FIR)	EGBB (BHX): Birmingham	13nm South	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28 at 2000ft. Standard separation maintained.	A/c was piloted by a student undertaking a solo qualifying cross country exercise. Student had been asked to report Winchcombe, but his GPS indicates that he misidentified Tewkesbury. After failed attempt to contact Coventry the student contacted D&D and after being informed of the infringement he was given a vector to exit controlled airspace and remained on frequency until arriving at his destination. Student has been de-briefed by the instructor and CFI and will undergo further navigation test before another solo route is undertaken.
201215231	11/12/2012	EGTT : London (FIR)	Falmouth Bay	Danger Area EGD036	G	Danger area	CIRRUS	Reciprocating	1	Infringement of Danger Area EG D036 (Falmouth Bay) by a SR22 at 3500ft squawking 1177.	A/c was working London Information and had entered from the North without clearance to cross. London Information subsequently called and a clearance was given. No hazardous activity taking place at the time.

201215269	19/12/2012	EGTT : London (FIR)	Stansted	12 SE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 3000ft. Standard separation maintained. A/c identified with Mode S.	It has subsequently been revealed that the a/c, with an instructor on board, was caught out by an Easterly wind and strayed into CTR. Pilot apologised.
201215379	21/12/2012	EGTT : London (FIR)	EGGW (LTN): London/Luton	12nm NE	D	CTR	VANS	Reciprocating	1	An RV9 and RV8 infringed the Luton CTR (Class D). A B737 that was being vectored for R/W26 was given traffic info and avoiding action on these a/c. Separation minima was maintained.	Both Vans were in formation and in communication with Farnborough LARS. The LARS controller issued an initial N turn which was not acknowledged. The re-issued instruction was and the a/c left the zone.
201215379	21/12/2012	EGTT : London (FIR)	EGGW (LTN): London/Luton	12nm NE	D	CTR	VANS	Reciprocating	1	An RV9 and RV8 infringed the Luton CTR (Class D). A B737 that was being vectored for R/W26 was given traffic info and avoiding action on these a/c. Separation minima was maintained.	Both Vans were in formation and in communication with Farnborough LARS. The LARS controller issued an initial N turn which was not acknowledged. The re-issued instruction was and the a/c left the zone.
201215379	21/12/2012	EGTT : London (FIR)	EGGW (LTN): London/Luton	12nm NE	D	CTR	BOEING	Turbofan	2	An RV9 and RV8 infringed the Luton CTR (Class D). A B737 that was being vectored for R/W26 was given traffic info and avoiding action on these a/c. Separation minima was maintained.	Both Vans were in formation and in communication with Farnborough LARS. The LARS controller issued an initial N turn which was not acknowledged. The re-issued instruction was and the a/c left the zone.
201215508	27/12/2012	EGTT : London (FIR)	Stansted TMZ 2		G	Restricted area	PIPER	Reciprocating	1	PA28 infringed the Stansted TMZ 2 (Class G). A/c squawking but no displaying Mode C. A/c believed to be talking to Elstree.	

201215515	27/12/2012	EGTT : London (FIR)	Oxford Kidlington		G	ATZ	DIAMOND	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by Super Dimona HK36 at 1800ft squawking 7000. Standard separation maintained.	Investigation under 201209618.
201215549	29/12/2012	EGTT : London (FIR)	Stansted TMZ2		G	Restrict ed area	WESTLAND	Turboshaft	1	Infringement of the Stansted TMZ2 (Class G) by a SA341 squawking 7000, No Mode C or Mode S. Standard separation maintained.	A Stansted CPT departure was instructed to climb and the traffic (unknown at the time) turned away. Following a call from TC Luton to LF LARS North, it was established that the a/c was in communication with them but it had not requested a service from Farnborough, did not request a TMZ entry approval and left the Farnborough frequency in the vicinity of Harlow.
201215549	29/12/2012	EGTT : London (FIR)	Stansted TMZ2		G	Restrict ed area	BAE	Turbofan	4	Infringement of the Stansted TMZ2 (Class G) by a SA341 squawking 7000, No Mode C or Mode S. Standard separation maintained.	A Stansted CPT departure was instructed to climb and the traffic (unknown at the time) turned away. Following a call from TC Luton to LF LARS North, it was established that the a/c was in communication with them but it had not requested a service from Farnborough, did not request a TMZ entry approval and left the Farnborough frequency in the vicinity of Harlow.
201216045	30/07/2012	EGTT : London (FIR)	EGLF (FAB): Farnborough civil		D	CTR	PIPER	Reciprocating	1	Infringement of the Farnborough CTR (Class D) by a PA28 squawking 1551. Traffic info and avoiding action given.	A/c in receipt of a Basic Service had been cleared to transit R112 by Atlas Control. Pilot was informed that he was inside CAS and a Northerly heading to route clear was suggested and complied with.
201216045	30/07/2012	EGTT : London (FIR)	EGLF (FAB): Farnborough civil		D	CTR				Infringement of the Farnborough CTR (Class D) by a PA28 squawking 1551. Traffic info and avoiding action given.	A/c in receipt of a Basic Service had been cleared to transit R112 by Atlas Control. Pilot was informed that he was inside CAS and a Northerly heading to route clear was suggested and complied with.

201216047	07/09/2012	EGTT : London (FIR)	London CTR		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by an unknown contact resulted in loss of separation with a Falcon 2000 Northolt departure. Unknown contact identified as a PA28.	The unknown contact penetrated CAS between Harrow and Stanmore, tracked North and exited CAS towards Elstree. A departing Falcon 2000 became airborne tracking away from the unknown contact but standard separation eroded, with minimum horizontal separation 3.2nm. Northolt ATCO contacted Elstree radio and were informed Elstree had a PA28 who was en-route to Sandown but had allegedly suffered a Directional Indicator (DI) failure and was returning to Elstree. Reporter stated that avoiding action was not issued as Falcon 2000 did not call Northolt until they were level at 3000ft with more than 5nm separation.
201216047	07/09/2012	EGTT : London (FIR)	London CTR		A	CTR	DASSAULT	Turbofan	2	Infringement of the London CTR (Class A) by an unknown contact resulted in loss of separation with a Falcon 2000 Northolt departure. Unknown contact identified as a PA28.	The unknown contact penetrated CAS between Harrow and Stanmore, tracked North and exited CAS towards Elstree. A departing Falcon 2000 became airborne tracking away from the unknown contact but standard separation eroded, with minimum horizontal separation 3.2nm. Northolt ATCO contacted Elstree radio and were informed Elstree had a PA28 who was en-route to Sandown but had allegedly suffered a Directional Indicator (DI) failure and was returning to Elstree. Reporter stated that avoiding action was not issued as Falcon 2000 did not call Northolt until they were level at 3000ft with more than 5nm separation.
201216047	07/09/2012	EGTT : London (FIR)	London CTR		A	CTR	RAYTHEON	Turbofan	2	Infringement of the London CTR (Class A) by an unknown contact resulted in loss of separation with a Falcon 2000 Northolt departure. Unknown contact identified as a PA28.	The unknown contact penetrated CAS between Harrow and Stanmore, tracked North and exited CAS towards Elstree. A departing Falcon 2000 became airborne tracking away from the unknown contact but standard separation eroded, with minimum horizontal separation 3.2nm. Northolt ATCO contacted Elstree radio and were informed Elstree had a PA28 who was en-route to Sandown but had allegedly suffered a Directional Indicator (DI) failure and was returning to Elstree. Reporter stated that avoiding action was not issued as Falcon 2000 did not call Northolt until they were level at 3000ft with more than 5nm separation.
201300011	02/01/2013	EGTT : London (FIR)	O/H QE2 Bridge		A	TMA	CESSNA	Reciprocating	1	A C172 infringed the LTMA (Class A). The a/c could not be contacted by Thames Radar or by the aerodrome where it took off from. This delayed the approach of a BN2T to Biggin Hill. Traffic info was given and separation minima was maintained.	The C172 pilot reported setting his altimeter to QNH 1014hPa instead of the appropriate 1024hPa.
201300011	02/01/2013	EGTT : London (FIR)	O/H QE2 Bridge		A	TMA	BRITTEN NORMAN	Turboprop	2	A C172 infringed the LTMA (Class A). The a/c could not be contacted by Thames Radar or by the aerodrome where it took off from. This delayed the approach of a BN2T to Biggin Hill. Traffic info was given and separation minima was maintained.	The C172 pilot reported setting his altimeter to QNH 1014hPa instead of the appropriate 1024hPa.

201300045	04/01/2013	EGTT : London (FIR)	BUR		A	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the London CTR (Class A) by a DR400 squawking 7000. Heathrow departures suspended. Pilot reported losing spatial orientation whilst undertaking LH 180deg turn in IMC causing an uncontrolled descending spiral.	CAA Closure: Pilot completed 5 hours navigation training before next solo flight.
201300058	04/01/2013	EGTT : London (FIR)	Southampton	6 NW	D	CTR	ROCKWELL	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Rockwell 112 at 700ft. Blind calls made with no response. Standard separation maintained.	Pilot later stated he had erroneously become distracted by weather that was closing in and went slightly off course. Pilot stated extra final weather checks will be carried out in the future.
201300068	05/01/2013	EGTT : London (FIR)	EGOE : Ternhill	North	G	ATZ	UNKNOWN	Unknown	1	Infringement of the Ternhill ATZ (Class G) by an unknown low wing a/c.	A/c had been observed to approach Ternhill ATZ from the North West and then entered a descent before carrying out a low flypast of the Longford microlight site, just North of Ternhill and within the ATZ. Manoeuvre was then repeated before the a/c disappeared behind hangar buildings to the North of the airfield.
201300079	06/01/2013	EGTT : London (FIR)	EGOE : Ternhill		G	ATZ	UNKNOWN	Reciprocating	1	Infringement of the Ternhill ATZ (Class G) by an unknown flexi-wing microlight.	The microlight had departed at 1538hrs from a microlight site to the North of Ternhill within the ATZ. No radio contact was made with Ternhill. Ternhill was active at the time with motor-gliders conducting engine-stopped rejoins from the North of the field.
201300145	05/01/2013	EGTT : London (FIR)	Humberside ATZ		G	Other	CESSNA	Reciprocating	1	Infringement of the Humberside ATZ (Class G) by a C152 (initially unknown) squawking 7000. No Mode C. A/c then flew a reciprocal tack passing through final approach R/W20, holding area and instrument approach area. Inbound airliner given an extended approach.	ATC traced the a/c on landing and spoke to the pilot. Appropriate CAA action to be taken as a result of this incident.

201300251	13/01/2013	EGTT : London (FIR)	EGSL : Andrewsfield	S	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of the Stansted CTA (Class D) by a C152 indicating 2300ft. Standard separation maintained.	
201300251	13/01/2013	EGTT : London (FIR)	EGSL : Andrewsfield	S	D	CTA	AIRBUS	Turbofan	4	Alleged infringement of the Stansted CTA (Class D) by a C152 indicating 2300ft. Standard separation maintained.	
201300265	12/01/2013	EGTT : London (FIR)	EGXY-Syerston		G	ATZ	OTHER	Reciprocating	1	TL 2000 Sting infringed the Syerston ATZ (Class G) at 1700ft. Once realising his position, the pilot made a steep right turn to exit the ATZ. The pilot called Syerston to apologise. No Syerston a/c were airborne and none were being launched.	
201300410	17/01/2013	EGTT : London (FIR)	Syerston		G	ATZ	PIPER	Reciprocating	1	Infringement of the Syerston ATZ Gliding Site (Class G) by a PA38 at approx 1000 - 1200ft. No radio calls were heard. Infringement was within the published hours of ATZ however no flying was taking place at the time of the incident.	Radar controller at Waddington was contacted and confirmed the PA38's callsign, allegedly stating they had been in contact with the PA38 previously but PA38 was squawking 7000 and not under their control. Reporter also alleged Waddington stated pilot had enquired whether flying was taking place at Syerston and pilot had stated they were at 2000ft descending to 1500ft to the West.
201300714	25/01/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	7 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28 squawking 7000 indicating 1900ft. Blind transmission made with no response. Standard separation maintained.	Student under instruction.

201301081	02/02/2013	EGTT : London (FIR)	EGSX : North Weald	3nm NW	G	Restrict ed area	PIPER	Reciprocating	1	PA28 infringed the Stansted TMZ (Class G). Pilot of the a/c failed to switch the transponder to 'standby' when changing squawk. Inbound a/c given avoiding action and therefore delayed. Standard separation maintained.	Appropriate remedial action is being taken.
201301081	02/02/2013	EGTT : London (FIR)	EGSX : North Weald	3nm NW	G	Restrict ed area	BOEING	Turbofan	2	PA28 infringed the Stansted TMZ (Class G). Pilot of the a/c failed to switch the transponder to 'standby' when changing squawk. Inbound a/c given avoiding action and therefore delayed. Standard separation maintained.	Appropriate remedial action is being taken.
201301085	02/02/2013	EGTT : London (FIR)	VRP M11 J4		D	CTA	PIPER	Reciprocating	1	PA28 infringed the London City CTA (Class D). Once ATC had notified pilot, he corrected course. Pilot subsequently appreciates that his heading did not allow for drift in strong wind conditions.	
201301131	04/02/2013	EGTT : London (FIR)	WOD	5 E	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 7000. Outbound airliner vectored clear of the infringer. Standard separation maintained.	Operator alerted. Pilot error acknowledged.
201301156	04/02/2013	EGTT : London (FIR)	EGMC (SEN): Southend		G	ATZ	AVIONS ROBIN	Reciprocating	1	Infringement of the Southend ATZ (Class G) by a R2120U at 2000ft resulting in an inbound A319 being broken from the ILS at 8DME under a DS. Separation minima was maintained.	Pilot subsequently apologised.

201301156	04/02/2013	EGTT : London (FIR)	EGMC (SEN): Southend		G	ATZ	AIRBUS	Turbofan	2	Infringement of the Southend ATZ (Class G) by a R2120U at 2000ft resulting in an inbound A319 being broken from the ILS at 8DME under a DS. Separation minima was maintained.	Pilot subsequently apologised.
201301183	04/02/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	9nm S	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) Area 1 by a PA28 at 3500ft. Once instructed, the a/c headed South, out of the zone and the pilot apologised for the infringement saying he got caught out by strong winds. Separation minima was maintained.	
201301184	02/02/2013	EGTT : London (FIR)	Hinton Drop Zone		G	Other	CESSNA	Reciprocating	1	C172 flew through Hinton Drop Zone whilst active. DZ controller became aware of the C172's presence and alerted para drop a/c. Para drop suspended until C172 was clear of the zone.	First para drop had taken place at 5000ft. Para drop a/c then climbed to FL130 for the second drop at which point the C172 was observed overhead the zone.
201301192	05/02/2013	EGTT : London (FIR)	D138		G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area D138 by a PA28.	Pilot was briefed by ATC on landing regarding Southend being a Danger Area AIS and was advised to contact Southend ATC in future when flying within 10-15nm of Southend.
201301444	12/02/2013	EGTT : London (FIR)	Syerston		G	Other	BELL	Turboshaft	1	Infringement of the Syerston ATZ (Class G) by a Bell 206 at 1700ft.	CAA Closure: No further action possible due to elapsed time.

201301547	14/02/2013	EGTT : London (FIR)	Honiley		D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) areas 1 and 2 and the Coventry ATZ (Class G) by a C152 at 3000ft. Traffic info given to inbound a/c. Blind calls made with no response. Standard separation maintained.	A/c had not been displaying Mode C. Student pilot stated that he had been flying at 3000ft when speaking to ATC after landing. Student pilot had got lost and called D&D. Flight Instructor notified. Investigation under 201214580.
201301582	15/02/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	9 NE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an R44 at 1800ft. Two inbound a/c vectored clear of the infringer. Standard separation maintained.	
201301605	15/02/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	6 NW	D	CTR	JABIRU	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Jabiru showing as a primary contact only. Standard separation maintained.	Pilot of a/c involved later called ATC.
201301607	16/02/2013	EGTT : London (FIR)	SAM	10nm N	D	CTA	MOONEY	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Mooney M20 at 2900ft squawking 7000. Blind transmissions made with no response. Standard separation maintained.	Appropriate CAA action taken as a result of this incident.
201301613	15/02/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham		D	CTA	CESSNA	Reciprocating	1	A C206 infringed the Birmingham CTA (Class D) at 2000ft. Attempts were made to contact the a/c to no avail. No loss of separation occurred during the infringement.	

201301623	16/02/2013	EGTT : London (FIR)	D147		G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area (D147) by a PA28 at 5000ft. The controller attempted to keep the PA28 clear of the area but the a/c briefly infringed it before exiting to the North. Separation minima was maintained.	
201301631	17/02/2013	EGTT : London (FIR)	WOD	4 S	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 2900ft. A/c instructed to descend immediately to 2400ft and pilot advised a/c was inside CAS. Instruction complied with. Standard separation maintained.	Pilot attributed the incident to a turbulence encounter while flying too close to CAS.☐ CAA Closure: Appropriate advice given.
201301632	17/02/2013	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	13 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Leeds Bradford CTA (Class D) by a PA28 at 3600ft. Pilot advised and given transit clearance. Standard separation maintained.	
201301681	17/02/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	15 E	A	TMA	VANS	Reciprocating	1	Infringement of the LTMA (Class A) by a Vans RV8 at 4900ft squawking 7000. Standard separation maintained.	CAA Closure: No further action possible due to elapsed time.
201301689	16/02/2013	EGTT : London (FIR)	Wethersfield		G	Other	PIPER	Reciprocating	1	Overflight of the Wethersfield Gliding Site by a PA28 at 1300ft. Gliders were airborne at the time but were not in the vicinity of the PA28.	

201301729	19/02/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	13 SSE	D	CTA	TECNAM	Reciprocating	1	Infringement of the Birmingham CTA2 (Class D) by a Tecnam P2002 at 3000ft squawking 7000. Traffic info given. Standard separation maintained.	DHC8 on LH downwind for R/W33 broken off. Initial blind transmission was met with no response, however, after the DHC8 was broken off, the code changed to listening squawk 0010 and another blind transmission was made. A/c called and, with contact established, the a/c was instructed to descend to 2000ft and given a squawk. Pilot advised ATC on landing that he climbed the a/c above a layer of haze, became disorientated and got lost. Pilot given appropriate advice by the controller.
201301732	19/02/2013	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington	2 NW	G	ATZ	DIAMOND	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by a HK36 at 2200ft squawking 7000.	Investigation under 201209618.
201301737	19/02/2013	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	16 E	D	CTA	SOCATA	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Socata TB20 at FL50. Departing a/c on EXM SID given an early turn to ensure separation.	Pilot error acknowledged.
201301747	20/02/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	8 SE	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Luton CTR (Class D) by an AS350 at 1000ft. Controller imposed a check all and made several blind transmissions. Pilot called and a/c positively identified. Standard separation maintained.	The pilot is to be de-briefed before his return flight.
201301800	13/02/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	SW	G	Restricted area	CESSNA	Reciprocating	1	Alleged infringement of the Stansted TMZ 2 (Class G) by a C182.	

201301802	15/02/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	7nm NW	D	CTA	OTHER	Reciprocating	1	Infringement of Solent CTA (Class D) by a Calidus Gyroplane at approx 3000ft. The pilot's GPS signalled he was outside the CTA. No loss of separation was reported.	
201301889	23/02/2013	EGTT : London (FIR)	Manchester LLR	S	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester LLR by a PA28R at 2000ft.	Liverpool Approach were contacted who confirmed they had traffic wearing their squawk in the area routeing to Oulton Park and would instruct it to leave the LLR. PA28 was approx 1nm inside the LLR.
201302077	28/02/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	4 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C152 resulting in a loss of separation against two inbound airliners.	CAA Closure:☐ No further action taken due to elapsed time.
201302077	28/02/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	4 NW	D	CTR	UNKNOWN	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C152 resulting in a loss of separation against two inbound airliners.	CAA Closure:☐ No further action taken due to elapsed time.
201302077	28/02/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	4 NW	D	CTR	UNKNOWN	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C152 resulting in a loss of separation against two inbound airliners.	CAA Closure:☐ No further action taken due to elapsed time.

201302114	02/02/2013	EGTT : London (FIR)	EGKB (BQH): Biggin hill		G	ATZ	PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a PA28. Traffic info given to an inbound a/c.	
201302137	01/03/2013	EGTT : London (FIR)	EGBE (CVT): Coventry	10nm	A	CTA	CESSNA	Reciprocating	1	Infringement of Daventry CTA (Class A) by a C152 at 5200ft and the Birmingham CTA (Class D) when it descended below CAS. Coventry and Birmingham could not make contact with the a/c. East Midlands eventually made contact with the pilot. Separation minima was maintained.	The pilot believed the base of CAS was 5500ft.
201302143	01/03/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	5 NW	D	CTR	PIPER	Reciprocating	1	PA28 infringed the Gatwick CTR (Class D). Farnborough LARS were contacted who turned contact away to leave the CTR to the North. Traffic info was passed to the PA28.	
201302148	02/03/2013	EGTT : London (FIR)	EGLM : White waltham	1.5 S	A	CTR	DIAMOND	Reciprocating	1	Infringement of London CTR (Class A) by a DV20 at 1400ft resulting in a loss of separation against a Heathrow inbound B777. The DV20 was contacted and was instructed to divert West, out of the zone.	ATC unit have spoken to the pilot concerned and lessons appeared to have been learnt.
201302148	02/03/2013	EGTT : London (FIR)	EGLM : White waltham	1.5 S	A	CTR	BOEING	Turbofan	2	Infringement of London CTR (Class A) by a DV20 at 1400ft resulting in a loss of separation against a Heathrow inbound B777. The DV20 was contacted and was instructed to divert West, out of the zone.	ATC unit have spoken to the pilot concerned and lessons appeared to have been learnt.

201302149	02/03/2013	EGTT : London (FIR)	EGSX : North Weald	3nm W	G	Restrict ed area	VANS	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an RV7 near North Weald. The a/c had no Mode C but displayed Mode S.	
201302154	02/03/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	13nm NE	D	CTR	HUGHES	Turboshaft	1	Infringement of the Manchester CTR (Class D) by a Hughes 369HS at 2400ft. Traffic info was passed. Pilot was conducting cross-country training at the time and later apologised for the infringement.	
201302156	02/03/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6.5 NE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an R22 resulting in a loss of separation against an outbound B737. Avoiding action and traffic info given.	Student became lost.☐ CAA Closure: Further investigation indicated that this was the third infringement from this training organisation within 12 months. A visit by CAA and NATS representatives is planned.
201302156	02/03/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6.5 NE	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by an R22 resulting in a loss of separation against an outbound B737. Avoiding action and traffic info given.	Student became lost.☐ CAA Closure: Further investigation indicated that this was the third infringement from this training organisation within 12 months. A visit by CAA and NATS representatives is planned.
201302167	03/03/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	North West	A	CTA	ROBINSON	Reciprocating	1	Infringement of the London CTA (Class A) by an R44 tracking Southbound with Mode C 1200ft. A321 inbound to Heathrow broken off approach. Separation lost.	CAA Closure: No further action possible due to elapsed time.

201302167	03/03/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	North West	A	CTA	AIRBUS	Turbofan	2	Infringement of the London CTA (Class A) by an R44 tracking Southbound with Mode C 1200ft. A321 inbound to Heathrow broken off approach. Separation lost.	CAA Closure: No further action possible due to elapsed time.
201302179	03/03/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		G	Restricted area	PITTS	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a Pitts Special. Traffic info given to an inbound B737.	ATC have discussed this incident with the pilot concerned.
201302212	04/03/2013	EGTT : London (FIR)	DET	E	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 4300ft. ATC coordination effected and a/c instructed to descend. Standard separation maintained.	
201302229	02/03/2013	EGTT : London (FIR)	EGVO (ODH): Odiham		G	ATZ	UNKNOWN	Reciprocating	1	Infringement of the Odiham ATZ (Class G) by an unknown a/c squawking 7000 at approx 1500ft agl passing from North to South during gliding operations.	
201302231	03/03/2013	EGTT : London (FIR)	EGVT - Wethersfield		G	Other	OTHER	None		UK AIRPROX 2013/013 - Glider at 550ft commencing RH downwind leg for R/W10 at Wethersfield and a PA28.	PA28 subsequently transited the Stansted TMZ (Class G) whilst not transponding, and was therefore displayed as an unknown contact. A/c turned on its transponder 9mins later and was identified.

201302231	03/03/2013	EGTT : London (FIR)	EGVT - Wethersfield		G	Other	PIPER	Reciprocating	1	UK AIRPROX 2013/013 - Glider at 550ft commencing RH downwind leg for R/W10 at Wethersfield and a PA28.	PA28 subsequently transited the Stansted TMZ (Class G) whilst not transponding, and was therefore displayed as an unknown contact. A/c turned on its transponder 9mins later and was identified.
201302246	03/03/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	SW	A	CTR	VANS	Reciprocating	1	Infringement of the London CTR (Class A) by a Vans RV7 at 1200ft, resulting in a loss of separation against an inbound A319.	Pilot distracted by passenger. ☐ CAA Closure: Pilot to complete refresher training and pass an assessment of navigation competence in his own aircraft.
201302246	03/03/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	SW	A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by a Vans RV7 at 1200ft, resulting in a loss of separation against an inbound A319.	Pilot distracted by passenger. ☐ CAA Closure: Pilot to complete refresher training and pass an assessment of navigation competence in his own aircraft.
201302321	05/03/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham		D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA 2, 4 and 5 (Class D) by a C152 at 2800ft. When contacted, the pilot said he was in strong winds, poor visibility and high workload. Separation maintained.	Training flight. Check all imposed at Birmingham.
201302344	05/03/2013	EGTT : London (FIR)	EGMH (MSE): Manston (Civil)		G	ATZ	AEROSPATIALE	Unknown	1	Infringement of the Manston ATZ (Class G) by a Gazelle seen to cross from East to West at approx 800ft. No contact was made with Manston Radar.	

201302363	03/03/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	10nm W	A	CTR	VANS	Reciprocating	1	Infringement of the London CTR (Class A) by a Vans RV7 at 1800ft resulting in a loss of separation against a Heathrow inbound airliner.	Investigation under 201302246 (same day at 1230 UTC).
201302363	03/03/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	10nm W	A	CTR	UNKNOWN	Turbofan	2	Infringement of the London CTR (Class A) by a Vans RV7 at 1800ft resulting in a loss of separation against a Heathrow inbound airliner.	Investigation under 201302246 (same day at 1230 UTC).
201302402	17/02/2013	EGTT : London (FIR)	EGVN (BZZ): Brize norton	4 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 7000. Standard separation maintained.	Pilot contacted the ATC unit and apologised.
201302403	16/02/2013	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington	1nm S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C172 and a MCR-01 at 2000ft. Both pilots were informed by ATC that they needed permission before entering the CTR.	
201302403	16/02/2013	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington	1nm S	D	CTR	OTHER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C172 and a MCR-01 at 2000ft. Both pilots were informed by ATC that they needed permission before entering the CTR.	

201302650	14/03/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTA (Class D) by a C182 (initially unknown) squawking 7000 with Mode C indicating 2900ft. Traffic info and avoiding action given. Standard separation maintained.	Pilot subsequently called on frequency and was formally identified was instructed to ROCAS and provided with a Basic Service. The operator has been alerted to this incident. Investigations indicate that the pilot's attention was diverted by a rough running engine due to an accumulation of carb ice. Whilst addressing that situation the infringement occurred.☐ CAA Closure: Infringement discussed with the pilot concerned.
201302650	14/03/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	NE	D	CTA	GULFSTREAM	Turbofan	2	Infringement of the Luton CTA (Class D) by a C182 (initially unknown) squawking 7000 with Mode C indicating 2900ft. Traffic info and avoiding action given. Standard separation maintained.	Pilot subsequently called on frequency and was formally identified was instructed to ROCAS and provided with a Basic Service. The operator has been alerted to this incident. Investigations indicate that the pilot's attention was diverted by a rough running engine due to an accumulation of carb ice. Whilst addressing that situation the infringement occurred.☐ CAA Closure: Infringement discussed with the pilot concerned.
201302658	14/03/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8 SW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Robin R2160 at 1800ft resulting in a loss of separation against an inbound Trislander. Traffic info given.	CAA Closure: No further action possible due to elapsed time.
201302658	14/03/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8 SW	D	CTR	BRITTEN NORMAN	Reciprocating	3	Infringement of the Southampton CTR (Class D) by a Robin R2160 at 1800ft resulting in a loss of separation against an inbound Trislander. Traffic info given.	CAA Closure: No further action possible due to elapsed time.
201302663	14/03/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	9.3 SE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a DR400 at 2900ft. Blind call made with no response received. Traffic info and avoiding action given to an inbound a/c. Standard separation maintained.	DR400 initially entered CAS at 2900ft, vacated and then re-entered CAS at 2700ft.

201302665	14/03/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C182 at 1800ft squawking 7000. Standard separation maintained.	
201302675	14/03/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	Baxterley	D	CTR	VANS	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Vans RV7 at 1000ft squawking 7000 resulting in a loss of separation against an outbound A318. A318 given a turn onto 180deg. Traffic info issued to another a/c in the vicinity.	Vans RV7 was an unknown contact when it infringed CAS. Blind calls made with no response received. Pilot subsequently called ATC on the ground to confirm he had infringed the CTR. Pilot had became distracted due to a rough running engine.
201302675	14/03/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	Baxterley	D	CTR	AIRBUS	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a Vans RV7 at 1000ft squawking 7000 resulting in a loss of separation against an outbound A318. A318 given a turn onto 180deg. Traffic info issued to another a/c in the vicinity.	Vans RV7 was an unknown contact when it infringed CAS. Blind calls made with no response received. Pilot subsequently called ATC on the ground to confirm he had infringed the CTR. Pilot had became distracted due to a rough running engine.
201302704	15/03/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2500ft. Traffic info and avoiding action given to an inbound PC12. Standard separation maintained.	CAA Closure: No further action possible due to elapsed time.
201302740	17/03/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	Street Farm, Takely	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Stansted CTR (Class D) by an AS350. Standard separation maintained.	AS350 requested a departure clearance was instructed to standby whilst the controller confirmed that the a/c was not permitted to operate from the departure site during night time hours. Whilst awaiting confirmation (subsequently received as per MATS Pt2), the a/c lifted and subsequently entered CAS without a clearance. Controller decided that the safest course of action was to allow the a/c to depart and to direct it to vacate the CTR. The a/c was also instructed to operate not above 1500ft, however, the a/c called Essex Radar operating at 2000ft. No other traffic affected.☐ CAA Closure:☐ No response from registered owner. Closed due to elapsed time.

201302882	17/02/2013	EGTT : London (FIR)	Salisbury Plain	Danger Areas EG D126 and D125	G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Areas EG D126 and D125 by a PA28 squawking 7000 with Mode C indicating 2400ft. Airspace NOTAMed active to 8000ft amsl or higher.	The SSR return was seen to turn West and overfly Bulford Range, then overflying two formations of helicopters operating in that area. No RT calls were heard on the DACS frequency.☐ CAA Closure: No further action possible due to elapsed time.
201302971	21/03/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	8 SW	G	Restricted area	BAC	Other	1	Infringement of the Stansted TMZ 2 (Class G) by a Jet Provost. Traffic info given to an inbound B737.	Appropriate follow up action has been taken as a result of this incident.
201303068	16/03/2013	EGTT : London (FIR)	EGSX : North Weald	E	D	CTA	AEROMERE	Reciprocating	1	Infringement of Stansted CTA (Class D) by a Falco F8L at 1800ft. No other traffic was affected.	
201303167	26/03/2013	EGTT : London (FIR)	EGXY-Syerston		G	ATZ	ROBINSON	Reciprocating	1	An R44 infringed the Syerston ATZ (Class G) at approx 500ft passing South to North. The a/c was tracked to landing where the pilot contacted Syerston to apologise. His GPS showed him clear of the ATZ.	
201303284	29/03/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	15nm SW	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C152 indicating 3000ft resulting in loss of separation with a Gatwick inbound A319. Traffic info and avoiding action given.	A319 was descending through 6600ft to 4000ft for R/W08R. ATC issued A319 avoiding action (right heading 360) and instructed A319 to stop descent. A319 stopped at 6000ft. Pilot's infringement report revealed pilot was aware of LTMA boundaries but travelled further North than intended. Pilot also commented they had been maintaining separation from a Shoreham based a/c at 2000ft in same general area as well as Parham gliding site, was distracted while adjusting intercom squelch and volume controls due to difficulties with headset and had missed landmarks due to lack of familiarity with the area. Pilot stated they would replace faulty headset and improve vigilance when operating close to TMA boundaries.

201303284	29/03/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	15nm SW	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a C152 indicating 3000ft resulting in loss of separation with a Gatwick inbound A319. Traffic info and avoiding action given.	A319 was descending through 6600ft to 4000ft for R/W08R. ATC issued A319 avoiding action (right heading 360) and instructed A319 to stop descent. A319 stopped at 6000ft. Pilot's infringement report revealed pilot was aware of LTMA boundaries but travelled further North than intended. Pilot also commented they had been maintaining separation from a Shoreham based a/c at 2000ft in same general area as well as Parham gliding site, was distracted while adjusting intercom squelch and volume controls due to difficulties with headset and had missed landmarks due to lack of familiarity with the area. Pilot stated they would replace faulty headset and improve vigilance when operating close to TMA boundaries.
201303291	29/03/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	12nm S	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 3000ft. Separation minima was maintained and no other a/c affected.	The pilot reported increasing his height to reach smoother air, not realising he had infringed the LTMA.
201303296	29/03/2013	EGTT : London (FIR)	EGHI (SOU): Southampton		D	CTA	OTHER	Reciprocating	1	Infringement of Solent CTA (Class D) by a Pulsar who reported being at 2400ft, which resulted in avoiding action being taken by two other a/c, a Trislander and a PC12. Traffic info was given and separation minima was maintained.	CAA Closure:☐ PIC refused interview, time barred for prosecution.
201303296	29/03/2013	EGTT : London (FIR)	EGHI (SOU): Southampton		D	CTA	BRITTEN NORMAN	Reciprocating	3	Infringement of Solent CTA (Class D) by a Pulsar who reported being at 2400ft, which resulted in avoiding action being taken by two other a/c, a Trislander and a PC12. Traffic info was given and separation minima was maintained.	CAA Closure:☐ PIC refused interview, time barred for prosecution.
201303296	29/03/2013	EGTT : London (FIR)	EGHI (SOU): Southampton		D	CTA	PILATUS	Unknown		Infringement of Solent CTA (Class D) by a Pulsar who reported being at 2400ft, which resulted in avoiding action being taken by two other a/c, a Trislander and a PC12. Traffic info was given and separation minima was maintained.	CAA Closure:☐ PIC refused interview, time barred for prosecution.

201303302	30/03/2013	EGTT : London (FIR)	EGTF : Fairoaks	NE	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 squawking 7000 at 1500ft. Departures suspended for 2mins. Traffic info given. Standard separation maintained.	Pilot has subsequently apologised for the infringement stating that he had been using two GPS systems at the time that were giving conflicting map displays. The pilot became disorientated and had difficulty locating the M25. Additionally the pilot started to fly North from OCK without turning back West before turning North to enter the Fairoaks ATZ.
201303312	31/03/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	15 South West	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 with Mode C indicating 2600ft. CAIT activated. Traffic info given. Standard separation maintained.	Infringing a/c then changed its squawk to 0431. A/c then descended to 2400ft and left the RMA via MID and North towards Farnborough.
201303312	31/03/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	15 South West	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 with Mode C indicating 2600ft. CAIT activated. Traffic info given. Standard separation maintained.	Infringing a/c then changed its squawk to 0431. A/c then descended to 2400ft and left the RMA via MID and North towards Farnborough.
201303316	31/03/2013	EGTT : London (FIR)	EGMC (SEN): Southend	5nm N	A	TMA	VANS	Reciprocating	1	Infringement of LTMA (Class A) by an RV6 (operating with other similar a/c) at 4000ft. The controller restricted the level of an outbound a/c to 3000ft to avoid potential conflict. Standard separation maintained.	
201303340	28/03/2013	EGTT : London (FIR)	EGHH (BOH): Bournemouth/Hurn	3nm NW	D	CTA	COMMANDER	Reciprocating	1	Infringement of Solent CTA (Class D) by a RC114 at approx 3400ft. Traffic info was passed and separation minima was maintained.	

201303341	31/03/2013	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Leeds Bradford CTA (Class D) at 4000ft. The a/c was instructed to leave CAS, which it did. Subsequently, over an hour later the same a/c infringed in the same area. Separation minima was maintained.	
201303370	02/04/2013	EGTT : London (FIR)	EGKB (BQH): Biggin hill	18nm SE	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an SR22 at 3000ft. No other a/c were in the vicinity and separation minima was maintained.	
201303381	02/04/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	13nm West	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28R and Nord 1002 squawking 7000 with Mode C indicating climb to 2000ft. STCA and CAIT activated. Both aircraft lost separation with A321 and A330 inbound to Heathrow.	Investigations have revealed that PA28 flight was the first for the PIC from R/W07. Realising the it would be heading into the London CTR he climbed slowly whilst turning a tight right turn but did not realise he had climbed too high. The root cause of this incident is considered to be inexperience in departing from the runway in use.☐ CAA Closure: The PIC has realised that the best course of action would have been to extend down wind until out of the zone before turning.
201303381	02/04/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	13nm West	A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by a PA28R and Nord 1002 squawking 7000 with Mode C indicating climb to 2000ft. STCA and CAIT activated. Both aircraft lost separation with A321 and A330 inbound to Heathrow.	Investigations have revealed that PA28 flight was the first for the PIC from R/W07. Realising the it would be heading into the London CTR he climbed slowly whilst turning a tight right turn but did not realise he had climbed too high. The root cause of this incident is considered to be inexperience in departing from the runway in use.☐ CAA Closure: The PIC has realised that the best course of action would have been to extend down wind until out of the zone before turning.
201303381	02/04/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	13nm West	A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by a PA28R and Nord 1002 squawking 7000 with Mode C indicating climb to 2000ft. STCA and CAIT activated. Both aircraft lost separation with A321 and A330 inbound to Heathrow.	Investigations have revealed that PA28 flight was the first for the PIC from R/W07. Realising the it would be heading into the London CTR he climbed slowly whilst turning a tight right turn but did not realise he had climbed too high. The root cause of this incident is considered to be inexperience in departing from the runway in use.☐ CAA Closure: The PIC has realised that the best course of action would have been to extend down wind until out of the zone before turning.

201303381	02/04/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	13nm West	A	CTR	NORD	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28R and Nord 1002 squawking 7000 with Mode C indicating climb to 2000ft. STCA and CAIT activated. Both aircraft lost separation with A321 and A330 inbound to Heathrow.	Investigations have revealed that PA28 flight was the first for the PIC from R/W07. Realising the it would be heading into the London CTR he climbed slowly whilst turning a tight right turn but did not realise he had climbed too high. The root cause of this incident is considered to be inexperience in departing from the runway in use. <input type="checkbox"/> CAA Closure: The PIC has realised that the best course of action would have been to extend down wind until out of the zone before turning.
201303482	03/04/2013	EGTT : London (FIR)	Donna Nook	EG D307	G	Danger area	CESSNA	Reciprocating	1	Infringement of the promulgated active Danger Area EG D307 (Donna Nook) by a C150 a/c squawking 7000 flying North to South along the coast. No military activity on the range at the time of the infringement.	Humberside radar informed Donna Nook that the infringer had landed at Strubby airfield. Donna Nook contacted Strubby airfield, who confirmed a/c's identity and asked pilot to contact Donna Nook. Pilot subsequently contacted Donna Nook ATC and allegedly stated they thought EG D307 was closed. Donna Nook advised pilot it was always best to contact them on frequency if pilot intended to come near the airspace.
201303537	05/04/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	9nm W	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA38. The a/c was requested to turn left to leave the zone, which it did. Separation lost with inbound airliner.	Solo student cross-country flight. Pilot error acknowledged. Investigations revealed that whilst navigating the Manchester Low Level Route, the pilot of the PA38 became distracted and made a navigational error. This led to the aircraft infringing the Manchester CTR which in turn resulted in an "immediate" loss of separation with an aircraft inbound to Manchester, R/W05L.
201303537	05/04/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	9nm W	D	CTR	UNKNOWN	Unknown	2	Infringement of the Manchester CTR (Class D) by a PA38. The a/c was requested to turn left to leave the zone, which it did. Separation lost with inbound airliner.	Solo student cross-country flight. Pilot error acknowledged. Investigations revealed that whilst navigating the Manchester Low Level Route, the pilot of the PA38 became distracted and made a navigational error. This led to the aircraft infringing the Manchester CTR which in turn resulted in an "immediate" loss of separation with an aircraft inbound to Manchester, R/W05L.
201303540	05/04/2013	EGTT : London (FIR)	BNN	2nm North	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 initially squawking 0013 at 1800ft. Separation lost against inbound Falcon 50. Pilot believed he was outside CAS, but was informed that he was inside the Southwest corner of the Luton zone.	CAA Closure: <input type="checkbox"/> No response from owner. Closed due to elapsed time.

201303540	05/04/2013	EGTT : London (FIR)	BNN	2nm North	D	CTR	DASSAULT	Turbofan	3	Infringement of the Luton CTR (Class D) by a PA28 initially squawking 0013 at 1800ft. Separation lost against inbound Falcon 50. Pilot believed he was outside CAS, but was informed that he was inside the Southwest corner of the Luton zone.	CAA Closure:☐ No response from owner. Closed due to elapsed time.
201303540	05/04/2013	EGTT : London (FIR)	BNN	2nm North	D	CTR	BOMBARDIER	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28 initially squawking 0013 at 1800ft. Separation lost against inbound Falcon 50. Pilot believed he was outside CAS, but was informed that he was inside the Southwest corner of the Luton zone.	CAA Closure:☐ No response from owner. Closed due to elapsed time.
201303561	06/04/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	4nm W	A	CTR	CESSNA	Reciprocating	1	Infringement of Heathrow CTR (Class A) by a C152. An HS125 inbound to Northolt was transferred to Northolt with less than prescribed separation, whilst a C560 was vectored so its track would not merge with the infringer's. Traffic info was not passed.	Operator alerted. Student pilot flying solo was unable to locate the arrival VRP for Denham. Pilot debriefed by the instructor and is to undertake further training focusing on the rejoin procedure. It has also been ascertained that Mode C was unavailable to the a/c due to an 'over reading' discrepancy, which became apparent a couple of days earlier.
201303561	06/04/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	4nm W	A	CTR	CESSNA	Turbofan	2	Infringement of Heathrow CTR (Class A) by a C152. An HS125 inbound to Northolt was transferred to Northolt with less than prescribed separation, whilst a C560 was vectored so its track would not merge with the infringer's. Traffic info was not passed.	Operator alerted. Student pilot flying solo was unable to locate the arrival VRP for Denham. Pilot debriefed by the instructor and is to undertake further training focusing on the rejoin procedure. It has also been ascertained that Mode C was unavailable to the a/c due to an 'over reading' discrepancy, which became apparent a couple of days earlier.
201303564	03/04/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	7nm S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by a C152 at 1800ft. Once contact was made with the a/c, appropriate action was taken. There was no other traffic in the area at the time.	Pilot failed to maintain heading in windy conditions.

201303576	07/04/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	4nm S	D	CTR	ZENAIR	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Zenair. The pilot appeared to realise he had infringed approx 3nm into the zone and turned around to exit. Separation minima was maintained.	
201303577	07/04/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	Banstead	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 3756 indicating 2400ft. Heathrow Southbound departures were briefly stopped. Concerns around pilot competence.	Pilot had not changed frequency after being instructed to contact Gatwick and appeared to be having difficulties with navigation and infringed the Biggin ATZ before infringing the Heathrow zone. Gatwick Tower refused to accept a/c. Inexperienced pilot did not appreciate the complexity of flying the route he had planned.⚠ CAA Closure: Pilot undertaking restricted IR training (IMC).
201303583	06/04/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	5nm SE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 at 3000ft. ATC initiated a descent to exit the CTA which the a/c followed. Separation minima was maintained.	
201303590	07/04/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	5nm SW	G	Restricted area	PERCIVAL	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a P10 Vega Gull. No outbound a/c were affected.	
201303592	07/04/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm NE	G	Restricted area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a Cessna 210. The a/c cut across the NE corner tracking towards Stapleford. Separation minima was maintained.	

201303596	07/04/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	15nm E	D	CTA	FLIGHT DESIGN	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a CTSW at 3100ft. ATC tried to contact the a/c to no avail. There was no other traffic in the area.	The pilot believes that the incident was caused by a lack of concentration plus uplift from the hills.
201303598	07/04/2013	EGTT : London (FIR)	Little Rissington	Runways 04/22	G	Other	DE HAVILLAND	Reciprocating	1	A/c was observed to fly overhead the length of runways 04/22 at approx 250ft AGL without RT comms. Two other a/c were active within the circuit.	CAA Closure:☐ Appropriate CAA follow up action has been taken.
201303601	07/04/2013	EGTT : London (FIR)	Little Rissington	Runways 04/22	G	Other	DE HAVILLAND	Reciprocating	1	Infringement of Little Rissington airspace (Class G) by a DH82. A/c was observed to approach the airfield from the North East at low level and flew overhead the length of runways 04/22 at approx 250ft AGL. One a/c was in the circuit.	Investigation under 201303598.
201303655	08/04/2013	EGTT : London (FIR)	EGVT- Wethersfield		G	Restrictedd area	SLINGSBY	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a Firefly T67M.	
201303714	08/04/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C152 (no transponder). CAIT activated. Departures were stopped. Three losses of separation occurred with a/c departing from Gatwick. ATC training in progress.	Investigations revealed that the pilot was unaware of the infringement it being caused by a loss of visual clues due weather and workload.☐ CAA Closure: The PIC plans to undertake further training, to fly with a transponder and use a GPS/airspace alerting device.

201303714	08/04/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C152 (no transponder). CAIT activated. Departures were stopped. Three losses of separation occurred with a/c departing from Gatwick. ATC training in progress.	Investigations revealed that the pilot was unaware of the infringement it being caused by a loss of visual clues due weather and workload.☐ CAA Closure: The PIC plans to undertake further training, to fly with a transponder and use a GPS/airspace alerting device.
201303714	08/04/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	UNKNOWN	Unknown	2	Infringement of the Gatwick CTR (Class D) by a C152 (no transponder). CAIT activated. Departures were stopped. Three losses of separation occurred with a/c departing from Gatwick. ATC training in progress.	Investigations revealed that the pilot was unaware of the infringement it being caused by a loss of visual clues due weather and workload.☐ CAA Closure: The PIC plans to undertake further training, to fly with a transponder and use a GPS/airspace alerting device.
201303714	08/04/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C152 (no transponder). CAIT activated. Departures were stopped. Three losses of separation occurred with a/c departing from Gatwick. ATC training in progress.	Investigations revealed that the pilot was unaware of the infringement it being caused by a loss of visual clues due weather and workload.☐ CAA Closure: The PIC plans to undertake further training, to fly with a transponder and use a GPS/airspace alerting device.
201303847	12/04/2013	EGTT : London (FIR)	Luton	North East Stevenage	D	CTR	GRUMMAN	Reciprocating	1	Infringement of the Luton CTR (Class D) and Stansted TMZ (Class G) by an AA5 squawking 7000, no Mode C. Separation lost with inbound Luton a/c.	No other traffic was affected by the TMZ penetration. It has subsequently been revealed that the pilot had problems with his GPS and VOR receiver, so flew using a map.
201303847	12/04/2013	EGTT : London (FIR)	Luton	North East Stevenage	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) and Stansted TMZ (Class G) by an AA5 squawking 7000, no Mode C. Separation lost with inbound Luton a/c.	No other traffic was affected by the TMZ penetration. It has subsequently been revealed that the pilot had problems with his GPS and VOR receiver, so flew using a map.

201303860	13/04/2013	EGTT : London (FIR)	D206	SE	D	CTA	GRUMMAN	Reciprocating	1	An AA5 infringed the Luton CTA (Class D). The controllers calls at Luton and Essex went unanswered. The a/c was seen to land at Duxford at approx 0850hrs. No other traffic was affected.	Operator alerted. Incident was caused by a map reading error in flight.
201303917	11/04/2013	EGTT : London (FIR)	Winchester		D	CTR	SCHEIBE	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an SF25 at 1900ft. Pilot realised error and turned and descended to vacate the zone.	Pilot error acknowledged. Poor visibility reported.
201303948	15/04/2013	EGTT : London (FIR)	EGSC (CBG): Cambridge		G	ATZ	OTHER	Reciprocating	1	Infringement of the Cambridge ATZ (Class G) by a Dyn'Aero MCR at 1900ft. No traffic affected.	
201304042	17/04/2013	EGTT : London (FIR)	BNN	5nm NW	D	CTA	PILATUS	Turboprop	1	Infringement of the Luton CTA (Class D) by a PC12 at 2600ft climbing to 3000ft, 5nm NW of BNN. Standard separation maintained.	Luton outbound check put in place. No outbound delay ensued. PC12 changed to Farnborough squawk and was instructed by Farnborough LARS North to leave CAS which they did without further incident. A/c encountered severe turbulence, causing the pilot to climb to reach smoother air and resulting in the subsequent infringement.☐ CAA Closure: Pilot apologised and has learnt from the incident.
201304048	17/04/2013	EGTT : London (FIR)	Basingstoke		D	Prohibited area	DE HAVILLAND	Reciprocating	1	Infringement of Farnborough CAS (T) (Class D) by a DHC1 squawking 7000 in the vicinity of Basingstoke with Mode C indicating 2,700ft. Standard separation maintained.	Farnborough ATC trainee with OJTI was working a royal flight downwind for R/W24 during CAS (T) when LARS West controller informed them of an infringer. DHC1's Mode C climbed to 3000ft before the a/c contacted Farnborough ATC. LARS West had made blind calls to DHC1, however the a/c called Farnborough Approach and was subsequently advised they were inside CAS (T) and given clearance to enter.☐ CAA Closure: No further action possible due to elapsed time.

201304129	19/04/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	MORANE SAULNIER	Reciprocating	1	Infringement of the Stansted CTR (Class D) and the Southend ATZ (Class G) by an MS733 at 1500ft. Traffic info given. Standard separation maintained.	A/c infringed the Stansted zone resulting in an impending departure being stopped, a check all imposed and an inbound A320 being broken off the approach. Comms were established albeit with difficulty and protracted due to a suspected poor radio. Further attempts to establish comms with the a/c were unsuccessful. A/c continued a track towards Southend and TC contacted Southend Approach. A/c subsequently infringed the Southend ATZ. An inbound A319 was given traffic info. A319 pilot confirmed visual with the infringer and elected to continue the approach. Tower visual with both a/c. Appropriate CAA action is being taken as a result of this incident.
201304162	19/04/2013	EGTT : London (FIR)	EGSC (CBG): Cambridge		G	ATZ	AVIONS ROBIN	Reciprocating	1	Infringement of the Cambridge ATZ (Class G) by a DR400 at 1300ft. Departure cancelled until DR400 vacated. Traffic info given.	
201304173	19/04/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	13nm NNW	D	CTA	PIEL	Reciprocating	1	Infringement of the Birmingham CTA1 (Class D) by a Piel CP301 at 2200ft. A/c identified and clearance given to continue transit not above 2500ft. No traffic affected. Standard separation maintained.	
201304174	19/04/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	16 S	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA 4 (Class D) by a PA28 at 3800ft. Standard separation maintained. No traffic affected.	
201304177	20/04/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	BEAGLE	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a low wing light a/c (subsequently identified as a Beagle B121). Standard separation maintained. Stansted departures suspended.	Appropriate CAA action has been taken as a result of this incident.

201304183	20/04/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6nm W	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA and CTR (Class D) by a PA28 squawking 0463 indicating 2100ft resulting in loss of separation with a Gatwick inbound B737 and outbound A319. Traffic info given.	ATC then broke the next sequenced Gatwick inbound B737 off the approach with a right turn heading of 180deg. Farnborough ATC had issued PA28 with a 0467 squawk but were unaware, due workload, that the PA28 had selected incorrect squawk 0463. It has not been determined if the incorrect code was issued, the correct code was issued and an incorrect readback undetected or if there was an incorrect setting after a correct readback.☐ CAA Closure: No further action considered necessary or appropriate at this time. CAA will monitor for future similar occurrences.
201304183	20/04/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6nm W	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA and CTR (Class D) by a PA28 squawking 0463 indicating 2100ft resulting in loss of separation with a Gatwick inbound B737 and outbound A319. Traffic info given.	ATC then broke the next sequenced Gatwick inbound B737 off the approach with a right turn heading of 180deg. Farnborough ATC had issued PA28 with a 0467 squawk but were unaware, due workload, that the PA28 had selected incorrect squawk 0463. It has not been determined if the incorrect code was issued, the correct code was issued and an incorrect readback undetected or if there was an incorrect setting after a correct readback.☐ CAA Closure: No further action considered necessary or appropriate at this time. CAA will monitor for future similar occurrences.
201304183	20/04/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6nm W	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA and CTR (Class D) by a PA28 squawking 0463 indicating 2100ft resulting in loss of separation with a Gatwick inbound B737 and outbound A319. Traffic info given.	ATC then broke the next sequenced Gatwick inbound B737 off the approach with a right turn heading of 180deg. Farnborough ATC had issued PA28 with a 0467 squawk but were unaware, due workload, that the PA28 had selected incorrect squawk 0463. It has not been determined if the incorrect code was issued, the correct code was issued and an incorrect readback undetected or if there was an incorrect setting after a correct readback.☐ CAA Closure: No further action considered necessary or appropriate at this time. CAA will monitor for future similar occurrences.
201304183	20/04/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6nm W	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTA and CTR (Class D) by a PA28 squawking 0463 indicating 2100ft resulting in loss of separation with a Gatwick inbound B737 and outbound A319. Traffic info given.	ATC then broke the next sequenced Gatwick inbound B737 off the approach with a right turn heading of 180deg. Farnborough ATC had issued PA28 with a 0467 squawk but were unaware, due workload, that the PA28 had selected incorrect squawk 0463. It has not been determined if the incorrect code was issued, the correct code was issued and an incorrect readback undetected or if there was an incorrect setting after a correct readback.☐ CAA Closure: No further action considered necessary or appropriate at this time. CAA will monitor for future similar occurrences.
201304183	20/04/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6nm W	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA and CTR (Class D) by a PA28 squawking 0463 indicating 2100ft resulting in loss of separation with a Gatwick inbound B737 and outbound A319. Traffic info given.	ATC then broke the next sequenced Gatwick inbound B737 off the approach with a right turn heading of 180deg. Farnborough ATC had issued PA28 with a 0467 squawk but were unaware, due workload, that the PA28 had selected incorrect squawk 0463. It has not been determined if the incorrect code was issued, the correct code was issued and an incorrect readback undetected or if there was an incorrect setting after a correct readback.☐ CAA Closure: No further action considered necessary or appropriate at this time. CAA will monitor for future similar occurrences.

201304183	20/04/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6nm W	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTA and CTR (Class D) by a PA28 squawking 0463 indicating 2100ft resulting in loss of separation with a Gatwick inbound B737 and outbound A319. Traffic info given.	ATC then broke the next sequenced Gatwick inbound B737 off the approach with a right turn heading of 180deg. Farnborough ATC had issued PA28 with a 0467 squawk but were unaware, due workload, that the PA28 had selected incorrect squawk 0463. It has not been determined if the incorrect code was issued, the correct code was issued and an incorrect readback undetected or if there was an incorrect setting after a correct readback. ☐ CAA Closure: No further action considered necessary or appropriate at this time. CAA will monitor for future similar occurrences.
201304184	19/04/2013	EGTT : London (FIR)	EGLC (LCY): London city	6nm NNE	D	CTA	GRUMMAN	Reciprocating	1	Infringement of the London City CTA (Class D) by a Grumman AA5 at 2000ft. Traffic info given. Standard separation maintained.	The Grumman entered the North East corner of the CTA at 1408hrs and left 2mins later. A London City inbound EMB190 was taken through the localiser for R/W27 to maintain separation. The Grumman AA5 then checked in on frequency to apologise for the infringement.
201304184	19/04/2013	EGTT : London (FIR)	EGLC (LCY): London city	6nm NNE	D	CTA	EMBRAER	Turbofan	2	Infringement of the London City CTA (Class D) by a Grumman AA5 at 2000ft. Traffic info given. Standard separation maintained.	The Grumman entered the North East corner of the CTA at 1408hrs and left 2mins later. A London City inbound EMB190 was taken through the localiser for R/W27 to maintain separation. The Grumman AA5 then checked in on frequency to apologise for the infringement.
201304187	20/04/2013	EGTT : London (FIR)	WOD	3nm South	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 0452 at 2700ft. CAIT activated. Traffic info given.	A/c identity confirmed with Mode S. Heathrow INT director telephoned Farnborough who advised it was under control and the contact promptly descended below CAS.
201304187	20/04/2013	EGTT : London (FIR)	WOD	3nm South	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 0452 at 2700ft. CAIT activated. Traffic info given.	A/c identity confirmed with Mode S. Heathrow INT director telephoned Farnborough who advised it was under control and the contact promptly descended below CAS.

201304201	21/04/2013	EGTT : London (FIR)	DET	7nm North	A	TMA	OTHER	Reciprocating	1	Infringement of the London TMA (Class A) by a Gyroplane squawking 7000 with Mode C indication of 3000ft. C525 was vectored around traffic to maintain separation.	A/c identified with Mode S.
201304201	21/04/2013	EGTT : London (FIR)	DET	7nm North	A	TMA	CESSNA	Unknown	2	Infringement of the London TMA (Class A) by a Gyroplane squawking 7000 with Mode C indication of 3000ft. C525 was vectored around traffic to maintain separation.	A/c identified with Mode S.
201304203	21/04/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	Puckeridge	D	CTR	PITTS	Reciprocating	1	Infringement of the Stansted CTR and CTA (Class D) by a Pitts Special resulting in a loss of separation against an outbound A319. All subsequent departures stopped. Traffic info given.	CAA Closure: Appropriate CAA action taken.
201304203	21/04/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	Puckeridge	D	CTR	AIRBUS	Turbofan	2	Infringement of the Stansted CTR and CTA (Class D) by a Pitts Special resulting in a loss of separation against an outbound A319. All subsequent departures stopped. Traffic info given.	CAA Closure: Appropriate CAA action taken.
201304203	21/04/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	Puckeridge	D	CTA	PITTS	Reciprocating	1	Infringement of the Stansted CTR and CTA (Class D) by a Pitts Special resulting in a loss of separation against an outbound A319. All subsequent departures stopped. Traffic info given.	CAA Closure: Appropriate CAA action taken.

201304203	21/04/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	Puckeridge	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTR and CTA (Class D) by a Pitts Special resulting in a loss of separation against an outbound A319. All subsequent departures stopped. Traffic info given.	CAA Closure: Appropriate CAA action taken.
201304205	21/04/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) and the LTMA (Class A) by a PA28 resulting in a loss of separation against two Luton outbounds and one Northolt outbound. Traffic info and avoiding action given.	Pilot, believed to have been lost, was in contact with D&D. Pilot error acknowledged.
201304205	21/04/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	DASSAULT	Turbofan	2	Infringement of the Luton CTR (Class D) and the LTMA (Class A) by a PA28 resulting in a loss of separation against two Luton outbounds and one Northolt outbound. Traffic info and avoiding action given.	Pilot, believed to have been lost, was in contact with D&D. Pilot error acknowledged.
201304205	21/04/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) and the LTMA (Class A) by a PA28 resulting in a loss of separation against two Luton outbounds and one Northolt outbound. Traffic info and avoiding action given.	Pilot, believed to have been lost, was in contact with D&D. Pilot error acknowledged.
201304205	21/04/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) and the LTMA (Class A) by a PA28 resulting in a loss of separation against two Luton outbounds and one Northolt outbound. Traffic info and avoiding action given.	Pilot, believed to have been lost, was in contact with D&D. Pilot error acknowledged.

201304228	21/04/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	12 S	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an EV97 at 2800ft. Blind transmission made and a/c identified. Standard separation maintained.	Pilot error acknowledged.
201304282	20/04/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	Stretton	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C172 (initially unknown) squawking 7000.	Liverpool approach advised that the a/c had been instructed to call Manchester. Following blind transmission, a/c responded and was identified on a 7351 squawk.
201304309	23/04/2013	EGTT : London (FIR)	EGMC (SEN): Southend	4.5 NE	A	TMA	YAKOVLEV	Reciprocating	1	Infringement of the LTMA (Class A) by a Yak 52 at 5000ft. Inbound a/c delayed. Standard separation maintained.	A/c part of a formation training flight with two other a/c in formation. It is believed that the a/c may have been operating with a faulty transponder. The other possibility is that the altimeter lags due to the type of manoeuvres conducted in a high energy a/c. Both possibilities to be investigated by the operator.
201304310	23/04/2013	EGTT : London (FIR)	SAM	10.5nm E	D	CTA	PIPER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by an unknown a/c squawking 7000 resulting in loss of separation with a DA40. Bournemouth ATC identified a/c via Mode S as a PA28. Traffic info given.	Bandboxed Solent Radar ATCO operating SSR only, due to unscheduled maintenance work on Southampton radar, observed a 7000 squawk outside CAS but getting close to CTA. ATCO made a blind call which went unanswered. ATCO then instructed an IFR transit DA40 to make a turn away from the infringer, however separation was lost when infringer entered CAS behind the DA40. Infringement submission report revealed the pilot regretted the incursion and that although the area was well known to them, in future flights the pilot would contact ATC when flying within 10nm of the area/zone.
201304310	23/04/2013	EGTT : London (FIR)	SAM	10.5nm E	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Southampton CTA (Class D) by an unknown a/c squawking 7000 resulting in loss of separation with a DA40. Bournemouth ATC identified a/c via Mode S as a PA28. Traffic info given.	Bandboxed Solent Radar ATCO operating SSR only, due to unscheduled maintenance work on Southampton radar, observed a 7000 squawk outside CAS but getting close to CTA. ATCO made a blind call which went unanswered. ATCO then instructed an IFR transit DA40 to make a turn away from the infringer, however separation was lost when infringer entered CAS behind the DA40. Infringement submission report revealed the pilot regretted the incursion and that although the area was well known to them, in future flights the pilot would contact ATC when flying within 10nm of the area/zone.

201304317	23/04/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	South of Stoney Cross	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a DA40 at 3000ft led to a loss of separation against an EMB190 outbound from Southampton.	DA40 pilot on being passed from Bournemouth had been told to remain outside of CAS. DA40 was put on a heading of 360 to turn it away from the outbound. EMB190 was put on a heading of 010 and climbed to FL70.
201304317	23/04/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	South of Stoney Cross	D	CTA	EMBRAER	Turbofan	2	Infringement of the Southampton CTA (Class D) by a DA40 at 3000ft led to a loss of separation against an EMB190 outbound from Southampton.	DA40 pilot on being passed from Bournemouth had been told to remain outside of CAS. DA40 was put on a heading of 360 to turn it away from the outbound. EMB190 was put on a heading of 010 and climbed to FL70.
201304365	24/04/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	4nm North West	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 5036 at 2400ft. CAIT activated. Separation lost against a Challenger 604. Pilot had requested and been given his position several times.	The student pilot did not notice that his DI and compass were out of sync and in an attempt to rectify strayed into CAS. □ CAA Closure: The student is to undertake 8 hours of remedial navigation training and an additional briefing on how to make use of the different sevices offered by Air Traffic.
201304365	24/04/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	4nm North West	D	CTR	CANADAIR	Turbofan	2	Infringement of the Luton CTR (Class D) by a PA28 squawking 5036 at 2400ft. CAIT activated. Separation lost against a Challenger 604. Pilot had requested and been given his position several times.	The student pilot did not notice that his DI and compass were out of sync and in an attempt to rectify strayed into CAS. □ CAA Closure: The student is to undertake 8 hours of remedial navigation training and an additional briefing on how to make use of the different sevices offered by Air Traffic.
201304370	23/04/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	12nm East	D	CTR	DIAMOND	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a DA20 squawking 3767 climbing to 2000ft. Separation lost with inbound A319. Traffic info and avoiding action given.	CAA Closure: DA20 pilot inadvertently climbed above planned altitude into the base of CAS and will take a navigation refresher flight as a result of this incident.

201304370	23/04/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	12nm East	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a DA20 squawking 3767 climbing to 2000ft. Separation lost with inbound A319. Traffic info and avoiding action given.	CAA Closure: DA20 pilot inadvertently climbed above planned altitude into the base of CAS and will take a navigation refresher flight as a result of this incident.
201304373	22/04/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm North East	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 with Mode C indicating 2000ft. CAIT activated. Traffic info given. Various a/c delayed as a result. Standard separation maintained.	A/c observed descending to leave CAS and turned away from South West track.
201304407	25/04/2013	EGTT : London (FIR)	EGLC (LCY): London city	10nm East	A	TMA	EUROPA	Reciprocating	1	Infringement of the London TMA (Class A) by a Europa squawking 7000 at 2700ft. Traffic info and avoiding action given to FK50 inbound R/W27. Standard separation maintained.	Infringer identified by Farnborough LARS East. Pilot reported that Mode C was erratic.
201304407	25/04/2013	EGTT : London (FIR)	EGLC (LCY): London city	10nm East	A	TMA	FOKKER	Turboprop	2	Infringement of the London TMA (Class A) by a Europa squawking 7000 at 2700ft. Traffic info and avoiding action given to FK50 inbound R/W27. Standard separation maintained.	Infringer identified by Farnborough LARS East. Pilot reported that Mode C was erratic.
201304447	26/04/2013	EGTT : London (FIR)	EGLD : Denham	W	A	CTA	PITTS	Reciprocating	1	Two infringements of the London CTR (Class A) by a Pitts Special. Standard separation maintained.	Appropriate CAA action has been taken as a result of this incident.

201304449	25/04/2013	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	13nm E	D	CTA	CIRRUS	Reciprocating	1	Probable infringement of the Bristol CTA (Class D) by an SR22 squawking 7000 at 6500ft resulting in loss of separation with a Bristol inbound A319. Traffic info given.	ATC stated that at no stage did the 7000 squawk show on Mode C and they had assumed the infringer to be beneath CAS. The SR22 pilot telephoned the next day allegedly reporting they had inadvertently entered CAS.☐ CAA Closure: Appropriate CAA action taken.
201304449	25/04/2013	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	13nm E	D	CTA	AIRBUS	Turbofan	2	Probable infringement of the Bristol CTA (Class D) by an SR22 squawking 7000 at 6500ft resulting in loss of separation with a Bristol inbound A319. Traffic info given.	ATC stated that at no stage did the 7000 squawk show on Mode C and they had assumed the infringer to be beneath CAS. The SR22 pilot telephoned the next day allegedly reporting they had inadvertently entered CAS.☐ CAA Closure: Appropriate CAA action taken.
201304487	25/04/2013	EGTT : London (FIR)	Haverhill	3 SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28. Inbound a/c delayed. Traffic info given. Standard separation maintained.	
201304491	28/04/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	15 SW	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Solent CTA (Class D) by an SR22 at 2400ft squawking 7000. Blind calls made without success. Standard separation maintained.	
201304501	28/04/2013	EGTT : London (FIR)	EGTR : Elstree		A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 with Mode C indicating 2800ft. Separation lost with an HS125 inbound Northolt that was vectored away and delayed. Traffic info and avoiding action given.	Infringer identified by Farnborough North via a call from Northolt. Operator fully alerted.

201304501	28/04/2013	EGTT : London (FIR)	EGTR : Elstree		A	TMA	HAWKER SIDDELEY	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 with Mode C indicating 2800ft. Separation lost with an HS125 inbound Northolt that was vectored away and delayed. Traffic info and avoiding action given.	Infringer identified by Farnborough North via a call from Northolt. Operator fully alerted.
201304568	13/04/2013	EGTT : London (FIR)	EGUW : Wattisham	Threshold R/W05	G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Wattisham ATZ (Class G) by an R44 at approx 300ft agl during active gliding activity. Helicopter was observed to fly low level across airfield crossing the main runway at the North threshold of R/W05.	Appropriate CAA action has been taken as a result of this incident.
201304633	30/04/2013	EGTT : London (FIR)	Syerston		G	ATZ	SPORTINE AVIACIJA	Other	1	Infringement of the Syerston ATZ (Class G) by a LAK17.	It is reported that the pilot was attempting to start his pop up motor but after numerous attempts this was not achieved. The glider landed on the southern grass area of the airfield. Pilot failed to contact the airfield frequency prior to entering the zone. Pilot subsequently advised ATC that he failed to check the airfield frequency on his chart because he was concentrating on flying the a/c.
201304642	30/04/2013	EGTT : London (FIR)	Solent CTA		D	CTA	SOCATA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Socata TB10 at 3700ft squawking 7000. Blind calls made without success. Standard separation maintained. No traffic affected.	During thermal activity the pilot failed to reduce engine power early enough
201304682	01/05/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	9nm NNE	D	CTA	OTHER	Unknown	1	A military helicopter possibly infringed the Solent CTA (Class D) at 2100ft which was possibly caused by an incorrect pressure setting. Separation minima was maintained.	The pilot believed he was North of Southampton CAS at 1900ft, on the Portland Regional QNH of 1019mb. The Solent QNH was 1025mb and the controller believes that the possible infringement may have been caused by this difference.

201304685	30/04/2013	EGTT : London (FIR)	D128 and D125		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Areas D128 and D125 by a PA28 student pilot with instructor at 2700ft on VFR NAVEX. Live firing suspended.	ATC contacted various ATC units, none of whom appeared to be working the PA28. D&D contacted to track the PA28 on VHF guard frequency. At this point the PA28 squawk changed from 2065 to 2650. PA28 had allegedly selected the wrong squawk. As the flight was a PPL skill test, the Flight Examiner (FE) had not wanted to add stress to the student by interfering but, once it became apparent they were in danger, the FE took control of the aircraft. However, the infringement had already occurred.☐ CAA Closure: FE subsequently interviewed, no further action.
201304702	01/05/2013	EGTT : London (FIR)	EGLC (LCY): London city	7nm E	D	CTA	PIPER	Reciprocating	1	Infringement of the London City CTA (Class D) by a student pilot flying a PA28 at 1900ft. Standard separation maintained. Traffic info given.	Thames controller vectored an inbound London City a/c to ensure required spacing. PA28 student pilot was in contact with Farnborough LARS who stated they had instructed PA28 not to be above 1400ft and/or to turn Southbound immediately, but the turn had not been made and despite repeated instructions and the descent not made until 1.5nm inside CAS. Farnborough LARS then issued instructions to vector the PA28 out of CAS. CFI has been contacted and the pilot is to undertake extra navigational exercises.
201304702	01/05/2013	EGTT : London (FIR)	EGLC (LCY): London city	7nm E	D	CTA	UNKNOWN	Unknown		Infringement of the London City CTA (Class D) by a student pilot flying a PA28 at 1900ft. Standard separation maintained. Traffic info given.	Thames controller vectored an inbound London City a/c to ensure required spacing. PA28 student pilot was in contact with Farnborough LARS who stated they had instructed PA28 not to be above 1400ft and/or to turn Southbound immediately, but the turn had not been made and despite repeated instructions and the descent not made until 1.5nm inside CAS. Farnborough LARS then issued instructions to vector the PA28 out of CAS. CFI has been contacted and the pilot is to undertake extra navigational exercises.
201304704	01/05/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	NW	A	CTR	GRUMMAN	Reciprocating	1	Infringement of the London CTR (Class A) by a Grumman AA5 at 2100ft. Traffic info given. Standard separation maintained.	
201304708	01/05/2013	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	12 NW	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Leeds Bradford CTA (Class D) by an R44 at 3400ft. Pilot was informed of the infringement. No other a/c were in the area.	

201304719	02/05/2013	EGTT : London (FIR)	Boreham	3nm NE	A	TMA	GRUMMAN	Reciprocating	1	Infringement of the LTMA (Class A) by an a/c, identified via Mode S as an AA5, squawking 7000 with Mode C indicating 3100ft. Standard separation maintained.	Blind calls were made without success. Approx 13mins later, AA5 was observed in same airspace again on Southwest track with Mode C indicating 3000ft. Pilot's report indicates pilot was flying with an instructor on a training check exercise and had climbed into CAS due to believing they were further East then they were. ☐ CAA Closure: Loss of situational awareness during instructional flight. Instructor has identified the cause and suitable remedial measures to prevent recurrence.
201304742	02/05/2013	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	10nm ESE	D	CTA	OTHER	Unknown	1	A military a/c infringed the Bristol CTA (Class D) at FL67. The a/c then turned S to exit. Traffic info was passed and separation minima was maintained.	Believed that a/c's navigational equipment had failed.
201304742	02/05/2013	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	10nm ESE	D	CTA	ATR	Turboprop	2	A military a/c infringed the Bristol CTA (Class D) at FL67. The a/c then turned S to exit. Traffic info was passed and separation minima was maintained.	Believed that a/c's navigational equipment had failed.
201304748	02/05/2013	EGTT : London (FIR)	The Needles		D	CTA	OTHER	Turboshaft	1	Infringement of the Solent CTA (Class D) by a military helicopter. Separation minima was maintained.	
201304763	02/05/2013	EGTT : London (FIR)	Warrington		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 at 1800ft squawking 7000. Traffic info given. Standard separation maintained.	Pilot apologised for his error.

201304848	03/05/2013	EGTT : London (FIR)	EGNR : Hawarden	10nm South West	A	TMA	CESSNA	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a C210 squawking 7000 indicating 4000ft. CAIT activated. Standard separation maintained.	A/c was tracked heading Northwest, eventually changing squawk to 4562, a Ronaldsway squawk whereupon identity was confirmed. Pilot contacted, a lesson has been learned.
201304857	03/05/2013	EGTT : London (FIR)	Dunsfold	3nm NW	A	TMA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the LTMA (Class A) and the Gatwick CTA (Class D) by an a/c squawking 7000 indicating 2900ft, 3nm NW of Dunsfold. A/c identified via Mode S as an EV97. Traffic info and avoiding action given. Standard separation maintained.	Gatwick departures were stopped. TC gave avoiding action to a departing B737 on a BOG SID. Pilot had a comprehensive plan to get to Goodwood and concedes that it was a poor decision to change the plan on the day.☐ CAA Closure: Pilot has learned not the change plan at short notice, and also now more aware of the need to verify vertical as well as lateral clearance from controlled airspace.
201304857	03/05/2013	EGTT : London (FIR)	Dunsfold	3nm NW	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) and the Gatwick CTA (Class D) by an a/c squawking 7000 indicating 2900ft, 3nm NW of Dunsfold. A/c identified via Mode S as an EV97. Traffic info and avoiding action given. Standard separation maintained.	Gatwick departures were stopped. TC gave avoiding action to a departing B737 on a BOG SID. Pilot had a comprehensive plan to get to Goodwood and concedes that it was a poor decision to change the plan on the day.☐ CAA Closure: Pilot has learned not the change plan at short notice, and also now more aware of the need to verify vertical as well as lateral clearance from controlled airspace.
201304859	03/05/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	10 NE	G	Restricted area	SOCATA	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a TB20 squawking 7000 at 1700ft. The a/c initially talking to Andrewsfield, then transferred to LTCC. The infringement caused a delay to an inbound B737.	
201304859	03/05/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	10 NE	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ (Class G) by a TB20 squawking 7000 at 1700ft. The a/c initially talking to Andrewsfield, then transferred to LTCC. The infringement caused a delay to an inbound B737.	

201304872	05/05/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	8 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 at 2000ft. Standard separation maintained.	Investigation identified further training required.☐ CAA Closure: One day of training spent with Senior FE followed by three further flights with FE/FI to confirm pilot's ability to fly solo.
201304874	05/05/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	4 N	D	CTR	UNKNOWN	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown a/c showing as a primary contact only. Blind transmissions made without success. DHC8 on approach given avoiding action and broken off approach. Another inbound DHC8 vectored clear.	Traffic info given.Standard separation maintained.
201304874	05/05/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	4 N	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) by an unknown a/c showing as a primary contact only. Blind transmissions made without success. DHC8 on approach given avoiding action and broken off approach. Another inbound DHC8 vectored clear.	Traffic info given.Standard separation maintained.
201304879	04/05/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8.8 N	D	CTA	EUROPA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Europa at 3100ft. Blind calls made without success. Standard separation maintained.	
201304882	05/05/2013	EGTT : London (FIR)	Hunsdon	2nm South	G	Restricted area	OTHER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Skyranger tracking Southbound. No other a/c affected. It seems that the pilot believed that his transponder was switched on.	CAA Closure: The transponder was unserviceable. The a/c was sent for maintenance.

201304898	06/05/2013	EGTT : London (FIR)	CPT	10nm SE	A	TMA	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the LTMA (Class A) by an Ikarus C42 at 5500ft. No other traffic were affected by this infringement.	
201304910	06/05/2013	EGTT : London (FIR)	DTY	11nm W	A	CTA	GROB	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a G109B at 5200ft. Separation minima was maintained.	The pilot stated; 'with minimal experience of a/c in gliding mode he was taking instruction from a more experienced glider pilot on a casual basis. Continual tight turns in strong thermal activity resulted in pilot becoming unaware of position and height.'
201304922	03/05/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	12 W	D	CTA	CESSNA	Reciprocating	1	Alleged infringement of the Birmingham CTA (Class D) by a C182 at 2800ft. Separation minima was maintained.	The pilot was adamant he did not infringe the airspace, believing it was a 'Likely transponder malfunction'
201304928	29/04/2013	EGTT : London (FIR)	HON	6 SW	D	CTA	GROB	Reciprocating	1	Infringement of the Birmingham CTA 2 (Class D) by a G115 at 2000ft. Separation lost with an inbound B737.	Investigations revealed that the event was caused by the G115 climbing into CAS in CTA2 . The Birmingham radar controller believed he would achieve 5nm separation so no avoiding action or traffic info was passed however a separation loss did occur.
201304928	29/04/2013	EGTT : London (FIR)	HON	6 SW	D	CTA	BOEING	Turbofan	2	Infringement of the Birmingham CTA 2 (Class D) by a G115 at 2000ft. Separation lost with an inbound B737.	Investigations revealed that the event was caused by the G115 climbing into CAS in CTA2 . The Birmingham radar controller believed he would achieve 5nm separation so no avoiding action or traffic info was passed however a separation loss did occur.

201304931	07/05/2013	EGTT : London (FIR)	SAM	12nm North	A	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 squawking 7000 at 3500ft on QNH 1013. Separation lost with inbound DHC8. Traffic info and avoiding action given.	Blind call was put out to try and establish two-way communication but received no reply. The contact subsequently changed to a Boscombe squawk and Boscombe were called and informed that they were working an a/c close to the CTA and requested they turn it away. A/c details were confirmed by Boscombe.
201304931	07/05/2013	EGTT : London (FIR)	SAM	12nm North	A	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a C172 squawking 7000 at 3500ft on QNH 1013. Separation lost with inbound DHC8. Traffic info and avoiding action given.	Blind call was put out to try and establish two-way communication but received no reply. The contact subsequently changed to a Boscombe squawk and Boscombe were called and informed that they were working an a/c close to the CTA and requested they turn it away. A/c details were confirmed by Boscombe.
201304983	07/05/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	16 NW	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C152 at 2800ft. Avoiding action given. Separation minima was maintained.	The student in question has been briefed by his CFI on what he did and the dangers/legality. It has been decided that he will repeat the same navigation route with his instructor, he will then fly with the CFI or deputy CFI on another navigation route involving the coordination of other, unfamiliar controlled airspace. Only when he has demonstrated to the CFI/DCFI to above a satisfactory standard will he then be sent to fly solo again.
201304983	07/05/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	16 NW	A	TMA	UNKNOWN	Turbofan		Infringement of the LTMA (Class A) by a C152 at 2800ft. Avoiding action given. Separation minima was maintained.	The student in question has been briefed by his CFI on what he did and the dangers/legality. It has been decided that he will repeat the same navigation route with his instructor, he will then fly with the CFI or deputy CFI on another navigation route involving the coordination of other, unfamiliar controlled airspace. Only when he has demonstrated to the CFI/DCFI to above a satisfactory standard will he then be sent to fly solo again.
201305219	11/05/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	9.1nm North East	D	CTR	BELL	Turboshaft	1	Infringement of the Luton CTR (Class D) by a Bell 206 squawking 5031 at 1400ft. Pilot apologised. Standard separation maintained.	The radar replay confirms that the a/c briefly entered the Luton CTR before being turned promptly by Farnborough LARS. Due to the short duration of this infringement, the prompt action taken by LARS and the fact that the pilot apologised, no further action is being taken. The pilots report indicates that he mistook Letchworth for Baldock.

201305269	12/05/2013	EGTT : London (FIR)	Overhead Thurrock		A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C172 squawking 7010 with Mode C 3100ft. Standard separation maintained.	The CFI of the flying club has been alerted and has taken appropriate action.
201305443	16/04/2013	EGTT : London (FIR)	En-route		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) and Northolt RMA by an a/c, later identified as a PA28, at 1300ft. Separation may have been lost with a Northolt outbound a/c on BUZ 1Y SID.	Northolt ATC made a land line call to Denham airfield, whose ATZ the PA28 had subsequently entered, to instruct the PA28 to descend immediately to 1000ft London QNH. Reporter stated the a/c failed to comply with the instruction and separation may have been lost as a result.
201305443	16/04/2013	EGTT : London (FIR)	En-route		A	CTR	UNKNOWN	Unknown		Infringement of the London CTR (Class A) and Northolt RMA by an a/c, later identified as a PA28, at 1300ft. Separation may have been lost with a Northolt outbound a/c on BUZ 1Y SID.	Northolt ATC made a land line call to Denham airfield, whose ATZ the PA28 had subsequently entered, to instruct the PA28 to descend immediately to 1000ft London QNH. Reporter stated the a/c failed to comply with the instruction and separation may have been lost as a result.
201305457	15/05/2013	EGTT : London (FIR)	CPT	15nm S	A	CTA	CESSNA	Turboprop	1	Infringement of notified active Airway Q41 (Class A) by an a/c in climb squawking 0033 indicating FL099. A/c identified via D&D cell as a C208. Standard separation maintained.	Infringer reached FL116 before tracking Westbound towards the Salisbury Plain Danger Area, where it eventually climbed to FL140. TC reporter stated that the a/c infringed the active airspace for 5mins during a busy and complex Wx afflicted session on SW Deps. Solent Radar had attempted to contact the infringer without success. TC spoke to D&D cell who established the infringer to be a C208 in 2-way communication with Netheravon. On instruction of D&D, Netheravon agreed to speak to C208 on landing regarding active times for Airway Q41.
201305516	16/05/2013	EGTT : London (FIR)	Goodwood	7 S	A	Other	PIPER	Reciprocating	1	Infringement of Airway N859 (Class A) by a PA28 at FL081. Standard separation maintained.	

201305585	12/03/2013	EGTT : London (FIR)	EGWU (NHT): Northolt	7nm W	A	CTR	ROBINSON	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by an unknown aircraft squawking 7000 with Mode C indicating approx 1200ft, resulting in loss of separation with an HS125. Aircraft identified via Denham ATC as an R44. Traffic info and avoiding action given.	The HS125 was instructed to stop descent at 4000ft due to the infringer entering CAS on a reciprocal heading. The infringer was tracked East, eventually becoming established within the Denham ATZ. The HS125 experienced a delayed descent and a short period in a hold before being vectored for a standard PAR approach to Northolt.
201305585	12/03/2013	EGTT : London (FIR)	EGWU (NHT): Northolt	7nm W	A	CTR	BAE	Turbojet	2	Infringement of the Heathrow CTR (Class A) by an unknown aircraft squawking 7000 with Mode C indicating approx 1200ft, resulting in loss of separation with an HS125. Aircraft identified via Denham ATC as an R44. Traffic info and avoiding action given.	The HS125 was instructed to stop descent at 4000ft due to the infringer entering CAS on a reciprocal heading. The infringer was tracked East, eventually becoming established within the Denham ATZ. The HS125 experienced a delayed descent and a short period in a hold before being vectored for a standard PAR approach to Northolt.
201305600	18/05/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	15 S	D	CTA	OTHER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a C42 at 3000ft 15nm S of SAM. Standard separation maintained.	Pilot became distracted while showing landmarks to passenger. Lesson learned.
201305612	19/05/2013	EGTT : London (FIR)	SAM	8.5nm S	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an R44 squawking 7000 at 1900ft. Standard separation maintained.	Bournemouth ATC contacted Southampton ATC to advise they had told the a/c to contact Solent Radar but the a/c had called London FIS instead.
201305615	18/05/2013	EGTT : London (FIR)	EGLC (LCY): London city	NE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the London City CTA (Class D) by an a/c, identified via Mode S, as a Robin DR400 squawking 7000 at 2000ft resulting in loss of separation with a London City inbound EMB190. CAIT activated. Traffic info given.	Information indicates that the infringing a/c was detected by CAIT, the Thames controller took appropriate action and although separation was lost, the a/c were deemed not to be in unsafe proximity. The pilot believes a minor distraction led to this incident however the appropriate lessons appear to have been learnt.

201305615	18/05/2013	EGTT : London (FIR)	EGLC (LCY): London city	NE	D	CTA	EMBRAER	Turbofan	2	Infringement of the London City CTA (Class D) by an a/c, identified via Mode S, as a Robin DR400 squawking 7000 at 2000ft resulting in loss of separation with a London City inbound EMB190. CAIT activated. Traffic info given.	Information indicates that the infringing a/c was detected by CAIT, the Thames controller took appropriate action and although separation was lost, the a/c were deemed not to be in unsafe proximity. The pilot believes a minor distraction led to this incident however the appropriate lessons appear to have been learnt.
201305616	18/05/2013	EGTT : London (FIR)	Wethersfield G/S		G	Other	DE HAVILLAND	Reciprocating	1	Chipmunk a/c overflew the Wethersfield G/S, Class G airspace at approx 1000ft. Although Glider Ops were active, no a/c were airborne at the time.	Farnborough LARS were contacted and were already communicating with the a/c to warn it away from the airfield.
201305618	18/05/2013	EGTT : London (FIR)	EGLC (LCY): London city	12nm South East	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 2600ft. A/c also entered the Stansted CTA (Class D) with Mode C indicating 1900ft overhead North Weald. Standard separation maintained.	A/c was identified North of the River Thames as it passed a police helicopter working 125.625. The root causes of this incident appear to be poor preflight planning, further compounded by poor flying skills and lack of situational awareness.☐ CAA Closure: The pilot is undertaking additional training.
201305653	19/05/2013	EGTT : London (FIR)	EGNS (IOM): Isle Of Man/Ronaldswa y	8nm North	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Isle of Man CTR (Class D) by an AS350 squawking 4552. On establishing contact with ATC pilot allegedly made inappropriate comments and did not seem to understand the importance of obtaining a clearance before entering CAS.	CAA Closure: Appropriate CAA action taken.
201305727	19/05/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	EVEKTOR AEROTECHNIK	Reciprocating	1	Pilot lost.	Aircraft called D&D unsure of position and was given a DF fix using Auto-T. The pilot appeared uncertain of the position given and confirmed that he was lost. On being asked to squawk Lost the ac was identified on radar and seen to be entering the Luton Zone. The ac was placed under a service and turned onto a northerly heading to expedite exit from the zone and route towards Sywell. The ac was later turned onto 280 degrees at Luton's request to facilitate Luton recoveries. The ac cleared Luton Zone but was later observed to start tracking back towards it. Suspecting a faulty compass a NCNG turn was initiated placing the ac on a track of 350 degrees for Sywell at a range of 26nm. The ac remained with D&D until 5nm when the pilot reported visual with Sywell and reported ready to change frequency. The ac was transferred to 122.7 at 1107z but did not check in with Sywell until 1133z.

201305750	21/05/2013	EGTT : London (FIR)	REXAM		A	RVSM	DIAMOND	Reciprocating	1	Infringement of Airway N864 (Class A) at 5000ft. Avoiding action given. Standard separation maintained.	Pilot error acknowledged.
201305753	05/05/2013	EGTT : London (FIR)	EGKH : Lashenden/Headcorn		G	ATZ	PIPER	Reciprocating	1	Cancelled Processed Under 201305028.	As PA28 turned final for R/W28, they considered themselves too high and advised Lashenden/Headcorn ATC they would be initiating a go-around. As they rejoined the circuit the pilot expressed surprised at Lashenden/Headcorn advising them that they had breached the ATZ twice. PA28 pilot elected to return to Biggin Hill. PA28 pilot made comments regarding alleged poor pre-flight information received from Lashenden/Headcorn approx one hour before their flight and poor ATC communication experienced whilst near the field.
201305776	22/05/2013	EGTT : London (FIR)	EGLC (LCY): London city	8 NE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 2700ft resulting in a loss of separation against a London City inbound EMB190. Traffic info given.	Pilot confirmed that he had inadvertently set a QNH of 1008mb on departure instead of a correct QNH of 1018mb resulting in the a/c climbing through the LTMA base. Pilot error acknowledged.
201305776	22/05/2013	EGTT : London (FIR)	EGLC (LCY): London city	8 NE	A	TMA	EMBRAER	Turbofan	2	Infringement of the LTMA (Class A) by a PA28 at 2700ft resulting in a loss of separation against a London City inbound EMB190. Traffic info given.	Pilot confirmed that he had inadvertently set a QNH of 1008mb on departure instead of a correct QNH of 1018mb resulting in the a/c climbing through the LTMA base. Pilot error acknowledged.
201305793	22/05/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	5 ESE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a C150 squawking 7000 with no Mode C. Traffic info and avoiding action given. Standard separation maintained.	The pilots report into this incident appears to show that the appropriate lessons have been learnt.

201305801	22/05/2013	EGTT : London (FIR)	EXMOR	5 W	D	CTA	LET	Turbojet	1	Infringement of the Cardiff CTA (Class D) by an L29 at 5800ft squawking 7000. Blind transmissions made without success. Traffic info given. Standard separation maintained.	The St Athan ATCO was asked to brief the pilot involved over the CAS boundary in the vicinity of EXMOR.
201305897	21/05/2013	EGTT : London (FIR)	EGSC (CBG): Cambridge		G	ATZ	AEROMOT	Reciprocating	1	Infringement of the Cambridge ATZ (Class G) by a Motor Glider squawking 1177 at 1400ft. Traffic info given to C172 approx 2nm final.	On leaving the ATZ the squawk changed to Farnborough LARS North.
201305910	24/05/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	5.3nm North East	D	CTR	PIPER	Reciprocating	1	Infringement of the Solent CTR (Class D) by a PA28 squawking 0430 at 1700ft. Standard separation maintained.	A/c had been instructed to remain outside CAS and subsequently issued with onwards transit clearance along with a Southampton squawk. It is noted that Farnborough DF was out of service.
201305928	25/05/2013	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	10nm NE	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by an unknown aircraft with a London FIS squawk at 4200ft. Aircraft identified as an EV97. No other aircraft affected.	London FIS were contacted and requested transfer of the unknown aircraft to East Midlands ATC. Aircraft was subsequently identified by the allocation of East Midlands squawk 4550. EV97 pilot was reminded of their responsibility to obtain clearance. Pilot apologised.
201305930	25/05/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	27 SSW	A	Other	VANS	Reciprocating	1	Alleged infringement of Airway Q41 (Class A) by a Vans RV9 at 4000ft resulting in a possible loss of separation against a Southampton outbound Trislander. Traffic info and avoiding action given.	The Approach controller was required to transition between non-radar and radar approach controller. He reported difficulties with the transition resulting in an increased workload. During the period an a/c, that had been working Bournemouth, was observed, with rapidly changing Mode C to enter the Solent CTA-9 and come into proximity with a southbound Trislander. The CAA reviewed the available area surveillance and did detect the same anomaly with the infringing a/c's Mode C. The duration of the apparent infringement was approximately 40secs although the a/c had previously been observed to descend below the airways. □ CAA Closure: The procedural difficulties reported by controller are being reviewed and addressed by the unit. The CAA will monitor for future infringement events concerning the subject airframe.

201305930	25/05/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	27 SSW	A	Other	BRITTEN NORMAN	Reciprocating	3	Alleged infringement of Airway Q41 (Class A) by a Vans RV9 at 4000ft resulting in a possible loss of separation against a Southampton outbound Trislander. Traffic info and avoiding action given.	The Approach controller was required to transition between non-radar and radar approach controller. He reported difficulties with the transition resulting in an increased workload. During the period an a/c, that had been working Bournemouth, was observed, with rapidly changing Mode C to enter the Solent CTA-9 and come into proximity with a southbound Trislander. The CAA reviewed the available area surveillance and did detect the same anomaly with the infringing a/c's Mode C. The duration of the apparent infringement was approximately 40secs although the a/c had previously been observed to descend below the airways. □ CAA Closure: The procedural difficulties reported by controller are being reviewed and addressed by the unit. The CAA will monitor for future infringement events concerning the subject airframe.
201305943	25/05/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	12 SW	G	Restricted area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a PA28 squawking 7000 with no Mode C. Blind call made but no response. Inbound flight vectored away from the infringer	
201305943	25/05/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	12 SW	G	Restricted area	UNKNOWN	Unknown		Infringement of the Stansted TMZ 2 (Class G) by a PA28 squawking 7000 with no Mode C. Blind call made but no response. Inbound flight vectored away from the infringer	
201305957	25/05/2013	EGTT : London (FIR)	DET	9nm South	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA32 with Mode C indicating 3900ft. Standard separation maintained.	A/c remained within CAS for several mins. Squawk later changed to 5026 and a/c quickly descended out of CAS. Pilot subsequently reported that the flight had been particularly bumpy due to strong Northerly winds and that he had been distracted keeping the a/c straight and level.
201305958	25/05/2013	EGTT : London (FIR)	Denham	5nm WNW	A	CTR	GRUMMAN	Reciprocating	1	Infringement of the London CTR (Class A) by a Grumman AA5 squawking 7000 with Mode C indicating 2400ft. Heathrow northbound departures were stopped at 1722hrs and resumed shortly after 1724hrs. No loss of separation reported.	It has subsequently been revealed that the pilot's GPS battery had failed. He was proceeding to set up the CPT VOR and preoccupied with resolving instrument discrepancies had inadvertently turned South.

201305959	26/05/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10 WSW	A	CTR	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) and Gatwick CTA/CTR (Class D) by a C172 at 3000ft. Blind calls made without success. Standard separation maintained.	Student pilot. Appropriate CAA action has been taken as a result of this incident.
201305959	26/05/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10 WSW	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) and Gatwick CTA/CTR (Class D) by a C172 at 3000ft. Blind calls made without success. Standard separation maintained.	Student pilot. Appropriate CAA action has been taken as a result of this incident.
201305959	26/05/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10 WSW	A	CTA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) and Gatwick CTA/CTR (Class D) by a C172 at 3000ft. Blind calls made without success. Standard separation maintained.	Student pilot. Appropriate CAA action has been taken as a result of this incident.
201305979	26/05/2013	EGTT : London (FIR)	EGDO : Predannack Navy		G	ATZ	OTHER	Reciprocating	1	Infringement of active RNAS Predannack ATZ and gliding launching site (Class G) by four microlights between 500-800ft. Flying operations were suspended until the microlights were clear of the area.	The microlights passed beneath an airborne glider in the circuit. Military ATC contacted Newquay Airfield who confirmed the microlights were expected to land at Perranporth.
201305986	27/05/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	11.5nm South East	D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Birmingham CTA2 (Class D) by a Grumman AA5B squawking 7000 climbing to 1900ft. A/c identity confirmed by Mode S. Standard separation maintained.	Pilot subsequently reported that he had been working Coventry until asked to freecall Wellesbourne. He believed that he had been at 1500ft throughout and had not realised that he had climbed into CAS. He was navigating using GPS.

201306020	27/05/2013	EGTT : London (FIR)	Northwich	3nm North	D	CTR	AQUILA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an AT01 squawking 7000 at 1300ft. Standard separation maintained.	Aircraft had been given a Basic Service on entering the LLR. Shortly after the squawk had been observed crossing the eastern boundary of the LLR and entering the zone tracking South East. Pilot was requested to squawk 7350, identified and informed that he had entered the CTZ. Pilot was instructed to vacate the zone which he did.
201306221	31/05/2013	EGTT : London (FIR)	WOD	2nm North	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28R squawking 0437 at 3400ft. Standard separation maintained.	Pilot had been issued with a squawk and a Basic Service with Farnborough QNH on his first call. He was instructed to descend immediately to 2400ft and to track Westbound to the leave the LTMA. No other traffic was observed in the vicinity. Pilot stated that he had been focussing on VOR tracking and had not detected his error.
201306236	31/05/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	8nm North	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a C150 squawking 7000. Traffic info given. Departing aircraft was instructed to climb straight ahead to 6000ft to maintain separation.	C150 left the CTR to the East and was tracked to Leicester who confirmed its identity. Pilot subsequently called and reported he was a low hours PPL who had temporarily become uncertain of his position.
201306236	31/05/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	8nm North	D	CTR	UNKNOWN	Unknown		Infringement of the Birmingham CTR (Class D) by a C150 squawking 7000. Traffic info given. Departing aircraft was instructed to climb straight ahead to 6000ft to maintain separation.	C150 left the CTR to the East and was tracked to Leicester who confirmed its identity. Pilot subsequently called and reported he was a low hours PPL who had temporarily become uncertain of his position.
201306252	31/05/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	13nm South East	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA2 (Class D) by a C172 squawking 7000 at 2500ft. Separation lost with C560 on a closing heading for ILS R/W33.	A/c was tracked by Radar 2 via the TDB and details of the a/c were obtained from Shawbury. Attributed to pilot poor planning and situational awareness. ☐ CAA Closure: Appropriate CAA action taken.

201306252	31/05/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	13nm South East	D	CTA	CESSNA	Turbofan	2	Infringement of the Birmingham CTA2 (Class D) by a C172 squawking 7000 at 2500ft. Separation lost with C560 on a closing heading for ILS R/W33.	A/c was tracked by Radar 2 via the TDB and details of the a/c were obtained from Shawbury. Attributed to pilot poor planning and situational awareness. ☐ CAA Closure: Appropriate CAA action taken.
201306265	31/05/2013	EGTT : London (FIR)	EGCB : Manchester/Barton	4 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C172 squawking 7000. Standard separation maintained.	
201306270	01/06/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	12 S	D	CTA	VANS	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Vans RV7 at 2500ft. Blind calls made with no response received. Three inbounds given vectors to maintain separation. Traffic info and avoiding action given. Standard separation maintained.	
201306272	01/06/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	9.5nm S	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an a/c squawking 7000 indicating 2300ft. A/c identified via Mode S as a PA28. Traffic info given. Standard separation maintained.	Birmingham Radar 1 made blind calls, with no response. Inbound IFR traffic was routed to the GROVE hold at FL80 and FL90. The contact continued on an Easterly heading until reaching the Coventry overhead, then tracked South to leave the zone. Coventry were contacted by telephone to advise them of the infringer. The contact was then tracked until it entered the circuit at Wellesbourne Mountford. Student pilot became lost and misidentified required airfield. ☐ CAA Closure: Student pilot to receive extra navigation training before next solo flight.
201306287	01/06/2013	EGTT : London (FIR)	Pole Hill		A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a DR400 at 5700ft. Standard separation maintained. Pilot was advised that he was inside CAS and to descend immediately to 3400ft. Squawk of 2674 assigned and a/c seen passing 4000ft before reporting 3400ft.	

201306292	01/06/2013	EGTT : London (FIR)	Epsom Heliport		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Epsom Heliport ATZ (Class G) by a C172. No RT comms. Traffic info passed to a departing Bell 206.	
201306293	01/06/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D		VANS	Reciprocating	1	Infringement of the Gatwick CTZ by a Vans RV7. CAIT activated. Separation lost with Gatwick inbound.	CAA Closure: Appropriate follow-up action taken by ATC.
201306293	01/06/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D		UNKNOWN	Unknown		Infringement of the Gatwick CTZ by a Vans RV7. CAIT activated. Separation lost with Gatwick inbound.	CAA Closure: Appropriate follow-up action taken by ATC.
201306294	01/06/2013	EGTT : London (FIR)	Epsom Heliport		G	ATZ	PILATUS	Turboprop	1	Infringement of the Epsom Heliport ATZ (Class G) by a PC12 at 2200ft. The a/c was seen to pass overhead the Grandstand area. Fair Oaks confirmed that the a/c had landed with them.	
201306294	01/06/2013	EGTT : London (FIR)	Epsom Heliport		G	ATZ	EUROCOPTER	Turboshaft	2	Infringement of the Epsom Heliport ATZ (Class G) by a PC12 at 2200ft. The a/c was seen to pass overhead the Grandstand area. Fair Oaks confirmed that the a/c had landed with them.	

201306295	01/06/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D		JABIRU	Reciprocating	1	Infringement of the Gatwick CTZ (Class D) by a Jabiru with no Mode C. CAIT activated. Separation lost with Gatwick inbound a/c.	CAA Closure: Appropriate CAA action taken.
201306295	01/06/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D		UNKNOWN	Unknown		Infringement of the Gatwick CTZ (Class D) by a Jabiru with no Mode C. CAIT activated. Separation lost with Gatwick inbound a/c.	CAA Closure: Appropriate CAA action taken.
201306298	02/06/2013	EGTT : London (FIR)	BKY	North West	D	CTA	SCOTTISH AVIATION	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Bulldog squawking 7010 with Mode C of 2800ft. Possible late descent to get below the 2500ft CTA line. Standard separation maintained.	Blind transmission made with no response. Squawk changed to 7010, causing the magenta highlighting to drop. Aircraft descended and appeared to land at Audley End. Operator to be alerted.
201306300	02/06/2013	EGTT : London (FIR)	Harlow		G	Restrict ed area	CIRRUS	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a SR20 squawking 7010 with no Mode C. A/c identity confirmed with Mode S.	North Weald confirmed working the a/c and were requested to check altitude. Initial response overhead from the pilot was to be 1800ft (the setting could not be determined). The pilot quickly transmitted 1200ft and said that he did have Mode C selected.
201306303	02/06/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	SW	G	Restrict ed area	BELL	Turboshaft	1	Infringement of the Stansted TMZ 2 (Class G) by a Bell 206 squawking 5042.	It has subsequently been revealed that the pilot had inadvertently failed to select ALT on the transponder. Pilot apologised.

201306304	02/06/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	12 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C177 at 1800ft. Standard separation maintained.	
201306305	02/06/2013	EGTT : London (FIR)	Hunsdon		G	Restricted area	OTHER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Skyranger.	Pilot to undertake further training.
201306306	02/06/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		G	Restricted area	HUGHES	Turboshaft	1	Infringement of the Stansted TMZ 1 (Class G) by a Hu369 (believed) squawking 7000 with no Mode C. Aircraft was initially observed as a primary only contact.	
201306308	01/06/2013	EGTT : London (FIR)	EGWE : Henlow		G	Other	AEROSPATIALE	Turboshaft	1	Infringement of the RAF Henlow parachute drop zone (Class G) by an unknown helicopter at 1000ft.	
201306340	31/05/2013	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	CIRRUS	Reciprocating	1	Infringement of Doncaster CTR (Class D) by an SR22 squawking 7000 with Mode C indicating 3000ft. Standard separation maintained.	Pilot stated that he had tried to obtain a service with Waddington but could not establish two-way communications with them. He then missed Gamston and continued Northbound and turned back when he realised he had gone too far.

201306357	31/05/2013	EGTT : London (FIR)	LOREL		A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by a Sportcruiser at 5800ft. Luton inbound B737 given a vector to remain clear and given traffic info. Standard separation maintained.	Pilot error acknowledged.
201306357	31/05/2013	EGTT : London (FIR)	LOREL		A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a Sportcruiser at 5800ft. Luton inbound B737 given a vector to remain clear and given traffic info. Standard separation maintained.	Pilot error acknowledged.
201306371	03/06/2013	EGTT : London (FIR)	EGLC (LCY): London city	7 NW	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA by a PA28 squawking 7000 at 2800ft. City northbound departures suspended. Standard separation maintained.	
201306375	03/06/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10 W	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an unknown a/c squawking 7000, with Mode C indicating 1900ft resulting in loss of separation with a Gatwick inbound B777. A/c later identified as a PA28.	ATC vectored a Gatwick inbound B757 to ensure separation against the infringer. The PA28 pilot commented in their report that the infringement was a result of them allowing their proficiency to lapse due to lack of recent experience, combined with an inadequate knowledge of the local area and poor flight planning. Pilot stated they had not experienced this level of uncertainty whilst in flight before and did not react properly even though they knew what the procedure should be. Pilot also acknowledged they should have contacted Farnborough ATC. Pilot has requested further training with regards to local orientation and D&D practice PAN.
201306375	03/06/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10 W	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by an unknown a/c squawking 7000, with Mode C indicating 1900ft resulting in loss of separation with a Gatwick inbound B777. A/c later identified as a PA28.	ATC vectored a Gatwick inbound B757 to ensure separation against the infringer. The PA28 pilot commented in their report that the infringement was a result of them allowing their proficiency to lapse due to lack of recent experience, combined with an inadequate knowledge of the local area and poor flight planning. Pilot stated they had not experienced this level of uncertainty whilst in flight before and did not react properly even though they knew what the procedure should be. Pilot also acknowledged they should have contacted Farnborough ATC. Pilot has requested further training with regards to local orientation and D&D practice PAN.

201306438	21/05/2013	EGTT : London (FIR)	EGLF (FAB): Farnborough civil	10nm N	A	TMA	DIAMOND	Reciprocating	1	A DA42 infringed the LTMA (Class A) at 2500ft. There was no other traffic in the area.	The Approach controller notified the aircraft that controlled airspace was in its 12 o'clock at 0.5nm and suggested the aircraft start its turn. Shortly after, the aircraft began to turn, but the turn was not sufficient to remain clear of controlled airspace.
201306452	01/06/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted				BELL	Turboshaft	1	Faulty transponder. The pilot was reading an altitude of 1380ft and the controller was indicating 1700ft. Aircraft had infringed the Stansted CTA (Class D).	The pilot said he would descend in order to exit the CTA. When the pilot reached 1100ft, the controller reported the same altitude also. The pilot stated he would be reporting the fault to Engineering upon arrival.
201306535	04/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	W	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Luton CTR (Class D) by an AS350 at 1300ft. Traffic info was passed and separation minima was maintained.	The controller stopped the descent of an aircraft inbound to Luton. The pilot was contacted and states that he became distracted whilst experiencing acute radio interference.
201306535	04/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	W	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by an AS350 at 1300ft. Traffic info was passed and separation minima was maintained.	The controller stopped the descent of an aircraft inbound to Luton. The pilot was contacted and states that he became distracted whilst experiencing acute radio interference.
201306563	06/06/2013	EGTT : London (FIR)	GARMI	2nm E	Other	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area (D036) by a PA28 at FL084. Separation minima was maintained.	The aircraft had not obtained a clearance. The danger area was active, but no activity was taking place at the time.

201306587	07/06/2013	EGTT : London (FIR)	RAF Syerston		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the active Syerston ATZ (Class G) Gliding Site by a PA28 squawking 7000.	CAA Closure: Dispute over whether the circuit was actually infringed. No further action possible.
201306593	07/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8nm North North East	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA17 tracking Southbound with no Mode C. Blind transmissions were made with no response. Traffic info and avoiding action given. Separation lost.	CAA Closure: Appropriate CAA action taken.
201306593	07/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8nm North North East	D	CTR	EMBRAER	Turbofan	2	Infringement of the Southampton CTR (Class D) by a PA17 tracking Southbound with no Mode C. Blind transmissions were made with no response. Traffic info and avoiding action given. Separation lost.	CAA Closure: Appropriate CAA action taken.
201306598	07/06/2013	EGTT : London (FIR)	NEDUL	3nm North East	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Southampton CTA (Class D) by an EV-97 squawking 7000 indicating between 2000ft and 2300ft unverified. Traffic info given to inbound DHC8.	CAA Closure: Pilot error, attributed to poor flight planning. No further action taken.
201306598	07/06/2013	EGTT : London (FIR)	NEDUL	3nm North East	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTA (Class D) by an EV-97 squawking 7000 indicating between 2000ft and 2300ft unverified. Traffic info given to inbound DHC8.	CAA Closure: Pilot error, attributed to poor flight planning. No further action taken.

201306615	07/06/2013	EGTT : London (FIR)	LAT/LONG: 52352005/0014 6814		D	CTR	CHRISTEN	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Christen Eagle II squawking 7000 with no level information. Traffic info given. Check ALL imposed with Tower. Separation lost. Several unsuccessful attempts made to contact a/c.	A/c identified by Coventry allocated 4362 and turned East immediately to exit CAS. A/c briefly infringed again to the South whilst under Coventry control.☐ CAA Closure:☐ Pilot error and inaccurate compass. Pilot visited to ATC.
201306615	07/06/2013	EGTT : London (FIR)	LAT/LONG: 52352005/0014 6814		D	CTR	AIRBUS	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a Christen Eagle II squawking 7000 with no level information. Traffic info given. Check ALL imposed with Tower. Separation lost. Several unsuccessful attempts made to contact a/c.	A/c identified by Coventry allocated 4362 and turned East immediately to exit CAS. A/c briefly infringed again to the South whilst under Coventry control.☐ CAA Closure:☐ Pilot error and inaccurate compass. Pilot visited to ATC.
201306618	08/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown a/c squawking 7000 with Mode C indicating 2000ft resulting in loss of separation with a Luton outbound A319. A/c identified via Farnborough as a PA28. Traffic info and avoiding action given.	Luton outbound A319 was turning right as per CPT SID which would have taken it directly overhead the infringer. TC turned the A319 left heading 170, however the infringer turned left also. TC turned A319 further left to 345 which took the A319 well away from the infringer. Farnborough identified the infringer and the PA28 left the zone. Operator alerted and pilot error accepted.
201306618	08/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown a/c squawking 7000 with Mode C indicating 2000ft resulting in loss of separation with a Luton outbound A319. A/c identified via Farnborough as a PA28. Traffic info and avoiding action given.	Luton outbound A319 was turning right as per CPT SID which would have taken it directly overhead the infringer. TC turned the A319 left heading 170, however the infringer turned left also. TC turned A319 further left to 345 which took the A319 well away from the infringer. Farnborough identified the infringer and the PA28 left the zone. Operator alerted and pilot error accepted.
201306650	07/06/2013	EGTT : London (FIR)	Bath	2nm West	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA28 squawking 5062 at 3000ft. Standard separation maintained.	A/c had been instructed to remain outside CAS by Yeovilton and Bristol. A/c was offered navigational assistance via Chew Valley Lake and to take up a South Westerly track to his next turning point. A/c left the CTA and continued on own navigation. On speaking with the pilot (a low houred newly qualified PPL) he explained that he was on a cross country flight and got lost when looking for his waypoint at Longleat House, which he did not see and had continued on a Northerly track. He was also unaware that he was very close to the city of Bath and was unfamiliar with the area.

201306678	09/06/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	N	D	CTA	EXTRA	Reciprocating	1	Infringement of the Birmingham CTA 1 (Class D) by an Extra 300 at 1700ft. A parachute drop was about to take place at FL60 directly above. Traffic info was passed and separation minima was maintained.	The infringing aircraft was using an incorrect pressure setting (RPS 1011) when it should have been set to QNH 1016. The pilot also stated the altimeter was under-reading, including the incorrect pressure setting.
201306678	09/06/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	N	D	CTA	CESSNA	Turboprop	1	Infringement of the Birmingham CTA 1 (Class D) by an Extra 300 at 1700ft. A parachute drop was about to take place at FL60 directly above. Traffic info was passed and separation minima was maintained.	The infringing aircraft was using an incorrect pressure setting (RPS 1011) when it should have been set to QNH 1016. The pilot also stated the altimeter was under-reading, including the incorrect pressure setting.
201306718	09/06/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	12nm W	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 indicating 1600ft, resulting in loss of separation with three a/c on approach. Traffic info given.	ATC vectored a Heathrow inbound B777 through the localiser from the North and gave them a closing heading from the South. Information indicates that no avoiding action was deemed necessary. Incident due to a temporary loss of situational awareness. PA28 pilot was thoroughly debriefed and navigational training tasks were proposed.
201306718	09/06/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	12nm W	A	CTR	BOEING	Turbofan	2	Infringement of the Heathrow CTR (Class A) by a PA28 indicating 1600ft, resulting in loss of separation with three a/c on approach. Traffic info given.	ATC vectored a Heathrow inbound B777 through the localiser from the North and gave them a closing heading from the South. Information indicates that no avoiding action was deemed necessary. Incident due to a temporary loss of situational awareness. PA28 pilot was thoroughly debriefed and navigational training tasks were proposed.
201306732	10/06/2013	EGTT : London (FIR)	EGSX : North Weald		G	Restricted area	OTHER	Turbojet	1	Gnat infringed the Stansted TMZ 2 (Class G). The pilot was traced using Mode S, stating his Mode C had failed. Traffic info was passed to an inbound Airbus.	The inbound Airbus aircraft was turned onto a base leg in order to maintain separation.

201306732	10/06/2013	EGTT : London (FIR)	EGSX : North Weald		G	Restricted area	AIRBUS	Turbofan	2	Gnat infringed the Stansted TMZ 2 (Class G). The pilot was traced using Mode S, stating his Mode C had failed. Traffic info was passed to an inbound Airbus.	The inbound Airbus aircraft was turned onto a base leg in order to maintain separation.
201306741	08/06/2013	EGTT : London (FIR)	EGGP (LPL): Liverpool	12nm SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a C150 at 1300ft. Traffic info was passed and separation minima was maintained.	The pilot later called ATC and was advised of the error, for which he apologised.
201306853	03/06/2013	EGTT : London (FIR)	EGDY (YEO): Yeovilton		G	ATZ	SOCATA	Reciprocating	1	A/c infringed military aerodrome traffic zone.	The tower controller made several calls attempting to establish contact with the a/c which at first appeared to be heading for a runway which was out of use for maintenance work. All other station based a/c had to be turned away or held as the intentions of this a/c were not clear. No reply was received until the a/c was just ½nm from touchdown, when the pilot called on the tower frequency asking to land on R/W06. The aerodrome does not have a R/W06. A/c landed safely and it was established that the pilot had incorrectly set the frequency of, and was in contact with, another aerodrome, with whom he was receiving instructions for joining and to land. The other aerodrome was in fact approx 50nm away. The controller at the other aerodrome reported the a/c as missing to D&D when it failed to appear.☐ CAA Closure:☐ Closed at the request of the Infringement Co-ordination Group. No further action possible due to elapsed time.
201306905	12/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	5nm N	D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of Luton CTR (Class D) by a Chipmunk. There was no other aircraft in the area.	The pilot called to say he thought he had entered the CAS whilst lost in cloud and apologised.
201306969	15/06/2013	EGTT : London (FIR)	HEN	10nm N	A	TMA	ROCKWELL	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown a/c, 10nm North of Henton, squawking 7000, believed to be at 4000ft. A/c later identified as a Rockwell 112. Standard separation maintained.	CAA Closure: Appropriate CAA action taken.

201306976	15/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	14nm SW	A	Restricted area	ROBINSON	Reciprocating	1	Infringement of an RA(T) by a helicopter, identified via Mode S as an R44, at 1500ft, 14nm Southwest of Luton. Traffic info given.	TC informed Thames. R44 climbed to 1800ft and further traffic info was given. Appropriate CAA action to be taken as a result of this incident.
201306978	14/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	12nm SW	D	CTR	FUNK	Reciprocating	1	Infringement of the Luton CTR (Class D) by an FK9 at 2000ft. Separation minima was maintained.	The aircraft in question clipped the corner of the CTR for a minimal amount of time.
201306979	14/06/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	11 SE	D	CTA	TECNAM	Reciprocating	1	Infringement of the Birmingham CTA 2 (Class D) by a Tecnam P2002 squawking 7000 at 2000ft. Standard separation maintained.	
201307054	08/06/2013	EGTT : London (FIR)	Folkestone		A	Restricted area	PIPER	Reciprocating	1	Infringement of the Red Arrows RA(T) at Folkestone by an unknown a/c resulted in disruption to the display. Manston Radar identified the a/c from the a/c's FPL as a PA28.	Reporter stated that the infringer affected flight safety as the RA(T) must be sterile due to the nature of the display. The infringer contacted Manston TWR frequency before being passed to Manston Radar and was ordered to route North out of the RA(T). Appropriate CAA action to be taken as a result of this incident.
201307057	14/06/2013	EGTT : London (FIR)	EGD 009		G	Danger area	PIPER	Reciprocating	1	Infringement of EGD009 and EGD009A (Danger Areas) by a PA32.	

201307085	17/06/2013	EGTT : London (FIR)	EG D123		G	Danger area	DIAMOND	Reciprocating	1	Infringement of active Danger Area EG D123 (Imber) by an unknown a/c squawking 7000 at FL019. A/c identified via Solent Radar as a solo student pilot flying a DA40 on a NAVEX.	No live firing was taking place at the time of the infringement. The 7000 squawk was seen to change to 3660. Solent Radar were contacted via landline and established that the a/c was a DA40. Solent Radar controller asked the DA40 solo student pilot to contact ATC MOD on landing. The solo student pilot subsequently telephoned, apologised and admitted to a navigational error, having mistaken Westbury for Frome.☐ CAA Closure: Following this event, student pilot flew the whole route with an instructor and attended a further one hour of ground school. Student pilot was also reminded to request a Traffic Service whenever possible.
201307127	18/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	3nm NE	D	CTR	JODEL	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Jodel D117 resulting in loss of separation with three Southampton inbound a/c. Traffic info and avoiding action given.	Jodel D117 pilot failed to correctly identify Roughay and overshot into conflict with Southampton inbounds.☐ CAA Closure: ATC Investigation identified closer liaison between Southampton ATC and the Roughay manager, including revised procedures.
201307127	18/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	3nm NE	D	CTR	EMBRAER	Turbofan	2	Infringement of the Southampton CTR (Class D) by a Jodel D117 resulting in loss of separation with three Southampton inbound a/c. Traffic info and avoiding action given.	Jodel D117 pilot failed to correctly identify Roughay and overshot into conflict with Southampton inbounds.☐ CAA Closure: ATC Investigation identified closer liaison between Southampton ATC and the Roughay manager, including revised procedures.
201307127	18/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	3nm NE	D	CTR	BAE	Turboprop	2	Infringement of the Southampton CTR (Class D) by a Jodel D117 resulting in loss of separation with three Southampton inbound a/c. Traffic info and avoiding action given.	Jodel D117 pilot failed to correctly identify Roughay and overshot into conflict with Southampton inbounds.☐ CAA Closure: ATC Investigation identified closer liaison between Southampton ATC and the Roughay manager, including revised procedures.
201307127	18/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	3nm NE	D	CTR	EMBRAER	Turbofan	2	Infringement of the Southampton CTR (Class D) by a Jodel D117 resulting in loss of separation with three Southampton inbound a/c. Traffic info and avoiding action given.	Jodel D117 pilot failed to correctly identify Roughay and overshot into conflict with Southampton inbounds.☐ CAA Closure: ATC Investigation identified closer liaison between Southampton ATC and the Roughay manager, including revised procedures.

201307132	18/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	5nm NE	D	CTR	JODEL	Reciprocating	1	Cancelled processed under 201307127	Once the pilot realised he had passed his destination, he immediately made a 180deg turn and saw the strip below the nose. The pilot infringed the CTR as the limit boundary runs close to the western edge of the farm. The pilot states that he has been in and out of ROUGHAY a number of times and is aware of the boundaries. He apologised for this incident occurring.
201307184	19/06/2013	EGTT : London (FIR)	EGLC (LCY): London city	6nm ENE	A	TMA	BEAGLE	Reciprocating	1	Infringement of the London City CTA (Class D) and the London TMA (Class A) by a primary contact. CAIT activated. Traffic info given. A/c later identified as a Beagle B121. Appropriate CAA action is to be taken as a result of this incident.	All London City departures were immediately stopped. A London City inbound Learjet 45 was vectored away from the Beagle B121 in order to maintain separation. An inbound Southend PA28, outside CAS, on final for R/W06 subsequently visually identified the Beagle B121 and had to take avoiding action against the a/c. Another Thames controller later reported that the Beagle B121 was observed to land at Stapleford. Appropriate CAA action being taken as a result of this incident.
201307184	19/06/2013	EGTT : London (FIR)	EGLC (LCY): London city	6nm ENE	A	TMA	LEARJET	Turbofan	2	Infringement of the London City CTA (Class D) and the London TMA (Class A) by a primary contact. CAIT activated. Traffic info given. A/c later identified as a Beagle B121. Appropriate CAA action is to be taken as a result of this incident.	All London City departures were immediately stopped. A London City inbound Learjet 45 was vectored away from the Beagle B121 in order to maintain separation. An inbound Southend PA28, outside CAS, on final for R/W06 subsequently visually identified the Beagle B121 and had to take avoiding action against the a/c. Another Thames controller later reported that the Beagle B121 was observed to land at Stapleford. Appropriate CAA action being taken as a result of this incident.
201307184	19/06/2013	EGTT : London (FIR)	EGLC (LCY): London city	6nm ENE	A	TMA	PIPER	Reciprocating	1	Infringement of the London City CTA (Class D) and the London TMA (Class A) by a primary contact. CAIT activated. Traffic info given. A/c later identified as a Beagle B121. Appropriate CAA action is to be taken as a result of this incident.	All London City departures were immediately stopped. A London City inbound Learjet 45 was vectored away from the Beagle B121 in order to maintain separation. An inbound Southend PA28, outside CAS, on final for R/W06 subsequently visually identified the Beagle B121 and had to take avoiding action against the a/c. Another Thames controller later reported that the Beagle B121 was observed to land at Stapleford. Appropriate CAA action being taken as a result of this incident.
201307195	17/06/2013	EGTT : London (FIR)	EGMC (SEN): Southend	4nm E (D138)	G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area D138 (Class G) by a PA28 at 1800ft. The range was active at the time.	

201307198	18/06/2013	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Leeds/Bradford CTR (Class D) by an R22 at 900ft. Traffic info was passed and separation minima was maintained.	A/c was displaying a radio fail squawk.
201307215	19/06/2013	EGTT : London (FIR)	EG D123		G	Danger area	ROBINSON	Reciprocating	1	Infringement of active Danger Area EG D123 (Imber) by an R44 at 1500ft, receiving a Basic Service. Check fire initiated.	After landing, R44 pilot contacted ATC-MOD allegedly stating that they were aware of the location of the Danger Area but had thought ATC would keep them clear. Pilot was informed that under a Basic Service, ATC had no requirement to monitor the R44's progress on radar.☐ CAA Closure:☐ The investigation findings revealed that the pilot expected ATC to warn him if he was about to enter CAS. The root cause of this incident was thus a significant lack of knowledge of ATC and the services and procedures they offer. Remedial Action(s) Taken: Retake PPL Communications paper and RT practical test. Completed.
201307259	18/06/2013	EGTT : London (FIR)	EGVP : Middle wallop		G	ATZ	AVIONS ROBIN	Reciprocating	1	Infringement of the Middle Wallop ATZ (Class G) by a Robin HR200 at 1000ft. Traffic info was passed to a military helicopter performing an SRA.	
201307270	20/06/2013	EGTT : London (FIR)	EGNS (IOM): Isle Of Man/Ronaldsway		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Isle of Man CTR (Class D) at approx 1500ft by an R44. Delaying action was passed to an inbound CL300 and separation minima was maintained.	The infringer, the R44 was traced through Belfast City.
201307314	21/06/2013	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	5nm N	A	Other	UNKNOWN	Turboprop	1	Infringement of Airway Y250 (Class A) by a climbing military aircraft. Standard separation maintained.	Leeds were contacted who confirmed ident of the infringing aircraft.

201307317	21/06/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	15nm NE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an R22 at 1700ft. Traffic info was passed and separation minima was maintained.	The pilot was blind called by the controller and identified. The R22 pilot was informed he was in CAS and was provided a radar control service until leaving CAS.
201307345	21/06/2013	EGTT : London (FIR)	BNN	5nm S	A	TMA	VANS	Reciprocating	1	Infringement of the LTMA (Class A) by an RV-7 at 2900ft. No other traffic was in the area, although, a departure from Northolt was delayed.	The aircraft shortly after descended into Panshanger where the aircraft was identified.
201307357	23/06/2013	EGTT : London (FIR)	EGHH (BOH): Bournemouth/Hurn	10nm NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28. There was no other traffic in the area.	There were two POB, one of which was the instructor.
201307359	22/06/2013	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	3nm SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster/Sheffield CTR (Class D) by a PA28 at 2000ft. There was no other traffic in the area.	The aircraft called to request transit of the CTR whilst already in CAS. The pilot was reminded to obtain a clearance before entering in the future.
201307457	18/06/2013	EGTT : London (FIR)	Syerston		G	ATZ	GROB	Reciprocating	1	Infringement of the Syerston ATZ (Class G) by a Grob G115. A/c is believed to have performed a low approach and go-around from R/W24.	

201307459	22/06/2013	EGTT : London (FIR)	EGNO : Warton		G	ATZ	PITTS	Reciprocating	1	A/c landed at wrong airfield.	Pilot instructed by ATC to report RH base leg for R/W28 at destination airfield. A/c observed on radar to head in a southerly direction. ATC believed that due to marginal weather conditions pilot had converted to a straight in approach. Pilot instructed to call final to R/W28. On calling final a/c given clearance to land. Nothing seen by ATC until a/c called for taxi instructions having landed at the wrong airfield without clearance.
201307475	24/06/2013	EGTT : London (FIR)	EGNS (IOM): Isle Of Man/Ronaldsway	10nm WNW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Isle of Man CTR (Class D) by an R44 at 600ft. There was no other traffic in the area.	The controller blind called the R44 who answered immediately. The controller then issued clearance for the helicopter to transit through the CTR.
201307480	25/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	N	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) on two occasions by a PA28 piloted by a solo student. Traffic info given. Check all imposed. Blind calls were made.	It has subsequently been revealed that the student pilot was undertaking his first solo navigation flight and had become lost. He called Farnborough and declared a Pan. Pilot was assigned a squawk 5031 and given QNH. Aircraft was advised to continue tracking northbound to leave the Luton zone. The CFI of the flying club has been alerted and has taken appropriate action. Review of the radar reply confirmed that there was no loss of separation.
201307480	25/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	N	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) on two occasions by a PA28 piloted by a solo student. Traffic info given. Check all imposed. Blind calls were made.	It has subsequently been revealed that the student pilot was undertaking his first solo navigation flight and had become lost. He called Farnborough and declared a Pan. Pilot was assigned a squawk 5031 and given QNH. Aircraft was advised to continue tracking northbound to leave the Luton zone. The CFI of the flying club has been alerted and has taken appropriate action. Review of the radar reply confirmed that there was no loss of separation.
201307480	25/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	N	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) on two occasions by a PA28 piloted by a solo student. Traffic info given. Check all imposed. Blind calls were made.	It has subsequently been revealed that the student pilot was undertaking his first solo navigation flight and had become lost. He called Farnborough and declared a Pan. Pilot was assigned a squawk 5031 and given QNH. Aircraft was advised to continue tracking northbound to leave the Luton zone. The CFI of the flying club has been alerted and has taken appropriate action. Review of the radar reply confirmed that there was no loss of separation.

201307572	25/06/2013	EGTT : London (FIR)	Rush Green		D	CTR	AUSTER	Reciprocating	1	Infringement of the Luton CTR (Class D) by an Auster and a C172. Aircraft had departed Rush Green without calling GS airports with their details or ETD.	
201307572	25/06/2013	EGTT : London (FIR)	Rush Green		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by an Auster and a C172. Aircraft had departed Rush Green without calling GS airports with their details or ETD.	
201307627	27/06/2013	EGTT : London (FIR)	SANDY	3 N	A	TMA	CESSNA	Reciprocating	1	C185 infringed the LTMA (Class A) 3nm N of SANDY at FL60. Aircraft had been advised of the airspace and instructed to remain clear.	The aircraft was subsequently informed that it had entered CAS and instructed to descend immediately. Standard separation maintained.
201307672	26/06/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham		D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA 1 (Class D) by a C172 squawking 7000 at 2100ft. Aircraft identified and instructed to descend to remain outside CAS. Standard separation maintained.	
201307673	29/06/2013	EGTT : London (FIR)	DAYNE	N	D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA28 at 3200ft. Several blind calls made without success. Standard separation maintained.	The pilots report indicates that the pilot allowed the a/c to climb into the CTA.

201307676	29/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	10nm North East	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) and Southampton CTR (Class D) by a DR400 squawking 7000 at 3300ft. Traffic info and avoiding action given to IFR PA28 to ensure separation.	It was subsequently discovered that the DR400 pilot was conducting a trial lesson at the time and that the incident was caused by poor navigation. ☐ CAA Closure: Loss of situational awareness on dual flight attributed to poor navigation and lack of familiarity and preparation for the flight. No further action taken.
201307676	29/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	10nm North East	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) and Southampton CTR (Class D) by a DR400 squawking 7000 at 3300ft. Traffic info and avoiding action given to IFR PA28 to ensure separation.	It was subsequently discovered that the DR400 pilot was conducting a trial lesson at the time and that the incident was caused by poor navigation. ☐ CAA Closure: Loss of situational awareness on dual flight attributed to poor navigation and lack of familiarity and preparation for the flight. No further action taken.
201307676	29/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	10nm North East	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) and Southampton CTR (Class D) by a DR400 squawking 7000 at 3300ft. Traffic info and avoiding action given to IFR PA28 to ensure separation.	It was subsequently discovered that the DR400 pilot was conducting a trial lesson at the time and that the incident was caused by poor navigation. ☐ CAA Closure: Loss of situational awareness on dual flight attributed to poor navigation and lack of familiarity and preparation for the flight. No further action taken.
201307676	29/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	10nm North East	D	CTR	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) and Southampton CTR (Class D) by a DR400 squawking 7000 at 3300ft. Traffic info and avoiding action given to IFR PA28 to ensure separation.	It was subsequently discovered that the DR400 pilot was conducting a trial lesson at the time and that the incident was caused by poor navigation. ☐ CAA Closure: Loss of situational awareness on dual flight attributed to poor navigation and lack of familiarity and preparation for the flight. No further action taken.
201307679	29/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	4 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTA (Class D) by a C152. Luton inbound BD700 given avoiding action. Traffic info also given.	

201307679	29/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	4 N	D	CTA	BOMBARDIER	Turbofan	2	Infringement of the Luton CTA (Class D) by a C152. Luton inbound BD700 given avoiding action. Traffic info also given.	
201307687	29/06/2013	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	8nm ESE	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA28 squawking 7000 at 2300ft. Controller contacted the aircraft and informed the pilot he was inside CAS. VFR clearance issued not above 3000ft. Standard separation maintained.	Pilot advised ATC that he had drifted North of his intended track.
201307697	30/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an R44 squawking 7377 at 1700ft. Traffic info and avoiding action given. Standard separation maintained. DHC8 departure delayed until contact had faded from radar cover.	Attempts were made by Bournemouth to contact the helicopter but they reported that his RT was intermittent and advised that he was landing at a private site near Beaulieu. Investigation confirmed a lack of situational awareness by the R44 pilot, caused by distraction.☐ CAA Closure: Appropriate CAA action taken.
201307697	30/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton		D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) by an R44 squawking 7377 at 1700ft. Traffic info and avoiding action given. Standard separation maintained. DHC8 departure delayed until contact had faded from radar cover.	Attempts were made by Bournemouth to contact the helicopter but they reported that his RT was intermittent and advised that he was landing at a private site near Beaulieu. Investigation confirmed a lack of situational awareness by the R44 pilot, caused by distraction.☐ CAA Closure: Appropriate CAA action taken.
201307698	30/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	7nm SW	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an a/c squawking 7377, resulting in a potential loss of separation with a Bournemouth inbound B737 at 6000ft. Traffic info and avoiding action given. A/c identified via Bournemouth ATC as an MCR01.	Subsequent ATC investigation confirmed that no loss of separation occurred. MCR01 pilot distracted by weather and impeded by lack of knowledge of airspace dimensions.☐ CAA Closure: Appropriate CAA action taken.

201307698	30/06/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	7nm SW	D	CTR	BOEING	Turbofan	2	Infringement of the Southampton CTR (Class D) by an a/c squawking 7377, resulting in a potential loss of separation with a Bournemouth inbound B737 at 6000ft. Traffic info and avoiding action given. A/c identified via Bournemouth ATC as an MCR01.	Subsequent ATC investigation confirmed that no loss of separation occurred. MCR01 pilot distracted by weather and impeded by lack of knowledge of airspace dimensions.☐ CAA Closure: Appropriate CAA action taken.
201307708	29/06/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	12.5 N	D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Birmingham CTA 8 (Class D) by a Grumman AA5 squawking 7000 at 2500ft. Traffic info and avoiding action issued to an outbound B737. Blind calls made without success. Standard separation maintained.	Pilot subsequently contacted ATC upon landing and advised that he had misidentified ground features.
201307712	30/06/2013	EGTT : London (FIR)	EGHH (BOH): Bournemouth/Hurn	3 E	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 at 1500ft. Blind calls made without success. Standard separation maintained.	
201307715	30/06/2013	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	6 NE	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Doncaster/Sheffield CTR (Class D) by a DR400. Standard separation maintained.	On initial call the aircraft was instructed to standby. The aircraft was then observed infringing CAS and crossing the final approach track to R/W20 at 6nm. When informed of his error the response indicated that the pilot thought being on frequency was enough to transit CAS. Appropriate advice then issued by the controller concerned.
201307789	01/07/2013	EGTT : London (FIR)	EGLD : Denham	4 E	A	CTR	CIRRUS	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by an SR22. The SR22 appears to have mistaken Northolt for Denham and reached one mile final for R/W25 at Northolt before turning clear.	Northolt and Heathrow traffic affected. The pilot concerned has been contacted prior to his return flight and will receive a full briefing regarding departure procedures.

201307810	30/06/2013	EGTT : London (FIR)	Silverstone		A	Restricted area	OTHER	Unknown	1	Infringement of the Red Arrows RA(T) at Silverstone by an aircraft identified via Mode S as a Pipersport squawking 7000, indicating 1400-2000ft unverified. Traffic info was given to the Red Arrows who subsequently halted the display.	The infringer was observed orbiting in the Southeast corner of the RA(T) at approx 1100hrs. The Red Arrows subsequently stopped their display at 1107hrs and recommenced at 1112hrs. Appropriate ATC action to be taken as a result of this incident.
201307811	30/06/2013	EGTT : London (FIR)	Silverstone		A	Restricted area	CESSNA	Reciprocating	1	Infringement of the Red Arrows RA(T) at Silverstone by an aircraft believed to be a C150 at 2000ft. Traffic info was given to the Red Arrows who subsequently halted the display.	The infringer was observed at 1100hrs, the Red Arrows stopped their display at 1107hrs and recommenced at 1112hrs. The infringer left the RA(T) and was tracked to the East until the Cranfield area. TC contacted Cranfield APP by telephone who informed TC they had controlled an aircraft requesting a service who had claimed to have been visual with the Red Arrows display team and gave the details of the aircraft as a C150. Appropriate ATC action to be taken as a result of this incident.
201307867	02/07/2013	EGTT : London (FIR)	Syerston		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Syerston ATZ (Class G) by a C152 transiting South to North through the overhead at 1500ft.	Aircraft was piloted by a student who had been in contact with ATC at East Midlands and was informed that Syerston and Langar airfields were active. However, the student still decided to transit through.
201307870	30/06/2013	EGTT : London (FIR)	Little Rissington		G	Other	EVEKTOR AEROTECHNIK	Reciprocating	1	Eurostar observed flying overhead on a 210deg track at approx 500-600ft AGL.	Brize Norton were called post incident. They were aware the aircraft was operating in the vicinity of Little Rissington but had no transponder details for the aircraft to determine location and track.
201307874	29/06/2013	EGTT : London (FIR)	Hullavington		G	Other	ROBINSON	Reciprocating	1	Infringement of the Hullavington Gliding Site (Class G) by an aircraft believed to be an R44, at approx 1200ft.	The helicopter overflew the airfield from the North heading South.

201307934	03/07/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8.5nm South West	D	CTR	HUGHES	Turboshaft	1	Infringement of the Southampton CTR (Class D) by a Hughes 369 squawking 7000. Standard separation maintained.	Aircraft subsequently identified after being instructed to squawk 3672.
201307945	02/07/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	ROCKWELL	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Rockwell 114 squawking 3767. CAIT activated. Standard separation maintained.	The investigation has revealed that this was a visiting aircraft to Redhill and is unlikely to return again. The pilot had made a previous departure in the day without any issues and Redhill did not have any concerns regarding his second departure. However, on this occasion, it would appear that the left turn after departure was a little late.
201308007	05/07/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	AERONCA	Reciprocating	1	Infringement of the Luton CTR (Class D) by an Aeronca with no transponder. Standard separation maintained.	Pilot was not aware that he should have contacted TC GS before departure as per the new Letter of Agreement.
201308007	05/07/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by an Aeronca with no transponder. Standard separation maintained.	Pilot was not aware that he should have contacted TC GS before departure as per the new Letter of Agreement.
201308014	05/07/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	10nm South West	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by an unknown contact squawking 7000 at 1500ft tracking North. CAIT activated. Traffic info given to inbound PC12.	It has subsequently been revealed that the aircraft had been observed leaving Dunstable delegated airspace tracking South and remained within the horizontal confines of the ridge soaring area. It continued South of the final approach centreline, before turning right onto a Northerly track, back into the delegated Dunstable airspace. Gliding club has been contacted and incident has been discussed.

201308014	05/07/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	10nm South West	D	CTR	PILATUS	Turboprop	1	Infringement of the Luton CTR (Class D) by an unknown contact squawking 7000 at 1500ft tracking North. CAIT activated. Traffic info given to inbound PC12.	It has subsequently been revealed that the aircraft had been observed leaving Dunstable delegated airspace tracking South and remained within the horizontal confines of the ridge soaring area. It continued South of the final approach centreline, before turning right onto a Northerly track, back into the delegated Dunstable airspace. Gliding club has been contacted and incident has been discussed.
201308026	05/07/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	5nm WNW	D	CTR	PIPER	Reciprocating	1	Multiple infringements of the Southampton CTR (Class D) by a PA28 at 1400ft squawking 2650, resulting in a loss of separation with an EMB195. Avoiding action given.	Blind transmissions made.☐ CAA Closure: Attributed to lack of spatial awareness. Pilot undertook a navigational exercise with a flight examiner.
201308026	05/07/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	5nm WNW	D	CTR	EMBRAER	Turbofan	2	Multiple infringements of the Southampton CTR (Class D) by a PA28 at 1400ft squawking 2650, resulting in a loss of separation with an EMB195. Avoiding action given.	Blind transmissions made.☐ CAA Closure: Attributed to lack of spatial awareness. Pilot undertook a navigational exercise with a flight examiner.
201308026	05/07/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	5nm WNW	D	CTR	UNKNOWN	Unknown		Multiple infringements of the Southampton CTR (Class D) by a PA28 at 1400ft squawking 2650, resulting in a loss of separation with an EMB195. Avoiding action given.	Blind transmissions made.☐ CAA Closure: Attributed to lack of spatial awareness. Pilot undertook a navigational exercise with a flight examiner.
201308051	05/07/2013	EGTT : London (UIR)	BNN	4nm West	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 4670 indicating 2700ft (base 2500ft). CAIT activated. Standard separation maintained.	Pilot had reported at 2700ft on first contact and had been asked to remain outside controlled airspace. Aircraft was identified with Mode S.

201308052	05/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	CIRRUS	Reciprocating	1	Infringement of the Stansted CTA 2 (Class D) by an SR22 squawking 7000 at 1900ft. Standard separation maintained.	It has subsequently been revealed that the pilot had been distracted by clearing a radio fault which had prevented him from using the RT and making use of the Farnborough LARS service. He had then missed the 1500ft base of the Stansted CTA.
201308062	06/07/2013	EGTT : London (FIR)	Urmston	South	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an R44 squawking 7000. Standard separation maintained.	Manchester Barton appeared to have some knowledge of the aircraft and they were asked to pass a message to the pilot to advise that he may have landed just inside the control zone.
201308072	06/07/2013	EGTT : London (FIR)	R312		A	Restricted area	PIPER	Reciprocating	1	Infringement of Restricted Area EG R312 (Springfields) by a PA28 at 1700ft whilst positioning to rejoin the Blackpool visual circuit for R/W28. Traffic info given.	PA28 pilot routed North to vacate EG R312. Reporter alleged that the PA28 pilot contacted ATC after landing to acknowledge their error and apologise.
201308076	06/07/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	7nm SW	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) and the Gatwick CTR (Class D) by an aircraft squawking 7000, identified via Mode S as a C120, resulting in loss of separation with an A319 and ATC initiating a missed approach to a B777. Traffic info given.	C120 pilot convinced he had remained just outside CAS.☐ CAA Closure: Insufficient margin for error applied, no further action taken.
201308076	06/07/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	7nm SW	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) and the Gatwick CTR (Class D) by an aircraft squawking 7000, identified via Mode S as a C120, resulting in loss of separation with an A319 and ATC initiating a missed approach to a B777. Traffic info given.	C120 pilot convinced he had remained just outside CAS.☐ CAA Closure: Insufficient margin for error applied, no further action taken.

201308076	06/07/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	7nm SW	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) and the Gatwick CTR (Class D) by an aircraft squawking 7000, identified via Mode S as a C120, resulting in loss of separation with an A319 and ATC initiating a missed approach to a B777. Traffic info given.	C120 pilot convinced he had remained just outside CAS.☐ CAA Closure: Insufficient margin for error applied, no further action taken.
201308078	07/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	NW	A	CTR	SOCATA	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a Socata TB9. Standard separation maintained.	The Socata TB9 entered the CTR 4nm West of Denham tracking Southbound, the aircraft then turned Westbound and left CAS West of Cookham VRP. TC subsequently telephoned Wycombe ATC who confirmed they were working the aircraft.
201308081	05/07/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	8nm South East	D	CTA	SOCATA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a TB9 squawking 0401 at 2500ft. Traffic info and avoiding action given. Standard separation maintained.	Aircraft subsequently contacted Birmingham requesting identification and a vector to Swindon. A squawk of 0401 was issued and aircraft identified. When questioned pilot stated that he had been flying at 2500ft during his transit which indicated that aircraft had infringed CTA-8 and CTA-2. ATC suggested a heading to fly and obtained a contact number for him before handing aircraft over to Brize Norton.
201308081	05/07/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	8nm South East	D	CTA	BOEING	Turbofan	2	Infringement of the Birmingham CTA (Class D) by a TB9 squawking 0401 at 2500ft. Traffic info and avoiding action given. Standard separation maintained.	Aircraft subsequently contacted Birmingham requesting identification and a vector to Swindon. A squawk of 0401 was issued and aircraft identified. When questioned pilot stated that he had been flying at 2500ft during his transit which indicated that aircraft had infringed CTA-8 and CTA-2. ATC suggested a heading to fly and obtained a contact number for him before handing aircraft over to Brize Norton.
201308081	05/07/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	8nm South East	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTA (Class D) by a TB9 squawking 0401 at 2500ft. Traffic info and avoiding action given. Standard separation maintained.	Aircraft subsequently contacted Birmingham requesting identification and a vector to Swindon. A squawk of 0401 was issued and aircraft identified. When questioned pilot stated that he had been flying at 2500ft during his transit which indicated that aircraft had infringed CTA-8 and CTA-2. ATC suggested a heading to fly and obtained a contact number for him before handing aircraft over to Brize Norton.

201308086	07/07/2013	EGTT : London (FIR)	NELSA		A	TMA	CESSNA	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a C182 squawking 1177 at FL70 with a FIS label. CAIT activated. Standard separation maintained. Pilot informed.	C182 in receipt of a Basic Service had been asked by the FISO for a position and altitude report. Pilot had responded by saying POL at 7000ft. At this time the other FISO was already speaking with Manchester who said they believed him to be infringing Leeds Airspace. Aircraft was immediately transferred to Leeds frequency.
201308088	07/07/2013	EGTT : London (FIR)	EGSX : North Weald		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA 2 (Class D) by a C152 squawking 5031 at 1800ft. Traffic info given. Standard separation maintained.	Pilot had requested a transfer frequency to North Weald for a transit. This had been approved and aircraft was told to keep the squawk and report back with LARS North, and remained at 1400ft. Shortly after aircraft climbed to 1800ft and subsequently called back. Pilot was instructed to descend immediately to leave controlled airspace.
201308088	07/07/2013	EGTT : London (FIR)	EGSX : North Weald		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA 2 (Class D) by a C152 squawking 5031 at 1800ft. Traffic info given. Standard separation maintained.	Pilot had requested a transfer frequency to North Weald for a transit. This had been approved and aircraft was told to keep the squawk and report back with LARS North, and remained at 1400ft. Shortly after aircraft climbed to 1800ft and subsequently called back. Pilot was instructed to descend immediately to leave controlled airspace.
201308110	07/07/2013	EGTT : London (FIR)	EGMC (SEN): Southend		G	ATZ	AQUILA	Reciprocating	1	Alleged infringement of Southend ATZ (Class G) by an AT-01.	There were no reports of any other traffic in the area.
201308130	07/07/2013	EGTT : London (FIR)	EGXC : Coningsby		G	ATZ	OTHER	Unknown		UK AIRPROX 2013/068 - Military display formation and an R22, inside the Coningsby visual circuit. Traffic info given. Military formation took evasive action.	The R22 appeared to be hovering at approx 500ft and was not in contact with ATC despite being inside the ATZ. Appropriate CAA action is being taken as a result of this incident.

201308130	07/07/2013	EGTT : London (FIR)	EGXC : Coningsby		G	ATZ	ROBINSON	Reciprocating	1	UK AIRPROX 2013/068 - Military display formation and an R22, inside the Coningsby visual circuit. Traffic info given. Military formation took evasive action.	The R22 appeared to be hovering at approx 500ft and was not in contact with ATC despite being inside the ATZ. Appropriate CAA action is being taken as a result of this incident.
201308152	08/07/2013	EGTT : London (FIR)	BNN	3nm North	D	CTR	CIRRUS	Reciprocating	1	Infringement of the Luton CTR (Class D) by an SR22 squawking 5030 at 2300ft. Standard separation maintained.	Pilot had called on frequency East of LAM and given a 5030 squawk and a Basic Service. Aircraft was subsequently observed turning North at BNN and inside the CTR and was given immediate instructions to fly West to the leave the zone. Pilot had believed he was in the FIR with a base of 2500ft QNH. He acknowledges that he may have misinterpreted his map.
201308179	06/07/2013	EGTT : London (FIR)	EGFF (CWL): Cardiff		D	CTA	OTHER	Reciprocating	1	A formation of Yak aircraft infringed the Cardiff CTA (Class D) at 2700ft climbing to 3000ft.	Initially the formation did not show a callsign on Mode S, so the controller made some blind calls to them prior to the infringement to warn them to no avail. The aircraft were communicating with Swansea. No other traffic was reported being in the area. One of the pilots concerned has since spoken to Cardiff ATC and apologised for the incident.
201308182	08/07/2013	EGTT : London (FIR)	EGXY-RAF Syerston		G	ATZ	CESSNA	Reciprocating	1	An unknown light aircraft (subsequently identified as a C152) infringed the Syerston ATZ (Class G) at approx 1000ft. Syerston tried to make contact to no avail.	There were no reports of any gliders airborne at the time of the incident. Appropriate CAA action has been taken as a result of this incident.
201308232	09/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	10nm NW	A	CTR	PIPER	Reciprocating	1	An unknown track infringed the London CTR (Class A) at 2000ft. Traffic info was passed. Aircraft subsequently identified as a PA28.	The controller was with a trainee and had traffic at the time downwind from LAM and dropping from FL70 to an altitude. The pilot concerned was alerted to this incident.

201308232	09/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	10nm NW	A	CTR	UNKNOWN	Turbofan		An unknown track infringed the London CTR (Class A) at 2000ft. Traffic info was passed. Aircraft subsequently identified as a PA28.	The controller was with a trainee and had traffic at the time downwind from LAM and dropping from FL70 to an altitude. The pilot concerned was alerted to this incident.
201308267	08/07/2013	EGTT : London (FIR)	EGD202	22nm NE (Newcastle Emlyn)	G	Danger area	OTHER	Reciprocating	1	Infringement of EGD202 (Danger Area) by two autogyros. There were no reports of any other aircraft in the area at the time.	The pilots were contacted who apologised for their mistake.
201308267	08/07/2013	EGTT : London (FIR)	EGD202	22nm NE (Newcastle Emlyn)	G	Danger area	OTHER	Reciprocating	1	Infringement of EGD202 (Danger Area) by two autogyros. There were no reports of any other aircraft in the area at the time.	The pilots were contacted who apologised for their mistake.
201308273	10/07/2013	EGTT : London (FIR)	EG D123		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area EG D123 (Imber) by a C170 squawking 5055 at 2600ft. C170 was receiving a Basic Service from Bristol Radar.	The pilot was informed by Bristol of the event and the aircraft left the Danger Area. Reporter alleged that the pilot later apologised and admitted to poor navigational awareness.☐ CAA Closure: No further CAA action. Registration will be monitored.
201308279	10/07/2013	EGTT : London (FIR)	EGGP (LPL): Liverpool	6nm E	D	CTR	CESSNA	Reciprocating	1	A C210 infringed the Liverpool CTR (Class D) at 1200ft. No other traffic was in the area at the time.	The pilot thought he was outside of CAS.

201308294	10/07/2013	EGTT : London (FIR)	EGKR (KRH): Redhill	5nm W	D	CTR	PIPER	Reciprocating	1	PA28 infringed the Gatwick CTR (Class D) at 1900ft. Traffic info was passed. Separation lost.	This infringement affected two inbound flights. The first one was broken off the approach, which subsequently delayed another flight behind. The operator of the aircraft has been fully alerted to the incident and appropriate action has been taken.
201308294	10/07/2013	EGTT : London (FIR)	EGKR (KRH): Redhill	5nm W	D	CTR	AIRBUS	Turbofan	2	PA28 infringed the Gatwick CTR (Class D) at 1900ft. Traffic info was passed. Separation lost.	This infringement affected two inbound flights. The first one was broken off the approach, which subsequently delayed another flight behind. The operator of the aircraft has been fully alerted to the incident and appropriate action has been taken.
201308311	10/07/2013	EGTT : London (FIR)	EGTG (FZO): Bristol/Filton	5nm NW	D	CTA	CESSNA	Reciprocating	1	A C182 infringed the Bristol CTA (Class D) at approx 4500ft. There was no other traffic in the area at the time of the incident.	
201308341	11/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm NNE	G	Restricted area	UNKNOWN	Unknown	1	An unknown contact infringed the Stansted TMZ 1 (Class G) at 1500ft. There was no other traffic in the area at the time.	The controller made numerous attempts to contact the aircraft to no avail. The aircraft was seen to head toward Duxford. Another aircraft which was monitoring the frequency which passed very close to the infringing traffic was asked if they could see the infringing traffic to which they said it was a "Harvard" shaped aircraft.
201308345	11/07/2013	EGTT : London (FIR)	D201		G	Danger area	BOLKOW	Reciprocating	1	A Bo209 infringed a live Danger Area (D201). No aircraft were airborne at the time.	The Aberporth controller established two-way comms with the pilot and enabled him to route clear of the danger area. The pilot was very apologetic and thanked the controller for his assistance.

201308375	10/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	ABBOT N	A	TMA	CIRRUS	Reciprocating	1	An SR22 infringed the LTMA (Class A) at 4400ft. The aircraft was late to descend below CAS. Separation minima was maintained and traffic info and avoiding action was passed.	
201308375	10/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	ABBOT N	A	TMA	AIRBUS	Turbofan	2	An SR22 infringed the LTMA (Class A) at 4400ft. The aircraft was late to descend below CAS. Separation minima was maintained and traffic info and avoiding action was passed.	
201308427	12/07/2013	EGTT : London (FIR)	GWC	4nm W	A	Restricted area	ROBINSON	Reciprocating	1	Infringement of the Red Arrows RA(T) at Goodwood by an unknown aircraft squawking 7000 indicating 1100ft. Aircraft identified themselves as an R22 climbing to 1800ft. Traffic info and avoiding action given.	R22 pilot apologised for the infringement.
201308446	12/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	13nm South West	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 squawking 5030 at 1800ft. CAIT activated. Standard separation maintained.	Farnborough had attempted to establish two-way contact and made multiple calls before aircraft replied 7nm East of Panshanger and was identified with 5030 squawk.
201308454	11/07/2013	EGTT : London (FIR)	EGLC (LCY): London city	10nm East	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C152 squawking 4575 climbing to 2800ft. Separation lost with outbound EMB190. Avoiding action and traffic info given.	CFI of the flying club concerned has been alerted and a full report received which indicates a loss of spatial awareness by the instructor involved. Appropriate remedial action has been taken.

201308454	11/07/2013	EGTT : London (FIR)	EGLC (LCY): London city	10nm East	A	TMA	EMBRAER	Turbofan	2	Infringement of the London TMA (Class A) by a C152 squawking 4575 climbing to 2800ft. Separation lost with outbound EMB190. Avoiding action and traffic info given.	CFI of the flying club concerned has been alerted and a full report received which indicates a loss of spatial awareness by the instructor involved. Appropriate remedial action has been taken.
201308458	12/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	14nm NE	D	CTA	CIRRUS	Reciprocating	1	SR22 infringed the Stansted CTA (Class D) at 1700ft. No other aircraft were reported to be in the area at the time.	LTCC attempted to contact the aircraft to no avail.
201308464	12/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm NE	D	CTA	BEECH	Reciprocating	1	BE33 infringed the Stansted CTA (Class D) at 1800ft. There was no other traffic reported in the area at the time of the incident.	The track disappeared 1nm West of Fowlmere.
201308467	12/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	15nm NE	G	Restricted area	CURTISS WRIGHT	Reciprocating	1	A P40 Warhawk infringed the Stansted TMZ (Class G). No other traffic was affected by the incident.	The P40 appeared as a primary track only and seemed to be talking to Duxford.
201308471	12/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	14nm NE	D	CTR	KLEMM	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an aircraft, identified via Mode S as a KL107, squawking 7000, indicating 1700-1800ft. CAIT activated. Standard separation maintained.	Incident referred to German LBA who obtained a comprehensive response from the pilot, who stated that he was using Jeppesen VFR + GPS charts for the first time during this flight and subsequent flights within the UK. He had previously used ICAO maps and found the new maps lacked the clarity of the ICAO maps with regards to marking CAS boundaries.□ CAA Closure: The pilot apologised for this, and subsequent, infringements, has learnt a lesson and taken preventative action to avoid recurrence.

201308475	12/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	17nm E	A	TMA	CASA	Reciprocating	1	Casa 1.131E infringed the LTMA (Class A) at 3800ft. The aircraft was not able to be contacted and no other aircraft were reported to be in the area at the time.	The aircraft was squawking Southend but was unable to be reached by them.
201308477	13/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	15nm NE	D	CTA	KLEMM	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an aircraft, identified via Mode S as a KL107, at 1800ft. CAIT activated. Standard separation maintained.	TC attempted to contact the KL107, without success. One Stansted inbound was routed to avoid the infringer.
201308477	13/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	15nm NE	D	CTA	UNKNOWN	Unknown		Infringement of the Stansted CTA (Class D) by an aircraft, identified via Mode S as a KL107, at 1800ft. CAIT activated. Standard separation maintained.	TC attempted to contact the KL107, without success. One Stansted inbound was routed to avoid the infringer.
201308481	13/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	5nm N	D	CTR	EUROPA	Reciprocating	1	Infringement of the Stansted CTR (Class D) and the Heathrow CTR (Class A) by an aircraft squawking 7000. CAIT activated. Traffic info given. Standard separation maintained.	Disruption to traffic resulted. Appropriate CAA action is to be taken as a result of this incident.
201308481	13/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	5nm N	D	CTR	UNKNOWN	Unknown		Infringement of the Stansted CTR (Class D) and the Heathrow CTR (Class A) by an aircraft squawking 7000. CAIT activated. Traffic info given. Standard separation maintained.	Disruption to traffic resulted. Appropriate CAA action is to be taken as a result of this incident.

201308487	13/07/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	CALSHOT VRP	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Solent CTA (Class D) by a DA40 squawking 7000 indicating 2400ft. Traffic info and avoiding action given to a BN2T cleared for a visual approach R/W02. Standard separation maintained.	Blind call was made by both Solent and Southampton Radar and BN2T was given a right turn heading 120deg with traffic info on the infringer. Mode S confirmed the infringer was on Solent frequency. Aircraft passed position reports which were incorrect as the aircraft was transiting. Pilot was informed and made aware of his position before leaving controlled airspace. Student pilot on cross-country training.
201308487	13/07/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	CALSHOT VRP	D	CTA	BRITTEN NORMAN	Reciprocating	2	Infringement of the Solent CTA (Class D) by a DA40 squawking 7000 indicating 2400ft. Traffic info and avoiding action given to a BN2T cleared for a visual approach R/W02. Standard separation maintained.	Blind call was made by both Solent and Southampton Radar and BN2T was given a right turn heading 120deg with traffic info on the infringer. Mode S confirmed the infringer was on Solent frequency. Aircraft passed position reports which were incorrect as the aircraft was transiting. Pilot was informed and made aware of his position before leaving controlled airspace. Student pilot on cross-country training.
201308491	13/07/2013	EGTT : London (FIR)	EGTF : Fairoaks LFA	2nm NE	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28. CAIT activated. All Heathrow departures were stopped. Standard separation maintained.	TC SVFR stated that the infringer then deviated back Southbound and entered the Fairoaks circuit. TC SVFR called Fairoaks TWR who confirmed they were in contact with the infringer. Fairoaks ATC are believed to have spoken with the pilot of the infringing aircraft regarding the incident.
201308492	13/07/2013	EGTT : London (FIR)	Hitchin		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) and the Stansted CTR (Class D) by an unknown aircraft identified via Mode S as a PA24. CAIT activated. Traffic info given. D&D cell alerted.	The infringer allegedly switched off their transponder after leaving the Luton CTR before subsequently infringing the Stansted CTR. TC's attempts to raise the pilot on APP frequency 129.55 were unsuccessful. A check all was placed at Stansted. A Stansted inbound aircraft was broken off their final approach to R/W04, and two further aircraft were vectored to avoid the infringer. Mode C indicated the PA24 was at 3000ft within the Stansted CTR. Appropriate CAA action is to be taken as a result of this incident.
201308499	14/07/2013	EGTT : London (FIR)	Not specified		A	Other	CESSNA	Unknown	1	Infringement of an Airway by a C172 squawking 7402. Aircraft flying VFR had got airborne without a flight plan and would not descend below CAS as it would have put the aircraft in cloud.	Appropriate CAA action has been taken as a result of this incident. Matter being dealt with by German Authorities.

201308501	13/07/2013	EGTT : London (FIR)	EGLM : White waltham	5nm North West	A	TMA	PAC	Turboprop	1	Infringement of the London TMA (Class A) by a PAC 750XL squawking 1200 ranging from 2500ft to 2800ft. Aircraft identified via Mode S.	It has subsequently been confirmed that the aircraft was undertaking a non-standard evening para-drop. Pilot acknowledged that the wrong QNH had been set (standard 1013 as opposed to 1024mb) and believed that he was operating at 2400ft. The 1200 squawk was inadvertently selected when the pilot selected VFR on the transponder (1200 is the VFR squawk for New Zealand and this had been input into this New Zealand registered aircraft).
201308505	12/07/2013	EGTT : London (FIR)	Wethersfield		G		AVIONS ROBIN	Reciprocating	1	Infringement of the Wethersfield Gliding Site (Class G) by a DR400 at 800ft squawking 7000.	The DR400 flew directly over the glider launching winch as one of the course trainees was completing their first solo landing. Reporter stated that a NOTAM was issued indicating that midweek gliding operations at Wethersfield could occur from sunrise to sunset and pilots were advised to avoid the area.
201308505	12/07/2013	EGTT : London (FIR)	Wethersfield		G		OTHER	Unknown		Infringement of the Wethersfield Gliding Site (Class G) by a DR400 at 800ft squawking 7000.	The DR400 flew directly over the glider launching winch as one of the course trainees was completing their first solo landing. Reporter stated that a NOTAM was issued indicating that midweek gliding operations at Wethersfield could occur from sunrise to sunset and pilots were advised to avoid the area.
201308509	14/07/2013	EGTT : London (FIR)	EGHI (SOU): Southampton		D	CTA	PIPER	Reciprocating	1	A PA28 infringed the Solent CTA (Class D) at 2300ft. Traffic info and avoiding action was given to inbound traffic. Separation minima was maintained.	The infringing aircraft was showing as a primary only track, but was talking to Bembridge.
201308509	14/07/2013	EGTT : London (FIR)	EGHI (SOU): Southampton		D	CTA	UNKNOWN	Unknown		A PA28 infringed the Solent CTA (Class D) at 2300ft. Traffic info and avoiding action was given to inbound traffic. Separation minima was maintained.	The infringing aircraft was showing as a primary only track, but was talking to Bembridge.

201308511	14/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	4nm North West	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172 squawking 5045. Check all attempted but B737 already rolling and separation lost. CAIT activated.	C172 had called Farnborough and requested a Basic Service. Squawk 5045, QNH 1024 and Basic Service were given and pilot confirmed his level as 2000ft. Controller was busy dealing with other aircraft and was alerted when the Essex line rang and, looking at their area, noticed the 5045 infringing. Pilot was informed that he was inside CAS and instructed to turn westbound immediately. Pilot had already turned and his heading was taking him outside CAS.
201308511	14/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	4nm North West	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C172 squawking 5045. Check all attempted but B737 already rolling and separation lost. CAIT activated.	C172 had called Farnborough and requested a Basic Service. Squawk 5045, QNH 1024 and Basic Service were given and pilot confirmed his level as 2000ft. Controller was busy dealing with other aircraft and was alerted when the Essex line rang and, looking at their area, noticed the 5045 infringing. Pilot was informed that he was inside CAS and instructed to turn westbound immediately. Pilot had already turned and his heading was taking him outside CAS.
201308513	14/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	5nm North West	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 0013 climbing to 3000ft. Stansted departures were stopped.	A broadcast was made several times on 120.625, 136.2 and 129.550 asking for the aircraft to make themselves known. A few minutes later, the aircraft was identified by Luton and, due to poor weather, aircraft eventually returned to Wycombe aided by assistance from ATC.
201308514	14/07/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10nm SE	D	CTA	CESSNA	Reciprocating	1	C152 infringed the Gatwick CTA (Class D) at 2200ft. There were no other traffic affected by the infringing aircraft reported.	The controller made number blind calls to the aircraft to no avail. The pilot reported mistaking his landmarks on a well known route.
201308516	14/07/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	5nm ENE	A	TMA	KLEMM	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 3600ft. The aircraft subsequently changed its squawk from 7000 to 3750 and was identified as a KL107. Standard separation maintained.	TC vectored a Gatwick inbound A319 at TIMBA to maintain separation.

201308516	14/07/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	5nm ENE	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 3600ft. The aircraft subsequently changed its squawk from 7000 to 3750 and was identified as a KL107. Standard separation maintained.	TC vectored a Gatwick inbound A319 at TIMBA to maintain separation.
201308517	13/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	20nm E	A	TMA	VANS	Reciprocating	1	Infringement of the LTMA (Class A) by two Vans RV7s squawking 7000 with Mode C indicating 5800ft. Standard separation maintained.	One IFR Luton inbound aircraft was given a slightly extended routing to avoid the Vans RV7s. Appropriate CAA action has been taken as a result of this incident.
201308517	13/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	20nm E	A	TMA	VANS	Reciprocating	1	Infringement of the LTMA (Class A) by two Vans RV7s squawking 7000 with Mode C indicating 5800ft. Standard separation maintained.	One IFR Luton inbound aircraft was given a slightly extended routing to avoid the Vans RV7s. Appropriate CAA action has been taken as a result of this incident.
201308518	14/07/2013	EGTT : London (FIR)	POL	5 NE	D	CTA	JABIRU	Reciprocating	1	A Jabiru infringed the Leeds CTA (Class D) at 3800ft. There were no other aircraft reported to be in the area at the time of the incident.	The aircraft landed at Oxenhope who were contacted.
201308519	14/07/2013	EGTT : London (FIR)	EGSR : Earls Colne		G	ATZ	JODEL	Unknown	1	Infringement of the Earls Colne ATZ (Class G) by a Jodel DR253 at 1000ft.	Reporter commented on the Jodel DR253's alleged poor airmanship, stating that the aircraft flew through Earls Colne airspace with no radio contact, in the opposite direction to traffic on approach to and departing from R/W06.

201308520	14/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm SW	G	Restricted area	AVIONS ROBIN	Reciprocating	1	A DR400 infringed the Stansted TMZ 2 (Class G).	The aircraft displayed a 7000 squawk only. After the event the pilot was adamant the Mode C was selected but will endeavour to get the transponder checked prior to the next flight.
201308521	14/07/2013	EGTT : London (FIR)	EGNH (BLK): Blackpool	2nm West	G	ATZ	PIPER	Reciprocating	1	Infringement of the Blackpool ATZ (Class G) by a PA32 squawking 1177 and 1500ft Mode C. Pilot stated that he believed he had just skirted around the ATZ.	
201308540	15/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm North	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 indicating 2500ft. Traffic info and avoiding action given. Separation lost with inbound CL600.	CL600 was subsequently vectored back round for right base as the infringer left. Infringer was identified after being tracked all the way to landing. The investigation has revealed that the infringement was quite minor, the aircraft entered the CTA by approx 0.25-0.5nm and no further follow-up action is required. The Head of Training at the flying club has been spoken to and will de-brief the pilot concerned.
201308540	15/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm North	D	CTA	BOMBARDIER	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 indicating 2500ft. Traffic info and avoiding action given. Separation lost with inbound CL600.	CL600 was subsequently vectored back round for right base as the infringer left. Infringer was identified after being tracked all the way to landing. The investigation has revealed that the infringement was quite minor, the aircraft entered the CTA by approx 0.25-0.5nm and no further follow-up action is required. The Head of Training at the flying club has been spoken to and will de-brief the pilot concerned.
201308549	15/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm NNE	D	CTA	CESSNA	Reciprocating	1	A C172 infringed the Stansted CTA (Class D) at 2500ft.	The aircraft was talking to Cambridge who requested it to be transferred to LTCC. Once the aircraft was clear, the aircraft was transferred to Farnborough LARS.

201308565	15/07/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	12nm SW	A		EUROPA	Reciprocating	1	Infringement of Class A airspace by an unknown aircraft squawking 7000 indicating 6000ft. Aircraft was later identified as a Europa.	
201308583	15/07/2013	EGTT : London (FIR)	Danger Area D203	Sennybridge	Unknown	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D203 (Sennybridge Range) by a PA28. Immediate check fire imposed.	Believed pilot was lost as he declared a PAN with D&D. Investigation confirmed that the inexperienced pilot was unsure how to use the GPS and became lost.☐ CAA Closure: Pilot to undertake further navigation and GPS training.
201308584	15/07/2013	EGTT : London (FIR)	BKY	10nm North West	A	TMA	NORTH AMERICAN	Reciprocating	1	Infringement of the London TMA (Class A) by a Harvard T-6 squawking 7000 climbing into the northerly 4500ft quadrant carrying out aerobatics. Standard separation maintained.	Following coordination with Essex, inbound A319 was taken for a long right base straight in approach R/W26 at Luton. T-6 pilot became disorientated after manoeuvres. Situational awareness and poor planning were considered factors.☐ CAA Closure: Appropriate CAA action taken.
201308584	15/07/2013	EGTT : London (FIR)	BKY	10nm North West	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a Harvard T-6 squawking 7000 climbing into the northerly 4500ft quadrant carrying out aerobatics. Standard separation maintained.	Following coordination with Essex, inbound A319 was taken for a long right base straight in approach R/W26 at Luton. T-6 pilot became disorientated after manoeuvres. Situational awareness and poor planning were considered factors.☐ CAA Closure: Appropriate CAA action taken.
201308591	15/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA46 and a Hawker Hurricane resulting in loss of separation with a GLF5. Traffic info and avoiding action given.	A Stansted inbound A319 was turned right to maintain separation.☐ CAA Closure:☐ The PA46 and Hawker Hurricane were flying in formation, with the PA46 pilot doing all of the navigation and communication. Pilot of PA46 admitted an error, having misunderstood his clearance, resulting in an early climb into controlled airspace. The Hawker Hurricane pilot, staying in formation, also climbed into controlled airspace. German LBA and French DGAC advised. Lessons learnt by both pilots who each apologised for the incident.

201308591	15/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	HAWKER	Unknown		Infringement of the Stansted CTA (Class D) by a PA46 and a Hawker Hurricane resulting in loss of separation with a GLF5. Traffic info and avoiding action given.	A Stansted inbound A319 was turned right to maintain separation.☐ CAA Closure:☐ The PA46 and Hawker Hurricane were flying in formation, with the PA46 pilot doing all of the navigation and communication. Pilot of PA46 admitted an error, having misunderstood his clearance, resulting in an early climb into controlled airspace. The Hawker Hurricane pilot, staying in formation, also climbed into controlled airspace. German LBA and French DGAC advised. Lessons learnt by both pilots who each apologised for the incident.
201308591	15/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	GULFSTREAM	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA46 and a Hawker Hurricane resulting in loss of separation with a GLF5. Traffic info and avoiding action given.	A Stansted inbound A319 was turned right to maintain separation.☐ CAA Closure:☐ The PA46 and Hawker Hurricane were flying in formation, with the PA46 pilot doing all of the navigation and communication. Pilot of PA46 admitted an error, having misunderstood his clearance, resulting in an early climb into controlled airspace. The Hawker Hurricane pilot, staying in formation, also climbed into controlled airspace. German LBA and French DGAC advised. Lessons learnt by both pilots who each apologised for the incident.
201308591	15/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA46 and a Hawker Hurricane resulting in loss of separation with a GLF5. Traffic info and avoiding action given.	A Stansted inbound A319 was turned right to maintain separation.☐ CAA Closure:☐ The PA46 and Hawker Hurricane were flying in formation, with the PA46 pilot doing all of the navigation and communication. Pilot of PA46 admitted an error, having misunderstood his clearance, resulting in an early climb into controlled airspace. The Hawker Hurricane pilot, staying in formation, also climbed into controlled airspace. German LBA and French DGAC advised. Lessons learnt by both pilots who each apologised for the incident.
201308594	15/07/2013	EGTT : London (FIR)	Shoeburyness	EGD 138	G	Danger area	GYROFLUG	Reciprocating	1	A C172 and SC01 infringed Danger Area D138A (Class G) at 5000ft. The range was not active at the time of the incident.	Southend ATC contacted D138 Range Control to inform them of the aircraft.
201308594	15/07/2013	EGTT : London (FIR)	Shoeburyness	EGD 138	G	Danger area	CESSNA	Reciprocating	1	A C172 and SC01 infringed Danger Area D138A (Class G) at 5000ft. The range was not active at the time of the incident.	Southend ATC contacted D138 Range Control to inform them of the aircraft.

201308622	16/07/2013	EGTT : London (FIR)	En-route		A	TMA	JODEL	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft at 4000ft squawking 7000. Standard separation maintained. The unknown aircraft called Southend ATC and was identified as a Jodel D119. Traffic info given.	TC controller had made a blind transmission, with no reply. Two Stansted inbound B737s were vectored North away from the infringer and subsequently made normal approaches. Attributed to poor pre-flight planning.☐ CAA Closure: Appropriate CAA action taken.
201308622	16/07/2013	EGTT : London (FIR)	En-route		A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft at 4000ft squawking 7000. Standard separation maintained. The unknown aircraft called Southend ATC and was identified as a Jodel D119. Traffic info given.	TC controller had made a blind transmission, with no reply. Two Stansted inbound B737s were vectored North away from the infringer and subsequently made normal approaches. Attributed to poor pre-flight planning.☐ CAA Closure: Appropriate CAA action taken.
201308622	16/07/2013	EGTT : London (FIR)	En-route		A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft at 4000ft squawking 7000. Standard separation maintained. The unknown aircraft called Southend ATC and was identified as a Jodel D119. Traffic info given.	TC controller had made a blind transmission, with no reply. Two Stansted inbound B737s were vectored North away from the infringer and subsequently made normal approaches. Attributed to poor pre-flight planning.☐ CAA Closure: Appropriate CAA action taken.
201308650	16/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	North East	A	TMA	RUTAN	Reciprocating	1	Infringement of London TMA (Class A) by a Rutan Cozy squawking 1177 at FL65. Arrivals for Stansted and Luton were disrupted. Standard separation maintained.	Appropriate CAA action has been taken as a result of this incident. Matter being dealt with by the French Authorities.
201308666	16/07/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	8nm SW	D	CTR	SOCATA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Socata TB9 squawking 7000 between 2000ft and 2400ft. Outbound check applied to Luton departures. Standard separation maintained.	Attributed to distraction and faulty GPS.☐ CAA Closure: Appropriate CAA action taken. Additionally, the flying group has changed their operating procedure so that anyone who has not flown for more than 60 days, will require a flight with an instructor before being allowed solo.

201308701	15/07/2013	EGTT : London (FIR)	EG D036		G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D036 (Portsmouth) by an unknown aircraft squawking 3661. Aircraft identified as a PA28.	Military ATC established that the PA28 had been under Solent Radar, but was now being worked by Bournemouth ATC, who confirmed they were talking to the aircraft. PA28's squawk subsequently changed to 7000 and PA28 contacted Military ATC requesting a Basic Service. When questioned, PA28 confirmed they had not received clearance to enter EG D036. Reporter stated that no hazardous activities were taking place in EG D036 at the time of the infringement.
201308702	16/07/2013	EGTT : London (FIR)	Aberporth EG D201		G	Danger area	OTHER	Reciprocating	1	Infringement of active Danger Area EG D201 (Aberporth) by a unknown aircraft squawking 7000 at 2000ft. Aircraft later identified as an MCR01.	The MCR01 was found to be working Valley Radar and was transferred to Aberporth ATC, who directed the MCR01 out of the Danger Area.
201308705	17/07/2013	EGTT : London (FIR)	EG D009		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area EG D009 (Wembury) by an unknown aircraft on a Newquay squawk. Newquay ATC subsequently identified the aircraft as a C182.	Investigation ascertained that the C182 pilot misinterpreted the altitude limits on his chart, having folded the chart in such a way that the limits were not clearly visible.☐ CAA Closure: Swiss Authorities advised. They have consulted with the pilot who completed an infringement questionnaire. Lesson learnt from this incident.
201308709	17/07/2013	EGTT : London (FIR)	EGLC (LCY): London city	5nm NNE	D	CTA	ROCKWELL	Reciprocating	1	A RC112 infringed the London City CTA (Class D) at 1800ft. Standard separation maintained.	The aircraft was instructed to leave the CAS, but it continued to track SE.
201308710	17/07/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	12nm West	D	CTA	VANS	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a formation of two Vans RV9 with Mode C indicating climb to 2000ft. Separation lost with inbound A319. Traffic info given. Shortly after, aircraft called Farnborough and were identified.	Attributed to poor planning and incorrect altimeter setting.☐ CAA Closure: Appropriate CAA action taken.

201308710	17/07/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	12nm West	D	CTA	VANS	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a formation of two Vans RV9 with Mode C indicating climb to 2000ft. Separation lost with inbound A319. Traffic info given. Shortly after, aircraft called Farnborough and were identified.	Attributed to poor planning and incorrect altimeter setting.☐ CAA Closure: Appropriate CAA action taken.
201308710	17/07/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	12nm West	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a formation of two Vans RV9 with Mode C indicating climb to 2000ft. Separation lost with inbound A319. Traffic info given. Shortly after, aircraft called Farnborough and were identified.	Attributed to poor planning and incorrect altimeter setting.☐ CAA Closure: Appropriate CAA action taken.
201308714	17/07/2013	EGTT : London (FIR)	EGLC (LCY): London city	5 NE	D	CTA	ROCKWELL	Reciprocating	1	Infringement of the London City CTA (Class D) by a Rockwell 112 at 1800ft. Standard separation maintained.	
201308716	17/07/2013	EGTT : London (FIR)	EGLK (BBS): Blackbushe		G	ATZ	CIRRUS	Reciprocating	1	Conflict between an SR22 and a C42 in the circuit at Blackbushe at 1400ft. Traffic info given.	The SR22 had already infringed the Farnborough ATZ and had been warned of the active Blackbushe ATZ.
201308716	17/07/2013	EGTT : London (FIR)	EGLK (BBS): Blackbushe		G	ATZ	COMCO IKARUS	Reciprocating	1	Conflict between an SR22 and a C42 in the circuit at Blackbushe at 1400ft. Traffic info given.	The SR22 had already infringed the Farnborough ATZ and had been warned of the active Blackbushe ATZ.

201308791	18/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	15nm W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 2800ft. There were no other aircraft in the immediate area.	
201308824	18/07/2013	EGTT : London (FIR)	D026		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area D026 by a C172.	
201308835	19/07/2013	EGTT : London (FIR)	EGNR : Hawarden	5nm West	D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a Grumman AA5B squawking 7000 at 4500ft. Standard separation maintained	Traffic free-called Hawarden and they immediately descended the traffic below the base of CAS. Pilot had reported being 15nm West of Hawarden but in fact he was only 5nm to the West. The pilot admits that he failed to monitor his track with regard to CAS above his intended flight path.
201308845	18/07/2013	EGTT : London (FIR)	EGFF (CWL): Cardiff	10nm SE	D	CTA	OTHER	Turboshaft	1	A military helicopter infringed the Cardiff CTA-2 (Class D) at 2500ft. There was no other traffic in the area at the time of the incident.	The aircraft shortly after exited the CAS to the East.
201308907	19/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	8nm West	A	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class A) by a R44 squawking 7000. CAIT activated. Traffic info given. Two Heathrow flights were broken off the approach.	Appropriate CAA action is being taken as a result of this incident.

201308907	19/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	8nm West	A	CTR	BOEING	Turbofan	2	Infringement of the London CTR (Class A) by a R44 squawking 7000. CAIT activated. Traffic info given. Two Heathrow flights were broken off the approach.	Appropriate CAA action is being taken as a result of this incident.
201308907	19/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	8nm West	A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by a R44 squawking 7000. CAIT activated. Traffic info given. Two Heathrow flights were broken off the approach.	Appropriate CAA action is being taken as a result of this incident.
201308916	20/07/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	9nm N	D	CTA	PIPER	Reciprocating	1	A PA28R infringed the Solent CTA (Class D) at 2300ft. An outbound aircraft has held on the runway at Southampton until the infringing aircraft was clear.	The infringing pilot reported having an unanticipated delay in contact with Solent Radar due to incorrectly set volume on radio transmitters. (The aircraft has two radios with a facility to monitor a second frequency while transmitting on the first. The volume was set high on the monitoring frequency but low on the primary radio. Only after several transmissions, with no apparent response, did it become clear that the radios were unhelpfully set.) During this period of radio re-setting, the aircraft drifted much further South than expected. Having just flown overhead the service station on the A34 SE of Andover, the pilot was surprised that the aircraft was apparently so far off track (nearly 90deg), presumably due to distraction and a much higher wind velocity than noted.
201308916	20/07/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	9nm N	D	CTA	DE HAVILLAND	Turboprop	2	A PA28R infringed the Solent CTA (Class D) at 2300ft. An outbound aircraft has held on the runway at Southampton until the infringing aircraft was clear.	The infringing pilot reported having an unanticipated delay in contact with Solent Radar due to incorrectly set volume on radio transmitters. (The aircraft has two radios with a facility to monitor a second frequency while transmitting on the first. The volume was set high on the monitoring frequency but low on the primary radio. Only after several transmissions, with no apparent response, did it become clear that the radios were unhelpfully set.) During this period of radio re-setting, the aircraft drifted much further South than expected. Having just flown overhead the service station on the A34 SE of Andover, the pilot was surprised that the aircraft was apparently so far off track (nearly 90deg), presumably due to distraction and a much higher wind velocity than noted.
201308923	20/07/2013	EGTT : London (FIR)	EGLM : White waltham		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28R at 1200ft, resulting in loss of separation with a Heathrow inbound A321 in descent to R/W09L. CAIT activated.	TC controller commented they had considered traffic info and avoiding action was inappropriate, due to the PA28R displaying an unverified Mode C of 1200ft, the cloud was broken at 2400ft and the A321 was just leaving 3000ft on the ILS. TC SVFR controller rang White Waltham to advise them of the situation and to tell the PA28R to turn West and leave the CTR. Operator alerted.

201308923	20/07/2013	EGTT : London (FIR)	EGLM : White waltham		A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by a PA28R at 1200ft, resulting in loss of separation with a Heathrow inbound A321 in descent to R/W09L. CAIT activated.	TC controller commented they had considered traffic info and avoiding action was inappropriate, due to the PA28R displaying an unverified Mode C of 1200ft, the cloud was broken at 2400ft and the A321 was just leaving 3000ft on the ILS. TC SVFR controller rang White Waltham to advise them of the situation and to tell the PA28R to turn West and leave the CTR. Operator alerted.
201308924	19/07/2013	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	16nm West	D	CTA	ROBINSON	Reciprocating	1	Infringement of Leeds CTA (Class D) by an R44 squawking 1177 climbing to 3500ft. Standard separation maintained.	Pilot distracted by weather. Lack of concentration and detailed planning were also factors. ☐ CAA Closure: Appropriate CAA action taken.
201308925	18/07/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	13nm S	D	CTA	CESSNA	Reciprocating	1	A C152 infringed the Birmingham CTA (Class D) southerly corner at 2100ft. Inbound traffic was kept on its heading and separation minima was maintained.	
201308927	20/07/2013	EGTT : London (FIR)	EGHH (BOH): Bournemouth/Hurn	10nm NE	D	CTA	KLEMM	Reciprocating	1	Infringement of the Solent CTA (Class D) by a KL107 at 3500ft. Separation minima was maintained.	After several attempts, ATC established contact with the pilot and verified that the Mode C was indicating correctly.
201308928	20/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ 2	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000, indicating 2000ft, resulting in loss of separation with a B737 in descent to R/W04. Traffic info and avoiding action given.	The PA28 was observed to make an about turn and leave the CTA.TC made a blind call to the PA28 which was initially unanswered, however the pilot did make a courtesy call on frequency 120.625 shortly after. Student on PPL navigation flight with instructor on board. Instructor acknowledges late intervention when it became apparent that the aircraft was heading towards CAS.

201308928	20/07/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ 2	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000, indicating 2000ft, resulting in loss of separation with a B737 in descent to R/W04. Traffic info and avoiding action given.	The PA28 was observed to make an about turn and leave the CTA.TC made a blind call to the PA28 which was initially unanswered, however the pilot did make a courtesy call on frequency 120.625 shortly after. Student on PPL navigation flight with instructor on board. Instructor acknowledges late intervention when it became apparent that the aircraft was heading towards CAS.
201308934	20/07/2013	EGTT : London (FIR)	EGSX : North Weald	3nm W	D	CTA	PIPER	Reciprocating	1	A PA28 infringed the Stansted CTA (Class D) at 1800ft. There were no reported disruption to Stansted Ops as a result of the infringement.	Initially the infringing aircraft was transponding Mode A only. The LTCC controller requested that Mode C was switched on.
201308939	20/07/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	11nm S	D	CTA	CESSNA	Reciprocating	1	A C172 infringed the Birmingham CTA-2 (Class D) at 2000ft. No other traffic were reported to have been affected by this infringement.	Numerous blind calls were made to the aircraft to no avail.
201308942	20/07/2013	EGTT : London (FIR)	ABBOT		A	TMA	SLINGSBY	Reciprocating	1	Infringement of LTMA (Class A) by a T67B at 4000ft. Separation minima was maintained.	The aircraft was contacted and requested to descend below the base of CAS, which was followed.
201308950	21/07/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	6 SE	D	CTR	BEAGLE	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Beagle B121 squawking 7000 at 800ft. Traffic info/avoiding action given to airborne DVR departure. Separation lost.	Several unsuccessful blind transmissions had been made. Aircraft identified with Mode S.

201308950	21/07/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	6 SE	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by a Beagle B121 squawking 7000 at 800ft. Traffic info/avoiding action given to airborne DVR departure. Separation lost.	Several unsuccessful blind transmissions had been made. Aircraft identified with Mode S.
201308953	19/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	15nm Northwest	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the London TMA (Class A) by a Robin R1180 observed at 3300ft. Traffic info and avoiding action given. Separation lost.	CAA Closure: <input type="checkbox"/> No response from PIC. Closed due to elapsed time.
201308953	19/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	15nm Northwest	A	TMA	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by a Robin R1180 observed at 3300ft. Traffic info and avoiding action given. Separation lost.	CAA Closure: <input type="checkbox"/> No response from PIC. Closed due to elapsed time.
201308953	19/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	15nm Northwest	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a Robin R1180 observed at 3300ft. Traffic info and avoiding action given. Separation lost.	CAA Closure: <input type="checkbox"/> No response from PIC. Closed due to elapsed time.
201309001	19/07/2013	EGTT : London (FIR)	EGD 026		G	Danger area	CESSNA	Reciprocating	1	A C172 infringed active Danger Area D026 (Class G) at 1500ft. Live firing in progress.	The aircraft infringed the Danger Area twice.

201309005	22/07/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	12nm SW	A	TMA	CESSNA	Reciprocating	1	A C172 infringed the LTMA (Class A) at 2900ft. There was no other traffic affected by this incident.	The instructor did not read his charts correctly and apologised for his error.
201309013	16/07/2013	EGTT : London (FIR)	EG D117		G	Danger area	OTHER	Reciprocating	1	Infringement of active Danger Area EG D117 (Pendine) by a microlight, flying East to West at 500ft. Check fire imposed.	
201309048	22/07/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	10nm SSE	A	CTR	PIPER	Reciprocating	1	A PA28 infringed the London CTR (Class A) at 1000ft. There was no other traffic in the area reported at the time of the incident.	Heathrow were informed that the infringing aircraft was told to track southbound in order to exit CAS.
201309059	22/07/2013	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	RANS	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a Microlight at 2200ft. Traffic info and avoiding action given. Separation lost with departing A320.	
201309059	22/07/2013	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	AIRBUS	Turbofan	2	Infringement of the Doncaster Sheffield CTR (Class D) by a Microlight at 2200ft. Traffic info and avoiding action given. Separation lost with departing A320.	

201309124	17/07/2013	EGTT : London (FIR)	Daventry CTA		A	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	An EV-97 infringed the Daventry CTA (Class A). There were no other aircraft reported to be in the area at the time of the incident.	Upon landing, the pilot called the controller and apologised and appropriate ATC advice was passed.
201309125	19/07/2013	EGTT : London (FIR)	EGBW : Wellesbourne mountford	2nm W	D	CTA	PIPER	Reciprocating	1	A PA28 infringed the Birmingham CTA-5 (Class D) at 4500ft. There were no other aircraft reported to be in the area at the time of the incident.	Multiple blind calls were initially made to no avail. Shortly after, the pilot called to request a BS where the aircraft was identified and the pilot was informed of his error.
201309145	24/07/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	16nm SW	A	TMA	FLY BUY ULTRALIGHTS	Reciprocating	1	Pilot reports that his C42 infringed the LTMA (Class A) at 2500ft.	Pilot error accepted.
201309166	12/07/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	10nm SW	D	CTR	VANS	Reciprocating	1	An RV9 infringed the Manchester CTR (Class D). No other aircraft were reported to have been affected by the infringement.	RV9 pilot talking to inappropriate ATC unit.
201309232	25/07/2013	EGTT : London (FIR)	EGD 026		G	Danger area	PIPER	Reciprocating	1	A PA28R infringed Danger Area D026 (Class G) at 1000ft. The aircraft was working the FIR controller and had been informed to avoid the Danger Areas.	The Danger Area was active with live firing at the time of the infringement.

201309280	26/07/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	5nm S	D	CTR	UNKNOWN	Reciprocating	1	A microlight infringed the Luton CTR (Class D). No other aircraft were reported in the area at the time of the incident.	The infringement was observed by the TWR controllers. The microlight was in the area between 1115hrs and 1130hrs on four separate occasions.
201309298	26/07/2013	EGTT : London (FIR)	EGLF (FAB): Farnborough civil		D	Other	MORANE SAULNIER	Reciprocating	1	Infringement of Farnborough CAS-T (Class D) by a MS894A squawking 7000 indicating 5200ft towards Greenham Common. Blind call was made but no response.	There were no Farnborough departures during this time.
201309315	27/07/2013	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	15nm NW	D	CTA	PIPER	Reciprocating	1	A PA28R infringed the Leeds CTA (Class D) at 4000ft. No other aircraft was reported to be in the area at the time of the incident.	The a/c was noted approaching CAS wearing a London Info conspicuity code. The aircraft was transferred (it was already inside CAS) and it called requesting a BS. The aircraft was then placed under a radar control service. The pilot was requested to call ATC once he had landed but no call was allegedly received.
201309326	27/07/2013	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD		D	CTR	SOCATA	Reciprocating	1	A TB20 infringed the Leeds CTR (Class D) at 2000ft. There were no other aircraft in the area at the time of the incident.	The aircraft was asked to join downwind LH for R/W14. The aircraft was then seen to cross R/W14 climb out. A new instruction to join the circuit was then issued.
201309330	27/07/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	6 W	D	CTR	CFM	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a Streak Shadow (believed) resulting in a loss of separation against an outbound DHC8. Traffic info and avoiding action given	CAA Closure: The infringing aircraft was not positively identified therefore no further CAA action is possible.

201309330	27/07/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	6 W	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTR (Class D) by a Streak Shadow (believed) resulting in a loss of separation against an outbound DHC8. Traffic info and avoiding action given	CAA Closure: The infringing aircraft was not positively identified therefore no further CAA action is possible.
201309357	20/07/2013	EGTT : London (FIR)	D044 Lydd Ranges		G	Danger area	PIPER	Reciprocating	1	A PA28 infringed Danger Area EGD 044 (Class G) at 500ft.	The aircraft tracked from West to East across the ranges.
201309374	27/07/2013	EGTT : London (FIR)	Cranwell		Unknown	Restricted area	OTHER	Reciprocating	1	Infringement of the Red Arrows RA(T) at Cranwell by a Twister showing as a primary contact only. Traffic info was given to the Red Arrows who subsequently elected to delay the display until the aircraft had left the RA(T).	Several blind calls were made but without response. Appropriate CAA action to be taken as a result of this incident.
201309393	24/07/2013	EGTT : London (FIR)	EGWN : Halton		G	ATZ	WACO	Reciprocating	1	Possible infringement of the Halton ATZ (Class G) by a WACO at approx 900ft. A Halton based aircraft reported seeing the aircraft in the circuit which was active.	
201309417	29/07/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	Southern area of CTA	D	CTA	PIPER	Reciprocating	1	A PA24 infringed the Birmingham CTA (Class D) at 4800ft. Separation minima was maintained and traffic info was not passed to the infringer.	LACC FIS contacted Birmingham ATC to ask if they wanted to work the infringing aircraft. They declined.

201309418	28/07/2013	EGTT : London (FIR)	Haverhill		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2300ft. Traffic info given to inbound B737. Standard separation lost.	Attributed to inadequate flight planning and not checking compass, which was later found to be out by up to 20deg.□ CAA Closure: Appropriate CAA action taken in addition to navigation training with an instructor.
201309418	28/07/2013	EGTT : London (FIR)	Haverhill		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2300ft. Traffic info given to inbound B737. Standard separation lost.	Attributed to inadequate flight planning and not checking compass, which was later found to be out by up to 20deg.□ CAA Closure: Appropriate CAA action taken in addition to navigation training with an instructor.
201309436	21/07/2013	EGTT : London (FIR)	EGVA (FFD): Fairford		G	Restrict ed area	AEROSPATIALE	Turboshaft	1	Infringement of the Fairford RA(T), Kemble ATZ (Class G) and active Redlands Parachute Site by an unknown aircraft squawking 7000. The aircraft was later identified as an AS350.	Appropriate CAA action is to be taken as a result of this incident.
201309458	30/07/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	10nm SW	D	CTR	PIPER	Reciprocating	1	A PA28 infringed the Manchester CTR (Class D). There was no other traffic in the area at the time of the incident.	The aircraft had entered the Manchester CTR from the LLR.
201309576	01/08/2013	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	3nm SE	D	CTR	CESSNA	Reciprocating	1	A C152 infringed the East Midlands CTR (Class D) at 2000ft. Traffic info was passed to en-route traffic and separation minima was maintained.	The C152 was being piloted by a student who declared a PAN with a training fix. Position fix and steers given for Leicester until the pilot was visual with the airfield.

201309596	01/08/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	8nm West	D	CTR	SOCATA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a TB20 squawking 7000 at 2400ft. Traffic info and avoiding action given. Standard separation maintained.	Squawk was observed to change to a 0432 and aircraft identified by Farnborough LARS. Investigation identified an over-reliance on GPS for navigation.☐ CAA Closure: TB20 pilot to undertake training to emphasise the need to use a chart as part of planning and execution of the flight.
201309596	01/08/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	8nm West	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a TB20 squawking 7000 at 2400ft. Traffic info and avoiding action given. Standard separation maintained.	Squawk was observed to change to a 0432 and aircraft identified by Farnborough LARS. Investigation identified an over-reliance on GPS for navigation.☐ CAA Closure: TB20 pilot to undertake training to emphasise the need to use a chart as part of planning and execution of the flight.
201309598	01/08/2013	EGTT : London (FIR)	Damyns Hall	2E	A	TMA	STAMPE	Reciprocating	1	Infringement of the London TMA (Class A) by a Stampe SV4 at 2800ft. Two City inbound aircraft repositioned. Standard separation maintained.	
201309612	01/08/2013	EGTT : London (FIR)	EGHH (BOH): Bournemouth/Hurn	7nm East	D	CTR	PIPER	Reciprocating	1	Infringement of the Bournemouth CTR (Class D) by a PA28 squawking 7000 at 1300ft. Standard separation maintained.	
201309650	02/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	6nm South East	D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a C172. Traffic info and avoiding action given. Separation lost with outbound Trislander.	Dutch Authority advised. They contacted the pilot who provided a comprehensive response. Pilot briefly became disorientated, believing he was in contact with Southampton when, in fact, London Information had provided the frequency for Bournemouth. By the time the error was realised, the infringement had occurred.☐ CAA Closure: A lesson has been learnt and action taken by the pilot to prevent recurrence, no further action required by Dutch CAA.

201309650	02/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	6nm South East	D	CTR	BRITTEN NORMAN	Reciprocating	3	Infringement of the Southampton CTR (Class D) by a C172. Traffic info and avoiding action given. Separation lost with outbound Trislander.	Dutch Authority advised. They contacted the pilot who provided a comprehensive response. Pilot briefly became disorientated, believing he was in contact with Southampton when, in fact, London Information had provided the frequency for Bournemouth. By the time the error was realised, the infringement had occurred.☐ CAA Closure: A lesson has been learnt and action taken by the pilot to prevent recurrence, no further action required by Dutch CAA.
201309651	02/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	7.5nm N	D	CTR	UNKNOWN	Unknown		Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with a PA28 on ILS training. Traffic info and avoiding action given.	The PA28 was vectored clear of the infringer. ATC allowed the PA28 to continue with their ILS training once the infringer had left CAS.
201309651	02/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	7.5nm N	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with a PA28 on ILS training. Traffic info and avoiding action given.	The PA28 was vectored clear of the infringer. ATC allowed the PA28 to continue with their ILS training once the infringer had left CAS.
201309662	03/08/2013	EGTT : London (FIR)	Audley End		G	Other	AVIAT	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by an Aviat Huskey (believed) and a Vans RV7 (believed) in formation. Traffic info given.	
201309662	03/08/2013	EGTT : London (FIR)	Audley End		G	Other	VANS	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by an Aviat Huskey (believed) and a Vans RV7 (believed) in formation. Traffic info given.	

201309667	03/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	17nm S	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA 28 at 4200ft. Several blind transmissions made with no response. Standard separation maintained.	Pilot error acknowledged.
201309686	04/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	15.3nm South	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7377 indicating 2400ft. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure:☐ Inexperienced PIC was not talking to Bournemouth when in their area. Navigation error. Ground/flight training given to emphasise boundaries of CAS in horizontal and vertical, plus more effective use of ATC.
201309686	04/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	15.3nm South	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a PA28 squawking 7377 indicating 2400ft. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure:☐ Inexperienced PIC was not talking to Bournemouth when in their area. Navigation error. Ground/flight training given to emphasise boundaries of CAS in horizontal and vertical, plus more effective use of ATC.
201309693	04/08/2013	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	4nn North West	D	CTR	CESSNA	Reciprocating	1	Infringement of the East Midlands CTR (Class D) and Syerston ATZ (Class G) by a C172 squawking 7000. East Midlands departures were suspended. Standard separation maintained.	Established that C172 pilot had initiated a return to departure airfield due to adverse weather. Appropriate CAA action has been taken as a result of this incident.
201309703	02/08/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	12nm SE	D	CTR	JODEL	Reciprocating	1	A D117 infringed the Luton CTR (Class D) at 1300ft. Traffic info was passed to inbound traffic and separation minima was maintained.	

201309716	29/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	10 NE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C152 at 2800ft. Inbound BD700 given avoiding action. Standard separation maintained.	C152 pilot subsequently interviewed/debriefed by CFI.
201309716	29/06/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	10 NE	A	TMA	BOMBARDIER	Turbofan	2	Infringement of the LTMA (Class A) by a C152 at 2800ft. Inbound BD700 given avoiding action. Standard separation maintained.	C152 pilot subsequently interviewed/debriefed by CFI.
201309768	04/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	PIEL	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Piel CP 320 squawking 7000 indicating 1800ft. Traffic info and avoiding action given. Separation lost.	CAA Closure: <input type="checkbox"/> French DGAC have discussed the matter with the pilot and given appropriate advice.
201309768	04/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a Piel CP 320 squawking 7000 indicating 1800ft. Traffic info and avoiding action given. Separation lost.	CAA Closure: <input type="checkbox"/> French DGAC have discussed the matter with the pilot and given appropriate advice.
201309768	04/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	AIRBUS	Turbofan	2	Infringement of the Stansted CTR (Class D) by a Piel CP 320 squawking 7000 indicating 1800ft. Traffic info and avoiding action given. Separation lost.	CAA Closure: <input type="checkbox"/> French DGAC have discussed the matter with the pilot and given appropriate advice.

201309808	06/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm NE	D	CTA	BEECH	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an aircraft identified via Mode S as a BE36 indicating 2200ft, resulting in loss of separation with a Stansted inbound B737.	The a/c also infringed on the return flight at 1640UTC. BE36 pilot admitted to and apologised for the infringements, stating that he does most of his flying IFR and conceding that he needs to refresh his understanding of VFR processes, particularly within the UK. The second infringement, during the return flight, was attributed to an incorrectly set autopilot which resulted in the aircraft heading South instead of East. This was corrected as soon as the error was realised.☐ CAA Closure: Lesson learned. Pilot will prepare more meticulously for future flights.
201309808	06/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an aircraft identified via Mode S as a BE36 indicating 2200ft, resulting in loss of separation with a Stansted inbound B737.	The a/c also infringed on the return flight at 1640UTC. BE36 pilot admitted to and apologised for the infringements, stating that he does most of his flying IFR and conceding that he needs to refresh his understanding of VFR processes, particularly within the UK. The second infringement, during the return flight, was attributed to an incorrectly set autopilot which resulted in the aircraft heading South instead of East. This was corrected as soon as the error was realised.☐ CAA Closure: Lesson learned. Pilot will prepare more meticulously for future flights.
201309829	06/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	10nm S	D	CTA	PIPER	Reciprocating	1	A PA28 infringed the Southampton CTA (Class D) at 2400ft. A departing aircraft was passed traffic info and avoiding action.	The PA28 instructor reports missing the CTA on the chart.
201309829	06/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	10nm S	D	CTA	DE HAVILLAND	Turboprop	2	A PA28 infringed the Southampton CTA (Class D) at 2400ft. A departing aircraft was passed traffic info and avoiding action.	The PA28 instructor reports missing the CTA on the chart.
201309834	06/08/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	S	D	CTR	PIPER	Reciprocating	1	Infringement of Luton CTR (Class D) by a PA28R at 2200ft. Check all initiated. Standard separation maintained.	

201309843	06/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	15 E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 at 2700ft.	
201309878	15/07/2013	EGTT : London (FIR)	D129 Weston-on-the-Green		G	Danger area	ROBINSON	Reciprocating	1	An R22 infringed Danger Area D129 (Class G) at 1300ft. Traffic info was passed to a paradropping aircraft.	The details on the infringing aircraft were obtained from Farnborough LARS as the R22 was under a BS with them.
201309898	06/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton		D	CTR	DRUINE	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an aircraft showing as a primary contact only, resulting in loss of separation with a Southampton inbound JS32. Avoiding action given.	Infringing aircraft believed to be a D62. Attributed to poor flight planning and spatial awareness.☐ CAA Closure: Appropriate CAA action taken.
201309898	06/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton		D	CTR	BAE	Turboprop	2	Infringement of the Southampton CTR (Class D) by an aircraft showing as a primary contact only, resulting in loss of separation with a Southampton inbound JS32. Avoiding action given.	Infringing aircraft believed to be a D62. Attributed to poor flight planning and spatial awareness.☐ CAA Closure: Appropriate CAA action taken.
201309913	06/08/2013	EGTT : London (FIR)	EGLC (LCY): London city	13nm East	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C182 squawking 5063 indicating 3000ft resulted in two losses of separation. Traffic info and avoiding action given.	CAA Closure:☐ Pilot error. Over-reliance on GPS. Interviewed, no further action.

201309913	06/08/2013	EGTT : London (FIR)	EGLC (LCY): London city	13nm East	A	TMA	EMBRAER	Turbofan	2	Infringement of the London TMA (Class A) by a C182 squawking 5063 indicating 3000ft resulted in two losses of separation. Traffic info and avoiding action given.	CAA Closure:☐ Pilot error. Over-reliance on GPS. Interviewed, no further action.
201309913	06/08/2013	EGTT : London (FIR)	EGLC (LCY): London city	13nm East	A	TMA	CESSNA	Turbofan	2	Infringement of the London TMA (Class A) by a C182 squawking 5063 indicating 3000ft resulted in two losses of separation. Traffic info and avoiding action given.	CAA Closure:☐ Pilot error. Over-reliance on GPS. Interviewed, no further action.
201309919	06/08/2013	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTA	CESSNA	Reciprocating	1	A C152 infringed the Doncaster CTA (Class D) at 2000ft. No other traffic were affected by the infringement.	Prior to the infringement the student pilot asked for advice on how to avoid entering CAS. A few minutes later the student called again to notify the controller he had no Mode C and requested a steer towards Netherthorpe. The pilot was requested to squawk 3601 for ident, the controller then realised he had entered CAS so was requested to transfer to Doncaster. The student did not do this and remained on frequency until he was visual with Netherthorpe.
201309926	07/08/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	9 S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 at 2100ft. Standard separation maintained.	
201309981	08/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	10 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172. Traffic info and avoiding action given to an inbound DHC8. Standard separation maintained.	

201309981	08/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	10 N	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a C172. Traffic info and avoiding action given to an inbound DHC8. Standard separation maintained.	
201309999	08/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	9nm NE	G	Restricted area	MCDONNELL DOUGLAS	Turboshaft	1	A Hu369 infringed the Stansted TMZ 1 (Class G). Traffic info was passed to an inbound aircraft.	The controller made a blind call to the infringer to no avail.
201309999	08/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	9nm NE	G	Restricted area	BOEING	Turbofan	2	A Hu369 infringed the Stansted TMZ 1 (Class G). Traffic info was passed to an inbound aircraft.	The controller made a blind call to the infringer to no avail.
201310003	08/08/2013	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTA	RANS	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by an S6 at 4400ft. Standard separation maintained.	The microlight pilot had contacted Waddington who instructed the pilot to call Liverpool ATC. The pilot subsequently called Liverpool ATC and was informed they were inside CAS and should vacate immediately. The microlight took up an Easterly track, reportedly unaware that the track would put them on a heading towards a para drop site. Liverpool ATC advised the pilot of the para drop site, the pilot then took up a track to avoid the site and left CAS.
201310017	09/08/2013	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Nottingham East Midlands CTA (Class D) by a PA24 at 2300ft, showing a London FIR squawk.	ATCO contacted London FIR North who identified the aircraft as a PA24 and transferred the aircraft to Nottingham East Midlands APP. An inbound A321 was vectored clear and instructed to stop descent at 4000ft. Appropriate CAA action has been taken as a result of this incident.

201310017	09/08/2013	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	SE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Nottingham East Midlands CTA (Class D) by a PA24 at 2300ft, showing a London FIR squawk.	ATCO contacted London FIR North who identified the aircraft as a PA24 and transferred the aircraft to Nottingham East Midlands APP. An inbound A321 was vectored clear and instructed to stop descent at 4000ft. Appropriate CAA action has been taken as a result of this incident.
201310034	07/08/2013	EGTT : London (FIR)	EGDG (NQY): St. Mawgan		G	ATZ	UNKNOWN	Reciprocating	1	A flexwing microlight infringed the Newquay ATZ (Class G) at 1500ft. No other traffic was affected by the infringement.	Various blind calls were made to the aircraft to no avail.
201310058	09/08/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	GRUMMAN	Reciprocating	1	An AA5B infringed the Luton CTR (Class D) at 1300ft. No traffic was affected by this incident.	The pilot reported misunderstanding the landmarks in the area.
201310065	10/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	7.5nm South East	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an R22 squawking 3670 at 2000ft. Traffic info and avoiding action given. Separation lost.	Blind call was made and pilot responded. He was made aware of his position and informed that traffic had to undertake avoiding action. Pilot apologised.
201310065	10/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	7.5nm South East	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) by an R22 squawking 3670 at 2000ft. Traffic info and avoiding action given. Separation lost.	Blind call was made and pilot responded. He was made aware of his position and informed that traffic had to undertake avoiding action. Pilot apologised.

201310077	10/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	13nm SW	D	CTA	CIRRUS	Reciprocating	1	An SR22 infringed the Stansted CTA (Class D) at 1800ft. No other traffic was affected by the infringement.	Several blind calls to the aircraft were made to no avail. North Weald were contacted who were able to confirm ident of the aircraft.
201310079	10/08/2013	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	12nm E	D	CTA	EUROPA	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a Europa at 3000ft squawking 7000. Standard separation maintained.	
201310081	10/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	11nm NE	D	CTA	OTHER	Reciprocating	1	A Skyranger 912 microlight infringed the Stansted CTA (Class D) at 1700ft. Traffic info was passed to an inbound aircraft and separation minima was maintained.	The inbound aircraft to Stansted was delayed as a result of the infringement.
201310081	10/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	11nm NE	D	CTA	UNKNOWN	Unknown		A Skyranger 912 microlight infringed the Stansted CTA (Class D) at 1700ft. Traffic info was passed to an inbound aircraft and separation minima was maintained.	The inbound aircraft to Stansted was delayed as a result of the infringement.
201310083	10/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	10 NE	D	CTA	CAARP	Reciprocating	1	A CAP10 infringed the Stansted CTA, followed by entering the CTR (Class D) at 2000ft. Traffic info was passed to an inbound aircraft and separation minima was maintained.	The inbound aircraft was given delaying vectors in order to maintain separation. A full report has been received from the pilot concerned who appears to recognise the causes of this incident.

201310083	10/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	10 NE	D	CTR	CAARP	Reciprocating	1	A CAP10 infringed the Stansted CTA, followed by entering the CTR (Class D) at 2000ft. Traffic info was passed to an inbound aircraft and separation minima was maintained.	The inbound aircraft was given delaying vectors in order to maintain separation. A full report has been received from the pilot concerned who appears to recognise the causes of this incident.
201310087	10/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	8nm N	D	CTR	PIPER	Reciprocating	1	A PA28 infringed the Stansted CTR (Class D). No other traffic was affected by this incident.	Pilot stated at one point that he was unaware of his position and appropriate ATC assistance was provided.
201310088	10/08/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	8nm WSW	D	CTR	NAVION	Reciprocating	1	A Navion A infringed the Luton CTR (Class D). No other traffic were reported to have been in the area at the time of the incident.	The controller phoned Dunstable, who got an aircraft airborne to look of the infringer stating he could see an aircraft parked on a private strip roughly where the infringing aircraft disappeared. The NATS controller was later able to track the aircraft on radar from Elstree to a point north of Dunstable Downs. This would match the flight profile and time of the routing.
201310092	10/08/2013	EGTT : London (FIR)	EGTO (RCS): Rochester	6nm NNW	A	TMA	EUROPA	Reciprocating	1	A Europa allegedly infringed the LTMA (Class A) at 3000ft. No other traffic was reported to have been affected by the incident.	Investigations have revealed a possible misreading transponder.
201310106	11/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	6 W	D	CTR	PIPER	Reciprocating	1	A PA28 infringed the Stansted CTR (Class D) at 2000ft. Numerous inbound and outbound flights were affected. Standard separation was maintained.	The pilot called to say he was infringing and required assistance to find his destination airfield which was given.

201310107	11/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm N	D	CTA	AVIONS ROBIN	Reciprocating	1	A DR400 infringed the Stansted CTA (Class D) at 2000ft.	The aircraft was seen to descend from 5000ft and left CAS within 2nm.
201310144	10/08/2013	EGTT : London (FIR)	EGCF : Sandtoft	W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a contact squawking 7000. Aircraft identified via Wickenby as a C172. Standard separation maintained.	Doncaster Radar controller tracked the aircraft to Wickenby, who confirmed that the aircraft had just landed. The pilot contacted the Doncaster Radar controller, allegedly stating that they thought they had remained outside CAS and that they had been listening to the Doncaster radar frequency, but said it had been too busy. The controller informed the pilot that they could have used the "listening out" squawk 6170, which would have enabled ATC to contact them.
201310147	11/08/2013	EGTT : London (FIR)	EGCF : Sandtoft	S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by a C172 at 1800ft. Separation minima was maintained.	The C172 subsequently called on frequency to request clearance to enter CAS. After being given suitable advice, the aircraft was instructed to leave CAS to the East.
201310149	10/08/2013	EGTT : London (FIR)	EGCF : Sandtoft	N	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by a DR400 at 3100ft. Separation minima was maintained.	When asked, the pilot of the DR400 confirmed he was aware of the CAS and stated he thought the base of the CTR in his position was 2000ft.
201310154	10/08/2013	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTA	EUROPA	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by an unknown aircraft squawking 7000 at 2500ft. Aircraft identified via Sandtoft as a Europa. Standard separation maintained.	Attributed to no radio contact with Doncaster when in close proximity to their CAS. □ CAA Closure: Europa pilot has received refresher RT training.

201310157	10/08/2013	EGTT : London (FIR)	EGCF : Sandtoft	W	D	CTR	MD HELICOPTER	Turboshaft	1	Infringement of the Doncaster CTR (Class D) by an unknown aircraft, squawking 7000, indicating 600ft unverified. Aircraft identified themselves as an MD369. Traffic info given. Standard separation maintained.	MD369 pilot allegedly informed Doncaster Radar controller that they could not call for clearance due to the controller talking to another aircraft. The controller had been passing traffic info on the MD369 to ILS traffic. Pilot then made reference to only being at 600ft, controller informed pilot that although their transponder had indicated 600ft, it may not have been correct.
201310167	05/08/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	20nm SE	A	CTA	PIPER	Reciprocating	1	A PA28 infringed the Daventry CTA (Class A) at 5200ft. Standard separation maintained.	
201310170	14/08/2013	EGTT : London (FIR)	EGWN : Halton	5nm SW	A	TMA	CESSNA	Reciprocating	1	A C152 infringed the LTMA (Class A) at 3800ft. A Luton outbound aircraft was given a turn in order to increase separation.	
201310170	14/08/2013	EGTT : London (FIR)	EGWN : Halton	5nm SW	A	TMA	AIRBUS	Turbofan	2	A C152 infringed the LTMA (Class A) at 3800ft. A Luton outbound aircraft was given a turn in order to increase separation.	
201310194	12/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	8nm E	D	CTR	YAKOVLEV	Reciprocating	1	A YAK-18T infringed the Stansted CTR (Class D) at 1900ft. No traffic was affected by this incident.	The aircraft was identified by contacting the destination airfield. The A/G operator at the airfield is to debrief the pilot concerned.

201310203	10/08/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	16.1nm NNW	D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Birmingham CTA-3 (Class D) by an unknown aircraft with altitude showing as 3700ft and continuing to climb. Aircraft identified via Mode S as a Grumman AA5. Standard separation maintained.	Blind transmissions made with no response. No traffic affected. ☐ CAA Closure: Appropriate CAA action taken.
201310243	12/08/2013	EGTT : London (FIR)	EGXY: Syerston		G	ATZ	UNKNOWN	Unknown	1	Infringement of the Syerston ATZ (Class G) by an unknown single engined high winged aircraft at approx 1200ft.	The infringing aircraft could not be identified or traced.
201310250	09/08/2013	EGTT : London (FIR)	EGBP : KEMBLE	End of Downwind Circuit	G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 2013/106 - Two PA28s at 1000ft. PA28(2) infringed Kemble ATZ (Class G).	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was due to the PA28(2) pilot flying through the Kemble visual circuit at a circuit height. ☐ Contributory Causes: 1. The PA28(2) pilot did not communicate his position and height to the FISO on entering the ATZ. 2. Lack of timely traffic information. ☐ 3. The FISO's ambiguous request to 'call passing abeam'.
201310250	09/08/2013	EGTT : London (FIR)	EGBP : KEMBLE	End of Downwind Circuit	G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 2013/106 - Two PA28s at 1000ft. PA28(2) infringed Kemble ATZ (Class G).	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was due to the PA28(2) pilot flying through the Kemble visual circuit at a circuit height. ☐ Contributory Causes: 1. The PA28(2) pilot did not communicate his position and height to the FISO on entering the ATZ. 2. Lack of timely traffic information. ☐ 3. The FISO's ambiguous request to 'call passing abeam'.
201310296	13/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	13nm NE	D	CTA	ROBINSON	Reciprocating	1	An unknown aircraft infringed the Stansted CTA (Class D) at 2000ft. Traffic info was passed to an inbound B737 and separation minima was maintained.	The pilots report concluded that in future, the instructor will conduct IF training to the East of a wind farm, further away from the CTA giving a wider margin for error in position.

201310296	13/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	13nm NE	D	CTA	BOEING	Turbofan	2	An unknown aircraft infringed the Stansted CTA (Class D) at 2000ft. Traffic info was passed to an inbound B737 and separation minima was maintained.	The pilots report concluded that in future, the instructor will conduct IF training to the East of a wind farm, further away from the CTA giving a wider margin for error in position.
201310330	14/08/2013	EGTT : London (FIR)	EGSC (CBG): Cambridge		G	ATZ	PIPER	Reciprocating	1	An unknown aircraft landed on R/W23 without ATC clearance. Aircraft identified as a PA28.	
201310334	14/08/2013	EGTT : London (FIR)	LOREL	3nm N	A	TMA	NORTH AMERICAN	Reciprocating	1	Infringement of the LTMA (Class A) by a T28, resulting in loss of separation with a BE200. Traffic info and avoiding action given.	CAA Closure: <input type="checkbox"/> No action taken. Closed due to elapsed time.
201310334	14/08/2013	EGTT : London (FIR)	LOREL	3nm N	A	TMA	BEECH	Turboprop	2	Infringement of the LTMA (Class A) by a T28, resulting in loss of separation with a BE200. Traffic info and avoiding action given.	CAA Closure: <input type="checkbox"/> No action taken. Closed due to elapsed time.
201310354	14/08/2013	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	5N	D	CTR	OTHER	Turboshaft	1	Infringement of the Bristol CTR (Class D) by a military a/c. Standard separation maintained.	Student pilot under examination. Examiner error acknowledged.

201310366	14/08/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	8nm South West	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C150 squawking 0021 with no Mode C. Departures were suspended. Inbound aircraft was broken off approach as there was an aircraft lined up on the runway. Further inbound aircraft were held at DAYNE.	Pilot had been distracted by his passenger who was looking for a particular landmark to take photographs and aircraft had descended to 600ft. On realising his mistake he turned towards his destination and reset the GPS to 4nm (it was 25nm) in the Manchester zone. Pilot had also failed to select his ALT on take-off.
201310389	14/08/2013	EGTT : London (FIR)	EGWN : Halton	1nm SW	G	ATZ	OTHER	Unknown	1	UK AIRPROX 2013/111 - Military aircraft and an unknown light aircraft, 1nm Southwest of RAF Halton. The light aircraft infringed the Halton ATZ (Class G).	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was due to the light aircraft pilot flying through the Halton ATZ, without notifying the A/G operator, and into conflict with the military aircraft in the Halton visual circuit.
201310389	14/08/2013	EGTT : London (FIR)	EGWN : Halton	1nm SW	G	ATZ	UNKNOWN	Unknown		UK AIRPROX 2013/111 - Military aircraft and an unknown light aircraft, 1nm Southwest of RAF Halton. The light aircraft infringed the Halton ATZ (Class G).	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was due to the light aircraft pilot flying through the Halton ATZ, without notifying the A/G operator, and into conflict with the military aircraft in the Halton visual circuit.
201310399	16/08/2013	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		D	CTR	CESSNA	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by a C152 flown by a student pilot. Inbound B737 was broken off the approach. Standard separation maintained.	
201310404	16/08/2013	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	8 N	D	CTR	OTHER	Reciprocating	1	Infringement of the Leeds/Bradford CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified from Tower as a microlight. Departures suspended. Standard separation maintained.	Traffic info given.

201310427	17/08/2013	EGTT : London (FIR)	EGWN : Halton		G	ATZ	CESSNA	Reciprocating	1	Alleged infringement of the Halton ATZ (Class G) by a C172.	
201310537	20/08/2013	EGTT : London (FIR)	EGSL : Andrewsfield	5nm NE	D	CTA	PIPER	Reciprocating	1	D&D Cell Report: Position fix and steers given until pilot became aware of his position. Four aircraft were given delaying vectors and separation minima was maintained.	The pilot seemed unaware of his position. The aircraft infringed the Stansted CTA (Class D) at 3500ft and subsequently Class A airspace. The aircraft was turned to exit the zone. The flight school concerned reported that although this incident originated with a navigational error it may have been prevented from becoming an infringement by earlier and more selective use of lost procedures. The school will, from now on, include a briefing in revalidation flights to ensure that all PPLs are familiar with the correct procedure for a training fix and carry out refresher training for those who may not have not covered this element in their initial course. All pilots will also be reminded of the limitations of a BS from a military unit in the vicinity of CAS and encouraged to request a TS from a unit such as Farnborough North LARS where available.
201310556	16/08/2013	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	10 SE	D	CTA	CAARP	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a CAP10 at 2400ft squawking 7000. Traffic info given. Standard separation maintained.	
201310558	20/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	Ware	G	Restricted area	JABIRU	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Jabiru J160 showing as a primary contact only.	Operator alerted. It transpired that the transponder had inadvertently been left on standby, or the master switch was knocked, during pre-flight checks.
201310560	20/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ 2	G	Restricted area	OTHER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Skyranger 912 (believed) showing as a primary contact only. Check all imposed. A319 on departure instructed to make an earlier than normal RH turn to BKY.	The a/c is believed to have been identified and the CFI at the strip concerned will follow up with the pilot and provide further instruction on transponder use.

201310562	18/08/2013	EGTT : London (FIR)	EGWN : Halton		G	ATZ	DE HAVILLAND	Reciprocating	1	Alleged infringement of the RAF Halton ATZ (Class G) by an aircraft believed to be a Tiger Moth at 1600ft.	
201310573	21/08/2013	EGTT : London (FIR)	Cowes	2 W	D	CTA	JABIRU	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Jabiru at 2300ft. Blind calls made with no response. Standard separation maintained.	
201310594	28/07/2013	EGTT : London (FIR)	EGFF (CWL): Cardiff	5 N	D	CTR	VANS	Reciprocating	1	A pair of RV8s infringed the Cardiff CTR (Class D) at approx 2500ft.	The pilot infringed after the lead aircraft experienced an electrical fault. The other pilot then took the lead role but became distracted and infringed the zone. Swansea Tower had notified the pilot of his error.
201310607	10/07/2013	EGTT : London (FIR)	EGWN : Halton		G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 2013/113 - PA28 and an EV97 at Halton, in Class G airspace.	Information indicates that this AIRPROX was due to the PA28 pilot entering the Halton ATZ in error and flying into conflict with the EV97 on final approach (which he did not see). This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). <input type="checkbox"/> CAA Closure: <input type="checkbox"/> No further CAA action at this time.
201310607	10/07/2013	EGTT : London (FIR)	EGWN : Halton		G	ATZ	OTHER	Reciprocating	1	UK AIRPROX 2013/113 - PA28 and an EV97 at Halton, in Class G airspace.	Information indicates that this AIRPROX was due to the PA28 pilot entering the Halton ATZ in error and flying into conflict with the EV97 on final approach (which he did not see). This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). <input type="checkbox"/> CAA Closure: <input type="checkbox"/> No further CAA action at this time.

201310641	22/08/2013	EGTT : London (FIR)	En-route		D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Bristol CTR (Class D) by an unknown aircraft squawking 7000, indicating 1800ft. Aircraft identified via Mode S as an AS350. Traffic info given.	Check all placed. Several blind calls made. A Bristol inbound ATR72 was broken off the approach to R/W09. Investigations revealed that the pilot failed to follow the correct procedure for transiting controlled airspace.☐ CAA Closure:☐ PIC has completed a Navigation Test Flight with a CAA FE.
201310641	22/08/2013	EGTT : London (FIR)	En-route		D	CTR	ATR	Turboprop	2	Infringement of the Bristol CTR (Class D) by an unknown aircraft squawking 7000, indicating 1800ft. Aircraft identified via Mode S as an AS350. Traffic info given.	Check all placed. Several blind calls made. A Bristol inbound ATR72 was broken off the approach to R/W09. Investigations revealed that the pilot failed to follow the correct procedure for transiting controlled airspace.☐ CAA Closure:☐ PIC has completed a Navigation Test Flight with a CAA FE.
201310644	22/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	10 S	D	CTA	COMMANDER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Rockwell 114B at 3300ft. Blind calls made without response. Standard separation maintained.	Pilot error acknowledged.
201310645	21/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ1	G	Restricted area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by an unknown aircraft, possibly a Piper Cub, primary contact only. Blind transmissions made with no response.	
201310672	23/08/2013	EGTT : London (FIR)	MAY	5 NW	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an R22 at 1900ft. Traffic info and avoiding action given to an outbound A319. Standard separation maintained.	R22 working Farnborough, who called the aircraft. Pilot responded after third call by which time the aircraft had entered CAS. Pilot was instructed to vacate CAS, which was complied with.

201310672	23/08/2013	EGTT : London (FIR)	MAY	5 NW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by an R22 at 1900ft. Traffic info and avoiding action given to an outbound A319. Standard separation maintained.	R22 working Farnborough, who called the aircraft. Pilot responded after third call by which time the aircraft had entered CAS. Pilot was instructed to vacate CAS, which was complied with.
201310683	23/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	15 S	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28R at 3000ft squawking 7000. Blind calls made with no response. Traffic info and avoiding action given to two outbound Trislanders. Standard separation maintained.	
201310683	23/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	15 S	D	CTA	BRITTEN NORMAN	Reciprocating	3	Infringement of the Solent CTA (Class D) by a PA28R at 3000ft squawking 7000. Blind calls made with no response. Traffic info and avoiding action given to two outbound Trislanders. Standard separation maintained.	
201310683	23/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	15 S	D	CTA	BRITTEN NORMAN	Reciprocating	3	Infringement of the Solent CTA (Class D) by a PA28R at 3000ft squawking 7000. Blind calls made with no response. Traffic info and avoiding action given to two outbound Trislanders. Standard separation maintained.	
201310692	21/08/2013	EGTT : London (FIR)	EGFF (CWL): Cardiff	6nm NW	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by a DR400 squawking 1177 at 2000ft, working London FIR. Standard separation maintained.	Cardiff ATC asked London FIR to transfer the DR400 to Cardiff and tell the aircraft to change squawk to 3610. Cardiff ATC commented that the pilot appeared to be unaware of his current position and gave the pilot track distance towards Swansea. The pilot reported good VMC and continued their transit towards Swansea. The pilot was informed that the cloud base at Swansea was approx 700ft, and he subsequently decided to divert into Cardiff. Information indicates the pilot was a little shaken by going into IMC and had thought he was further North than he was.☐ CAA Closure: Pilot lost in poor weather. Appropriate CAA action taken.

201310715	22/08/2013	EGTT : London (FIR)	EGDO : Predannack Navy		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the RNAS Predannack ATZ (Class G) by a PA28.	CAA Closure: Communication failure. The PIC undertook a flypast at Predannack at the request of the Gliding Club. He will check in future that those who need to be aware are informed.
201310722	26/08/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	9 N	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 1600ft. Standard separation maintained.	Pilot error acknowledged. The pilot misread the PLOG and flew the wrong heading.
201310731	25/08/2013	EGTT : London (FIR)	MALBY	L9	A	RVSM	PIPER	Reciprocating	1	Infringement of Airway L9 (Class A) by a PA28 at FL70. Standard separation maintained.	Pilot contacted ATC on landing and apologised for his error citing an incorrect QNH setting.
201310749	26/08/2013	EGTT : London (FIR)	BNN	4nm S	A	TMA	ROBINSON	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at unverified 4000ft. Aircraft identified via CAIT as an R44. Standard separation maintained.	
201310753	26/08/2013	EGTT : London (FIR)	Yarmouth		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Cass D) by a PA28 at 2300ft squawking 7000. Avoiding action issued to an SR22 in transit. Standard separation maintained.	

201310753	26/08/2013	EGTT : London (FIR)	Yarmouth		D	CTA	CIRRUS	Reciprocating	1	Infringement of the Solent CTA (Cass D) by a PA28 at 2300ft squawking 7000. Avoiding action issued to an SR22 in transit. Standard separation maintained.	
201310819	06/08/2013	EGTT : London (FIR)	Weston on the Green	EG D129	G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D129 (Weston on the Green) by an unknown aircraft with Mode C indicating 1400ft. Aircraft identified via Oxford as a PA28. Traffic info given.	Traffic info was given to a paradropping aircraft, in climb to cleared FL120. Reporter stated it was not known whether any parachutists were in the air at the time of the infringement. ☐ CAA Closure:☐ No action taken. Closed due to elapsed time.
201310819	06/08/2013	EGTT : London (FIR)	Weston on the Green	EG D129	G	Danger area	DORNIER	Reciprocating	2	Infringement of active Danger Area EG D129 (Weston on the Green) by an unknown aircraft with Mode C indicating 1400ft. Aircraft identified via Oxford as a PA28. Traffic info given.	Traffic info was given to a paradropping aircraft, in climb to cleared FL120. Reporter stated it was not known whether any parachutists were in the air at the time of the infringement. ☐ CAA Closure:☐ No action taken. Closed due to elapsed time.
201310820	22/08/2013	EGTT : London (FIR)	EGXG : Church Fenton		G	ATZ	PIPER	Reciprocating	1	Infringement of the RAF Church Fenton ATZ (Class G) by a PA28 (believed) at 1300ft. Aircraft failed to respond to ATC calls. Traffic info given.	
201310824	26/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	11 N	A	RVSM	GROB	Reciprocating	1	Infringement of Airway Q41 (Class A) by a Grob G109 at FL63 squawking 7000. Avoiding action given to a Southampton outbound airliner. Standard separation maintained.	

201310824	26/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	11 N	A	RVSM	UNKNOWN	Unknown	2	Infringement of Airway Q41 (Class A) by a Grob G109 at FL63 squawking 7000. Avoiding action given to a Southampton outbound airliner. Standard separation maintained.	
201310897	28/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	15 S	D	CTA	RUTAN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Rutan Varieze at 4300ft. Southampton departure suspended. Blind calls made with no response. Standard separation maintained.	
201310977	30/08/2013	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	11 E	D	CTA	VANS	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a Vans RV7. Standard separation maintained.	
201311018	31/08/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	10nm W	A	CTR	DE HAVILLAND	Reciprocating	1	A pair of Tiger Moths momentarily infringed the London CTR (Class A). No other traffic was reported in the area at the time of the incident.	The pilot reported losing his goggles, which had in turn dislodged his glasses. His vision being impaired for a few moments meant he was unable to see the flight instruments and compass. Once he had regained his composure, the pilot realised he was inside the CTR, so vacated the area. The Tiger Moth subsequently was unable to land at the pre-arranged destination due to another activity taking place at the time, so the aircraft diverted.
201311020	31/08/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	12nm S	D	CTA	PIPER	Reciprocating	1	A PA28 infringed the Solent CTA (Class D) at 2300ft.	The pilot reported erroneously entering the CTA after calling Solent Radar and awaiting a response. The pilot later called the unit to apologise.

201311022	31/08/2013	EGTT : London (FIR)	Needles, Isle of Wight	3 E	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2300ft. Inbound airliner to Southampton given traffic info and avoiding action. Standard separation maintained.	Farnborough unable to establish two-way comms with the PA28 squawking 0435.
201311022	31/08/2013	EGTT : London (FIR)	Needles, Isle of Wight	3 E	D	CTA	UNKNOWN	Unknown		Infringement of the Solent CTA (Class D) by a PA28 at 2300ft. Inbound airliner to Southampton given traffic info and avoiding action. Standard separation maintained.	Farnborough unable to establish two-way comms with the PA28 squawking 0435.
201311038	29/08/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	11 NNE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2400ft squawking 7000. Blind calls made with no response. Traffic info given. Standard separation maintained.	Pilot error acknowledged.
201311040	31/08/2013	EGTT : London (FIR)	Brands Hatch		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C152 at 2600ft. Traffic info and avoiding action given to a BD700 inbound to Biggin Hill. STCA activated. Standard separation maintained.	
201311040	31/08/2013	EGTT : London (FIR)	Brands Hatch		A	TMA	BOMBARDIER	Turbofan	2	Infringement of the LTMA (Class A) by a C152 at 2600ft. Traffic info and avoiding action given to a BD700 inbound to Biggin Hill. STCA activated. Standard separation maintained.	

201311041	31/08/2013	EGTT : London (FIR)	EGSX : North Weald	5nm NW	D	CTA	OTHER	Reciprocating	1	A Verhees Delta infringed the Stansted CTA (Class D) at 1900ft. Traffic info was passed to two inbound aircraft and separation minima was maintained.	Believed that the a/c was in formation with a Europa. Possible incorrect QNH setting.
201311041	31/08/2013	EGTT : London (FIR)	EGSX : North Weald	5nm NW	D	CTA	EUROPA	Reciprocating	1	A Verhees Delta infringed the Stansted CTA (Class D) at 1900ft. Traffic info was passed to two inbound aircraft and separation minima was maintained.	Believed that the a/c was in formation with a Europa. Possible incorrect QNH setting.
201311042	01/09/2013	EGTT : London (FIR)	Keyworth		D	CTA	STODDARD HAMILTON	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by an unknown aircraft at 2000ft, resulting in loss of separation with a B737 in descent to R/W27. Aircraft identified as a Glastar. Traffic info and avoiding action given.	Investigations into this incident revealed that basic errors were made which resulted in the infringement. The root cause was that the pilot was not talking to the relevant ATC unit. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Appropriate CAA follow up action has been taken.
201311042	01/09/2013	EGTT : London (FIR)	Keyworth		D	CTA	BOEING	Turbofan	2	Infringement of the East Midlands CTA (Class D) by an unknown aircraft at 2000ft, resulting in loss of separation with a B737 in descent to R/W27. Aircraft identified as a Glastar. Traffic info and avoiding action given.	Investigations into this incident revealed that basic errors were made which resulted in the infringement. The root cause was that the pilot was not talking to the relevant ATC unit. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Appropriate CAA follow up action has been taken.
201311043	01/09/2013	EGTT : London (FIR)	Rhyl		A	Restricted area	ROBINSON	Reciprocating	1	Infringement of the Red Arrows RA(T) at Rhyl by a helicopter, identified via Mode S as an R44 at 1000ft. Traffic info was given to the Red Arrows who were starting their run into the display area.	R44 vacated the RA(T) before the Red Arrow display commenced. R44 pilot apologised. Information indicates the R44 pilot had been aware of the NOTAMed area and had believed they were 6nm away from the Red Arrows display centre. There also appears to have been some confusion over local and zulu timing.

201311045	01/09/2013	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	E	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by an HR100 at 2600ft. Blind calls made with no response. Aircraft observed descending to vacate CAS. Standard separation maintained.	Pilot subsequently apologised and stated he had a radio problem. Controller advised the pilot that if he is unable to contact ATC he is to remain outside CAS.
201311050	30/08/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	12.2 S	D	CTA	VANS	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by a Vans RV10 at 2200ft squawking 7000. Inbound airliner given traffic info. Standard separation maintained.	
201311054	31/08/2013	EGTT : London (FIR)	EGLC (LCY): London city	NE	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the London City CTA (Class D) by an EV97 at 1900ft. Blind transmission made with no response. Standard separation maintained.	Pilot error acknowledged. Appropriate advice given regarding the use of listening squawks when operating in the vicinity of CAS.
201311107	02/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	13nm SSW	D	CTA	SOCATA	Reciprocating	1	Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 0011, indicating 2400ft, resulting in loss of separation with a Trislander. Aircraft identified via Mode S as a Socata TB9. Traffic info and avoiding action given.	Socata TB9 pilot report later revealed they had climbed above 2000ft whilst trying to identify Lee-on-Solent and make radio contact. Investigation identified poor planning, mis-reading the chart and situational awareness as contributory factors.☐ CAA Closure: Appropriate CAA action taken.
201311107	02/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	13nm SSW	D	CTA	BRITTEN NORMAN	Reciprocating	3	Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 0011, indicating 2400ft, resulting in loss of separation with a Trislander. Aircraft identified via Mode S as a Socata TB9. Traffic info and avoiding action given.	Socata TB9 pilot report later revealed they had climbed above 2000ft whilst trying to identify Lee-on-Solent and make radio contact. Investigation identified poor planning, mis-reading the chart and situational awareness as contributory factors.☐ CAA Closure: Appropriate CAA action taken.

201311114	31/08/2013	EGTT : London (FIR)	EGSC (CBG): Cambridge	10nm WSW	A	TMA	TECNAM	Reciprocating	1	Infringement of the LTMA (Class A) by a Tecnam P2002 squawking 7000 indicating 6200ft. Avoiding action given to two Luton inbound aircraft to maintain separation.	Investigation identified incorrect pressure settings and poor planning and in-flight checks as contributory factors.☐ CAA Closure: Appropriate CAA action taken.
201311114	31/08/2013	EGTT : London (FIR)	EGSC (CBG): Cambridge	10nm WSW	A	TMA	BOMBARDIER	Turbofan	2	Infringement of the LTMA (Class A) by a Tecnam P2002 squawking 7000 indicating 6200ft. Avoiding action given to two Luton inbound aircraft to maintain separation.	Investigation identified incorrect pressure settings and poor planning and in-flight checks as contributory factors.☐ CAA Closure: Appropriate CAA action taken.
201311114	31/08/2013	EGTT : London (FIR)	EGSC (CBG): Cambridge	10nm WSW	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a Tecnam P2002 squawking 7000 indicating 6200ft. Avoiding action given to two Luton inbound aircraft to maintain separation.	Investigation identified incorrect pressure settings and poor planning and in-flight checks as contributory factors.☐ CAA Closure: Appropriate CAA action taken.
201311117	01/09/2013	EGTT : London (FIR)	Sudbury		A	TMA	RUSCHMEYER	Unknown	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 6000ft. Aircraft identified via Manston as a Ruschmeyer R90. Traffic info given. Standard separation maintained.	Information indicates the Ruschmeyer R90's Mode C was undetected for a period whilst the aircraft was inside CAS and was subsequently redetected once the aircraft was abeam Southend indicating 5500ft. A B737 and an HS125 in descent were vectored clear of the infringer.☐ CAA Closure:☐ Pilot error. Poor awareness, possibly turned transponder off. Invited for interview.
201311117	01/09/2013	EGTT : London (FIR)	Sudbury		A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 6000ft. Aircraft identified via Manston as a Ruschmeyer R90. Traffic info given. Standard separation maintained.	Information indicates the Ruschmeyer R90's Mode C was undetected for a period whilst the aircraft was inside CAS and was subsequently redetected once the aircraft was abeam Southend indicating 5500ft. A B737 and an HS125 in descent were vectored clear of the infringer.☐ CAA Closure:☐ Pilot error. Poor awareness, possibly turned transponder off. Invited for interview.

201311117	01/09/2013	EGTT : London (FIR)	Sudbury		A	TMA	HAWKER SIDDELEY	Unknown		Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 6000ft. Aircraft identified via Manston as a Ruschmeyer R90. Traffic info given. Standard separation maintained.	Information indicates the Ruschmeyer R90's Mode C was undetected for a period whilst the aircraft was inside CAS and was subsequently redetected once the aircraft was abeam Southend indicating 5500ft. A B737 and an HS125 in descent were vectored clear of the infringer.☐ CAA Closure:☐ Pilot error. Poor awareness, possibly turned transponder off. Invited for interview.
201311129	31/08/2013	EGTT : London (FIR)	Salisbury Plain		G	Danger area	ROBINSON	Reciprocating	1	Infringement of active Danger Area D125 (Larkhill) by an unknown aircraft squawking 7000, indicating 1000ft. Aircraft identified via Old Sarum as an R44.	Reporter commented that the R44 pilot contacted military ATC after landing at Old Sarum, accepted that their R44 may have been the aircraft identified on the SSR screen and apologised accordingly.
201311131	19/08/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	SOCATA	Turboprop	1	Brief infringement of the Luton CTR (Class D) by a TBM700 squawking 7000 at 2100ft. TBM700 pilot taking evasive action following conflict outside CAS. CAIT activated. Luton departures were stopped.	
201311131	19/08/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	PIPER	Reciprocating	1	Brief infringement of the Luton CTR (Class D) by a TBM700 squawking 7000 at 2100ft. TBM700 pilot taking evasive action following conflict outside CAS. CAIT activated. Luton departures were stopped.	
201311132	12/09/2013	EGTT : London (FIR)	Bridport		G	Danger area	CESSNA	Reciprocating	1	Infringement of Danger Area EG D012 (Lyme Bay) by a C172 receiving a Basic Service from Yeovilton LARS.	Reporter commented that a handover was taking place on the LARS position when the oncoming controller noticed the C172 was just within Danger Area EG D012. LARS controller advised the C172 to vacate. C172 replied that they were avoiding cloud and wished to remain VMC. The pilot then tracked directly South, further penetrating the EG D012. Military ATC subsequently called LARS requesting information on the aircraft and were informed the C172 was in turn heading North vacating EG D012.

201311138	11/08/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	9 S	D	CTA	UNKNOWN	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by an unknown aircraft at 1800ft squawking 7000. Blind transmissions made with no response. Standard separation maintained.	
201311230	04/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	5.4nm WNW	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with Southampton traffic. Aircraft identified via Farnborough as a PA28. Traffic info and avoiding action given.	Southampton inbound EMB190 at 2100ft was given a heading of 160 and climb to 2500ft and a Southampton outbound JS41 was given a heading of 110 to avoid. Error by flying instructor.☐ CAA Closure: Appropriate CAA action taken.
201311230	04/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	5.4nm WNW	D	CTA	EMBRAER	Turbofan	2	Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with Southampton traffic. Aircraft identified via Farnborough as a PA28. Traffic info and avoiding action given.	Southampton inbound EMB190 at 2100ft was given a heading of 160 and climb to 2500ft and a Southampton outbound JS41 was given a heading of 110 to avoid. Error by flying instructor.☐ CAA Closure: Appropriate CAA action taken.
201311230	04/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	5.4nm WNW	D	CTA	BAE	Turboprop	2	Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with Southampton traffic. Aircraft identified via Farnborough as a PA28. Traffic info and avoiding action given.	Southampton inbound EMB190 at 2100ft was given a heading of 160 and climb to 2500ft and a Southampton outbound JS41 was given a heading of 110 to avoid. Error by flying instructor.☐ CAA Closure: Appropriate CAA action taken.
201311242	02/09/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	11nm SW	G	Restricted area	OTHER	Turbojet	1	A Folland Gnat infringed the Stansted TMZ-2 (Class G). No other aircraft were affected by this incident.	The aircraft was not displaying Mode C. Once the aircraft landed, the pilot contacted the controller to apologise and he was concerned his Mode C was unserviceable.

201311243	03/09/2013	EGTT : London (FIR)	DET	10 NW	A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by a Savannah VG at 2900ft squawking 7000. Aircraft inbound to London City vectored clear of the infringer. Standard separation maintained.	Pilot apologised for his error.
201311272	04/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	4 NE	D	CTR	MAULE	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an MX7 at 1500ft. Standard separation maintained.	MX7 pilot affected by sunglare. He has learnt from the incident, apologised and taken action to prevent recurrence.
201311288	02/09/2013	EGTT : London (FIR)	HON	4 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA -2 (Class D) by a C152 at FL50. Traffic info and avoiding action given to an inbound B757. Standard separation maintained.	C152 entered the zone twice before vacating to the South. Student pilot on qualifying cross country flight.☐ CAA Closure: Remedial training carried out by the training school. Student pilot re-briefed and to fly the same route with an Instructor.
201311288	02/09/2013	EGTT : London (FIR)	HON	4 SW	D	CTA	BOEING	Turbofan	2	Infringement of the Birmingham CTA -2 (Class D) by a C152 at FL50. Traffic info and avoiding action given to an inbound B757. Standard separation maintained.	C152 entered the zone twice before vacating to the South. Student pilot on qualifying cross country flight.☐ CAA Closure: Remedial training carried out by the training school. Student pilot re-briefed and to fly the same route with an Instructor.
201311295	05/09/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	3nm North West	D	CTR	CURRIE	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Currie Wot squawking 7000 indicating 3000ft. Check all imposed. Separation lost.	Pilot subsequently acknowledged error and apologised.

201311295	05/09/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	3nm North West	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by a Currie Wot squawking 7000 indicating 3000ft. Check all imposed. Separation lost.	Pilot subsequently acknowledged error and apologised.
201311312	05/09/2013	EGTT : London (FIR)	HON	5nm S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by an unknown aircraft squawking 7000, climbing to 2000ft, resulting in loss of separation with a B737 in descent to 4000ft. Aircraft identified as a C152. Traffic info and avoiding action given.	Blind transmissions made. A/c identified via squawk ident. ☐ CAA Closure:☐ Pilot error, spatial awareness issues. A warning letter has been sent.
201311312	05/09/2013	EGTT : London (FIR)	HON	5nm S	D	CTA	BOEING	Turbofan	2	Infringement of the Birmingham CTA-2 (Class D) by an unknown aircraft squawking 7000, climbing to 2000ft, resulting in loss of separation with a B737 in descent to 4000ft. Aircraft identified as a C152. Traffic info and avoiding action given.	Blind transmissions made. A/c identified via squawk ident. ☐ CAA Closure:☐ Pilot error, spatial awareness issues. A warning letter has been sent.
201311327	06/09/2013	EGTT : London (FIR)	DTY	10nm SW	A	CTA	ROBINSON	Reciprocating	1	Infringement of the Daventry CTA (Class A) by an R44 squawking 7000 at FL85. CAIT activated. Standard separation maintained.	Base of CAS FL65. ☐ CAA Closure:☐ Pilot error. The root cause of this incident was the perceived need to choose a course to stay VMC and not leaving sufficient margin to CAS. The pilot has been interviewed and conducted a flight with a Staff Flight Examiner.
201311345	03/09/2013	EGTT : London (FIR)	EGTO (RCS): Rochester	12nm NE	A	TMA	VANS	Reciprocating	1	An RV9A infringed the LTMA (Class A) at 4300ft. No other traffic was reported to have been affected by this incident.	

201311361	04/09/2013	EGTT : London (FIR)	Rivar Hill Gliding Site		G	Other	BELL	Turboshaft	1	UK AIRPROX 2013/125 - Schleicher ASW15 glider and a Bell 206 at Rivar Hill Gliding Site, in Class G airspace.	CAA Closure:☐ Information indicates that this AIRPROX was due to the Bell 206 pilot flying through a promulgated and active Glider Site and into conflict with a winch-launching glider. No further CAA action at this time. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201311361	04/09/2013	EGTT : London (FIR)	Rivar Hill Gliding Site		G	Other	SCHLEICHER	None	0	UK AIRPROX 2013/125 - Schleicher ASW15 glider and a Bell 206 at Rivar Hill Gliding Site, in Class G airspace.	CAA Closure:☐ Information indicates that this AIRPROX was due to the Bell 206 pilot flying through a promulgated and active Glider Site and into conflict with a winch-launching glider. No further CAA action at this time. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201311396	08/09/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	S	D	CTR	UNKNOWN	Reciprocating	1	Infringement of the Stansted CTR (Class D) by unknown microlight believed to be at 2000ft. Check all imposed. Traffic info given to an outbound aircraft. Standard separation maintained.	
201311402	08/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8nm SE	D	CTA	GROB	Reciprocating	1	Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 7000, indicating 2600ft, climbing to 3400ft. Aircraft identified via Mode S as a Grob 109. Traffic info and avoiding action given. Standard separation maintained.	Several blind calls were made without response. Avoiding action given to Southampton inbound Trislander and DHC8. Attributed to poor map reading by the Grob 109 pilot.☐ CAA Closure: Appropriate CAA action taken.
201311402	08/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8nm SE	D	CTA	BRITTEN NORMAN	Reciprocating	3	Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 7000, indicating 2600ft, climbing to 3400ft. Aircraft identified via Mode S as a Grob 109. Traffic info and avoiding action given. Standard separation maintained.	Several blind calls were made without response. Avoiding action given to Southampton inbound Trislander and DHC8. Attributed to poor map reading by the Grob 109 pilot.☐ CAA Closure: Appropriate CAA action taken.

201311402	08/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8nm SE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 7000, indicating 2600ft, climbing to 3400ft. Aircraft identified via Mode S as a Grob 109. Traffic info and avoiding action given. Standard separation maintained.	Several blind calls were made without response. Avoiding action given to Southampton inbound Trislander and DHC8. Attributed to poor map reading by the Grob 109 pilot.☐ CAA Closure: Appropriate CAA action taken.
201311413	07/09/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	0.5nm S	A	CTR	UNKNOWN	Unknown	1	Infringement of the Heathrow CTR (Class A) by an unknown powered parachute. Relevant authorities informed.	Ground crew observed the powered parachute route eastbound along the southern perimeter of the airfield.
201311520	10/09/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	5 SW	D	CTR	HUGHES	Reciprocating	1	Infringement of the Birmingham CTA-1 (Class D) by a Hughes 269 at 1200ft. Blind calls made with no response. Standard separation maintained.	Pilot error acknowledged.
201311521	10/09/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	12nm North East	D	CTA	JODEL	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a Jodel DR100 squawking 7047 at 1900ft. Traffic info and avoiding action given, inbound EMB190 broken off approach but re-positioned when the infringer changed its track. Separation lost.	Jodel DR100 pilot believed that he had remained clear of CAS and was very apologetic.☐ CAA Closure: German LBA advised.
201311521	10/09/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	12nm North East	D	CTA	EMBRAER	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a Jodel DR100 squawking 7047 at 1900ft. Traffic info and avoiding action given, inbound EMB190 broken off approach but re-positioned when the infringer changed its track. Separation lost.	Jodel DR100 pilot believed that he had remained clear of CAS and was very apologetic.☐ CAA Closure: German LBA advised.

201311545	10/09/2013	EGTT : London (FIR)	MAY	10nm NNE	D	CTA	CHAMPION	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a Champion 8KCAB, being flown by a student pilot with instructor. Loss of separation with an A321. CAIT activated. Traffic info and avoiding action given.	Aircraft receiving a Traffic Service from Farnborough LARS. Champion 8KCAB instructor apologised for the infringement and explained they had misidentified Crowborough.
201311545	10/09/2013	EGTT : London (FIR)	MAY	10nm NNE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a Champion 8KCAB, being flown by a student pilot with instructor. Loss of separation with an A321. CAIT activated. Traffic info and avoiding action given.	Aircraft receiving a Traffic Service from Farnborough LARS. Champion 8KCAB instructor apologised for the infringement and explained they had misidentified Crowborough.
201311715	14/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8nm ENE	D	CTR	HUGHES	Reciprocating	1	A Hughes 369E infringed the Southampton CTR (Class D) at approx 1500ft. No offer traffic was affected by the incident.	The pilot intended to keep clear of Southampton's Airspace. However, due to weather conditions east of their track, the aircraft unintentionally and unknowingly infringed Southampton's Control Zone.
201311872	16/09/2013	EGTT : London (FIR)	EGNS (IOM): Isle Of Man/Ronaldsway	W	D	CTR	PIPER	Reciprocating	1	Infringement of the Isle of Man CTR (Class D) by a primary contact only at 3700ft. Aircraft identified by using the turn method as a PA28. Standard separation maintained.	IOM had received details on the aircraft from London FIR and a primary return was observed approaching the zone boundary. Reporter stated that after prompting, the aircraft was transferred to IOM but appeared to already inside the zone on first contact. IOM tried to identify the aircraft using SSR but stated the aircraft appeared unable to squawk. PA28 was eventually identified using the turn method. Pilot was informed they were 6nm inside CAS without ATC clearance. Reporter alleged pilot seemed unaware they were inside CAS.
201311891	18/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	9nm NE	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	An Ikarus C42 infringed the Southampton CTR (Class D) at 1800ft. Traffic info was passed to traffic transiting the area and separation minima was maintained.	The instructor noted not having the GPS system switched on and the need for better situational awareness.

201311925	16/09/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ1	G	Restricted area	ARV	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by an ARV1 showing as a primary contact only. Blind calls made with no response.	
201311926	18/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8.5nm NE	D	CTA	GROB	Reciprocating	1	Infringement of the Solent CTA (Class D) by an unknown contact, squawking 7000, indicating 2800ft. Aircraft identified via Mode S as a G109. Traffic info and avoiding action given.	Several blind calls made, without response. A Southampton outbound airliner had their departure delayed by approx 5mins due to the unknown intentions of the infringer. Attributed to poor pilot awareness/map reading.☐ CAA Closure: Appropriate CAA action taken.
201311926	18/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8.5nm NE	D	CTA	UNKNOWN	Unknown	2	Infringement of the Solent CTA (Class D) by an unknown contact, squawking 7000, indicating 2800ft. Aircraft identified via Mode S as a G109. Traffic info and avoiding action given.	Several blind calls made, without response. A Southampton outbound airliner had their departure delayed by approx 5mins due to the unknown intentions of the infringer. Attributed to poor pilot awareness/map reading.☐ CAA Closure: Appropriate CAA action taken.
201311926	18/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8.5nm NE	D	CTA	UNKNOWN	Unknown	2	Infringement of the Solent CTA (Class D) by an unknown contact, squawking 7000, indicating 2800ft. Aircraft identified via Mode S as a G109. Traffic info and avoiding action given.	Several blind calls made, without response. A Southampton outbound airliner had their departure delayed by approx 5mins due to the unknown intentions of the infringer. Attributed to poor pilot awareness/map reading.☐ CAA Closure: Appropriate CAA action taken.
201311953	18/09/2013	EGTT : London (FIR)	EGMD (LYX): Lydd	EG D044 Lydd	G	Danger area	ROCKWELL	Reciprocating	1	Infringement of Danger Area EG D044 (Lydd) by a Rockwell 114 at 1000ft.	Attributed to poor pilot awareness.☐ CAA Closure: Appropriate CAA action taken.

201311954	19/09/2013	EGTT : London (FIR)	Hythe Ranges	EG D141	G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area EG D141 (Hythe Ranges) by a PA28 at approx 2000ft on two occasions (0950hrs and 0956hrs).	Pilot changed plan from original plan. Incident attributed to lack of spatial awareness and distraction caused by passenger.☐ CAA Closure: Appropriate CAA action taken.
201312045	21/09/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	13nm E	D	CTA	OTHER	Reciprocating	1	A microlight aircraft infringed the Gatwick CTA (Class D) at 1900ft. The inbound circuit was extended in order to maintained separation with the infringing aircraft.	The controller later spoke with the CFI at Hunsden (who dealt with a previous TMZ infringement by this aircraft) and he in turn has spoken to the pilot concerned. The pilot acknowledged that he inadvertently infringed CAS and voluntarily decided not to fly again until he has undertaken some additional instruction and a checkout with the CFI.
201312049	20/09/2013	EGTT : London (FIR)	Bourne End		A	CTR	OTHER	Reciprocating	1	Alleged infringement of the London CTR (Class D) by a microlight. Heathrow northbound and westbound departures were stopped. CAIT activated. Standard separation maintained.	Pilot not familiar with White Waltham circuit.☐ CAA Closure: Appropriate CAA action taken.
201312051	20/09/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	SE	D	CTR	HUGHES	Turboshaft	1	Infringement of the Manchester CTR (Class D) by a Hughes 369 indicating 1200ft. Inbound flight established on the localiser was broken off approach. Traffic info given.	Investigation established that there was an assumption by the helicopter operator that previous operating procedures agreed with ATC remained valid. Contributing factors were the inability of the operator to contact ATC prior to the flight due to changes to the telephone system and a misunderstanding over the allocation of transponder codes following a change of controller.☐ CAA Closure:☐ Both the operator and ATC have revised their procedures as a result of this incident.
201312051	20/09/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	SE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Manchester CTR (Class D) by a Hughes 369 indicating 1200ft. Inbound flight established on the localiser was broken off approach. Traffic info given.	Investigation established that there was an assumption by the helicopter operator that previous operating procedures agreed with ATC remained valid. Contributing factors were the inability of the operator to contact ATC prior to the flight due to changes to the telephone system and a misunderstanding over the allocation of transponder codes following a change of controller.☐ CAA Closure:☐ Both the operator and ATC have revised their procedures as a result of this incident.

201312066	14/09/2013	EGTT : London (FIR)	EGFF (CWL): Cardiff	R/W30	D	CTR	RANS	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by a Rans S6 on final approach. Aircraft is believed to have been part of a formation of two aircraft with a possible non-radio Skyranger.	Investigation established that the Rans S6 called Cardiff Tower and reported being in formation with a Skyranger. The Skyranger had called Cardiff Radar and was positioned onto final. The Skyranger had informed Radar that it was unable to select the Tower frequency. At no time did the Skyranger report in formation with the Rans S6. This was confirmed by review of the relevant RT. Skyranger was given clearance to land, after coordination, by Radar. The Rans S6 was cleared to land by Tower and reported that he was unable to hear the Skyranger's transmissions. At no time did the S6 receive a clearance to enter CAS.☐ CAA Closure:☐ A Fly-In was taking place at Cardiff and a review of the incident has prompted Cardiff to limit the number of non-transponding aircraft at such events. Appropriate unit action taken and pilot of Rans S6 sent an infringement questionnaire.
201312066	14/09/2013	EGTT : London (FIR)	EGFF (CWL): Cardiff	R/W30	D	CTR	OTHER	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by a Rans S6 on final approach. Aircraft is believed to have been part of a formation of two aircraft with a possible non-radio Skyranger.	Investigation established that the Rans S6 called Cardiff Tower and reported being in formation with a Skyranger. The Skyranger had called Cardiff Radar and was positioned onto final. The Skyranger had informed Radar that it was unable to select the Tower frequency. At no time did the Skyranger report in formation with the Rans S6. This was confirmed by review of the relevant RT. Skyranger was given clearance to land, after coordination, by Radar. The Rans S6 was cleared to land by Tower and reported that he was unable to hear the Skyranger's transmissions. At no time did the S6 receive a clearance to enter CAS.☐ CAA Closure:☐ A Fly-In was taking place at Cardiff and a review of the incident has prompted Cardiff to limit the number of non-transponding aircraft at such events. Appropriate unit action taken and pilot of Rans S6 sent an infringement questionnaire.
201312068	22/09/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	4nm N	D	CTA	ZENAIR	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Zenair 601 squawking 3767 indicating 1300ft. Separation lost with EMB190 on a SAM departure. Check was put on departures.	Pilot of Zenair misidentified land features. Lack of planning identified.☐ CAA Closure: Appropriate CAA action taken.
201312068	22/09/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	4nm N	D	CTA	EMBRAER	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a Zenair 601 squawking 3767 indicating 1300ft. Separation lost with EMB190 on a SAM departure. Check was put on departures.	Pilot of Zenair misidentified land features. Lack of planning identified.☐ CAA Closure: Appropriate CAA action taken.
201312091	22/09/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	4.5nm SSW	D	CTR	RANS	Reciprocating	1	A Rans S6 infringed the Birmingham CTR (Class D). Traffic info was passed to a helicopter working the area, which got close enough to the aircraft to read the registration number.	The controller made numerous blind calls to the aircraft to no avail.

201312223	24/09/2013	EGTT : London (FIR)	EGUY : Wyton		G	ATZ	OTHER	Reciprocating	1	An unknown microlight infringed the Wyton ATZ (Class G) at 1300ft. Traffic info was passed to other aircraft in the circuit and avoiding action was taken.	
201312287	18/09/2013	EGTT : London (FIR)	Chatteris Drop Zone		G	Other	PIPER	Reciprocating	1	Overflight of Chatteris Drop Zone, with para-dropping in progress, by a PA28. Traffic info and avoiding action given.	Pilot had been warned that the para-dropping aircraft was overhead climbing through FL145 and a steer to the North had been suggested but aircraft did not acknowledge this call. ☐ CAA Closure:☐ Warning letter sent.
201312351	27/09/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	5 NE	D	CTR	SOCATA	Reciprocating	1	A TB10 infringed the Luton CTR (Class D) at 2300ft. Standard separation maintained.	The TB10 was communicating with Farnborough with the quality of the RT transmissions being very poor. The aircraft turned away to the North out of the CTR and returned to its departure point. Possible GPS failure.
201312368	26/09/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	26nm SE	A	CTA	UNKNOWN	Unknown	1	An unknown aircraft infringed the Daventry CTA (Class A) at 4800ft. No other traffic were affected by this incident.	The operator telephoned shortly afterwards, stating the pilot was on a solo flight at the edge of their training area, and that he shouldn't have been above 4200ft. He said he would investigate and telephone back with the exact details when available.
201312371	27/09/2013	EGTT : London (FIR)	EGGP (LPL): Liverpool	8nm Southeast	D	CTR	CESSNA	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a C150 squawking 7000 at 1500ft. Traffic info given. Separation lost with outbound Liverpool B737.	Aircraft piloted by a student who was undertaking a solo cross country flight transiting the low level corridor to the West of Manchester. No Mode C. The student pilot misidentified landmarks and turned too early onto a Southwesterly course. The pilot was not in receipt of an ATS at the time. The PC controllers had not assimilated the infringer until warned by Liverpool ATC. At the time the B737 called PC, a loss of separation ensued almost immediately. However, the resolution actions taken by PC were insufficient to reduce the severity of the event.☐ CAA Closure: Correspondence between ATC and the flying school was undertaken by PC investigations, with appropriate advice and future mitigations being offered. Additionally, extensive investigation was undertaken with regard to the ATC aspects of the event and multiple unit recommendations were made and accepted.

201312371	27/09/2013	EGTT : London (FIR)	EGGP (LPL): Liverpool	8nm Southeast	D	CTR	BOEING	Turbofan	2	Infringement of the Liverpool CTR (Class D) by a C150 squawking 7000 at 1500ft. Traffic info given. Separation lost with outbound Liverpool B737.	Aircraft piloted by a student who was undertaking a solo cross country flight transiting the low level corridor to the West of Manchester. No Mode C. The student pilot misidentified landmarks and turned too early onto a Southwesterly course. The pilot was not in receipt of an ATS at the time. The PC controllers had not assimilated the infringer until warned by Liverpool ATC. At the time the B737 called PC, a loss of separation ensued almost immediately. However, the resolution actions taken by PC were insufficient to reduce the severity of the event.☐ CAA Closure: Correspondence between ATC and the flying school was undertaken by PC investigations, with appropriate advice and future mitigations being offered. Additionally, extensive investigation was undertaken with regard to the ATC aspects of the event and multiple unit recommendations were made and accepted.
201312388	28/09/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	4 E	D	CTR	SOCATA	Reciprocating	1	A TB10 infringed the Gatwick CTR (Class D) at 1400ft. Departures were halted and an outbound aircraft was turned away. Separation minima was maintained.	The TB10 was communicating with its base airfield, who were contacted by LTCC and asked to turn the aircraft away from CAS. The pilot reported recently purchasing a GPS system, upon realising it was not booted correctly the pilot rebooted the system, and then realised in this process he had lost his bearings and strayed into CAS.
201312399	28/09/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm SW	G	Restricted area	FLIGHT DESIGN	Reciprocating	1	A CTSW infringed the Stansted TMZ 2 (Class G).	Whilst the aircraft was flying through the TMZ it was a primary contact only.
201312403	29/09/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	22nm NE	A	TMA	PIPER	Reciprocating	1	A PA28 infringed the Manchester TMA (Class A) at 3700ft. Standard separation maintained.	The reporting controller attempted to gain the aircraft info by calling local units, as the aircraft only showed as a 7000 squawk on their radar. Once traced, the reporting controller contacted the unit that the aircraft was communicating with and asked it to contact Manchester.
201312406	29/09/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	6nm NW	D	CTR	PIPER	Reciprocating	1	A PA28 infringed the Stansted CTR/CTA (Class D) and subsequently the London City CTA (Class D) at 1800ft. Standard separation maintained,	The two incidents were approx 25mins apart. Operator fully alerted to this incident by ATC and appropriate advice given. The pilots report indicates that in deteriorating weather conditions he became uncertain of his position.

201312411	29/09/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	12nm S	D	CTA	PIPER	Reciprocating	1	A PA28 infringed the Solent CTA (Class D) at 2300ft. Standard separation maintained.	The pilot submitted a full report on this incident.
201312414	29/09/2013	EGTT : London (FIR)	EGLM : White waltham		A	CTR	PIPER	Reciprocating	1	A PA28R infringed the London CTR (Class A) at 2100ft. Separation lost with an airliner inbound to Heathrow establishing on the ILS for 09L..	The aircraft was identified having been requested to squawk and it was then noticed it was infringing CAS. The pilot apologised and turned to leave CAS.
201312414	29/09/2013	EGTT : London (FIR)	EGLM : White waltham		A	CTR	UNKNOWN	Turbofan	2	A PA28R infringed the London CTR (Class A) at 2100ft. Separation lost with an airliner inbound to Heathrow establishing on the ILS for 09L..	The aircraft was identified having been requested to squawk and it was then noticed it was infringing CAS. The pilot apologised and turned to leave CAS.
201312439	20/09/2013	EGTT : London (FIR)	EGKB (BOH): Biggin hill		G	ATZ	PILATUS	Turboprop	1	A PC12 infringed the Biggin Hill ATZ (Class G).	On calling for joining instructions, the pilot was instructed to report at 5 miles for onward clearance in accordance with the MATS Part 2. The next call received from the pilot was when he was downwind having entered the ATZ and joined the circuit without clearance. A PA28 orbiting downwind was required to descend to avoid the PC12.
201312461	28/09/2013	EGTT : London (FIR)	EGNR : Hawarden	6nm W (KEGUN)	A	Other	GROB	Reciprocating	1	A G109B infringed Airway N864 (Class A). Standard separation maintained.	A full pilot report was received on this incident.

201312473	29/09/2013	EGTT : London (FIR)	Little Rissington		G	Other	UNKNOWN	Unknown	1	A light aircraft overflew the Little Rissington glider site at approx 1000ft. A glider was in the circuit at approx 700ft at the time, no avoiding action was required.	No RT comms established.
201312510	30/09/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	11nm SW (TMZ 2)	G	Restricted area	JABIRU	Reciprocating	1	A Jabiru SK infringed the Stansted TMZ 2 (Class G) at 1100ft. Traffic info was passed to inbound aircraft.	The infringing aircraft was communicating with its inbound aerodrome and its transponder was intermittent. Appropriate advice has been given to the pilot as a result of this incident.
201312582	29/09/2013	EGTT : London (FIR)	Hinton Drop Zone		G	Other	DE HAVILLAND	Reciprocating	1	Overflight of Hinton-in-the-Hedges drop zone by two DHC1s at 2000ft flying in formation during para dropping activity.	Pilot misidentified Hinton-in-the-Hedges for Turweston.☐ CAA Closure: Appropriate CAA action taken.
201312582	29/09/2013	EGTT : London (FIR)	Hinton Drop Zone		G	Other	DE HAVILLAND	Reciprocating	1	Overflight of Hinton-in-the-Hedges drop zone by two DHC1s at 2000ft flying in formation during para dropping activity.	Pilot misidentified Hinton-in-the-Hedges for Turweston.☐ CAA Closure: Appropriate CAA action taken.
201312666	03/10/2013	EGTT : London (FIR)	EGKB (BQH): Biggin hill	O/H	G	ATZ	PILATUS	Turboprop	1	Infringement of the Biggin Hill ATZ (Class G) by a PC12 at 2400ft. Separation minima was maintained.	The aircraft was receiving a TS from Farnborough Radar.

201312678	03/10/2013	EGTT : London (FIR)	EGTB : Wycombe Air Park/Booker	O/H	G	ATZ	BEECH	Unknown	1	Infringement of the Wycombe Air Park ATZ (Class G) at 2300ft.	Another aircraft was inbound at 1nm. There was not time for the controller to issue traffic info as there was perceived to be no confliction. The unit the infringing aircraft was working confirmed its height.
201312702	05/10/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	7nm NW	A	CTR	EUROCOPTER	Turboshaft	1	Infringement of the London CTR (Class A) at 1000ft by an EC135. Separation minima was maintained.	No other traffic was reported to be in the area at the time of the incident. The pilot did not receive the instruction to call Northolt when ready to lift. The last instruction he received was to call SVFR which he complied with. The pilot apologised for this event. He did apparently try to call SVFR on the ground but without success. The pilot possibly predicted the clearance he would get (through past experience) and didn't wait until the clearance had been issued formally by ATC. Appropriate advice has been passed to the pilot concerned.
201312709	05/10/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8nm ENE	D	CTR	UNKNOWN	Unknown	1	Infringement of the Southampton CTR (Class D) by an unknown aircraft (single engined low wing). Standard separation was maintained.	The controller made several blind calls to identify the aircraft (primary response only) to no avail. The aerodrome controllers reported visual with the infringing aircraft.
201312716	06/10/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	10nm SW	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an R22. Separation minima was maintained.	No other traffic was in the area at the time of the incident and when contacted, the pilot was very apologetic.
201312731	05/10/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	12nm S	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Solent CTA (Class D) at 2300ft by an SR22 (believed). A Southampton departing aircraft was given avoiding action and traffic info. Separation minima was maintained.	The unit that was working the infringing aircraft was identified and shortly after it exited CAS. From the information available it is believed that the pilot concerned misread the relevant chart depicting the base of the Solent CTA.

201312731	05/10/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	12nm S	D	CTA	BRITTEN NORMAN	Reciprocating	3	Infringement of the Solent CTA (Class D) at 2300ft by an SR22 (believed). A Southampton departing aircraft was given avoiding action and traffic info. Separation minima was maintained.	The unit that was working the infringing aircraft was identified and shortly after it exited CAS. From the information available it is believed that the pilot concerned misread the relevant chart depicting the base of the Solent CTA.
201312788	07/10/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm NE	G	Restricted area	OTHER	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a replica Nieuport Scout 17/23. The aircraft appeared as a primary radar return only.	The aircraft initially appeared as a primary track and was identified by contacting the airfield it appeared to land at. No other traffic was affected by this incident and the pilot appeared to have mistakenly identified Wethersfield for Ridgewell. The pilot has received appropriate advice as a result of this incident.
201312797	04/10/2013	EGTT : London (FIR)	DTY	3 N	A	CTA	CESSNA	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a C182 at 4800ft. Separation minima was maintained.	No other traffic were reported to be in the area at the time of this incident.
201312806	05/10/2013	EGTT : London (FIR)	Little Rissington		G	Other	UNKNOWN	Reciprocating	1	Microlight overflow active gliding site at approx 200ft. No RT contact on A/G frequency.	
201312837	08/10/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	10nm S	D	CTA	CESSNA	Reciprocating	1	Infringement of Manchester CTA (Class D) at 3500ft by a C182. Separation minima was maintained.	No other aircraft were in the area at the time of the incident.

201312840	08/10/2013	EGTT : London (FIR)	EGCB : Manchester/Barton	3nm NW	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an EV97 at 2000ft. Traffic info/avoiding action passed to an outbound aircraft and separation minima was maintained.	
201312840	08/10/2013	EGTT : London (FIR)	EGCB : Manchester/Barton	3nm NW	D	CTA	BOEING	Turbofan	2	Infringement of the Manchester CTA (Class D) by an EV97 at 2000ft. Traffic info/avoiding action passed to an outbound aircraft and separation minima was maintained.	
201312932	09/10/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8nm NW	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a C42 at 1800ft. Traffic info was passed to an inbound aircraft and separation minima was maintained.	The instructor reported strong upper winds than anticipated during planning and a busy cockpit environment. He also failed to noticed the descent and turn away from CAS requested by ATC had not been complied with.
201313029	30/08/2013	EGTT : London (FIR)	EGCT : Tilstock	O/H	G	Other	CIRRUS	Reciprocating	1	SR20 overflew the Tilstock parachuting area (Class G) at 4200ft. Traffic info was passed.	The infringing aircraft was passed information by ATC on the paradropping area at approximately 4nm and again at 1nm away and also 0.5nm away. The pilot confirmed he was going to route to the North of the area but did not. The aircraft used for paradropping was on the ground at the time of the incident.
201313071	09/10/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	12nm SSW	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an SR20 at 2900ft. Separation minima was maintained.	No other traffic were affected by this incident.

201313090	12/10/2013	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	10nm NW	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 at 1900ft. Standard separation was maintained.	No other aircraft was reported to have been affected by this incident. Information indicates that the pilot became distracted by a high level of noise from his radio. At this point he believes he misidentified Beaconsfield as Wycombe and turned South. Appropriate follow up action has been taken as a result of this incident.
201313211	15/10/2013	EGTT : London (FIR)	EGXY - Syerston		G	ATZ	ROBINSON	Reciprocating	1	Alleged infringement of the Syerston ATZ (Class G) by an R44 at approx 900ft.	The R44 was spotted by other aircraft operating out of Syerston that was actively using both LH and RH circuits. Appropriate CAA action is being taken as a result of this incident.
201313298	17/10/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	12nm WSW	D	CTA	PIPER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a PA28 at 3200ft. Traffic info/avoiding action was passed to an outbound aircraft and separation was maintained.	PA28 pilot aware of CTA boundaries and suspects failure to compensate for wind resulted in aircraft drifting into CTA. As a result of this incident, pilot will fly at a lower altitude (below 2500ft) in this vicinity to avoid recurrence.
201313298	17/10/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	12nm WSW	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTA (Class D) by a PA28 at 3200ft. Traffic info/avoiding action was passed to an outbound aircraft and separation was maintained.	PA28 pilot aware of CTA boundaries and suspects failure to compensate for wind resulted in aircraft drifting into CTA. As a result of this incident, pilot will fly at a lower altitude (below 2500ft) in this vicinity to avoid recurrence.
201313328	05/09/2013	EGTT : London (UIR)	TIPAN	5 S	C	Other	DE HAVILLAND	Turbojet	1	Infringement of the London FIR (Class C) by a formation of two Vampire Jets at FL240. Separation minima was maintained.	Although the exact cause of this incident is unclear there appears to have been some ATC confusion involved and also some VFR/IFR flight plan issues.

201313328	05/09/2013	EGTT : London (UIR)	TIPAN	5 S	C	Other	DE HAVILLAND	Turbojet	1	Infringement of the London FIR (Class C) by a formation of two Vampire Jets at FL240. Separation minima was maintained.	Although the exact cause of this incident is unclear there appears to have been some ATC confusion involved and also some VFR/IFR flight plan issues.
201313364	19/10/2013	EGTT : London (FIR)	Crewe		A	TMA	GROB	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a G115 at FL60. Separation minima was maintained.	The aircraft originally showed as a 7000 squawk. The controller tracked the aircraft to its destination where it was matched to a callsign. No other traffic in the area at the time. The pilot reported he was instructing a student at the time of the incident and strayed from their position, the instructor states that he has learnt from the experience.
201313381	19/10/2013	EGTT : London (FIR)	EGSC (CBG): Cambridge	19nm North West	G	ATZ	MAULE	Reciprocating	1	Poor RT and lack of knowledge and procedures displayed by Maule M5 in receipt of a Basic Service. Aircraft flew through Cambridge R/W23 climb out at 4nm at about 1500ft.	Aircraft had been observed on the ATM squawking 7000 on the D/F line and seen to enter the Wyton ATZ where it flew overhead at 1500ft.☐ CAA Closure: The aircraft has subsequently been delivered to Russia for registration and the pilot was a Dutch licence holder. No further action.
201313462	20/10/2013	EGTT : London (FIR)	EGKA (ESH): Shoreham	10 N	A	TMA	BEECH	Reciprocating	1	Infringement of the LTMA-1 by a BE36 at 4000ft. Standard separation maintained.	The pilot, having indicated that he was conducting an ADF tracking exercise overhead Shoreham NDB in Class G airspace, then mistakenly infringed the London TMA-1 Class A controlled airspace. The Shoreham controller did not have access to radar and was unaware of the infringement.☐ CAA Closure:☐ It is unclear why the pilot made the navigational error causing the infringement. No further investigation was possible.
201313530	06/04/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	E	D	CTR	HUGHES	Turboshaft	1	Loss of separation between a Hughes 369, squawking 7000 at 1200ft and an A320 in ILS descent to R/W23R. CAIT activated.	Information indicates that the loss of separation was a direct result of the APP controller allowing the Hughes 369 to operate within CAS without a clearance and identification. The APP controller had not realised the position of the Hughes 369 and mistakenly believed the Hughes 369 would remain outside CAS. It was noted that the Hughes 369 had become airborne directly into CAS without any prior request, this aspect has been brought to the attention of the operator.

201313530	06/04/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	E	D	CTR	AIRBUS	Turbofan	2	Loss of separation between a Hughes 369, squawking 7000 at 1200ft and an A320 in ILS descent to R/W23R. CAIT activated.	Information indicates that the loss of separation was a direct result of the APP controller allowing the Hughes 369 to operate within CAS without a clearance and identification. The APP controller had not realised the position of the Hughes 369 and mistakenly believed the Hughes 369 would remain outside CAS. It was noted that the Hughes 369 had become airborne directly into CAS without any prior request, this aspect has been brought to the attention of the operator.
201313582	20/10/2013	EGTT : London (FIR)	NUGRA	9W	A	CTA	TECNAM	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a P2002JF at 5200ft. Separation minima was maintained.	The instructor reported being on an IMC training flight with a student at the time. Due to poor weather to the West , the instructor chose to avoid their usual training area to the West of the field & fly to the East, keeping track of their position visually using the town of Whitchurch. The strong Southerly wind combined with concentrating on the exercise caused the aircraft to drift further to the North than they intended, or realised.
201313654	24/10/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	LLC	A	TMA	FLY BUY ULTRALIGHTS	Reciprocating	1	Potential infringement of the Manchester TMA (Class A) by C42 at 1300ft, squawking 7000, resulting in loss of separation with a departing airliner at 4000ft on a DESIG SID. CAIT activated.	MACC controller noticed CAIT activate against an unknown aircraft and instructed the departing airliner to turn right heading 065deg, on passing 4000ft. The controller had believed that the combination of the DESIG departure turn, followed by the further right turn instruction would have maintained separation from the infringing aircraft. Controller stated that they did not give avoiding action as it would not have been any different to the initial turn and traffic information was not given as the tracks were diverging and separation increasing.. Operator alerted.
201313654	24/10/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	LLC	A	TMA	AIRBUS	Turbofan	2	Potential infringement of the Manchester TMA (Class A) by C42 at 1300ft, squawking 7000, resulting in loss of separation with a departing airliner at 4000ft on a DESIG SID. CAIT activated.	MACC controller noticed CAIT activate against an unknown aircraft and instructed the departing airliner to turn right heading 065deg, on passing 4000ft. The controller had believed that the combination of the DESIG departure turn, followed by the further right turn instruction would have maintained separation from the infringing aircraft. Controller stated that they did not give avoiding action as it would not have been any different to the initial turn and traffic information was not given as the tracks were diverging and separation increasing. Operator alerted.
201313749	24/10/2013	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	10 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Leeds Bradford CTR (Class D) by a C152 at 2700ft. Separation minima was maintained.	Once identified, the aircraft was given transit not above 3000ft.

201313971	29/10/2013	EGTT : London (FIR)	EGFF (CWL): Cardiff	7.5nm NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by a PA28. Separation minima was maintained.	No other aircraft were in the area at the time of the incident. The controller immediately contacted the pilot and told him he had entered CAS without clearance and asked his intentions. He replied he would, "immediately leave to the North." which he promptly did.
201314028	31/10/2013	EGTT : London (FIR)	Heysham	EG R444	G	Restrict ed area	AVIONS ROBIN	Reciprocating	1	Infringement of EG R444 (Heysham) Class G by an HR100 squawking 0450 with Mode C indicating 1400ft. Pilot informed.	
201314041	30/10/2013	EGTT : London (FIR)	DAYNE	10nm NE	A	TMA	CESSNA	Reciprocating	1	Believed infringement of the Manchester TMA (Class A) by a C152 at 4000ft. Separation minima was maintained.	No other aircraft were in the area at the time of the incident.
201314064	01/11/2013	EGTT : London (FIR)	GARMI	1.5W	G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area D036 by a PA28 at 4000ft squawking 7000. Pilot contacted London FIR whilst inside the DA. A coordinated clearance was issued for the aircraft to cross the DA.	D036 NOTAMed active, however, no live firings were taking place at the time of the infringement.☐ CAA Closure:☐ Pilot error. Appropriate CAA action had been taken with regard to the pilot concerned.
201314173	04/11/2013	EGTT : London (FIR)	NEDUL	4 NE	D	CTA	FLIGHT DESIGN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a CTSW at 3100ft. Separation minima was maintained.	Numerous blind calls were made to the aircraft to no avail. A subsequent report from the pilot states that due to dense cloud and knowing of the high masts approx 10km E of the Needles, he thought it best to climb above the clouds in order to maintain VFR and inadvertently entered the CTA where the base is 2000ft. The pilots report indicates that the appropriate lessons have been learnt.

201314276	05/11/2013	EGTT : London (FIR)	EGWC : Cosford	7 ENE	A	CTA	GROB	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a Grob Tutor at an indicated FL52. Separation minima was maintained.	
201314325	07/11/2013	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	6nm SSE	D	CTR	CESSNA	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by a C172 at 2500ft. Separation minima was maintained. The aircraft returned to its departure aerodrome.	The aircraft had became lost and was transferred to D&D Cell where a position fix and steers given until the pilot was visual with Leicester airfield.
201314427	10/11/2013	EGTT : London (FIR)	EGTO (RCS): Rochester	2nm W	A	TMA	BEAGLE	Reciprocating	1	Infringement of the LTMA (Class A) by a Beagle B121 at 3000ft. Separation minima was maintained.	The aircraft descended to leave CAS shortly afterwards and the controller initiated tracing action. The pilot believes he may have inadvertently climbed whilst distracted when changing from Southend ATC to Farnborough LARS.
201314430	10/11/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	9 NE	D	CTR	UNKNOWN	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown aircraft (possibly a motor glider). Standard separation maintained.	Traffic info was passed to another aircraft in the area.
201314431	10/11/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted	14nm SW	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Stansted CTA (Class D) at 2000ft by a DA40. Separation minima was maintained.	No other aircraft were reported to have been affected by this incident.

201314437	10/11/2013	EGTT : London (FIR)	MIRSI-ROSUN		A	TMA	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a C42 squawking 7000 with altitude showing up to 4600ft. CAIT activated. Four aircraft were vectored and coordinated to maintain 5nm lateral separation. Several unsuccessful blind calls were made.	CAA Closure:☐ Pilot error. Poor navigation. Additional navigation training.
201314508	10/11/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	CTA 1	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA 1 (Class D) by a C172 at 2400ft. Traffic info given and a turn given to a Birmingham outbound B737 in order to maintain separation.	The pilot was contacted after the controller made a blind call and he thought he was further North than he was.
201314508	10/11/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	CTA 1	D	CTA	BOEING	Turbofan	2	Infringement of the Birmingham CTA 1 (Class D) by a C172 at 2400ft. Traffic info given and a turn given to a Birmingham outbound B737 in order to maintain separation.	The pilot was contacted after the controller made a blind call and he thought he was further North than he was.
201314518	10/11/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	NE	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an R44 at 2300ft. Traffic info was passed to an inbound B737 and separation minima was maintained.	The B737 was broken off the approach at approx 10nm DME and a further two aircraft were orbited downwind until the R44 had left CAS. The R44 pilots report indicates that a loss of attention to vertical navigation resulted in this infringement of CAS.
201314518	10/11/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	NE	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by an R44 at 2300ft. Traffic info was passed to an inbound B737 and separation minima was maintained.	The B737 was broken off the approach at approx 10nm DME and a further two aircraft were orbited downwind until the R44 had left CAS. The R44 pilots report indicates that a loss of attention to vertical navigation resulted in this infringement of CAS.

201314572	12/11/2013	EGTT : London (FIR)	Radstock	1nm North	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Bristol CTA-3 (Class D) by a HK36 squawking 7000 at 3000ft. Several attempts were made to contact the aircraft before it entered CAS but with no response.	Standard separation maintained.☐ CAA Closure:☐ No CAA action taken. Closed due to elapsed time.
201314573	12/11/2013	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	20nm ENE	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA-8 (Class D) at 5200ft by a PA28. Separation minima was maintained.	The instructor reported that he failed to allow for the strong northerly winds and tried to achieve a lot of tasks in a short period of time.
201314626	13/11/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10nm E	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR and CTA (Class D) by a PA28 squawking 7000, resulting in two Gatwick inbound airliners being broken off the approach to R/W26L. Traffic info and avoiding action given. Standard separation maintained.	ATC made two blind transmissions without response. Reporter noted that the PA28 pilot had appeared not to have selected Mode C ALT or obtained a service from Farnborough LARS. PA28 pilot's report revealed that they had not made contact with Farnborough LARS due to a headphone malfunction, and in their hurry to replace the headset the pilot had misidentified a land feature and subsequently infringed Gatwick airspace. PA28 pilot also made reference to a wind error during their pre-flight planning. Operator fully alerted.
201314626	13/11/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10nm E	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Gatwick CTR and CTA (Class D) by a PA28 squawking 7000, resulting in two Gatwick inbound airliners being broken off the approach to R/W26L. Traffic info and avoiding action given. Standard separation maintained.	ATC made two blind transmissions without response. Reporter noted that the PA28 pilot had appeared not to have selected Mode C ALT or obtained a service from Farnborough LARS. PA28 pilot's report revealed that they had not made contact with Farnborough LARS due to a headphone malfunction, and in their hurry to replace the headset the pilot had misidentified a land feature and subsequently infringed Gatwick airspace. PA28 pilot also made reference to a wind error during their pre-flight planning. Operator fully alerted.
201314626	13/11/2013	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10nm E	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR and CTA (Class D) by a PA28 squawking 7000, resulting in two Gatwick inbound airliners being broken off the approach to R/W26L. Traffic info and avoiding action given. Standard separation maintained.	ATC made two blind transmissions without response. Reporter noted that the PA28 pilot had appeared not to have selected Mode C ALT or obtained a service from Farnborough LARS. PA28 pilot's report revealed that they had not made contact with Farnborough LARS due to a headphone malfunction, and in their hurry to replace the headset the pilot had misidentified a land feature and subsequently infringed Gatwick airspace. PA28 pilot also made reference to a wind error during their pre-flight planning. Operator fully alerted.

201314733	15/11/2013	EGTT : London (FIR)	EGXY: Syerston	O/H	G	ATZ	WESTLAND	Turboshaft	1	Infringement of the Syerston ATZ (Class G) at 700ft by a Gazelle helicopter. The aircraft was not in communication with Syerston.	No other traffic were reported to be in the area at the time of the incident.
201314740	15/11/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	9nm West	D	CTR	DIAMOND	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a DA40 squawking 7000 at 1600ft. Separation lost with PA31 on a WAL departure. Traffic info and avoiding action given.	Pilot report indicates that the pilot commenced climb at too early a stage.☐ CAA Closure:☐ The root causes of this incident were poor planning, unfamiliar route, and reliance on GPS. Appropriate CAA action taken.
201314740	15/11/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	9nm West	D	CTR	PIPER	Reciprocating	2	Infringement of the Manchester CTR (Class D) by a DA40 squawking 7000 at 1600ft. Separation lost with PA31 on a WAL departure. Traffic info and avoiding action given.	Pilot report indicates that the pilot commenced climb at too early a stage.☐ CAA Closure:☐ The root causes of this incident were poor planning, unfamiliar route, and reliance on GPS. Appropriate CAA action taken.
201314813	14/11/2013	EGTT : London (FIR)	EGUY : Wyton		G	ATZ	PIPER	Reciprocating	1	Infringement of the Wyton ATZ (Class G) at 1500ft by a PA28R. Separation minima was maintained and traffic info was passed.	A short while later, the pilot of the PA28R called to apologise for his error.
201314843	15/11/2013	EGTT : London (FIR)	Portsmouth	EG D036	G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D036 (Portsmouth) by a PA28 at 4000ft, squawking 7000.	PA28 entered EG D036 and contacted military ATC requesting a service. The pilot was informed they had entered an active Danger Area without a clearance and was advised that in future they should obtain a crossing clearance prior to entering.

201314902	19/11/2013	EGTT : London (FIR)	EG D117		G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area EG D117 (Pendine) by a C172 squawking 1177, in receipt of a Basic Service from LACC FIS. Check fire initiated.	C172 pilot informed LACC FIS that they were avoiding a large squall. LACC FIS transferred the C172 to Pembrey Range. ☐ CAA Closure:☐ The root cause of this incident is considered to be that the pilot failed to take into account the close proximity of the Danger Area when pre-flight planning. Appropriate CAA action has been taken.
201314918	19/11/2013	EGTT : London (FIR)	MIRSI		A	TMA	GROB	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a Grob G115 at FL55. Separation minima was maintained with an aircraft routed away from the infringer.	.
201314934	19/11/2013	EGTT : London (FIR)	WAL	4 N	D	CTA	SOCATA	Reciprocating	1	Infringement of the Liverpool CTA (Class D) by a TB10 at 3200ft. Separation minima was maintained.	An inbound B737 had its descent stopped in order to maintain separation. When the pilot of the infringing aircraft was informed that he had entered CAS he stated that he was unable to get in on the frequency earlier. He was subsequently told that he must remain outside CAS when no clearance has been issued by ATC.
201315076	21/11/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	8nm North East	D	CTR	WESTLAND	Turboshaft	1	Infringement of the Southampton CTR (Class D) by a Westland Scout at 500ft. Aircraft was observed tracking through an 8nm final for R/W26. Standard separation maintained.	Appropriate CAA action is being taken as a result of this incident.
201315146	22/11/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	10nm West	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Cessna 305 squawking 7366 with unverified Mode C showing 1100ft. Traffic info given. Separation lost. B737 vectored for ILS approach was broken off and re-positioned.	Pilot was advised that he was going to enter CAS but replied that the private site on his map was outside the zone but that he would turn away to the North. Traffic was coordinated with DIR who were already aware and during this conversation the aircraft entered the zone by 1/4nm.☐ Supplementary 10/02/14:☐ It is concluded that this event was caused by the pilot of not realising that in order to operate over his intended destination he would infact, very likely penetrate the Manchester CTR because of the closeness of the destination to the edge of CAS. When he realised that he was about to penetrate the CTR he turned away, however, due to the call from the Approach controller causing a distraction, the turn executed did not resolve the situation in time (poor manual handling); the aircraft thus entered the Manchester CTR without a clearance.

201315146	22/11/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	10nm West	D	CTR	BOEING	Turbofan	2	Infringement of the Manchester CTR (Class D) by a Cessna 305 squawking 7366 with unverified Mode C showing 1100ft. Traffic info given. Separation lost. B737 vectored for ILS approach was broken off and re-positioned.	Pilot was advised that he was going to enter CAS but replied that the private site on his map was outside the zone but that he would turn away to the North. Traffic was coordinated with DIR who were already aware and during this conversation the aircraft entered the zone by 1/4nm. Supplementary 10/02/14: It is concluded that this event was caused by the pilot of not realising that in order to operate over his intended destination he would infact, very likely penetrate the Manchester CTR because of the closeness of the destination to the edge of CAS. When he realised that he was about to penetrate the CTR he turned away, however, due to the call from the Approach controller causing a distraction, the turn executed did not resolve the situation in time (poor manual handling); the aircraft thus entered the Manchester CTR without a clearance.
201315152	22/11/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	14nm NW (Leigh VRP)	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Manchester CTR (Class D) at 1800ft by an Ikarus C42. Separation minima was maintained.	The aircraft was identified through the controller contacting a local airfield and getting the aircraft to contact him. The RT quality was poor. No other aircraft were reported to have been affected by this incident.
201315178	22/11/2013	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington	Climb out R/W01	G	ATZ	CESSNA	Reciprocating	1	Believed infringement of the Oxford/Kidlington ATZ (Class G) by a C182 squawking 4520 at 1500ft. Aircraft came into conflict with a departing C560.	CAA Closure: Pilot error. Not up to date on local procedures. Interviewed and retraining specified.
201315178	22/11/2013	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington	Climb out R/W01	G	ATZ	CESSNA	Turbofan	2	Believed infringement of the Oxford/Kidlington ATZ (Class G) by a C182 squawking 4520 at 1500ft. Aircraft came into conflict with a departing C560.	CAA Closure: Pilot error. Not up to date on local procedures. Interviewed and retraining specified.
201315185	23/11/2013	EGTT : London (FIR)	BUR	1nm NW	A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28 squawking 5032 at 1500ft. Standard separation maintained.	The PA28's squawk then changed to 7000 and the aircraft routed Southwest into the White Waltham ATZ at 1700ft. Heathrow departures were stopped until the PA28 had left CAS. The PA28 had been flown by a solo student pilot. Information indicates that the PA28 pilot had drifted to the left of their intended track. Farnborough North had called the pilot to warn them of the Wycombe ATZ ahead. The pilot had been uncertain of some of the ATC RT phraseology and had been unable to fix their position. The pilot subsequently contacted the D&D cell who gave the pilot a heading back to White Waltham, where the aircraft landed. Operator alerted and further training is to be given.

201315187	23/11/2013	EGTT : London (FIR)	BCN	10nm North West	A	Other	DIAMOND	Reciprocating	1	Infringement of Airway N864 by a HK36 squawking 7000 indicating FL95. Several blind calls were made with no response.	CAA Closure:☐ Navigation error. Warning letter sent.
201315196	24/11/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	7nm NW	D	CTA	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Solent CTA (Class D) by an Ikarus C42 at 3500ft. Separation minima was maintained.	A DHC8 was held on the runway for departure until the infringer was clear. The pilot of the infringing aircraft reports that he was going to fly a well followed route at 1500ft following railway and river lines, which would have kept him well clear of CAS, when on this route he avoided following a compass course, to ensure he always knew where he was. The pilot was unable to raise Middle Wallop, but whilst above scattered cloud he could fly at 3600ft allowing him to fly over the MATZ. The pilot assumed this route would keep him even further away from Southampton's airspace but cloud cover thickened and deflected his course. The pilot was descending below broken cloud when he infringed. The appropriate lessons appear to have been learnt as a result of this incident.
201315196	24/11/2013	EGTT : London (FIR)	EGHI (SOU): Southampton	7nm NW	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by an Ikarus C42 at 3500ft. Separation minima was maintained.	A DHC8 was held on the runway for departure until the infringer was clear. The pilot of the infringing aircraft reports that he was going to fly a well followed route at 1500ft following railway and river lines, which would have kept him well clear of CAS, when on this route he avoided following a compass course, to ensure he always knew where he was. The pilot was unable to raise Middle Wallop, but whilst above scattered cloud he could fly at 3600ft allowing him to fly over the MATZ. The pilot assumed this route would keep him even further away from Southampton's airspace but cloud cover thickened and deflected his course. The pilot was descending below broken cloud when he infringed. The appropriate lessons appear to have been learnt as a result of this incident.
201315282	25/11/2013	EGTT : London (FIR)	EGLD : Denham	5nm W	A	CTR	PIPER	Reciprocating	1	Infringement of London CTR (Class A) by a PA28 at 1000ft. Separation minima was maintained but departures were delayed from Heathrow until the aircraft was clear.	The aircraft was initially squawking 7000, but was eventually identified but the controller calling Denham aerodrome. Heathrow departures were resumed approx 4mins later. The pilot involved in this infringement was hiring for the first time having just passed his PPL skill test. On this flight, he went out to the local area, navigating to Finmere, then returning to Denham via Princes Risborough and Bovingdon. It was on the return leg from Princes Risborough to Bovingdon where the pilot became disoriented. The plan was to fly to Bovingdon and then on to St. Giles VRP (Denham was operating on R/W06). The pilot saw Bovingdon but instead of turning overhead, turned approximately 2nm early. This led to him being West of his desired track and so missed the VRP. He compounded the mistake by failing to head North once his time for the leg had over run. Once the pilot landed, the incident was discussed and the pilot was very apologetic. The pilot will now fly a sortie that focuses on the rejoin procedure for Denham to reiterate what he learned during his PPL training.
201315340	26/11/2013	EGTT : London (FIR)	EGHH (BOH): Bournemouth/Hurn	10nm E	D	CTA	AEROSPATIALE	Turboshaft	1	Infringement of the Southampton CTA (Class D) by an AS350 at 2500ft, squawking 7375, resulting in a conflict with a DA42. Traffic info and avoiding action given.	CAA Closure:☐ No further details could be provided and the pilot on the day had little information to assist. No further CAA action.

201315340	26/11/2013	EGTT : London (FIR)	EGHH (BOH): Bournemouth/Hurn	10nm E	D	CTA	DIAMOND	Reciprocating	2	Infringement of the Southampton CTA (Class D) by an AS350 at 2500ft, squawking 7375, resulting in a conflict with a DA42. Traffic info and avoiding action given.	CAA Closure:☐ No further details could be provided and the pilot on the day had little information to assist. No further CAA action.
201315547	29/11/2013	EGTT : London (FIR)	HEN	3.5nm W	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by an aircraft squawking 7000, indicating 4500ft. Aircraft identified as a C152. CAIT activated. Standard separation maintained.	C152 pilot later acknowledged the infringement and reported that the wind had increased from 30kts to 45kts which had resulted in the aircraft drifting further East than intended.
201315577	30/11/2013	EGTT : London (FIR)	EGGP (LPL): Liverpool	E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a C150 squawking 7366 at 1300ft. Standard separation maintained.	Aircraft in receipt of a Basic Service was undertaking a navigational exercise. Pilot was instructed to turn East immediately and head East to exit CAS remaining VFR, but was seen heading South East not East as instructed and was again told to turn East to exit CAS.
201315583	16/11/2013	EGTT : London (FIR)	EGTO (RCS): Rochester	5nm SE	A	TMA	JODEL	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 indicating 3300ft. Aircraft identified as a Jodel D117. Standard separation maintained.	Appropriate ATC action was taken to vector London City traffic away from the infringer. Jodel D117 pilot later commented that a drop in oil pressure had been indicated and whilst being fixated on closely monitoring the oil pressure they had inadvertently gained height. An indication fault was discovered once the aircraft had landed. Pilot stated that their concerns over engine failure had overridden their altitude awareness.
201315584	26/11/2013	EGTT : London (FIR)	EGLD : Denham	4nm West	A	CTR	BELL	Turboshaft	1	Infringement of the London CTR (Class A) by a helicopter squawking 7000 at 1000ft. Heathrow departures were briefly suspended. Standard separation maintained.	Northolt established from Denham that the helicopter was a visitor and aircraft soon turned towards Denham and landed. Departures were then resumed.

201315587	30/11/2013	EGTT : London (FIR)	SAM	8nm SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 7000, climbing to 3200ft. Aircraft identified via Farnborough as a PA28. Standard separation maintained.	Blind transmissions made without response. Information indicates that the PA28 was observed to descend below CAS soon after the infringement. The pilot did not contact Solent Radar during or after the incident.
201315716	03/12/2013	EGTT : London (FIR)	MIRSI	5nm SE	D	CTR	OTHER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, indicating 2000ft. Aircraft identified as a Gyroplane. CAIT activated. Standard separation maintained.	At approx 1112hrs CAIT activated indicating that there was an infringement 5nm SE of MIRSI at altitude 2000ft descending 1400ft above the northern section of the low level corridor. Liverpool rang to say they were not working or aware of the traffic. Reporter contacted Manchester Approach to see if they were working it which they said they weren't but would speak to Barton. A Manchester inbound via MIRSI descending FL60 was coordinated with Manchester APC for a heading off MIRSI to avoid any potential conflict should the aircraft take up the MIRSI hold. As workload was low and there was plenty of time to resolve any potential conflict there was no safety impact with the infringer. Manchester radar out of service which resulted in Manchester APC only observing intermittent radar contact with the infringer. Information on the aircraft obtained over telephone by Manchester Watch Manager after speaking to Barton. ☐ Supplementary 09/01/14:☐ At approximately 1110z a 7000 squawk was observed just south of Wigan, in the Liverpool AOR, indicating altitude 2000ft. As I wasn't speaking to any aircraft I used the target information to obtain the aircraft registration and advised the APC S controller of the information. Soon after the radar return disappeared from our screens. At that time an airliner was inbound from the SW and WAL sector requested a heading with APC S to avoid as their radars were still showing the aircraft with an AIW. The aircraft returned to our radar approximately 5 miles later and was heading towards EGCB. I called the FISO there to see if they were speaking to the aircraft and requested if they could get the pilot to call our WM
201315716	03/12/2013	EGTT : London (FIR)	MIRSI	5nm SE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, indicating 2000ft. Aircraft identified as a Gyroplane. CAIT activated. Standard separation maintained.	At approx 1112hrs CAIT activated indicating that there was an infringement 5nm SE of MIRSI at altitude 2000ft descending 1400ft above the northern section of the low level corridor. Liverpool rang to say they were not working or aware of the traffic. Reporter contacted Manchester Approach to see if they were working it which they said they weren't but would speak to Barton. A Manchester inbound via MIRSI descending FL60 was coordinated with Manchester APC for a heading off MIRSI to avoid any potential conflict should the aircraft take up the MIRSI hold. As workload was low and there was plenty of time to resolve any potential conflict there was no safety impact with the infringer. Manchester radar out of service which resulted in Manchester APC only observing intermittent radar contact with the infringer. Information on the aircraft obtained over telephone by Manchester Watch Manager after speaking to Barton. ☐ Supplementary 09/01/14:☐ At approximately 1110z a 7000 squawk was observed just south of Wigan, in the Liverpool AOR, indicating altitude 2000ft. As I wasn't speaking to any aircraft I used the target information to obtain the aircraft registration and advised the APC S controller of the information. Soon after the radar return disappeared from our screens. At that time an airliner was inbound from the SW and WAL sector requested a heading with APC S to avoid as their radars were still showing the aircraft with an AIW. The aircraft returned to our radar approximately 5 miles later and was heading towards EGCB. I called the FISO there to see if they were speaking to the aircraft and requested if they could get the pilot to call our WM
201315759	04/12/2013	EGTT : London (FIR)	EGFA : WEST WALES/ABERP ORTH	6.5nm East	G	Danger area	BELL	Turboshaft	1	Infringement of Danger Area D202 (Aberporth) by a helicopter squawking 7000 indicating altitude 2000ft. Several blind transmissions were made.	Helicopter subsequently contacted ATC and pilot apologised and was advised of the D202 complex airspace, Aberporth radar frequencies and the provision of ATSOCAS.
201315825	06/12/2013	EGTT : London (FIR)	EGLC (LCY): London city	14 SE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 2800ft. City inbound EMB170 broken off approach. Avoiding action and traffic info given. Standard separation maintained.	Investigations have revealed that the root cause of this incident was poor planning and weather awareness.☐ CAA Closure:☐ Appropriate CAA action has been taken.

201315825	06/12/2013	EGTT : London (FIR)	EGLC (LCY): London city	14 SE	A	TMA	EMBRAER	Turbofan	2	Infringement of the LTMA (Class A) by a C172 at 2800ft. City inbound EMB170 broken off approach. Avoiding action and traffic info given. Standard separation maintained.	Investigations have revealed that the root cause of this incident was poor planning and weather awareness.☐ CAA Closure:☐ Appropriate CAA action has been taken.
201315854	07/12/2013	EGTT : London (FIR)	Manchester LLR		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA32 squawking 7000, indicating 1400ft. CAIT activated.	Supplementary 16/12/13:☐ Following an uneventful flight details were passed to PA32 pilot to inform him that he had entered corridor controlled airspace at 1400ft. This came somewhat as a surprise to the pilot as they had planned this route very carefully given it was their first flight in the low level corridor. The QNH was set and every care was taken to remain below 1300ft. Pilot now believes that the encoder for the transponder in the aircraft is over reading and the aircraft will be going to maintenance to be checked for errors.
201315881	07/12/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	5nm SSE	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 squawking 5032, indicating 2300ft. CAIT activated. Standard separation maintained.	Supplementary 09/12/13: ☐ While plugged in as the LARS N controller (North and East bandboxed) and coming out of a busy session, the controller noticed a 5032 squawk infringing into the Luton CTR from the South on a North Easterly track at approx 2000ft QNH. At exactly the same moment the controller noticed the Luton line ringing. The controller answered the phone while advising the PA28 to turn South immediately (the controller then went back to the pilot to advise 'if able to turn South') and advised Luton if they were calling about the 5032 they were turning South. Luton advised if the pilot wanted to stay on that track then to call them. The controller acknowledged this but saw the PA28 turning South. On speaking with the pilot they sounded very nervous and unsure of their position, the controller tried to calm the pilot and gave them several position reports reference to Panshanger. In the Panshanger overhead the pilot seemed happy with their navigation.
201315931	09/12/2013	EGTT : London (FIR)	Ware	2nm N	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 5030, indicating 1900ft. Aircraft identified via Farnborough LARS as a PA28. Standard separation maintained.	
201316142	13/12/2013	EGTT : London (FIR)	MAY	6 SW	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 3900ft resulting in a loss of separation against an inbound airliner. Traffic info given.	Investigations into this incident revealed that the root cause was poor awareness.☐ CAA Closure: ☐ Appropriate CAA action has been taken.

201316142	13/12/2013	EGTT : London (FIR)	MAY	6 SW	A	TMA	UNKNOWN	Turbofan	2	Infringement of the LTMA (Class A) by a PA28 at 3900ft resulting in a loss of separation against an inbound airliner. Traffic info given.	Investigations into this incident revealed that the root cause was poor awareness.☐ CAA Closure: ☐ Appropriate CAA action has been taken.
201316275	22/11/2013	EGTT : London (FIR)	EGOS : Shawbury		G	ATZ	UNKNOWN	Unknown	1	Infringement of the Shawbury ATZ (Class G) by an unknown aircraft squawking 7000, at approx 1000ft.	It was witnessed that an unknown aircraft operating within the Sleaf ATZ, veered outside the ATZ and penetrated the Shawbury ATZ. After much deliberation and investigation as to whom the pilot may be, it was decided that the pilot in question was performing circuits at Sleaf and did not adhere to the standard pattern. The Shawbury Approach controller alerted the Supervisor in a professional manner and the correct action was taken on their part. Sleaf operations stated that they were experiencing a high number of visitors that day and reporter believes this to be a direct link to the cause. Shawbury have a Letter of Agreement with Shropshire Aerodrome club operating at Sleaf to maintain inside the Sleaf ATZ until NOT BELOW 2000ft, and to contact Shawbury RADAR, if departing on a track between the radials 350-210. Although the aircraft in question was not departing the Sleaf ATZ, it was apparent he was not aware of the reasoning for the Letter of Agreement, and thus did not comply, leading to the Airspace Infringement.
201316288	24/11/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	8nm South	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by an aircraft squawking 0010 observed climbing through 1500ft. Standard separation maintained.	Two blind transmissions were sent before pilot responded and was issued a squawk of 0401 to identify the aircraft. Pilot was requested to call ATC after landing, and pilot left the frequency (to freecall Wolverhampton).
201316320	17/12/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	3NW	D	CTR	BELL	Turboshaft	1	Infringement of the Manchester CTR (Class D) by a helicopter squawking 7000, resulting in loss of separation with a Manchester outbound airliner. CAIT activated.	The helicopter had called Manchester ATC requesting to transit the LLR (Low Level Route) Southbound under a FIS. The controller informed the helicopter they would receive a Basic Service and instructed them to remain outside CAS. The helicopter subsequently infringed CAS. Reporter stated that avoiding action had been deemed unnecessary as the airliner had already been moving away from the helicopter. ☐ Supplementary 14/01/14: Pilots report.☐ At the time of the incident I was navigating with low sun directly ahead of me and this made it difficult for me to concentrate on flight and map reading.
201316320	17/12/2013	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	3NW	D	CTR	AIRBUS	Turbofan	2	Infringement of the Manchester CTR (Class D) by a helicopter squawking 7000, resulting in loss of separation with a Manchester outbound airliner. CAIT activated.	The helicopter had called Manchester ATC requesting to transit the LLR (Low Level Route) Southbound under a FIS. The controller informed the helicopter they would receive a Basic Service and instructed them to remain outside CAS. The helicopter subsequently infringed CAS. Reporter stated that avoiding action had been deemed unnecessary as the airliner had already been moving away from the helicopter. ☐ Supplementary 14/01/14: Pilots report.☐ At the time of the incident I was navigating with low sun directly ahead of me and this made it difficult for me to concentrate on flight and map reading.

201316352	17/12/2013	EGTT : London (FIR)	EGLM : White waltham		A	CTR	GRUMMAN	Reciprocating	1	Infringement of the London CTR (Class A) by an unknown aircraft, indicating 1700ft. Aircraft identified as a Grumman AA5. CAIT activated. Traffic info and avoiding action given.	Reporter was working as OJTI with student controlling working Heathrow FIN. At approx 12.13 an unknown radar return activated CAIT tracking North East, indicating 1700ft. Mode S gave the aircraft details as a Grumman AA5. In confliction was an A319, which was heading 060 but not yet instructed to establish the localiser for 09L. No action was taken with the unknown aircraft at 1700ft. Reporter could hear Thames Radar on the phone line behind them, attempting to establish which ATSU was working the Grumman AA5, and requesting it descend to 1500ft on London QNH 1024. Grumman AA5 then climbed to 1800ft, and the A319 was immediately instructed to turn right 095 degrees to pass clear behind. Grumman AA5 continued climb to 2000ft, and A319 was issued traffic information and instructed to turn right IMMEDIATELY. Along with this, reporter reduced the A319's speed to 160kts as reporter deemed the safest option was to continue the approach to land 09L, passing clear behind of the infringing traffic. A B777 which was on a closing heading for 09L at 4000ft was instructed to continue the heading 120 and not establish the localiser, to maintain 5nm from the infringing traffic. Grumman AA5 descended and all Heathrow traffic continued approach to land 09L without further incident.☐ Supplementary 06/01/14:☐ The pilot involved in this event is convinced that at no point did their altitude exceed 1500 - as shown on both the aircraft's altimeter and navigational software. Prior to departure, the pilot had been fully de-briefed and the pilot was aware of the LFA altitude restriction and circuit pattern etc. The pilot stated that on his return flight, Boscombe ATC reported that his
201316352	17/12/2013	EGTT : London (FIR)	EGLM : White waltham		A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by an unknown aircraft, indicating 1700ft. Aircraft identified as a Grumman AA5. CAIT activated. Traffic info and avoiding action given.	Reporter was working as OJTI with student controlling working Heathrow FIN. At approx 12.13 an unknown radar return activated CAIT tracking North East, indicating 1700ft. Mode S gave the aircraft details as a Grumman AA5. In confliction was an A319, which was heading 060 but not yet instructed to establish the localiser for 09L. No action was taken with the unknown aircraft at 1700ft. Reporter could hear Thames Radar on the phone line behind them, attempting to establish which ATSU was working the Grumman AA5, and requesting it descend to 1500ft on London QNH 1024. Grumman AA5 then climbed to 1800ft, and the A319 was immediately instructed to turn right 095 degrees to pass clear behind. Grumman AA5 continued climb to 2000ft, and A319 was issued traffic information and instructed to turn right IMMEDIATELY. Along with this, reporter reduced the A319's speed to 160kts as reporter deemed the safest option was to continue the approach to land 09L, passing clear behind of the infringing traffic. A B777 which was on a closing heading for 09L at 4000ft was instructed to continue the heading 120 and not establish the localiser, to maintain 5nm from the infringing traffic. Grumman AA5 descended and all Heathrow traffic continued approach to land 09L without further incident.☐ Supplementary 06/01/14:☐ The pilot involved in this event is convinced that at no point did their altitude exceed 1500 - as shown on both the aircraft's altimeter and navigational software. Prior to departure, the pilot had been fully de-briefed and the pilot was aware of the LFA altitude restriction and circuit pattern etc. The pilot stated that on his return flight, Boscombe ATC reported that his
201316352	17/12/2013	EGTT : London (FIR)	EGLM : White waltham		A	CTR	BOEING	Turbofan	2	Infringement of the London CTR (Class A) by an unknown aircraft, indicating 1700ft. Aircraft identified as a Grumman AA5. CAIT activated. Traffic info and avoiding action given.	Reporter was working as OJTI with student controlling working Heathrow FIN. At approx 12.13 an unknown radar return activated CAIT tracking North East, indicating 1700ft. Mode S gave the aircraft details as a Grumman AA5. In confliction was an A319, which was heading 060 but not yet instructed to establish the localiser for 09L. No action was taken with the unknown aircraft at 1700ft. Reporter could hear Thames Radar on the phone line behind them, attempting to establish which ATSU was working the Grumman AA5, and requesting it descend to 1500ft on London QNH 1024. Grumman AA5 then climbed to 1800ft, and the A319 was immediately instructed to turn right 095 degrees to pass clear behind. Grumman AA5 continued climb to 2000ft, and A319 was issued traffic information and instructed to turn right IMMEDIATELY. Along with this, reporter reduced the A319's speed to 160kts as reporter deemed the safest option was to continue the approach to land 09L, passing clear behind of the infringing traffic. A B777 which was on a closing heading for 09L at 4000ft was instructed to continue the heading 120 and not establish the localiser, to maintain 5nm from the infringing traffic. Grumman AA5 descended and all Heathrow traffic continued approach to land 09L without further incident.☐ Supplementary 06/01/14:☐ The pilot involved in this event is convinced that at no point did their altitude exceed 1500 - as shown on both the aircraft's altimeter and navigational software. Prior to departure, the pilot had been fully de-briefed and the pilot was aware of the LFA altitude restriction and circuit pattern etc. The pilot stated that on his return flight, Boscombe ATC reported that his
201316573	20/12/2013	EGTT : London (FIR)	High Legh		D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an Ikarus squawking 7366 at 1200ft. Departures were stopped. Several unsuccessful attempts were made to the contact the aircraft. Standard separation maintained.	The root cause of this incident was poor awareness.☐ CAA Closure:☐ Appropriate CAA action has been taken.
201316653	22/12/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 indicating 1400ft. Traffic info and avoiding action given. Inbound flights broken off approach. Separation lost.	CAA Closure:☐ No response from owner, closed due to elapsed time.

201316653	22/12/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	ATR	Turboprop	2	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 indicating 1400ft. Traffic info and avoiding action given. Inbound flights broken off approach. Separation lost.	CAA Closure:☐ No response from owner, closed due to elapsed time.
201316653	22/12/2013	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 indicating 1400ft. Traffic info and avoiding action given. Inbound flights broken off approach. Separation lost.	CAA Closure:☐ No response from owner, closed due to elapsed time.
201316666	07/12/2013	EGTT : London (FIR)	Snitterfield Airfield	North Straford on Avon	G	Other	UNKNOWN	Unknown	1	Overflight of Snitterfield Gliding Site (Class G) by an unknown aircraft during a winch launch.	The unknown aircraft was seen passing at high speed away from the glider in the one o'clock position. No sign of unknown aircraft before launch.
201316666	07/12/2013	EGTT : London (FIR)	Snitterfield Airfield	North Straford on Avon	G	Other	SCHLEICHER	None	0	Overflight of Snitterfield Gliding Site (Class G) by an unknown aircraft during a winch launch.	The unknown aircraft was seen passing at high speed away from the glider in the one o'clock position. No sign of unknown aircraft before launch.
201316810	28/12/2013	EGTT : London (FIR)	EGGW (LTN): London/Luton	NE	D	CTR	BAC	Other	1	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 5034, climbing to 3000ft. Aircraft identified via Farnborough LARS as a Jet Provost. Standard separation maintained.	Supplementary 04/01/14: ☐ A Jet Provost, got airborne for North Weald. The pilot stated they were heading up to the North and would climb to FL100 as airspace allowed. The pilot was issued a squawk of 5034 and a basic service. The RT quality from the pilot was very quiet. As the aircraft was passing abeam BKY Farnborough LARS noticed they were climbing through 3.0A (just in the position where the airspace base changes from 2.5A to 4.5A). Farnborough LARS told the pilot they believed they had just infringed the Luton CTA and instructed them to remain outside controlled airspace. The pilot acknowledged this and continued enroute to the north leaving Farnborough's frequency. The Farnborough LARS North and East frequencies were busy and bandboxed. During this period, there was not enough radar qualified ATCOs on unit to split the frequencies. Luton phoned to request the details of the aircraft as they were also going to file an Infringement report.☐ Supplementary 06/01/14:☐ Radar replay confirms that the Jet Provost climbed to 3000' approximately 1nm before the LTMA 4500' boundary. The pilot subsequently telephoned Farnborough LARS. The pilot was flying as instructor with another pilot, they leaned forward to change a setting and when they looked up they noticed they had climbed. The pilot was very apologetic over the event.

201316817	29/12/2013	EGTT : London (FIR)	EGLD : Denham	3nm W	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by an unknown aircraft squawking 7000, at 2400ft. Aircraft identified via Denham as a C177. Standard separation maintained.	An aircraft (Mode S) was seen departing the confines of the Denham LFA to the north they climbed to 2.4A (occasionally 2.6A) and turned south-westbound towards the London zone. The aircraft then entered the London zone at 2.4A West of the Denham LFA tracking towards White Waltham. Heathrow northbound departures were stopped at 1302z, the aircraft only entered by approximately 1nm before turning right to leave controlled airspace north-westbound. All Heathrow deps restarted at 13:03z. TC called Denham to ascertain the aircraft type.
201316828	29/12/2013	EGTT : London (FIR)	EGGP (LPL): Liverpool	SE	A	TMA	PIPER	Reciprocating	1	Possible infringement of the Manchester TMA (Class A).	Reporter was working as the WAL/IOM tactical when the incident happened. Reporter had an inbound to Hawarden (descending min stack FL60) routing via NANTI and had started to tell the aircraft to turn direct to KEGUN and was going to transfer them to Hawarden. As reporter was doing this CAIT was activated by the infringer (squawking 7000) who was indicating A25/A26 (base is A25). Reporter immediately cancelled the turn to KEGUN and told the inbound to turn right heading 330 (30+ turn). At the point CAIT was activated distance was at least 3 miles plus. Infringer was tracking SW, reporter didn't use the phrase Avoiding Action as they deemed it unnecessary in this instance as the infringer was through the inbounds 12 o'clock and moving away and there was no danger of the blips getting anywhere near each other. Reporter told the inbound aircraft the reason for the turn. The infringer then left CAS maintain A25 and stopped showing as CAIT. At this point traffic was handed over to Hawarden. As reporter was doing this their planner was trying to find who was working the aircraft. Aircraft originated from Barton and was working Manchester through the LLC and was then transferred to Shawbury.
201316828	29/12/2013	EGTT : London (FIR)	EGGP (LPL): Liverpool	SE	A	TMA	CESSNA	Turbofan	2	Possible infringement of the Manchester TMA (Class A).	Reporter was working as the WAL/IOM tactical when the incident happened. Reporter had an inbound to Hawarden (descending min stack FL60) routing via NANTI and had started to tell the aircraft to turn direct to KEGUN and was going to transfer them to Hawarden. As reporter was doing this CAIT was activated by the infringer (squawking 7000) who was indicating A25/A26 (base is A25). Reporter immediately cancelled the turn to KEGUN and told the inbound to turn right heading 330 (30+ turn). At the point CAIT was activated distance was at least 3 miles plus. Infringer was tracking SW, reporter didn't use the phrase Avoiding Action as they deemed it unnecessary in this instance as the infringer was through the inbounds 12 o'clock and moving away and there was no danger of the blips getting anywhere near each other. Reporter told the inbound aircraft the reason for the turn. The infringer then left CAS maintain A25 and stopped showing as CAIT. At this point traffic was handed over to Hawarden. As reporter was doing this their planner was trying to find who was working the aircraft. Aircraft originated from Barton and was working Manchester through the LLC and was then transferred to Shawbury.
201316939	29/12/2013	EGTT : London (FIR)	EGWN : Halton	SE	G	ATZ	UNKNOWN	Unknown	1	Alleged infringement of the RAF Halton ATZ (Class G) by an unknown single engined low wing aircraft with a retractable landing gear.	The aircraft was observed to be flying directly towards the control caravan situated at the midpoint of the south eastern boundary of the airfield. It appeared to track NE towards the airfield before turning right through 180 degrees just before the boundary and heading away. No R/T contact was received by any station on frequency. Three aircraft operating, two in the visual circuit RW20 RH and gliders winch launching LH. TC Group supervisor was contacted via telephone, a fast moving contact was visible but was not in contact with either Luton or Farnborough.
201316940	28/12/2013	EGTT : London (FIR)	EGWN : Halton		G	ATZ	PIPER	Reciprocating	1	Possible infringement of the RAF Halton ATZ (Class G) by an unknown aircraft. Military aircraft in climb at 1200ft observed a single engine aircraft crossing in front, right to left. Aircraft identified via Farnborough North LARS as a PA28.	Whilst climbing out of the circuit a single engine low wing monoplane was observed to cross right to left with no risk of collision. After passing directly in front, the aircraft turned left and flew over Wendover. The standard 1:250K military chart was consulted and it was noted that the aircraft's track was within the ATZ. This was then reported to the DI via the air ground radio. The DI spoke with TC Group services who was informed that the aircraft was under Farnborough North LARS, was routing from Wellesbourne to Elstree.

201316940	28/12/2013	EGTT : London (FIR)	EGWN : Halton		G	ATZ	OTHER	Unknown		Possible infringement of the RAF Halton ATZ (Class G) by an unknown aircraft. Military aircraft in climb at 1200ft observed a single engine aircraft crossing in front, right to left. Aircraft identified via Farnborough North LARS as a PA28.	Whilst climbing out of the circuit a single engine low wing monoplane was observed to cross right to left with no risk of collision. After passing directly in front, the aircraft turned left and flew over Wendover. The standard 1:250K military chart was consulted and it was noted that the aircraft's track was within the ATZ. This was then reported to the DI via the air ground radio. The DI spoke with TC Group services who was informed that the aircraft was under Farnborough North LARS, was routing from Wellesbourne to Elstree.
201316976	29/12/2013	EGTT : London (FIR)	EGBB (BHX): Birmingham	11nm SE	D	CTA	OTHER	Reciprocating	1	Infringement of the Birmingham CTA-2 by a CZAW Sportcruiser at 1700ft climbing to 1900ft. Standard separation maintained.	Reporter was working as instructor on Radar 1 at Birmingham. At 1502 The AIW alerted reporter and their Trainee to a possible infringement of Birmingham CAS to the south east of Birmingham Airport by 11nm. The aircraft had already got reporter's attention as they had discussed it as traffic to the Birmingham based Police helicopter to the ESE of Birmingham outside CAS. It was also observed manoeuvring in the vicinity of "CT" which reporter had explained was a common occurrence when Coventry were closed, as now. A return on squawk 7000 was passing thru 1.7A (climbing arrow) on Mode C. The base of CAS in that location was 1.5A. It was observed climbing to an Altitude of 1.9A, reporter transmitted a blind call but got no response. At 1504 the return left CAS as the base changed to 3.5A. A colleague was called to monitor the track of the flight and phoned Wellesbourne Mountford to find out if they were in contact as it looked as if it was routing to that airfield. Reporter attempted to id the aircraft with squawk 0420 but this was not the correct aircraft. At 1510 the return left the radar screen and appeared to be descending into a private landing site. During the infringement there were 2 IFR arrivals being vectored, they were not delayed on their arrivals to Runway 33 at Birmingham. Ironically and as it was quiet this was a very good learning point for the Trainee. Reporter received a phone call about 20 minutes late from an AFISO at Wellesbourne Mountford telling them that they knew of 2 aircraft that had gone into the site at that time and one was a Sportcruiser out of Bruntingthorpe. As reporter was speaking the AFISO received a call from the Sportcruiser pilot. Reporter asked AFISO to pass on the WM telephone number and to please phone when on the ground at
201316985	09/12/2013	EGTT : London (FIR)	Pembrey Sands	EG D118	G	Danger area	MOONEY	Reciprocating	1	Infringement of Danger Area EG D118 (Pembrey Sands) by an aircraft that had been instructed to call the range to gain entry.	Pilot stated that he had tried to call but had no answer on our VHF frequency 122.750. He was told all aircraft must call before entering EG D118 and because he did not receive a reply he should not have entered.
201317163	17/07/2013	EGTT : London (FIR)	EGBP : KEMBLE	1 W	G	Other	PIPER	Reciprocating	1	Infringement of the Fairford RA(T) (Class G) by a PA28 at 2500ft.	An aircraft squawking 1177 (FIS) was observed transiting south east bound through Aston Down gliding site and into the RA(T) indicating 2500 feet. The aircraft maintained south east bound and subsequently departed the RA(T). I contacted London Information West who told me that the aircraft concerned was a PA28. I asked the FISO at London to tell the pilot to contact me at via landline as soon as possible.
201400028	02/01/2014	EGTT : London (FIR)	ABBOT	3.5 NNW	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, at 4500ft, resulting in loss of separation with Stansted inbound traffic. Aircraft identified as an SR22. CAIT activated. Traffic info given.	

201400028	02/01/2014	EGTT : London (FIR)	ABBOT	3.5 NNW	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, at 4500ft, resulting in loss of separation with Stansted inbound traffic. Aircraft identified as an SR22. CAIT activated. Traffic info given.	
201400028	02/01/2014	EGTT : London (FIR)	ABBOT	3.5 NNW	A	TMA	CESSNA	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, at 4500ft, resulting in loss of separation with Stansted inbound traffic. Aircraft identified as an SR22. CAIT activated. Traffic info given.	
201400280	08/01/2014	EGTT : London (FIR)	EGCV : Sleep	1.5 NE	G	ATZ	OTHER	Turboshaft	1	Infringement of the Sleep ATZ (Class G) by a military helicopter at 2000ft.	The pilot descended the ac into the Sleep ATZ to maintain VMC as the ac is not cleared to fly IMC.
201400287	09/01/2014	EGTT : London (FIR)	EGLM : White waltham	3nm East	A	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the London CTR (Cass D) by an aircraft squawking 7000 with Mode C showing 1200ft. CAIT activated. Standard separation maintained.	
201400289	08/01/2014	EGTT : London (FIR)	EGOS : Shawbury		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Shawbury ATZ (Class G) by an aircraft squawking 7000 passing 1900ft. Pilot had failed to comply with Sleep Letter of Agreement to remain inside Sleep ATZ until not below 2000ft Shawbury QFE.	With no traffic to effect pilot was instructed to maintain his current track, in order to vacate at the earliest opportunity.

201400300	09/01/2014	EGTT : London (FIR)	Snitterfield		D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by an unknown a/c squawking 7000, indicating 3000ft. A/c identified via Coventry APP as a PA28. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure:☐ Pilot error. The Flying Instructor had problems with a headset and whilst changing to another the student infringed. The Instructor was interviewed and a warning letter sent.
201400300	09/01/2014	EGTT : London (FIR)	Snitterfield		D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTA-2 (Class D) by an unknown a/c squawking 7000, indicating 3000ft. A/c identified via Coventry APP as a PA28. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure:☐ Pilot error. The Flying Instructor had problems with a headset and whilst changing to another the student infringed. The Instructor was interviewed and a warning letter sent.
201400300	09/01/2014	EGTT : London (FIR)	Snitterfield		D	CTA	BOEING	Turbofan	2	Infringement of the Birmingham CTA-2 (Class D) by an unknown a/c squawking 7000, indicating 3000ft. A/c identified via Coventry APP as a PA28. Traffic info and avoiding action given. Standard separation maintained.	CAA Closure:☐ Pilot error. The Flying Instructor had problems with a headset and whilst changing to another the student infringed. The Instructor was interviewed and a warning letter sent.
201400309	09/01/2014	EGTT : London (FIR)	EGNR : Hawarden	3nm South East	A	CTA	CESSNA	Reciprocating	1	Infringement of part of Liverpool's delegated Class A airspace by an aircraft squawking 7000 at 3500ft. Standard separation maintained.	The 7000 was monitored as it descended outside of controlled airspace and routed southbound to land at its destination. A phone call was made and pilot was informed of the incident. No aircraft were affected at the time of the airspace infringement.
201400320	10/01/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	10 NW	D	CTR	PIPER	Reciprocating	1	Infringement of Luton CTR (Class D) by a PA28 squawking 7000. Standard separation maintained.	An unknown 7000 squawk was observed entering the zone tracking southbound. INT controller called the tower and put a 'Check All' on. The 7000 tracked down the western side of the zone and left to the South.

201400351	11/01/2014	EGTT : London (FIR)	BNN	3nm South East	A	TMA	OTHER	Reciprocating	1	Possible infringement of London TMA (Class A) by a microlight squawking 7000 with Mode C indicating 2600ft. CAIT activated.	Two departures were turned off the SID to avoid the infringing aircraft and to maintain separation. After a period of approx 3mins the infringing aircraft descended below controlled airspace.
201400351	11/01/2014	EGTT : London (FIR)	BNN	3nm South East	A	TMA	UNKNOWN	Unknown		Possible infringement of London TMA (Class A) by a microlight squawking 7000 with Mode C indicating 2600ft. CAIT activated.	Two departures were turned off the SID to avoid the infringing aircraft and to maintain separation. After a period of approx 3mins the infringing aircraft descended below controlled airspace.
201400351	11/01/2014	EGTT : London (FIR)	BNN	3nm South East	A	TMA	OTHER	Unknown		Possible infringement of London TMA (Class A) by a microlight squawking 7000 with Mode C indicating 2600ft. CAIT activated.	Two departures were turned off the SID to avoid the infringing aircraft and to maintain separation. After a period of approx 3mins the infringing aircraft descended below controlled airspace.
201400369	12/01/2014	EGTT : London (FIR)	EGKB (BOH): Biggin hill	2 NW	A	TMA	BELL	Turboshaft	1	Infringement of the LTMA (Class A) by a VFR Bell 206 at 3400ft. Standard separation maintained.	Controller noticed a 7047 (local conspicuity squawk) west of KB at 2700' and called them about it. They informed the controller that aircraft was doing an emergency climb to maintain VMC on top. Pilot called passing 3200' and unable to descend. Pilot then started asking for airport WX. Controller suggested MC, as at his present level of 3700' he would not conflict with KK/LL traffic. Pilot asked for the ILS frequency. Aircraft was finally transferred to MC radar.☐ CAA Closure:☐ The investigation findings were that after departure the weather deteriorated rapidly and the pilot had to climb for safety. A flight test has been undertaken with a staff flight examiner.
201400426	13/01/2014	EGTT : London (FIR)	EGFF (CWL): Cardiff	9nm South	D	CTA	OTHER	Unknown	1	Infringement of the Cardiff CTA-5 (Class D) by a military aircraft squawking 7001 climbing rapidly up to approx 4400ft. AIW alerted. Traffic info and avoiding action given.	Military aircraft was undertaking a diversion exercise. An FPS had been pre-prepared and at approx 1140 aircraft was seen crossing the Bristol Channel from Swansea to the Lynton Light. At that point the FPS was moved to the pending display and an SSR code was pre-allocated. Aircraft was then seen to go low level over Exmoor. At approx 1150 an aircraft with SSR code 7001 was seen to coast out by EXMOR at low level and high speed. The aircraft climbed rapidly into Cardiff CTA-5 (base altitude 3000ft) up to approx. altitude 4400ft. The AIW alerted. The aircraft then turned left in the climb on to a southerly heading before descending. A blind call was made with no response. An inbound flight to Bristol was giving a precautionary stop descent at FL130 and an avoiding action turn to the east. Traffic info was passed. There was no loss of separation and the radar targets did not merge. Military aircraft then called. The aircraft was identified and conducted the practise diversion without further incident. In a subsequent telephone conversation with the pilot he indicated that a student pilot was flying and during a simulated birdstrike the aircraft was inadvertently climbed at a high rate. The instructor believes their maximum level was altitude 3900ft based on the RPS of 992Hpa. The instructor again apologised.

201400426	13/01/2014	EGTT : London (FIR)	EGFF (CWL): Cardiff	9nm South	D	CTA	AIRBUS	Turbofan	2	Infringement of the Cardiff CTA-5 (Class D) by a military aircraft squawking 7001 climbing rapidly up to approx 4400ft. AIW alerted. Traffic info and avoiding action given.	Military aircraft was undertaking a diversion exercise. An FPS had been pre-prepared and at approx 1140 aircraft was seen crossing the Bristol Channel from Swansea to the Lynton Light. At that point the FPS was moved to the pending display and an SSR code was pre-allocated. Aircraft was then seen to go low level over Exmoor. At approx 1150 an aircraft with SSR code 7001 was seen to coast out by EXMOR at low level and high speed. The aircraft climbed rapidly into Cardiff CTA-5 (base altitude 3000ft) up to approx. altitude 4400ft. The AIW alerted. The aircraft then turned left in the climb on to a southerly heading before descending. A blind call was made with no response. An inbound flight to Bristol was giving a precautionary stop descent at FL130 and an avoiding action turn to the east. Traffic info was passed. There was no loss of separation and the radar targets did not merge. Military aircraft then called. The aircraft was identified and conducted the practise diversion without further incident. In a subsequent telephone conversation with the pilot he indicated that a student pilot was flying and during a simulated birdstrike the aircraft was inadvertently climbed at a high rate. The instructor believes their maximum level was altitude 3900ft based on the RPS of 992Hpa. The instructor again apologised.
201400657	20/01/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an aircraft squawking 7000 climbing to 2500ft. Traffic info given, Standard separation maintained. Inbound and outbound aircraft given headings to avoid.	Aircraft transponding 7000 entered controlled airspace climbing to altitude 2500', crossed the 33 approach at 10 miles towards Coventry. It then appeared to join the Coventry overhead and descended to altitude 2000'. Coventry did not have any details and suspected R/T failure. The aircraft then continued to descend tracking to the south west and left controlled airspace at 1700' to the south. Inbound and outbound aircraft were both given headings to avoid. The aircraft then selected a Coventry code and the details of the aircraft were passed on from them.☐ Supplementary 21/01/14:☐ At approx 1255 a 7000 squawk observed entering the control zone from the south at 2500ft, turned towards the Coventry overhead, made one orbit descending and left the zone to the south. Blind calls were made on 118.050 with no answer. the a/c was tracked after it left the zone, eventually the squawk changed to a BE conspicuity code, and details obtained. Inbound aircraft was given a heading to keep clear, as was the outbound aircraft. No avoiding action was required.
201400657	20/01/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	S	D	CTA	UNKNOWN	Unknown		Infringement of the Birmingham CTA (Class D) by an aircraft squawking 7000 climbing to 2500ft. Traffic info given, Standard separation maintained. Inbound and outbound aircraft given headings to avoid.	Aircraft transponding 7000 entered controlled airspace climbing to altitude 2500', crossed the 33 approach at 10 miles towards Coventry. It then appeared to join the Coventry overhead and descended to altitude 2000'. Coventry did not have any details and suspected R/T failure. The aircraft then continued to descend tracking to the south west and left controlled airspace at 1700' to the south. Inbound and outbound aircraft were both given headings to avoid. The aircraft then selected a Coventry code and the details of the aircraft were passed on from them.☐ Supplementary 21/01/14:☐ At approx 1255 a 7000 squawk observed entering the control zone from the south at 2500ft, turned towards the Coventry overhead, made one orbit descending and left the zone to the south. Blind calls were made on 118.050 with no answer. the a/c was tracked after it left the zone, eventually the squawk changed to a BE conspicuity code, and details obtained. Inbound aircraft was given a heading to keep clear, as was the outbound aircraft. No avoiding action was required.
201400657	20/01/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	S	D	CTA	UNKNOWN	Turbofan	2	Infringement of the Birmingham CTA (Class D) by an aircraft squawking 7000 climbing to 2500ft. Traffic info given, Standard separation maintained. Inbound and outbound aircraft given headings to avoid.	Aircraft transponding 7000 entered controlled airspace climbing to altitude 2500', crossed the 33 approach at 10 miles towards Coventry. It then appeared to join the Coventry overhead and descended to altitude 2000'. Coventry did not have any details and suspected R/T failure. The aircraft then continued to descend tracking to the south west and left controlled airspace at 1700' to the south. Inbound and outbound aircraft were both given headings to avoid. The aircraft then selected a Coventry code and the details of the aircraft were passed on from them.☐ Supplementary 21/01/14:☐ At approx 1255 a 7000 squawk observed entering the control zone from the south at 2500ft, turned towards the Coventry overhead, made one orbit descending and left the zone to the south. Blind calls were made on 118.050 with no answer. the a/c was tracked after it left the zone, eventually the squawk changed to a BE conspicuity code, and details obtained. Inbound aircraft was given a heading to keep clear, as was the outbound aircraft. No avoiding action was required.
201400822	20/01/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	10 NE	D	CTR	GROB	Reciprocating	1	Infringement of Liverpool CTR (Class D) by a Grob 115 at 1300ft squawking 7000. Standard separation maintained.	

201401166	02/02/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	13 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 2000ft. Traffic info and avoiding action given to an inbound B747. Standard separation lost against another airliner	
201401166	02/02/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	13 NE	D	CTA	UNKNOWN	Turbofan		Infringement of the Gatwick CTA (Class D) by a PA28 at 2000ft. Traffic info and avoiding action given to an inbound B747. Standard separation lost against another airliner	
201401172	02/02/2014	EGTT : London (FIR)	Wethersfield		D	CTA	PITTS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Pitts Special at 2000ft. Two inbound a/c vectored to remain clear. Pitts Special given ATC assistance to steer clear of the zone. Standard separation maintained.	CAA Closure:☐ Pilot error. The root cause of the incident was the inexperience of the pilot concerned. The pilot has been interviewed and licence restricted to not flying Pitts Special as PIC.
201401183	02/02/2014	EGTT : London (FIR)	EGHH (BOH): Bournemouth/Hum		D	CTA	CESSNA	Reciprocating	1	Infringement of the Bournemouth CTA (Class D) by a C172 at 3000ft. Standard separation maintained.	CAA Closure:☐ The investigation findings revealed that the pre-flight planning and preparation was not thorough enough. The root cause of the incident is that avoiding weather took the pilot South of planned track. The radio was turned down so he failed to establish 2-way R/T with Bournemouth in time. A dual flight with the CFI is to be undertaken and a warning letter has been issued.
201401432	07/02/2014	EGTT : London (FIR)	Burnham	3W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 2800ft. Heathrow North departures stopped. Standard separation maintained.	I was working as the TC NE deps controller. I saw a magenta return tracking east toward White Waltham currently 3nm west of White Waltham. The Mode C indicated A25 ssr:7000. The a/c climbed to A28 and tracked towards Burnham. I stopped LL north departures. The a/c got to 3nm west of Burnham and turned towards White Waltham and started descending.

201401840	16/02/2014	EGTT : London (FIR)	Little Rissington		G	Other	PIPER	Reciprocating	1	Alleged overflight of the Little Rissington Aerodrome (Class G) by an aircraft squawking 7000 at 1200ft during NOTAM'd parachute jump exercise.	Appropriate CAA action is being taken as a result of this incident.
201401907	16/02/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	10 S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by a C172 at 2000ft. Traffic info and avoiding action given to an inbound DHC8. Standard separation maintained.	I was operating as the Radar 1 controller, controlling two inbounds to Birmingham; the first was established on a LOC/DME approach for 33 and the second, DHC8 on a downwind heading west of Birmingham airport in the descent to 4000 ft. I became aware of a 7000 squawk tracking south-east towards CTA2 and 2NM north west of Snitterfield, just before it infringed CAS at 2000ft. I gave DHC8 an avoiding action turn to the right onto 330 degrees and instructed it to stop descent at 6000 ft. Traffic information was passed about the infringing aircraft. I hovered the mouse pointer over the track data block of the infringing aircraft which revealed the registration of the aircraft. Two blind calls were made to this callsign, but no response was received. The infringer continued on a consistent south-easterly track, so I continued the approach for the DHC8 with a right turn onto a downwind heading. As the infringer left controlled airspace and tracked towards Wellesbourne, I asked the assistant to contact Wellesbourne to see if they were talking to the C172. They confirmed that they were in contact with that aircraft and it was transferred to 118.050. Upon calling Birmingham Radar, I gave the C172 a squawk of 0401 and positively identified this registration with the contact that had infringed.
201401907	16/02/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	10 S	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTA-2 (Class D) by a C172 at 2000ft. Traffic info and avoiding action given to an inbound DHC8. Standard separation maintained.	I was operating as the Radar 1 controller, controlling two inbounds to Birmingham; the first was established on a LOC/DME approach for 33 and the second, DHC8 on a downwind heading west of Birmingham airport in the descent to 4000 ft. I became aware of a 7000 squawk tracking south-east towards CTA2 and 2NM north west of Snitterfield, just before it infringed CAS at 2000ft. I gave DHC8 an avoiding action turn to the right onto 330 degrees and instructed it to stop descent at 6000 ft. Traffic information was passed about the infringing aircraft. I hovered the mouse pointer over the track data block of the infringing aircraft which revealed the registration of the aircraft. Two blind calls were made to this callsign, but no response was received. The infringer continued on a consistent south-easterly track, so I continued the approach for the DHC8 with a right turn onto a downwind heading. As the infringer left controlled airspace and tracked towards Wellesbourne, I asked the assistant to contact Wellesbourne to see if they were talking to the C172. They confirmed that they were in contact with that aircraft and it was transferred to 118.050. Upon calling Birmingham Radar, I gave the C172 a squawk of 0401 and positively identified this registration with the contact that had infringed.
201401909	16/02/2014	EGTT : London (FIR)	EGBE (CVT): Coventry		D	CTA	NEW GLASAIR	Reciprocating	1	Infringement of Coventry ATZ (Class G) and Birmingham CTA-2 (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with a Birmingham inbound aircraft. Traffic info and avoiding action given. Aircraft identified as a Glasair.	I was on watch as the Radar 1 Controller at Birmingham. At approx 1310 I noticed a 7000 squawk in the vicinity of Bitteswell Industrial Estate VRP at 2000ft that had been tracking SW make a turn towards Coventry overhead. I commented to the Assistant that I was surprised it wasn't on a Coventry Squawk as it looked like it was joining their circuit. The Coventry Corner had been delegated to Coventry but I continued to monitor the aircraft. As it passed through Coventry's overhead still tracking SW I called Coventry Radar to check the aircraft's intentions. The Radar Assistant answered and said they had been trying to call the aircraft. I was vectoring an aircraft inbound towards the LOC/DME procedure for RW33 and had descended the aircraft to 6000ft. I deliberately delayed giving the aircraft further descent as I wasn't comfortable about the intentions of the unknown aircraft. As soon as the Coventry Radar Assistant told me they were not working the unknown aircraft, I issued the inbound aircraft an avoiding action turn left onto heading 240, told the aircraft to stop descent and passed traffic information. Inbound aircraft acknowledged the avoiding action and reported levelling at 6000ft. After a brief period monitoring the tracks of the aircraft, I gave the inbound aircraft a further left turn onto 060 and advised the crew I would set them up for another approach. Minimum separation was approx 3.6nm lateral and 4200ft vertical. A radar trainee sat in the Radar 2 position unsuccessfully attempted to obtain Mode S information from the unknown air and continued to track the aircraft. When approx 20nm SW of Coventry the aircraft changed to a Brize squawk and the ident was obtained from Brize Radar. The pilot subsequently called and reported he had planned to route via Southam
201401909	16/02/2014	EGTT : London (FIR)	EGBE (CVT): Coventry		D	CTA	EMBRAER	Turbofan	2	Infringement of Coventry ATZ (Class G) and Birmingham CTA-2 (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with a Birmingham inbound aircraft. Traffic info and avoiding action given. Aircraft identified as a Glasair.	I was on watch as the Radar 1 Controller at Birmingham. At approx 1310 I noticed a 7000 squawk in the vicinity of Bitteswell Industrial Estate VRP at 2000ft that had been tracking SW make a turn towards Coventry overhead. I commented to the Assistant that I was surprised it wasn't on a Coventry Squawk as it looked like it was joining their circuit. The Coventry Corner had been delegated to Coventry but I continued to monitor the aircraft. As it passed through Coventry's overhead still tracking SW I called Coventry Radar to check the aircraft's intentions. The Radar Assistant answered and said they had been trying to call the aircraft. I was vectoring an aircraft inbound towards the LOC/DME procedure for RW33 and had descended the aircraft to 6000ft. I deliberately delayed giving the aircraft further descent as I wasn't comfortable about the intentions of the unknown aircraft. As soon as the Coventry Radar Assistant told me they were not working the unknown aircraft, I issued the inbound aircraft an avoiding action turn left onto heading 240, told the aircraft to stop descent and passed traffic information. Inbound aircraft acknowledged the avoiding action and reported levelling at 6000ft. After a brief period monitoring the tracks of the aircraft, I gave the inbound aircraft a further left turn onto 060 and advised the crew I would set them up for another approach. Minimum separation was approx 3.6nm lateral and 4200ft vertical. A radar trainee sat in the Radar 2 position unsuccessfully attempted to obtain Mode S information from the unknown air and continued to track the aircraft. When approx 20nm SW of Coventry the aircraft changed to a Brize squawk and the ident was obtained from Brize Radar. The pilot subsequently called and reported he had planned to route via Southam

201401919	16/02/2014	EGTT : London (FIR)	MIRSI	7nm NE	A	TMA	PIPER	Reciprocating	1	Possible infringement of the Manchester TMA (Class A). Traffic info given.	At about 14:25, I amended an aircraft's (FL070) heading out of MIRSI to maintain separation from unknown traffic (7000 A043) triggering AIW, one of many unknowns to his north-east. Traffic information was given on the AIW unknown. Subsequent turn onto 105degrees was given to the aircraft to maintain the separation. The unknown, now behind turn onto similar track and changed level instantly to A008. It may therefore have been a mode C transponder.
201401919	16/02/2014	EGTT : London (FIR)	MIRSI	7nm NE	A	TMA	AIRBUS	Turbofan	2	Possible infringement of the Manchester TMA (Class A). Traffic info given.	At about 14:25, I amended an aircraft's (FL070) heading out of MIRSI to maintain separation from unknown traffic (7000 A043) triggering AIW, one of many unknowns to his north-east. Traffic information was given on the AIW unknown. Subsequent turn onto 105degrees was given to the aircraft to maintain the separation. The unknown, now behind turn onto similar track and changed level instantly to A008. It may therefore have been a mode C transponder.
201402043	19/02/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	4 N	D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTA (Class D) by Gyroplane at 1600ft resulting in a loss of separation with an inbound A320. Traffic info and avoiding action given.	At approximately 1300z a radar contact with intermittent Mode A/C/S information penetrated the Luton CTR North of Luton Airopor, on an easterly track. The intermittent Mode C information indicated it being at 1600 feet. At the time, an A320 and a BD100 were on final approach to R/W26 at Luton, and both had been cleared for the ILS approach. A320 was at approximately 4 miles from touchdown when the Gyroplane penetrated the CTR, and separation was lost, however I passed traffic info and agreed with the crew that the safest course of action was to let him continue to land. As the BD100 was further out on the approach, and the projected track of the Gyroplane was in conflict with it, I decided to discontinue the approach and provide them with delaying action until it was appropriate to commit to a second approach. A Falcon 2000 was also given delaying action by Essex Radar, before control and communication was transferred to me. At approximately 1317z, after the Gyroplane had continued on its easterly track all the way through the Luton CTR, it appeared to let down/land at the approximate location of: 51-56-51 6 - N 00-05-15 2 - S.☐ CAA Closure:☐ Pilot error-lack of situational awareness. Warning letter issued.
201402043	19/02/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	4 N	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTA (Class D) by Gyroplane at 1600ft resulting in a loss of separation with an inbound A320. Traffic info and avoiding action given.	At approximately 1300z a radar contact with intermittent Mode A/C/S information penetrated the Luton CTR North of Luton Airopor, on an easterly track. The intermittent Mode C information indicated it being at 1600 feet. At the time, an A320 and a BD100 were on final approach to R/W26 at Luton, and both had been cleared for the ILS approach. A320 was at approximately 4 miles from touchdown when the Gyroplane penetrated the CTR, and separation was lost, however I passed traffic info and agreed with the crew that the safest course of action was to let him continue to land. As the BD100 was further out on the approach, and the projected track of the Gyroplane was in conflict with it, I decided to discontinue the approach and provide them with delaying action until it was appropriate to commit to a second approach. A Falcon 2000 was also given delaying action by Essex Radar, before control and communication was transferred to me. At approximately 1317z, after the Gyroplane had continued on its easterly track all the way through the Luton CTR, it appeared to let down/land at the approximate location of: 51-56-51 6 - N 00-05-15 2 - S.☐ CAA Closure:☐ Pilot error-lack of situational awareness. Warning letter issued.
201402043	19/02/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	4 N	D	CTR	BOMBARDIER	Turbofan	2	Infringement of the Luton CTA (Class D) by Gyroplane at 1600ft resulting in a loss of separation with an inbound A320. Traffic info and avoiding action given.	At approximately 1300z a radar contact with intermittent Mode A/C/S information penetrated the Luton CTR North of Luton Airopor, on an easterly track. The intermittent Mode C information indicated it being at 1600 feet. At the time, an A320 and a BD100 were on final approach to R/W26 at Luton, and both had been cleared for the ILS approach. A320 was at approximately 4 miles from touchdown when the Gyroplane penetrated the CTR, and separation was lost, however I passed traffic info and agreed with the crew that the safest course of action was to let him continue to land. As the BD100 was further out on the approach, and the projected track of the Gyroplane was in conflict with it, I decided to discontinue the approach and provide them with delaying action until it was appropriate to commit to a second approach. A Falcon 2000 was also given delaying action by Essex Radar, before control and communication was transferred to me. At approximately 1317z, after the Gyroplane had continued on its easterly track all the way through the Luton CTR, it appeared to let down/land at the approximate location of: 51-56-51 6 - N 00-05-15 2 - S.☐ CAA Closure:☐ Pilot error-lack of situational awareness. Warning letter issued.

201402045	19/02/2014	EGTT : London (FIR)	Northwich		D	CTR	PIPER	Reciprocating	1	Alleged infringement of the Manchester CTR (Class D) by an aircraft squawking 7366 at 1500ft.	Whilst working as APP S I noticed an aircraft routing southbound in the Northwich area of the LLR indicating 1300ft . The aircraft was squawking 7366. The aircraft climbed quickly to 1500 ft, levelled for a short while then descending-as it climbed it set off the AIW system on the radar display. I called the aircraft by making a broadcast to aircraft routing southbound in that position. There were no IFR aircraft within 5 miles of its position so no avoiding action was needed against other traffic. The aircraft immediately replied, I issued him with a 7352 squawk and identified him. I advised him that he had climbed above the limits of the zone. He subsequently replied that he had the correct QNH set but his instruments did not indicate that he had climbed above 1300ft; I advised him that he had indeed climbed and that his QNH setting was correct.
201402162	22/02/2014	EGTT : London (FIR)	Yarmouth	3 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2300ft. Standard separation maintained.	At c.1543 I observed a #7000 infringing airspace 3NM North East Yarmouth indicating 2.3A. Using Mode S aircraft identified. I attempted several times to raise the aircraft without success, including speaking to EGHH. Subsequently the aircraft left CAS in the vicinity of Cowes. Later the aircraft came on freq. I made him aware of the possible airspace infringement. No further action was taken.
201402169	21/02/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	10 NE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a DR400 at 2300ft. Standard separation maintained.	I was working Radar1 when I observed an unknown secondary squawk 7000 enter controlled airspace in the vicinity of Mangotsfield at 2300ft (base 2000ft). The aircraft proceeded south for around 1.5nm before turning north, exiting CAS and climbing to 2700ft. The aircraft was then tracked to south of Gloucester. Gloucester ATC were contacted to see if any aircraft were inbound from the south, one was so a squawk was passed and the aircraft was positively identified as a DR400.☐ Supplementary 03/03/14:☐ I had no intention of flying into Bristol CTA but should have called Bristol on the radio to say I was in the vicinity. Unfortunately, I didn't, which was careless of me. I was overflying Mangotsfield Gold Club when I realised I was inside the CTA. I immediately turned around and left the airspace. Again, I should have called Bristol to firstly explain what happened, and secondly, apologise. Again, unfortunately, I didn't. I will in future call ahead with plenty of time, even if I don't intend to enter the CTA. I can only apologise and try to assure all concerned that it will not happen again. I will re-read my training manuals, and ensure that when approaching controlled airspace, to radio ahead to the controller to let them know I am nearby, and what my intentions are. I will also talk to my Club CFI to see if in his opinion, I require an accompanied training flight.
201402207	24/02/2014	EGTT : London (FIR)	Luton	S	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000. Traffic info given. Standard separation maintained. Aircraft later identified as a C152.	Appropriate CAA action is to be taken as a result of this incident.
201402508	01/03/2014	EGTT : London (FIR)	Cowes / Yarmouth		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a DR400 at 2500ft. Standard separation maintained.	Observed contact #7000 indicating 2.1A abeam Cowes southwest bound. Tried a number of times to raise contact including EGHH but no success. Mode S indicated the callsign. Continued to monitor as the Mode C indicated climb to 2.5A. A/C tracked and believed to have landed at EGHR. Spoke to EGHR and raised my concern regarding airspace levels to be passed to the pilot on landing.☐ Supplementary 19/03/14:☐ I was on a solo pleasure flight from Goodwood over Solent,Cowes,Isle of Wight and returning. Just West of there is atriangle of airspace with a lower limit of 2,000 ft which I accidentally intruded into at perhaps 2,200 ft. I am well aware of the D airspace extending from Southampton, and regularly fly under it when flying West along the Solent. I had forgotten that it extended over a patch of the Isle of Wight. I apologise for the intrusion, which should not have happened.

201402540	22/02/2014	EGTT : London (FIR)	Syerston		G	ATZ	CESSNA	Reciprocating	1	Alleged overflight of the Syerston ATZ (Class G) by a C172 at 1500ft (estimated).	High winged type aircraft (C172) flown over head Syerston at 1016L and observed estimated 1500ft with Syerston on 997 hPa QFE. RAF Waddington LARS called, but no answer received. No other radar unit contacted.
201402588	04/03/2014	EGTT : London (FIR)	LTMA				PIPER	Reciprocating	1	Infringement activation in the LTMA.	<p>Whilst working LAM the CAIT activated as I was on console with a slow moving 7000 squawk which popped up indicating FL112 tracking away from LAM to the North West towards BPK area. No STCA was activated and the return was white and pink intermittently on different radars. Aircraft was just about to commence the inbound hold over LAM when I issued an avoiding action turn to head 140 degrees away from the track. I asked if the pilot could see anything and he said there was no contact. Subsequently I turned the next LAM inbound, away from the hold and vectored away from the 7000 squawk and continued to vector both aircraft until the 7000 squawk was far enough away from LAM that 5nm could be maintained by LL APC and TC LAM. 10 mins later the GS indicated that the aircraft was believed to be identified and had been fitted with a new transponder and was confirmed maintaining 2000'. As the aircraft approached BNN the 7000 changed to 5031 indicating it was now in receipt of a service from LF LARS.☐</p> <p>Supplementary 12/0314: ☐</p> <p>It has been identified that there is an intermittent fault with the transponder installation. The owner has agreed for a newer version to be fitted and arrangements are being made for the new installation to take place. The pilot has been advised to limit flying until it has been installed.</p>
201402588	04/03/2014	EGTT : London (FIR)	LTMA				UNKNOWN	Unknown	2	Infringement activation in the LTMA.	<p>Whilst working LAM the CAIT activated as I was on console with a slow moving 7000 squawk which popped up indicating FL112 tracking away from LAM to the North West towards BPK area. No STCA was activated and the return was white and pink intermittently on different radars. Aircraft was just about to commence the inbound hold over LAM when I issued an avoiding action turn to head 140 degrees away from the track. I asked if the pilot could see anything and he said there was no contact. Subsequently I turned the next LAM inbound, away from the hold and vectored away from the 7000 squawk and continued to vector both aircraft until the 7000 squawk was far enough away from LAM that 5nm could be maintained by LL APC and TC LAM. 10 mins later the GS indicated that the aircraft was believed to be identified and had been fitted with a new transponder and was confirmed maintaining 2000'. As the aircraft approached BNN the 7000 changed to 5031 indicating it was now in receipt of a service from LF LARS.☐</p> <p>Supplementary 12/0314: ☐</p> <p>It has been identified that there is an intermittent fault with the transponder installation. The owner has agreed for a newer version to be fitted and arrangements are being made for the new installation to take place. The pilot has been advised to limit flying until it has been installed.</p>
201402600	04/03/2014	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a PA28 at 1500ft. Standard separation maintained.	<p>PA28 called 126.225MHz requesting TS and advised climbing to 4A. Pilot instructed to squawk 6161, mode c was verified. At the same time, ADC was called to check circuit status as the PA28 was 3NM SW of EGCF, already inside CAS, passing A1.4. when the pilot was advised that he was inside CAS, he suggested that he would remain not above A1.5 until clear of the CTR. the PA28 was instructed to continue to climb to 4A in order to clear the ATZ, and was given a VFR Crossing Clearance on track. Visual and instrument CCT's clear, no other a/c affected. The pilot was asked if had read the VFR Departure Briefing before leaving EGCF. He replied that he had not read it, but would read it on returning. No further discussion of the matter was entered into with the pilot of the PA28, but EGCF was contacted by telephone to make further enquiries. Operations Manager advised that the pilot had only recently qualified, and could not apologise enough for the infringement. Full instruction on all relevant procedures had been given to the pilot before being authorised to fly solo. He also advised that he intended to comprehensively debrief the pilot of the PA28 on his return to EGCF.</p>
201402620	05/03/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	13nm East	D	CTR	BELL	Turboshaft	1	Infringement of the Manchester CTR (Class D) by a helicopter squawking 7000. CAIT activated. Separation lost.	<p>I became aware of a 7000 squawk which appeared just inside the Manchester zone in the Glossop area, which rapidly activated the AIW alert. FIN DIR were vectoring two aircraft; one had just been turned onto a closing heading from the south (fltnum743F), and the other (fltnum5JA) was on a wide right base. As this 7000 squawk appeared it was about 2 miles east of fltnum743F and indicating about '3000' below. I transmitted blind to the unknown traffic, who immediately responded with his callsign. I also alerted FIN DIR and then informed him the traffic was speaking to me. I allocated squawk 7350 which enabled rapid identification, I cleared aircraft to continue northbound not above 2000' [I believe] and subsequently determined his intention to operate in the Rishworth Moor area for most of the day. Traffic information was not passed as fltnum743F, who had already been turned onto a closing heading, was by now well to the west and tracking away. (FIN DIR had kept the fltnum5JA fairly wide and I believe that at least 5nm separation existed until identification of the helicopter had occurred). The pilot stated he was about to call me - it is unfortunate that two-way communication was not achieved before his aircraft lifted into radar cover whilst still on a 7000 squawk. The watch manager was advised, but could find no record of the pilot having booked out prior to lifting.</p>

201402620	05/03/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	13nm East	D	CTR	EMBRAER	Turbofan	2	Infringement of the Manchester CTR (Class D) by a helicopter squawking 7000. CAIT activated. Separation lost.	I became aware of a 7000 squawk which appeared just inside the Manchester zone in the Glossop area, which rapidly activated the AIW alert. FIN DIR were vectoring two aircraft; one had just been turned onto a closing heading from the south (fltnum743F), and the other (fltnum5JA) was on a wide right base. As this 7000 squawk appeared it was about 2 miles east of fltnum743F and indicating about 3000' below. I transmitted blind to the unknown traffic, who immediately responded with his callsign. I also alerted FIN DIR and then informed him the traffic was speaking to me. I allocated squawk 7350 which enabled rapid identification, I cleared aircraft to continue northbound not above 2000' [I believe] and subsequently determined his intention to operate in the Rishworth Moor area for most of the day. Traffic information was not passed as fltnum743F, who had already been turned onto a closing heading, was by now well to the west and tracking away. (FIN DIR had kept the fltnum5JA fairly wide and I believe that at least 5nm separation existed until identification of the helicopter had occurred). The pilot stated he was about to call me - it is unfortunate that two-way communication was not achieved before his aircraft lifted into radar cover whilst still on a 7000 squawk. The watch manager was advised, but could find no record of the pilot having booked out prior to lifting.
201402635	04/03/2014	EGTT : London (FIR)	EGNC (CAX): Carlisle		G	ATZ	PIPER	Reciprocating	1	Runway incursion by an aircraft. Aircraft was subsequently observed entering D407 (Warcop).	The visiting pilot collected the aircraft from the maintenance hangar and requested taxi instructions. Instructed to 'taxi via taxiway B and runway 19 to the run-up area, which is just short of holding point 'D'. When at holding point B, pilot then requested permission to enter RWY19. Subsequently observed at holding point D instead of run-up area. Pilot asked if runway in use was 25. I replied 'affirm', the pilot said 'backtracking runway 25' and taxied through the D holding point. No other aircraft was affected. 040950 24010KT 210V270 9999 SCT014 BKN020 06/04 Q997.
201402635	04/03/2014	EGTT : London (FIR)	EGNC (CAX): Carlisle		G	Danger area	PIPER	Reciprocating	1	Runway incursion by an aircraft. Aircraft was subsequently observed entering D407 (Warcop).	The visiting pilot collected the aircraft from the maintenance hangar and requested taxi instructions. Instructed to 'taxi via taxiway B and runway 19 to the run-up area, which is just short of holding point 'D'. When at holding point B, pilot then requested permission to enter RWY19. Subsequently observed at holding point D instead of run-up area. Pilot asked if runway in use was 25. I replied 'affirm', the pilot said 'backtracking runway 25' and taxied through the D holding point. No other aircraft was affected. 040950 24010KT 210V270 9999 SCT014 BKN020 06/04 Q997.
201402642	05/03/2014	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by an unknown aircraft at 2500ft squawking 7000 resulting in a loss of separation. Avoiding action given. Unknown aircraft subsequently identified as a PA28.	Further aircraft was C172(1), EGNW-EGNW, 6163, 'C' displayed and IFR making an ILS approach to RW20. Whilst vectoring C172(1) for an ILS at EGCN RW20 I observed that an aircraft squawking 7000, later to be identified as a PA28, had infringed CAS out of Sandtoft and was heading towards the final approach track for the same runway. Previously the PA28 had called on 126.225 for a service three times and was acknowledged by the radar controller to pass his message, but didn't do so. At the same time, an A319, was completing left hand visual circuits at Doncaster on RW20. ADC was informed, via landline, to keep the A319, which was in an orbit due to sequencing against an IFR inbound, heading South out of the way of the infringing traffic. C172(1) was given avoiding action to head away from the Localiser and positioned further ILS RW20, Also, a C172(2) in the FNY hold, cleared to go "beacon outbound" for the NDB/DME procedure RW20, was instructed to maintain in the hold to avoid. Although later, was also given vectored avoiding action to head SW away from the infringing aircraft. PA28 then changed his squawk to 6170 (EGCN listening watch), was called again, and was then identified and given a crossing clearance. ☐ CAA Closure:☐ The investigation findings revealed this incident resulted from poor planning. The root cause was that the pilot planned to depart Sandtoft heading towards Doncaster CTZ, problem compounded by Com 2 not being checked prior to take off. A warning letter has been sent.
201402642	05/03/2014	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTA	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by an unknown aircraft at 2500ft squawking 7000 resulting in a loss of separation. Avoiding action given. Unknown aircraft subsequently identified as a PA28.	Further aircraft was C172(1), EGNW-EGNW, 6163, 'C' displayed and IFR making an ILS approach to RW20. Whilst vectoring C172(1) for an ILS at EGCN RW20 I observed that an aircraft squawking 7000, later to be identified as a PA28, had infringed CAS out of Sandtoft and was heading towards the final approach track for the same runway. Previously the PA28 had called on 126.225 for a service three times and was acknowledged by the radar controller to pass his message, but didn't do so. At the same time, an A319, was completing left hand visual circuits at Doncaster on RW20. ADC was informed, via landline, to keep the A319, which was in an orbit due to sequencing against an IFR inbound, heading South out of the way of the infringing traffic. C172(1) was given avoiding action to head away from the Localiser and positioned further ILS RW20, Also, a C172(2) in the FNY hold, cleared to go "beacon outbound" for the NDB/DME procedure RW20, was instructed to maintain in the hold to avoid. Although later, was also given vectored avoiding action to head SW away from the infringing aircraft. PA28 then changed his squawk to 6170 (EGCN listening watch), was called again, and was then identified and given a crossing clearance. ☐ CAA Closure:☐ The investigation findings revealed this incident resulted from poor planning. The root cause was that the pilot planned to depart Sandtoft heading towards Doncaster CTZ, problem compounded by Com 2 not being checked prior to take off. A warning letter has been sent.

201402642	05/03/2014	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTA	AIRBUS	Turbofan	2	Infringement of the Doncaster Sheffield CTA (Class D) by an unknown aircraft at 2500ft squawking 7000 resulting in a loss of separation. Avoiding action given. Unknown aircraft subsequently identified as a PA28.	Further aircraft was C172(1), EGNW-EGNW, 6163, 'C' displayed and IFR making an ILS approach to RW20. Whilst vectoring C172(1) for an ILS at EGCN RW20 I observed that an aircraft squawking 7000, later to be identified as a PA28, had infringed CAS out of Sandtoft and was heading towards the final approach track for the same runway. Previously the PA28 had called on 126.225 for a service three times and was acknowledged by the radar controller to pass his message, but didn't do so. At the same time, an A319, was completing left hand visual circuits at Doncaster on RW20. ADC was informed, via landline, to keep the A319, which was in an orbit due to sequencing against an IFR inbound, heading South out of the way of the infringing traffic. C172(1) was given avoiding action to head away from the Localiser and positioned further ILS RW20. Also, a C172(2) in the FNY hold, cleared to go "beacon outbound" for the NDB/DME procedure RW20, was instructed to maintain in the hold to avoid. Although later, was also given vectored avoiding action to head SW away from the infringing aircraft. PA28 then changed his squawk to 6170 (EGCN listening watch), was called again, and was then identified and given a crossing clearance. □ CAA Closure: □ The investigation findings revealed this incident resulted from poor planning. The root cause was that the pilot planned to depart Sandtoft heading towards Doncaster CTZ, problem compounded by Com 2 not being checked prior to take off. A warning letter has been sent.
201402704	04/03/2014	EGTT : London (FIR)	EGTC : Cranfield		G	ATZ	ROBINSON	Reciprocating	1	Helicopter entered Cranfield ATZ (Class G) and crossed the runway without clearance. Traffic info given.	A helicopter had PPR'd in from private site at J13 and was briefed on the join and his parking.10mins or so after the call an helicopter was observed hovering inside the ATZ but not in radio contact despite several calls. Traffic info was given to the two aircraft in the circuit and the heli was observed crossing the aerodrome boundary and hovering just south of the runway as a light aircraft on a touch-and-go was in the flare. As the light aircraft lifted it took avoiding action breaking right to ensure separation. Despite green lights from the tower to cross the helicopter didn't immediately cross then slowly crossed and proceeded to taxi to Apron One, causing ground traffic to be halted - the aircraft was briefed to park outside the tower. The pilot apologised and said he had a radio problem and tried to attract my attention by flashing the landing light, by which time he already had my attention. He didn't see any light signals from the tower and wasn't the person who called for PPR so wasn't aware of the parking briefing. The radio worked when he returned to the heli and he departed normally.
201402704	04/03/2014	EGTT : London (FIR)	EGTC : Cranfield		G	ATZ	PIPER	Reciprocating	2	Helicopter entered Cranfield ATZ (Class G) and crossed the runway without clearance. Traffic info given.	A helicopter had PPR'd in from private site at J13 and was briefed on the join and his parking.10mins or so after the call an helicopter was observed hovering inside the ATZ but not in radio contact despite several calls. Traffic info was given to the two aircraft in the circuit and the heli was observed crossing the aerodrome boundary and hovering just south of the runway as a light aircraft on a touch-and-go was in the flare. As the light aircraft lifted it took avoiding action breaking right to ensure separation. Despite green lights from the tower to cross the helicopter didn't immediately cross then slowly crossed and proceeded to taxi to Apron One, causing ground traffic to be halted - the aircraft was briefed to park outside the tower. The pilot apologised and said he had a radio problem and tried to attract my attention by flashing the landing light, by which time he already had my attention. He didn't see any light signals from the tower and wasn't the person who called for PPR so wasn't aware of the parking briefing. The radio worked when he returned to the heli and he departed normally.
201402772	07/03/2014	EGTT : London (FIR)	BKY	2nm North	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 3000ft.	I observed an aircraft squawking 7000 infringe the Stansted CTA, North of BKY, at 3000ft. Police helicopter who happened to be on frequency at the time, managed to get some video footage and later confirmed the infringer's registration. As a result, I had to delay inbound fltnum72NU. □ CAA Closure: □ Investigation findings were that the pilot got airborne with a plan to practise some general handling manoeuvres. The root cause of the incident was an impromptu change of plan, flying to and from BKY VOR without considering fully the vertical profile and airspace. Remedial training to be taken with Club DCFI. Warning letter issued.
201402772	07/03/2014	EGTT : London (FIR)	BKY	2nm North	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C152 squawking 7000 at 3000ft.	I observed an aircraft squawking 7000 infringe the Stansted CTA, North of BKY, at 3000ft. Police helicopter who happened to be on frequency at the time, managed to get some video footage and later confirmed the infringer's registration. As a result, I had to delay inbound fltnum72NU. □ CAA Closure: □ Investigation findings were that the pilot got airborne with a plan to practise some general handling manoeuvres. The root cause of the incident was an impromptu change of plan, flying to and from BKY VOR without considering fully the vertical profile and airspace. Remedial training to be taken with Club DCFI. Warning letter issued.

201402786	09/03/2014	EGTT : London (FIR)	EGLC (LCY): London city	15nm SSE	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C182 squawking 4250 maintaining 3000ft. Departures from London City were halted.	I was working as Thames. At approx 1537Z, an aircraft squawking 4250 entered the TMA, approx 15 miles SSE of London City, tracking north-west bound, maintaining 3000ft (the base of CAS here is 2500ft). I contacted LARS East, who were not working the aircraft but said that it was a Manston squawk. I contacted Manston, who said they had been working it but were not now. They said it was a PA34 from EGKB to EGKB. The aircraft continued to track north west, so departures from London City were stopped. Eventually, the aircraft changed to a LARS North 5035 squawk and stopped reporting Mode C. LARS North were contacted and advised when the aircraft was back below 2500ft. At this point, departures were resumed again from London City. LARS provided the SVFR controller with details of the aircraft. They said it was a C152 from EGKA to EGPR. I'm therefore not sure which aircraft the infringer was. I suspect it is probably the one that Manston provided details of. □ Supplementary 11/03/14: □ Working LARS N, split Traffic: M-H. Subject a/c called on frequency stating 3.0A ft, the a/c altitude and position suggested there was a possibility the a/c was in CAS. I told the a/c to sqk 5035 and then observed the a/c change sqk indicating A only. I told the a/c to descend in a tone not to startle the pilot as the a/c was close to LC CTR and no conflicting traffic was apparent. SVFR called just as I had issued instructions; they were told the course of action and I called back when the aircraft was level 2.4A ascertained via pilot report.
201402848	09/03/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	10 NE	G	Restricted area	SLINGSBY	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) and overflight of Wethersfield airfield by a Slingsby T61.	I was controlling as Stansted INT/FIN boxed when I observed a magenta contact enter TMZ1 heading in a north-easterly direction. It was a very faint contact and initially I thought it was a spurious/weather as we had had a numerous number of similar contacts throughout the morning. However the contact started to change direction and I took action assuming an unknown aircraft. Two B737s were given delaying action to avoid the contact, however I did not achieve 5nm or 5000'. The unknown aircraft then headed southeast and flew directly overhead Wethersfield at low level where there was gliding activity. Wethersfield saw the aircraft and identified it as a Slingsby and phoned GS airports to advise them. □ Supplementary 13/03/14: The pilot believes that he misidentified Haverhill for Sudbury. Appropriate remedial action is being taken.
201402848	09/03/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	10 NE	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ1 (Class G) and overflight of Wethersfield airfield by a Slingsby T61.	I was controlling as Stansted INT/FIN boxed when I observed a magenta contact enter TMZ1 heading in a north-easterly direction. It was a very faint contact and initially I thought it was a spurious/weather as we had had a numerous number of similar contacts throughout the morning. However the contact started to change direction and I took action assuming an unknown aircraft. Two B737s were given delaying action to avoid the contact, however I did not achieve 5nm or 5000'. The unknown aircraft then headed southeast and flew directly overhead Wethersfield at low level where there was gliding activity. Wethersfield saw the aircraft and identified it as a Slingsby and phoned GS airports to advise them. □ Supplementary 13/03/14: The pilot believes that he misidentified Haverhill for Sudbury. Appropriate remedial action is being taken.
201402848	09/03/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	10 NE	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ1 (Class G) and overflight of Wethersfield airfield by a Slingsby T61.	I was controlling as Stansted INT/FIN boxed when I observed a magenta contact enter TMZ1 heading in a north-easterly direction. It was a very faint contact and initially I thought it was a spurious/weather as we had had a numerous number of similar contacts throughout the morning. However the contact started to change direction and I took action assuming an unknown aircraft. Two B737s were given delaying action to avoid the contact, however I did not achieve 5nm or 5000'. The unknown aircraft then headed southeast and flew directly overhead Wethersfield at low level where there was gliding activity. Wethersfield saw the aircraft and identified it as a Slingsby and phoned GS airports to advise them. □ Supplementary 13/03/14: The pilot believes that he misidentified Haverhill for Sudbury. Appropriate remedial action is being taken.
201402864	10/03/2014	EGTT : London (FIR)	EXMOR	5nm S	D	CTA	PIPER	Reciprocating	1	Infringement of the Cardiff CTA-7 (Class D) by an unknown aircraft, indicating approx 6000ft. Aircraft identified as a PA32. Standard separation maintained.	At the time of the infringement I was the Cardiff Radar ATCO. Radar 1 & 2 were boxed. Workload was light. At approx 1515 I noticed a radar track with SSR code 0410 enter Cardiff CTA-7 approx. 6nm SE of EXMOR, moving westbound, indicating FL056 (approx. altitude 6000ft QHN1029). The base of CAS is altitude 4500ft Cardiff QNH. I telephoned the Exeter Controller who confirmed the aircraft callsign and that it was operating up to altitude 6000ft. The Exeter Controller stated that the pilot had been instructed to remain outside of CAS. The aircraft maintained its level and then turned left to leave CAS to the South of EXMOR. No other aircraft were involved. I spoke to pilot by telephone after upon landing. □ Supplementary 11/03/14: □ Local training flight to complete turbocharged piston engine differences. Briefed plan was to climb to 6000' to remain below AWY N864 and route to NW of Dunkeswell. Once airborne the route was modified by flying North to allow climb through broken cloud layer to 6000' which placed us East of the airway. A turn was then made to the West to remain clear of SW segment of Cardiff CTA (base 3000'). Unfortunately I forgot about the short 'step-down' from the airway which has a base of 4,500' and we infringed this area from the East at 6000'.

201402922	11/03/2014	EGTT : London (FIR)	BHX	13nm NNW	D	CTA	VANS	Reciprocating	1	Infringement of the Birmingham CTA-1 (Class D) by an unknown aircraft squawking 7000, indicating 1600ft. Aircraft later identified as an RV6. Traffic info and avoiding action given. Standard separation maintained. RV6 distracted by elevator trim problem.	I was controlling on RAD 1 when I observed a 7000 squawk indicating 1600' with an up arrow on the mode C enter CTA-1 tracking south. An airliner had departed on a WH14D departure so I instructed him to turn left heading 260deg but he requested I repeat the heading so I turned him left heading 240deg to ensure separation was maintained. I put a 'check all' on with AIR and tried to blind call the ac. I could not raise the ac which then turned north and descended before turning south again and appeared to land. Once clear I turned the airliner back on track and coordinated a climb with PC before transferring him. Separation was maintained throughout.☐ Supplementary 12/03/14:☐ On taking off and trimming out, elevator trim malfunctioned and went to fully up. It took a few minutes to establish that the switch was sticking in the up position such that any application of up trim caused fully up trim to be selected. I was able to sort this out by switching trim from any up input to follow by down trim to unstick the switch. This has subsequently been repaired by simple lubrication. The aircraft had not been used for several months and this was the second flight of the day since being laid up. The distraction of dealing with the elevator trim problem caused me to be slightly south of track and thus infringing Birmingham airspace. As I was on the boundary at the time I was aware of my position according to the GPS and confirmed visually, I continued on my way to intended destination. I should have turned around and landed immediately, although landing an aircraft with full up trim on permanently would not have been easy, particularly with an 8 - 10kn crosswind, it would
201402922	11/03/2014	EGTT : London (FIR)	BHX	13nm NNW	D	CTA	BOEING	Turbofan	2	Infringement of the Birmingham CTA-1 (Class D) by an unknown aircraft squawking 7000, indicating 1600ft. Aircraft later identified as an RV6. Traffic info and avoiding action given. Standard separation maintained. RV6 distracted by elevator trim problem.	I was controlling on RAD 1 when I observed a 7000 squawk indicating 1600' with an up arrow on the mode C enter CTA-1 tracking south. An airliner had departed on a WH14D departure so I instructed him to turn left heading 260deg but he requested I repeat the heading so I turned him left heading 240deg to ensure separation was maintained. I put a 'check all' on with AIR and tried to blind call the ac. I could not raise the ac which then turned north and descended before turning south again and appeared to land. Once clear I turned the airliner back on track and coordinated a climb with PC before transferring him. Separation was maintained throughout.☐ Supplementary 12/03/14:☐ On taking off and trimming out, elevator trim malfunctioned and went to fully up. It took a few minutes to establish that the switch was sticking in the up position such that any application of up trim caused fully up trim to be selected. I was able to sort this out by switching trim from any up input to follow by down trim to unstick the switch. This has subsequently been repaired by simple lubrication. The aircraft had not been used for several months and this was the second flight of the day since being laid up. The distraction of dealing with the elevator trim problem caused me to be slightly south of track and thus infringing Birmingham airspace. As I was on the boundary at the time I was aware of my position according to the GPS and confirmed visually, I continued on my way to intended destination. I should have turned around and landed immediately, although landing an aircraft with full up trim on permanently would not have been easy, particularly with an 8 - 10kn crosswind, it would
201402963	11/03/2014	EGTT : London (FIR)	D126/128		G	Danger area	ROBINSON	Reciprocating	1	Infringement of active Danger Areas D126 and D128 by an R22 at 1000ft.	As the on-duty Air Operations Officer on Salisbury Plain I received an RT call from a military helicopter operating over Everleigh DZ that they had been overflown by a small civilian helicopter at a height of approx 1000ft. I checked our SSR display and saw a slow moving SSR track in the area squawking 3/A 7000 hdg NW. The danger areas were notified active, D126 SFC-FL90 RPA Flying and EG D128 SFC-30,000 Artillery Firing. I suspected the aircraft might have departed from Thruxton so called the Tower. They confirmed that an R22 had recently departed to Wolverhampton Ha'penny Green. They said they had informed the pilot that the danger areas were active. I rang Wolverhampton and explained the problem and asked them to ask the pilot to call me after landing. At approx 1515 I received a call from the pilot. I explained I was trying to trace an R22 that infringed active danger areas over Salisbury Plain, and the pilot admitted it was probably him and he apologised. He said he had some problems with flight visibility and been told by Thruxton Tower to fly not above 1200ft. I reminded him that we provided a DACS and that if he had called, we might have been able to act and clear him safely into the area. I informed him that we were mandated to report the infringement by DASOR.☐ CAA Closure:☐ The investigation findings were that the pilot departed Thruxton without a clear plan of how to leave the ATZ and avoid the MATZ and D126 to the NW. A warning letter has been issued.
201402974	11/03/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	Bearing 360 Range 11nm	D	CTR	VANS	Reciprocating	1	Infringement of the Birmingham CTA-1 (Class D) by an aircraft squawking 7000 at 2100ft. Standard separation maintained.	I was Radar1 and saw a primary target that changed to a 7000 squawk north of Birmingham in CTA1 tracking west @1800 climbing. At 1517 the AIW activated and the target climbed to 2100ft. I made broadcast and had no replies. I put a label background and tracked the aircraft. The Air ground identified the traffic for me as it was the only one joining form the Northeast. The pilot was requested to phone me. He later told me that he had been troubled by his trim lever and that he had not flown the aircraft for some time. He did not think that he had been so high. He apologised for the incursion and will fill out the Infringement on line. This incursion had no effect on our operation as we were landing RWY33.
201403090	15/03/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	6.5 NW	D	CTA	GROB	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Grob 115 at 3900ft. Standard separation maintained.	

201403093	15/03/2014	EGTT : London (FIR)	EGLC (LCY): London city	8nm E	A	TMA	PIPER	Reciprocating	1	Possible infringement of the LTMA (Class A) by a PA28 with Mode C indicating 2600ft, resulting in an EMB170 receiving/complying with TCAS RA to monitor V/S. STCA activated. Traffic info given. Incorrect Mode C indication involved.	On duty as Thames Radar with a trainee and vectoring EMB170 inbound to runway 27 ILS at 3000 feet QNH 1027 when a 7000 squawking aircraft displaying 2400 feet mode C climbed to 2600 feet within 1NM of EMB170 causing the STCA to show red. Traffic information was immediately passed and the pilot of EMB170 reported visual with the aircraft 400 feet below and that TCAS was monitoring. Avoiding action was not given due to the speed, direction of EMB170 and that the unknown aircraft was in sight. The unknown aircraft soon changed to an FIS squawk 1177 and we established via phone to the FIS that the said aircraft was a PA28 and the Mode C was verified on London QNH as showing 150 feet above reported level. The pilot of EMB170 subsequently informed tower that they thought the unknown aircraft was possibly only 300 feet below.☐ Supplementary 21/03/14:☐ TCAS RA during approach. Aircraft established on the localiser for RWY 27. Altitude 3000 and speed 160 kts. We were aware of a prox traffic to the north of final approach track. We were in contact with Thames radar 132.7 who advised of the other aircrafts position. The conflicting traffic then proceeded to fly south and crossed underneath our path. The other aircraft passed 300 ft below us; therefore it was at 2700 ft in controlled air space. TCAS gave us a resolution advisory 'Monitor vertical speed', the autopilot was disengaged and aircraft positioned into the (fly-to-zone). The conflicting traffic passed 300 ft below us and I was able to see that it was a single engine low wing light aircraft (possibly a PA28 or similar). After landing we spoke to ATC the other aircraft had been in contact with a F.I.R. frequency.
201403093	15/03/2014	EGTT : London (FIR)	EGLC (LCY): London city	8nm E	A	TMA	EMBRAER	Turbofan	2	Possible infringement of the LTMA (Class A) by a PA28 with Mode C indicating 2600ft, resulting in an EMB170 receiving/complying with TCAS RA to monitor V/S. STCA activated. Traffic info given. Incorrect Mode C indication involved.	On duty as Thames Radar with a trainee and vectoring EMB170 inbound to runway 27 ILS at 3000 feet QNH 1027 when a 7000 squawking aircraft displaying 2400 feet mode C climbed to 2600 feet within 1NM of EMB170 causing the STCA to show red. Traffic information was immediately passed and the pilot of EMB170 reported visual with the aircraft 400 feet below and that TCAS was monitoring. Avoiding action was not given due to the speed, direction of EMB170 and that the unknown aircraft was in sight. The unknown aircraft soon changed to an FIS squawk 1177 and we established via phone to the FIS that the said aircraft was a PA28 and the Mode C was verified on London QNH as showing 150 feet above reported level. The pilot of EMB170 subsequently informed tower that they thought the unknown aircraft was possibly only 300 feet below.☐ Supplementary 21/03/14:☐ TCAS RA during approach. Aircraft established on the localiser for RWY 27. Altitude 3000 and speed 160 kts. We were aware of a prox traffic to the north of final approach track. We were in contact with Thames radar 132.7 who advised of the other aircrafts position. The conflicting traffic then proceeded to fly south and crossed underneath our path. The other aircraft passed 300 ft below us; therefore it was at 2700 ft in controlled air space. TCAS gave us a resolution advisory 'Monitor vertical speed', the autopilot was disengaged and aircraft positioned into the (fly-to-zone). The conflicting traffic passed 300 ft below us and I was able to see that it was a single engine low wing light aircraft (possibly a PA28 or similar). After landing we spoke to ATC the other aircraft had been in contact with a F.I.R. frequency.
201403100	15/03/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	SE	D	CTR	VANS	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a Vans RV9 at 2200ft. Standard separation maintained.	I was the KK Int controller just commencing a handover to an oncoming controller when I noticed a FIS squawk 12nms SE of KK in the KK CTR at 2200'. My oncoming controller spoke to London FIS from another position to tell them about it and was informed that the AC had just been transferred to LF LARS. I stopped descent on an inbound AC to KK (vertical separation was not eroded as the inbound AC was passing approx 8600' when I stopped the descent at 6000') I then obtained the AC details from LF LARS.
201403116	16/03/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft at 2800ft. A Luton inbound aircraft was turned on a base leg early to avoid the infringer. Unknown aircraft later identified as a C182. Traffic info given. Standard separation maintained.	
201403116	16/03/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	UNKNOWN	Unknown		Infringement of the Stansted CTA (Class D) by an unknown aircraft at 2800ft. A Luton inbound aircraft was turned on a base leg early to avoid the infringer. Unknown aircraft later identified as a C182. Traffic info given. Standard separation maintained.	

201403249	12/03/2014	EGTT : London (FIR)	Tern Hill		A	CTA	GROB	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a Grob G115 indicating 5600ft.	<p>I was controlling the LARS position with up to 4 ac on frequency. With Director controlling a couple in the radar pattern under a DS, there was a lot of co- ordination required, not helped by having a comms fail on the Dir position at one point. Grob G115 was operating up to 6000' on Barnsley QNH 1027 between Cosford and Tern Hill and another aircraft to the south of Shawbury. Although I was quite busy co-ordinating, whenever I saw the Grob G115, he was operating outside CAS over the top of Tern Hill. At no point did I see him enter, or advise him he was getting close.□</p> <p>Military ATC Supervisor's Narrative:□</p> <p>I was in the ACR at the time of the incident. At the time my attention was focused on Dir who was controlling an another ac under DS, trying to ensure the correct separation was maintained. After receiving the phone call from Prestwick via the Birmingham Sup, I contacted them and they informed me that as the 7431 squawking ac's Mode C had indicated 056 in the area between Crewe and STAFA. I contacted the pilot of the ac in question, Grob G115 who was carrying out a GH sortie but stated he had been at 5500' on Barnsley QNH 1027, which would have put him in CAS.</p>
201403263	19/03/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	9 E	D	CTA	PIPER	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a PA28 at 3000ft resulting in a loss of separation against an inbound B737.	<p>B737 was established at 9 miles for rwy 27 when PA28 called airborne from Nottingham requesting a transit clearance. He was instructed to remain outside controlled airspace and issued a squawk to identify. PA28 was observed climbing into controlled airspace behind the B737 without a transit clearance. PA28 reported he was climbing to 4000ft and was advised that he had entered controlled airspace without a clearance and told to descend due further inbound traffic. No avoiding action was given as the contacts were diverging and I believed no risk of collision existed. Appropriate CAA action is being taken as a result of this incident.</p>
201403263	19/03/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	9 E	D	CTA	BOEING	Turbofan	2	Infringement of the East Midlands CTA (Class D) by a PA28 at 3000ft resulting in a loss of separation against an inbound B737.	<p>B737 was established at 9 miles for rwy 27 when PA28 called airborne from Nottingham requesting a transit clearance. He was instructed to remain outside controlled airspace and issued a squawk to identify. PA28 was observed climbing into controlled airspace behind the B737 without a transit clearance. PA28 reported he was climbing to 4000ft and was advised that he had entered controlled airspace without a clearance and told to descend due further inbound traffic. No avoiding action was given as the contacts were diverging and I believed no risk of collision existed. Appropriate CAA action is being taken as a result of this incident.</p>
201403266	19/03/2014	EGTT : London (FIR)	Bishop Waltham Flying Area		D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an aircraft showing as a primary only contact, resulting in loss of separation with an aircraft on ILS approach to R/W20. Avoiding action not given as contact routed away from final approach.	<p>At approx 1310 an aircraft was on the ILS with the tower at approx 6 miles when a primary only contact was observed leaving the Bishops Waltham flying area. The contact appeared to leave the area but followed it round to the east. The contact then left the CTR north of Bishops Waltham. As the contact was routing away from the final approach area no avoiding action was given. Minimum separation was 3.2nm. Details of the possible aircraft were obtained from Lower Upham.</p>
201403266	19/03/2014	EGTT : London (FIR)	Bishop Waltham Flying Area		D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) by an aircraft showing as a primary only contact, resulting in loss of separation with an aircraft on ILS approach to R/W20. Avoiding action not given as contact routed away from final approach.	<p>At approx 1310 an aircraft was on the ILS with the tower at approx 6 miles when a primary only contact was observed leaving the Bishops Waltham flying area. The contact appeared to leave the area but followed it round to the east. The contact then left the CTR north of Bishops Waltham. As the contact was routing away from the final approach area no avoiding action was given. Minimum separation was 3.2nm. Details of the possible aircraft were obtained from Lower Upham.</p>

201403275	19/03/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	9nm NW	D	CTA	SOCATA	Reciprocating	1	Infringement of the Luton CTA (Class D) by a TB20 at 4700ft. Luton northbound departures were affected. Standard separation maintained.	TB20 entered CAS 9nm NW of Luton tracking SE, the contact climbed to 4700ft. I rang Cranfield who turned the a/c back to the CIT. □ Supplementary 25/03/14: □ When infringing airspace GNS flashes its message light. Unfortunately, in this instance I was so busy with other avionics I didnt get time to look at it until it was too late. Primary Cause - Mistake on Interpretation of an ATC instruction. After 3 successive go around instructions on the missed approach vis: 1- published missed - Climb 1500 on heading 213 then left turn back to the beacon. 2- climb 2500 on heading 213 then left turn back to the beacon, 3- climb 3500' on heading 213 then left turn back to the beacon. As I was climbing through 2500' I was then instructed to 'fly the 120 Daventry radial inbound'. I interpreted this as turn left to fly a course of 120 inbound to Cranfield. I later realised that, what was meant, was turn right inbound to Daventry and actually fly the reciprocal of 120 i.e. 300. I believe that this instruction is ambiguous and am in discussion with Cranfield ATC to amend it to make it clearer. I then received a 5th instruction to climb to 4500' and own navigation back to CIT. Contributory Factors - High ground speed (190kts) due to substantial tail wind component. This blew me into CAS whilst I was setting up the VOR/identifying it, Setting the OBS and intercepting it. - Slow turn to CIT due to unfamiliarity with new avionics set up. The purpose of the training was to familiarise myself with a new EFIS installation on the aircraft and its connection with the GNS 430. - Multiple changes to missed approach from ATC during go around. - Over familiarity with the Standard missed approach at Cranfield which is a left turn
201403278	19/03/2014	EGTT : London (FIR)	DTY	5nm N	A	CTA	PIPER	Reciprocating	1	Infringement of the Daventry CTA (Class A) by an unknown aircraft squawking 7000, indicating 6000ft. Aircraft identified as a PA28. An airliner in descent was stopped at FL110 and turned left to pass behind the infringer. Standard separation maintained.	Just as I took over the TC Midlands position an aircraft infringed controlled airspace roughly 5nm north of DTY. This was believed to be a PA28 at approximately 5800ft. The previous TC Midlands controller had recently transferred an airliner to Birmingham APC descending to FL90. Birmingham telephoned, the previous controller answered on the coordinator line, and was informed that they were stopping the descent of the airliner at FL110 in response to the infringing aircraft. □ Supplementary 25/03/14: □ At the time of the incident I was training a radar trainee. At 1655z I noticed a 7000 squawk enter the DTY CTA northbound indicating 6000ft QNH 1018. Shortly afterwards an airliner was handed over to me by TC passing FL130 descending to FL90. I instructed the trainee to stop the airliner at FL110 and then airliner was turned left to pass behind the unknown aircraft so the contacts did not merge. This action was then co-ordinated with TC. Mode S indicated that the aircraft was a PA28. On leaving CAS the squawk changed to 4550 & was identified by East Midlands. □ Supplementary 27/03/14: □ I had just completed a turbulent low level flight from Wolverhampton to Turweston (avoiding Birmingham) with my elderly passenger. My passenger suffered this flight poorly. (He was not sick at this point) I had also broken my glasses on this leg. One of the arms had snapped off the glasses. We took off from Turweston on our final leg to Sywell. At low level there was moderate turbulence. I had Sywell on standby on my GNS. I have also a stand by nav/com.
201403278	19/03/2014	EGTT : London (FIR)	DTY	5nm N	A	CTA	AIRBUS	Turbofan	2	Infringement of the Daventry CTA (Class A) by an unknown aircraft squawking 7000, indicating 6000ft. Aircraft identified as a PA28. An airliner in descent was stopped at FL110 and turned left to pass behind the infringer. Standard separation maintained.	Just as I took over the TC Midlands position an aircraft infringed controlled airspace roughly 5nm north of DTY. This was believed to be a PA28 at approximately 5800ft. The previous TC Midlands controller had recently transferred an airliner to Birmingham APC descending to FL90. Birmingham telephoned, the previous controller answered on the coordinator line, and was informed that they were stopping the descent of the airliner at FL110 in response to the infringing aircraft. □ Supplementary 25/03/14: □ At the time of the incident I was training a radar trainee. At 1655z I noticed a 7000 squawk enter the DTY CTA northbound indicating 6000ft QNH 1018. Shortly afterwards an airliner was handed over to me by TC passing FL130 descending to FL90. I instructed the trainee to stop the airliner at FL110 and then airliner was turned left to pass behind the unknown aircraft so the contacts did not merge. This action was then co-ordinated with TC. Mode S indicated that the aircraft was a PA28. On leaving CAS the squawk changed to 4550 & was identified by East Midlands. □ Supplementary 27/03/14: □ I had just completed a turbulent low level flight from Wolverhampton to Turweston (avoiding Birmingham) with my elderly passenger. My passenger suffered this flight poorly. (He was not sick at this point) I had also broken my glasses on this leg. One of the arms had snapped off the glasses. We took off from Turweston on our final leg to Sywell. At low level there was moderate turbulence. I had Sywell on standby on my GNS. I have also a stand by nav/com.
201403323	19/03/2014	EGTT : London (FIR)	D009/D007		G	Danger area	PIPER	Reciprocating	1	Infringement EG D009 and D007 by a PA28 at 1100ft.	An aircraft squawking 0411 was observed flying westerly along the south Devon coast towards D009. Traffic Information was requested from Exeter who stated they had lost comms with the aircraft Ivo Berry Head. The aircraft then penetrated D009, and also D007 as it proceeded along the coast towards Perranporth. At the time of the infringements there was no hazardous activity taking place within the Danger Areas.
201403400	21/03/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	11 W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152 at 3100ft. Standard separation maintained.	A 7000 west of GW by 11 miles climbed to 3100 into the CTR without clearance. I put a check all on in case it turned back for GW, nothing was affected. CAIT activated and gave the callsign, it continued northbound and I tracked it into TC. I spoke to TC and they confirmed they were talking to him and it was a C152 out of EGLD into themselves.

201403406	21/03/2014	EGTT : London (FIR)	BHX	12nm SSE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by an unknown aircraft squawking 7000. Aircraft later identified as a PA28. Standard separation maintained.	I was controlling on RAD1 and observed a 7000 squawk (mode S indicated PA28) entering CAS 4nm north of Wellesbourne at 2500' tracking northeast. I put a 'check all' on, carried out a blind call and contacted Coventry without success but Wellesbourne said they had contact and would move him outside CAS, the Ac turned north and did not descend so a second call to Wellesbourne was initiated and the Ac turned south and descended outside CAS. The pilot called me on frequency and I advised him of his position, he stated it was his fault due to instrument error. I instructed him to contact ATC on landing. An aircraft was held on the ground until I was satisfied PA28 was remaining clear of CAS.☐ CAA Closure:☐ Pilot error. Situational awareness. Warning letter sent.
201403434	19/03/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	N	D	CTR	PIAGGIO	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a P149 at 2400ft. Traffic info given. Standard separation maintained.	P149 departed EGCB and tracked northbound activating the Airspace Infringement Warning. P149 was observed at 2200altitude and climbing. As the AIW activated I was accepting a release from North P, to which I informed them that I was not working the 7000 and it was unknown traffic. I had on frequency an RJ100 which was heading 085 degrees and approx 6nm east of Mirsi. I had to turn the RJ100 North to maintain separation. Traffic information was passed. I telephoned EGCB to see if they were working the P149. They were and I told them he had infringed the EGCC CTR and was indicating 2400 feet and asked them to make sure he had the correct QNH set and to fly outside controlled airspace. The P149 left the CTR to the north and the RJ100 was turned downwind.☐ Supplementary 10/04/14:☐ Climbing out of EGCB the ATC informed me that my undercarriage was still showing down I recycled it and checked the visual indicator Trim was set at climb to compensate for U/C being down I recycled again to check that U/C would now go down,which it did or I would need to declare an emergency and return to EGCB The U/C did extend and the it retracted showinig U/C up on the annunciator lights and the visual indicator I informed EGCB that the problem was resolved and continued with the flight. I would appear that this incident wa concurrent with the altitude infringement
201403439	22/03/2014	EGTT : London (FIR)	BKY	10nm NNW	A	TMA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating FL88. Aircraft identified as an EV97. Adverse Wx involved. CAIT activated. Standard separation involved.	An aircraft squawking 7000, Mode S ID as an EV97, activated sCAIT and was observed infringing CAS approximately 10nm NNW BKY. The aircraft Mode C indicated up to FL88 where the base of CAS is 5500ft. The pilot made a telephone call to TC and explained that he encountered adverse weather which necessitated a climb. He was briefed on the procedure to follow in such a situation, namely contacting the appropriate ATSU without delay, and was informed that reporting action may be taken. There is not believed to be any associated loss of separation.☐ CAA Closure:☐ Investigation findings: Pilot has analysed the occurrence thoroughly and correctly identified a number of factors that led to the infringement and how it could have been prevented at an earlier stage. The root cause was that he became boxed in by weather while trying to complete a check flight. A warning letter has been issued.
201403450	22/03/2014	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington		G	ATZ	PIPER	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by a PA28 at 1800ft. Traffic info given.	I was the TWR/APP controller when I noticed, on the ATM, unknown traffic entering the ATZ to my North West indicating 7000A 018A on SSR. (Aerodrome elevation 270 ft). At the time, a Gulfstream 5, was in the base turn having been cleared for an ILS to RWY 19. There was no other circuit traffic. As the Gulfstream 5 was establishing on the Localiser, I informed the pilot of the Gulfstream 5 of the unknown traffic and the pilot reported TCAS contact. A PA28 was then seen in the overhead transiting North West to South East at approximately 1500 AGL. Mode 3 and C indications on the ATM confirmed it was the previously seen unknown traffic. The PA28 was then visually tracked to the East and then tracked by ATM The PA28's Mode A indication stopped for approximately 5 miles and the aircraft was tracked continually past Chalgrove using Primary Radar before a 5031 Mode A indication was seen coincident with the Primary contact 3 miles North West of Chalgrove. Farnborough LARS North Controller identified the contact.
201403473	23/03/2014	EGTT : London (FIR)	BHX	9nm S	D	CTR	VANS	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by an unknown aircraft squawking 7000 at 2000ft. Aircraft identified as a Vans RV10. Traffic info given. Standard separation maintained.	A 7000 squawk was observed approaching the CTR boundary from the west indicating 2000ft unverified (mode S indicated callsign was a Vans RV10). Before the unknown entered the zone I vectored a B738 who was joining at GROVE from MOSUN on a heading to pass North of the unknown & to maintain FL80, traffic information given. The unknown aircraft entered Birmingham airspace at 1241z and continued on a SE direction. CHECKALL / blind calls / phone call to Coventry made. The unknown aircraft continued on a SE track until it disappeared from Radar SE of Cranfield. A couple of hours previously the same aircraft had routed the opposite direction, just remaining clear of CAS. 6 aircraft were given extended routings / approaches due to the above infringer. The B738 stated after landed his flight time had been extended by 7 mins & 400kgs of extra fuel used.

201403497	24/03/2014	EGTT : London (FIR)	EGLC (LCY): London city	12 E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 2800ft. Standard separation lost against an FK50 inbound to the City.	At 1128z PA28 entered Class A controlled airspace climbing to 2.9A (base 2.4A) on a south-easterly track towards Rochester. An FK50, a London City inbound was slightly altered in heading to ensure separation, which was maintained with a closest lateral distance of approximately 6nm. The PA28 then left controlled airspace a few minutes later around the area of Rochester. □ Supplementary 12/05/14 □ The PA28 entered CAS climbing to 2800ft (base 2500ft) on a track towards EGTO. A London City inbound was turned 10deg right to ensure separation. However, separation was lost at 11:28:50, 4.4nm 1200ft, before being regained 24 seconds later. PA28 then left CAS later around the area of Rochester.
201403497	24/03/2014	EGTT : London (FIR)	EGLC (LCY): London city	12 E	A	TMA	FOKKER	Turboprop	2	Infringement of the LTMA (Class A) by a PA28 at 2800ft. Standard separation lost against an FK50 inbound to the City.	At 1128z PA28 entered Class A controlled airspace climbing to 2.9A (base 2.4A) on a south-easterly track towards Rochester. An FK50, a London City inbound was slightly altered in heading to ensure separation, which was maintained with a closest lateral distance of approximately 6nm. The PA28 then left controlled airspace a few minutes later around the area of Rochester. □ Supplementary 12/05/14 □ The PA28 entered CAS climbing to 2800ft (base 2500ft) on a track towards EGTO. A London City inbound was turned 10deg right to ensure separation. However, separation was lost at 11:28:50, 4.4nm 1200ft, before being regained 24 seconds later. PA28 then left CAS later around the area of Rochester.
201403498	24/03/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	NE	D	CTR	OTHER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a Sportsruiser at 1800ft. Standard separation maintained.	Sportsruiser was noticed having climbed into controlled airspace upon activation of CAIT. Aircraft levelled at 1800ft indicated on Mode C where the base is 1500ft. As the aircraft was squawking the KR conspicuity code, I phoned Redhill who were aware of the traffic and advised them of the indicated level of the Sportsruiser, asking them to pass on to the pilot that he must descend. The Mode-C indication then rapidly descended to below 1500ft and the aircraft continued outside controlled airspace. KK TWR were advised by FIN of the situation as they had traffic departing on a DVR SID, but the Sportsruiser had descended outside controlled airspace before any action was required to maintain separation with the departure.
201403500	24/03/2014	EGTT : London (FIR)	BRI	10nm SW	D	CTA	GROB	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a Grob G115E at FL62. Military ATC were contacted and subsequently turned the aircraft to the South. Standard separation maintained.	
201403528	11/03/2014	EGTT : London (FIR)	Culcheth		D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft, observed to climb to 1800ft in the confines of the LLR. Aircraft identified via Barton as a C172. Standard separation maintained.	

201403613	26/03/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	9nm WSW	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7366, resulting in loss of separation with an A321 in descent. Aircraft identified as an Ikarus C42. Traffic info given.	Whilst awaiting traffic from Approach South (APS) I was monitoring traffic in the Manchester Low Level Route (LLR). An aircraft squawking 7366 with Mode C was noted southbound having appeared to have departed Barton. Using Mode S data I ascertained that this aircraft was an Ikarus C42. The aircraft was tracking slightly East of South and, whilst within the LLR was consistently heading toward the eastern limit of the LLR. APS transferred an A321 to me and I descended the aircraft, which was heading, from memory, 290. I pointed the Ikarus C42 out to APS and asked him to call the aircraft to ensure it did not infringe the zone, which APS did, using the aircraft callsign. Whilst this contact and subsequent identification process was being achieved, I advised the A321 of the situation and that I would be vectoring him around the other traffic. The Ikarus C42 did experience some difficulty in selecting the squawk assigned by APS and, although I was satisfied that identification was valid, notably from the Mode S data, I continued to maintain lateral separation between the A321 and the Ikarus C42, although this was less than 5nm. My alternative would have been to either enter the Liverpool CTR, which would have involved landline coordination using a line which had not been answered on a couple of earlier occasions that morning causing me to consider this as a less valid option, or vectoring away from the Ikarus C42, exiting CAS with all the associated risks that presents. As it was, APS achieved identification on the Ikarus C42 and validated the Mode C data, which also turned out of the Manchester CTR, having briefly entered by, perhaps 0.5nm. This enabled me to position the A321 onto the ILS 05L with minimal delay.☐
201403613	26/03/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	9nm WSW	D	CTR	AIRBUS	Turbofan	2	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7366, resulting in loss of separation with an A321 in descent. Aircraft identified as an Ikarus C42. Traffic info given.	Whilst awaiting traffic from Approach South (APS) I was monitoring traffic in the Manchester Low Level Route (LLR). An aircraft squawking 7366 with Mode C was noted southbound having appeared to have departed Barton. Using Mode S data I ascertained that this aircraft was an Ikarus C42. The aircraft was tracking slightly East of South and, whilst within the LLR was consistently heading toward the eastern limit of the LLR. APS transferred an A321 to me and I descended the aircraft, which was heading, from memory, 290. I pointed the Ikarus C42 out to APS and asked him to call the aircraft to ensure it did not infringe the zone, which APS did, using the aircraft callsign. Whilst this contact and subsequent identification process was being achieved, I advised the A321 of the situation and that I would be vectoring him around the other traffic. The Ikarus C42 did experience some difficulty in selecting the squawk assigned by APS and, although I was satisfied that identification was valid, notably from the Mode S data, I continued to maintain lateral separation between the A321 and the Ikarus C42, although this was less than 5nm. My alternative would have been to either enter the Liverpool CTR, which would have involved landline coordination using a line which had not been answered on a couple of earlier occasions that morning causing me to consider this as a less valid option, or vectoring away from the Ikarus C42, exiting CAS with all the associated risks that presents. As it was, APS achieved identification on the Ikarus C42 and validated the Mode C data, which also turned out of the Manchester CTR, having briefly entered by, perhaps 0.5nm. This enabled me to position the A321 onto the ILS 05L with minimal delay.☐
201403621	26/03/2014	EGTT : London (FIR)	EGKB (BQH): Biggin hill	6 E	A	TMA	FLIGHT DESIGN	Reciprocating	1	Infringement of the LTMA (Class A) by a CTSW at 4000ft. Standard separation maintained.	At 1527z secondary CAIT alerted me to a 7047 squawk East of Biggin Hill entering the TMA passing 2.5A. The Mode S identified for the aircraft. Having waited a few moments to confirm that the aircraft would not immediately leave again via descent, I phoned Biggin Hill to request the pilots intentions. Biggin Hill ATC advised me they were working the aircraft and that it had just gone IMC. The aircraft was now passing 2.9A and climbing. Therefore I instructed Biggin Hill ATC to get the pilot to call me on Thames Radar 132.7. The aircraft then called me and reported he was climbing VFR to remain VMC as he was a VFR only rated pilot, his level at this point was verified as 4.0A (base of controlled airspace 2.4A) The pilot reported he had tried to approach a few local airports and was unable to make the require visual criteria for an approach and needed my assistance to find a suitable airfield for a landing. At this point I called D&D and informed them of the situation and asked them to phone local airfields to find somewhere with the required weather minima. I also informed the relevant sector who's airspace is next to mine to "watch" the aircraft but that he was under my partial control. Southend airport was identified as having VMC weather of 10km vis FEW014 and the pilot was informed of this, he decided to attempt to approach Southend. The pilot was given a rough range and bearing to Southend but was informed that his priority must be to remain clear of cloud. I thought it not prudent to instruct the pilot to descend outside CAS or attempt to fly IFR, the safer option at that point was to let him fly VFR inside Class A TMA. The aircraft left CAS en-route to Southend and was identified and transferred to Southend ATC 130.775 at 1545. The investigation findings were that the pilot was caught
201403626	26/03/2014	EGTT : London (FIR)	EGCB : Manchester/Barton	5nm W	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft with Mode C indicating 2100ft, resulting in loss of separation with a B737 in descent. Aircraft later identified as an R44. Traffic info given.	On duty as Final Director. Easterly dual ops. Low traffic levels. B737 was being positioned towards a left base. Just before B737 was transferred to me by Approach South I heard the controller say something along the lines of, "I don't know anything about the 7351 squawk" or "keep an eye on that 7351 squawk". I changed my picture in order to see what my colleague was referring to. I then noticed a 7351 squawk approximately 5nm west of Manchester/Barton and showing Mode C 2100ft. Almost immediately after the controller on Approach South pointed out the 7351 squawk (which was infringing); the B737 called me. I acknowledged the call from the crew and then took a couple of seconds to ascertain my best course of action (the aircraft tracks were already diverging). Although a loss of separation had occurred (and was still occurring) I decided that the best course of action was to inform the crew of the B737 about the unidentified aircraft but to NOT issue avoiding action as standard separation (5 and 5) was about to be regained. I do not know why the infringing aircraft was squawking a Manchester assigned code. The only thing I was aware of was that the Approach controller did NOT issue the aircraft with this squawk and thus the aircraft was not identified; thus a loss of separation has been recorded. ☐ Supplementary 28/03/14:☐ A 7351 squawk was observed 1 mile east of the LLR (Low level route) west of Manchester/Barton at 2000ft (mode S). I had not allocated that squawk to any aircraft although it is a Manchester approach squawk. The aircraft was called as it entered the LLR at 2000ft but with no response. I phoned the Manchester/Barton AFISO and asked if they
201403626	26/03/2014	EGTT : London (FIR)	EGCB : Manchester/Barton	5nm W	D	CTA	BOEING	Turbofan	2	Infringement of the Manchester CTR (Class D) by an unknown aircraft with Mode C indicating 2100ft, resulting in loss of separation with a B737 in descent. Aircraft later identified as an R44. Traffic info given.	On duty as Final Director. Easterly dual ops. Low traffic levels. B737 was being positioned towards a left base. Just before B737 was transferred to me by Approach South I heard the controller say something along the lines of, "I don't know anything about the 7351 squawk" or "keep an eye on that 7351 squawk". I changed my picture in order to see what my colleague was referring to. I then noticed a 7351 squawk approximately 5nm west of Manchester/Barton and showing Mode C 2100ft. Almost immediately after the controller on Approach South pointed out the 7351 squawk (which was infringing); the B737 called me. I acknowledged the call from the crew and then took a couple of seconds to ascertain my best course of action (the aircraft tracks were already diverging). Although a loss of separation had occurred (and was still occurring) I decided that the best course of action was to inform the crew of the B737 about the unidentified aircraft but to NOT issue avoiding action as standard separation (5 and 5) was about to be regained. I do not know why the infringing aircraft was squawking a Manchester assigned code. The only thing I was aware of was that the Approach controller did NOT issue the aircraft with this squawk and thus the aircraft was not identified; thus a loss of separation has been recorded. ☐ Supplementary 28/03/14:☐ A 7351 squawk was observed 1 mile east of the LLR (Low level route) west of Manchester/Barton at 2000ft (mode S). I had not allocated that squawk to any aircraft although it is a Manchester approach squawk. The aircraft was called as it entered the LLR at 2000ft but with no response. I phoned the Manchester/Barton AFISO and asked if they

201403667	19/03/2014	EGTT : London (FIR)	Birchington	Kent	G	ATZ	BELL	Turboshaft	1	Infringement of the Manston ATZ (Class G) by a B206 at 1000ft.	This was a cross-TRE and Line Check flight. We were returning to the company from the west with an hydraulics fail routine. I was the radio operator and handling pilot. I acknowledged a tower request to approach from the north and remain outside the ATZ (due to a planned departure). As I was carrying out my required check responses and noting that we were on the boundary (by virtue of a known landmark ahead) tower advised we were inside the ATZ and to orbit left which I did. I believe we were outside the zone but acknowledge the lack of safety margin in my planning. I rang tower to apologise afterwards.
201403718	26/03/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by an unknown aircraft. Aircraft believed to be a PA28. An inbound A330 was given a wider downwind heading to ensure the infringing aircraft continued to pass behind. Standard separation maintained.	Working as FIN controller a PCAIT return was spotted in the proximity of White Waltham whilst inbound aircraft were landing 09L&R. The a/c was observed to follow a SSW track, enter CAS then track S for approximately 3nm before exiting the CTR. TCSVFR was contacted subsequently and was able to track the infringing a/c. They subsequently identified after it contacted Farnborough LARS as a PA28. This infringing a/c was issued a 0431 squawk. The inbound pattern was full and as they PCAIT triggered the infringer was geographically placed in the middle of a stream of a/c inbound from the south. Its placement meant that separation may have been immediately eroded with an A330 on a downwind heading. The infringing a/c's track showed that it was going to pass behind all the aircraft on frequency and therefore did not present any immediate confliction. The A330 was given a wider downwind heading to ensure that the infringing aircraft continued to pass behind. No avoiding action was issued as it was felt that it would not have helped the situation, and that the infringing a/c's position would mean that it would have been impossible to see from the cockpit of the A330. ☐ Supplementary 03/04/14:☐ The infringing aircraft was never more than 0.3nm inside the CTR and due to the aircraft turning almost as soon as infringing, it could be assumed that the pilot became aware of their position and made efforts to exit the airspace. The A330 did not enter the London CTR whilst the infringement was in progress. However, under the circumstances of this report, the controllers actions were prompt, effective and appropriate.
201403718	26/03/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		A	CTR	AIRBUS	Turbofan	2	Infringement of the London CTR (Class A) by an unknown aircraft. Aircraft believed to be a PA28. An inbound A330 was given a wider downwind heading to ensure the infringing aircraft continued to pass behind. Standard separation maintained.	Working as FIN controller a PCAIT return was spotted in the proximity of White Waltham whilst inbound aircraft were landing 09L&R. The a/c was observed to follow a SSW track, enter CAS then track S for approximately 3nm before exiting the CTR. TCSVFR was contacted subsequently and was able to track the infringing a/c. They subsequently identified after it contacted Farnborough LARS as a PA28. This infringing a/c was issued a 0431 squawk. The inbound pattern was full and as they PCAIT triggered the infringer was geographically placed in the middle of a stream of a/c inbound from the south. Its placement meant that separation may have been immediately eroded with an A330 on a downwind heading. The infringing a/c's track showed that it was going to pass behind all the aircraft on frequency and therefore did not present any immediate confliction. The A330 was given a wider downwind heading to ensure that the infringing aircraft continued to pass behind. No avoiding action was issued as it was felt that it would not have helped the situation, and that the infringing a/c's position would mean that it would have been impossible to see from the cockpit of the A330. ☐ Supplementary 03/04/14:☐ The infringing aircraft was never more than 0.3nm inside the CTR and due to the aircraft turning almost as soon as infringing, it could be assumed that the pilot became aware of their position and made efforts to exit the airspace. The A330 did not enter the London CTR whilst the infringement was in progress. However, under the circumstances of this report, the controllers actions were prompt, effective and appropriate.
201403737	29/03/2014	EGTT : London (FIR)	MONTY	NE	A	Other	PIPER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an unknown aircraft squawking 7000, climbing to FL70. Aircraft identified as a PA32. Standard separation maintained.	Whilst working several streams of traffic, on combined WAL/IOM sector my attention was drawn by the sudden appearance of magenta data block approx 1-2 miles NE of MONTY. The data block showed a PA32 squawking 7000 with a height readout of FL65 and climbing. PA32 then tracked towards the SW whilst still climbing, saw level read out pass FL70, but too busy vectoring NM inbound away from the path of PA32, and ensuring the separation of the other traffic streams, to see at what point the infringer stopped climbing.☐ CAA Closure:☐ No response from PIC. Closed due to elapsed time.
201403740	29/03/2014	EGTT : London (FIR)	Woodvale Fillet		A	TMA	GROB	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an unknown aircraft, squawking 0450 at FL65. Aircraft identified as a Grob G115. Standard separation maintained.	Working as IOM/WAL Planner noticed 0450 squawk at FL65 heading south towards active Woodvale fillet, A/C did not turn away but entered causing data block to turn magenta. C/S of Grob G115 appeared on data block as A/C continued south, called Blackpool to ascertain A/C intentions and to get A/C to change to correct squawk of 7375 for operations in the active Woodvale fillet. Blackpool controller informed me she was working tower and approach combined and didn't know who it was. A/C then turned to the North and left.

201403746	30/03/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		D	CTA	PIPER	Reciprocating	1	Possible infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000, indicating 1500ft. Aircraft identified as a PA28, experiencing undercarriage problems. Traffic info and avoiding action given to a Manchester inbound airliner.	I was operating as the App South controller. At 1042 hours I turned an airliner onto a Southerly heading along the low level route at FL60 (05L for landing). There was an unknown aircraft operating in the LLR at 1300 ft roughly West to East. I then became aware of this aircraft indicating 1500 ft which caused the AIW to alert. The airliner was approx 4nm North of the return so I issued a right turn to route behind and monitored the AIW. The Mode C continued to climb so I issued an avoiding action turn to the airliner of 260deg and passed traffic info. The unknown aircraft continued to the Barton overhead in a climb to 2000 ft (no longer infringing). Enquiries with Barton revealed that the aircraft was in an emergency situation and was experiencing problems with the undercarriage. It appeared that the aircraft began its climb approximately 3-4 miles prior to the boundary of uncontrolled airspace above Barton.□ Supplementary 15/07/14:□ This loss of separation was caused by the pilot of the PA28 climbing above the confines of the Manchester Low Level Route. This was due to the poor manual handling of the aircraft following a technical problem.
201403746	30/03/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		D	CTA	BOEING	Turbofan	2	Possible infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000, indicating 1500ft. Aircraft identified as a PA28, experiencing undercarriage problems. Traffic info and avoiding action given to a Manchester inbound airliner.	I was operating as the App South controller. At 1042 hours I turned an airliner onto a Southerly heading along the low level route at FL60 (05L for landing). There was an unknown aircraft operating in the LLR at 1300 ft roughly West to East. I then became aware of this aircraft indicating 1500 ft which caused the AIW to alert. The airliner was approx 4nm North of the return so I issued a right turn to route behind and monitored the AIW. The Mode C continued to climb so I issued an avoiding action turn to the airliner of 260deg and passed traffic info. The unknown aircraft continued to the Barton overhead in a climb to 2000 ft (no longer infringing). Enquiries with Barton revealed that the aircraft was in an emergency situation and was experiencing problems with the undercarriage. It appeared that the aircraft began its climb approximately 3-4 miles prior to the boundary of uncontrolled airspace above Barton.□ Supplementary 15/07/14:□ This loss of separation was caused by the pilot of the PA28 climbing above the confines of the Manchester Low Level Route. This was due to the poor manual handling of the aircraft following a technical problem.
201403750	30/03/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	South West	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an R44 squawking 7003 with no Mode C information. Check all imposed. Standard separation maintained.	At 1300 UTC we observe a 7003, with no Mode C information from SW corner entered the zone. After check all, I transmitted blind to get his attention. Closest he came to the airfield was 6.8 miles when he turned westbound and left the zone. After observing his flight path he went to EGBO and when landed he contacted with Birmingham ATC. The pilot confirmed that he had a clutch trouble and he tried to fix the problem, when he realised his position at Solihull, that is when he turned westbound
201403754	30/03/2014	EGTT : London (FIR)	DAYNE		D	CTR	OTHER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an aircraft squawking 7000 with Mode C indicating 3400ft. LISTO departures were suspended. Standard separation maintained.	A 7000 return was noticed by the approach controllers to be in controlled airspace to the south east of the Manchester CTZ from 1404-1410. The mode C indicated 3400' in an area where the base of controlled airspace is 3000'. The LISTO departures from 05L were suspended until the aircraft left controlled airspace.□ Supplementary (1) 31/03/14:□ I was concentrating on avoiding the Danger Areas D314 and D304 which are south of Buxton. The ground here is up to 1800ft above sea level so I was flying at around 3000 ft to ensure adequate clearance in hazy conditions. Unfortunately I crept above this level and unintentionally infringed the controlled airspace in this area which starts at 3000ft. Lack of concentration on my part was the main cause. □ Supplementary (2) 31/03/14:□ CAIT was observed a few miles SE of DAYNE at 14:04. Aircraft indicating A33. A call was made to Manchester Approach who were not in communication with the aircraft. Subsequent phone call from approach revealed they were unable to contact pilot. The aircraft turned south and left CAS at approximately 14:08. The aircraft was traced and a message was subsequently passed to the pilot.
201403795	24/03/2014	EGTT : London (FIR)	Bovingdon	3.5nm SW	A	TMA	OTHER	Unknown	2	UK AIRPROX 2014/025 - Military helicopter and a PA28, 3.5nm Southwest of Bovingdon in Class G airspace. Military helicopter initiated a climbing left evasive manoeuvre to 2550ft and subsequently infringed LTMA (Class A) airspace.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was due to a late sighting by both pilots. □ A recommendation has been raised as a result of this AIRPROX.

201403795	24/03/2014	EGTT : London (FIR)	Bovingdon	3.5nm SW	A	TMA	PIPER	Reciprocating	1	UK AIRPROX 2014/025 - Military helicopter and a PA28, 3.5nm Southwest of Bovingdon in Class G airspace. Military helicopter initiated a climbing left evasive manoeuvre to 2550ft and subsequently infringed LTMA (Class A) airspace.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was due to a late sighting by both pilots. □ A recommendation has been raised as a result of this AIRPROX.
201403795	24/03/2014	EGTT : London (FIR)	Bovingdon	3.5nm SW	A	Other	OTHER	Unknown	2	UK AIRPROX 2014/025 - Military helicopter and a PA28, 3.5nm Southwest of Bovingdon in Class G airspace. Military helicopter initiated a climbing left evasive manoeuvre to 2550ft and subsequently infringed LTMA (Class A) airspace.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was due to a late sighting by both pilots. □ A recommendation has been raised as a result of this AIRPROX.
201403795	24/03/2014	EGTT : London (FIR)	Bovingdon	3.5nm SW	A	Other	PIPER	Reciprocating	1	UK AIRPROX 2014/025 - Military helicopter and a PA28, 3.5nm Southwest of Bovingdon in Class G airspace. Military helicopter initiated a climbing left evasive manoeuvre to 2550ft and subsequently infringed LTMA (Class A) airspace.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was due to a late sighting by both pilots. □ A recommendation has been raised as a result of this AIRPROX.
201403818	30/03/2014	EGTT : London (FIR)	THORPE RP		A	CTR	BELL	Turboshaft	1	Infringement of the London CTR (Class A) by a helicopter squawking 7000 at 1400ft. Avoiding action given.	I was working LL SVFR, mentoring a trainee. At approx 1700, helicopter called on frequency, but due to other traffic and ongoing mentor instruction was told to standby. While in the process of instructing and discussing options for a LCY CTR transit, I noticed a 7000 squawk enter the LON Zone in the vicinity of EGTF. I shouted over to LL FIN that the "7000 is real" to alert them to the infringement. Since the pilot had already called, I asked if he was over Thorpe, to which he replied in the affirmative (therefore identified). At this point helicopter showed no intention of stopping his transit, and was flying towards LL final approach. I immediately instructed to turn southbound, an instruction that appeared to be only partially complied with since pilot was "requesting H3". It appeared that helicopter had entered an orbit in the vicinity of Thorpe. We asked the pilot to pass his message, and were made aware that it was on a famil flight for H3 and H4. Heathrow was on E'lys and pilot was informed that H3 was closed and to leave the zone to the South and expect H7 later. We subsequently asked the pilot if he had a NSF, which he didn't, therefore we restricted his transit to the confines of H7 up to LW and reciprocal. □ CAA Closure: □ Investigation findings revealed that the pilot was not fully aware of his proximity to CAS. The root cause of this incident was a poor level of knowledge. A navigation flight is to be undertaken with a staff flight examiner.
201403874	01/04/2014	EGTT : London (FIR)	POL	5nm S	A	TMA	CEA	Reciprocating	1	Possible infringement of Manchester TMA (Class A) by a DR300.	Aircraft requested climb to 3300A to remain below CAS. Aircraft set off AIW and observed at 3500A. Pilot informed and given QNH again; he insisted his indication read that he was below CAS.

201403900	02/04/2014	EGTT : London (FIR)	EG D036	Portsmouth	G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area EG D036 (Portsmouth) by a PA28 at 1700ft.	I was controlling on LARS East when, at 0923L, I received a call from a PA28 with requesting to transit EGD036. He notified that his position was 5nm to the north of GARM1, which would have already placed him within the confines of EGD036. I instructed the aircraft to squawk mode 3/A 4531 and identified it as approximately 6nm within EGD036 at 1700ft. Identification took place at 50 04N 001 22W and the aircraft exited the danger area at 0933L position 50 23N 001 20W. I informed the pilot that he was already within the confines of an active danger area, that it was active from 0800 and that he must ensure he calls for clearance to cross before the FIR boundary. He requested if his transit was approved, which was too late as he was already in the middle of the area. He informed me that it was a late handover (no handover took place to me) from French ATC to London Info initially, who then transferred him to the Mil frequency. There was no live firing taking place in EGD036 during this time. Live firing in this danger area was scheduled for later in the day.☐ CAA Closure:☐ No response from owner. Closed due to elapsed time.
201403969	03/04/2014	EGTT : London (FIR)	EGLM : White waltham	2 S	D	CTR	YAKOVLEV	Reciprocating	1	Infringement of the London CTR (Class A) by a YAK52 squawking 7000 with no Mode C. Separation lost with two Heathrow inbound.	I was working as the LARS West and Approach controller with the sectors bandboxed as it was low traffic levels. I had just released a departure off Runway 06 when I noticed a 7000 squawk departing the London CTR approximately 5 miles south of EGLM tracking South. An aircraft called me shortly afterwards but I did not catch the callsign as the pilot was very accented - I told the pilot to standby as my departure was airborne and I wanted to speak to it first. I then returned to the aircraft whose callsign I missed and asked him to pass his message. I managed to get all the details from the pilot after a few attempts as he had a very strong foreign accent. He was subsequently given a squawk but not verified as he had no Mode C.☐ Supplementary 03/04/14: ☐ Secondary CAIT activated SE of the White Waltham ATZ with traffic squawking 7000, with no mode C. It appeared to have departed from White Waltham's north easterly runway and tracked South, through the London control zone before exiting near Bracknell. Details of the aircraft were obtained from the White Waltham radio operator and Farnborough LARS West, whom the aircraft called after leaving the Lon CTR.
201403969	03/04/2014	EGTT : London (FIR)	EGLM : White waltham	2 S	D	CTR	UNKNOWN	Unknown		Infringement of the London CTR (Class A) by a YAK52 squawking 7000 with no Mode C. Separation lost with two Heathrow inbound.	I was working as the LARS West and Approach controller with the sectors bandboxed as it was low traffic levels. I had just released a departure off Runway 06 when I noticed a 7000 squawk departing the London CTR approximately 5 miles south of EGLM tracking South. An aircraft called me shortly afterwards but I did not catch the callsign as the pilot was very accented - I told the pilot to standby as my departure was airborne and I wanted to speak to it first. I then returned to the aircraft whose callsign I missed and asked him to pass his message. I managed to get all the details from the pilot after a few attempts as he had a very strong foreign accent. He was subsequently given a squawk but not verified as he had no Mode C.☐ Supplementary 03/04/14: ☐ Secondary CAIT activated SE of the White Waltham ATZ with traffic squawking 7000, with no mode C. It appeared to have departed from White Waltham's north easterly runway and tracked South, through the London control zone before exiting near Bracknell. Details of the aircraft were obtained from the White Waltham radio operator and Farnborough LARS West, whom the aircraft called after leaving the Lon CTR.
201403969	03/04/2014	EGTT : London (FIR)	EGLM : White waltham	2 S	D	CTR	UNKNOWN	Turbofan		Infringement of the London CTR (Class A) by a YAK52 squawking 7000 with no Mode C. Separation lost with two Heathrow inbound.	I was working as the LARS West and Approach controller with the sectors bandboxed as it was low traffic levels. I had just released a departure off Runway 06 when I noticed a 7000 squawk departing the London CTR approximately 5 miles south of EGLM tracking South. An aircraft called me shortly afterwards but I did not catch the callsign as the pilot was very accented - I told the pilot to standby as my departure was airborne and I wanted to speak to it first. I then returned to the aircraft whose callsign I missed and asked him to pass his message. I managed to get all the details from the pilot after a few attempts as he had a very strong foreign accent. He was subsequently given a squawk but not verified as he had no Mode C.☐ Supplementary 03/04/14: ☐ Secondary CAIT activated SE of the White Waltham ATZ with traffic squawking 7000, with no mode C. It appeared to have departed from White Waltham's north easterly runway and tracked South, through the London control zone before exiting near Bracknell. Details of the aircraft were obtained from the White Waltham radio operator and Farnborough LARS West, whom the aircraft called after leaving the Lon CTR.
201404040	26/03/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	West of Dunstable Downs	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by A C152 at 1100ft. Traffic info given. Standard separation maintained.	I was on duty as the Luton INT controller vectoring traffic for runway 08. At approximately 1723 a 7000 squawk was observed to enter the control zone west of Dunstable Downs on a northerly track indication 1,100 feet. An A319, established on the ILS at 4,000 feet was advised of the infringing traffic. The A319 reported having the traffic in sight, identified it as a Cessna 152 and requested to continue the approach. The 7000 squawk departed the zone at 1725, continued north and was last observed 4 NM south west of Cranfield.

201404051	04/04/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	Thelwall VRP	D	CTR	OTHER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an EV97 at 1000ft. Standard separation maintained.	At about 1458 a 7000 squawk was observed to enter the Manchester CTR at about the Thelwall VRP indicating 1000ft via Mode C. This activated AIW on the radar. From the radar the aircraft was believed to be a microlight. There was no response to either blind transmissions using the callsign nor was the aircraft from Barton as a phone call was made. Stafa P called to ask if I was working the aircraft and I advised them that neither myself nor Barton had spoken to the aircraft. Shortly after it was observed that the microlight was descending into Stretton aerodrome, and didn't appear to get airborne again afterwards. WM was informed and advised that an airliner on a desig was already airborne and turning east away from the 7000 squawk. □ Supplementary 14/04/14 □ An agreement between Manchester NATS and the strip owner allowing entry into the zone by not more than a mile and no higher than max alt of the LLR without obtaining clearance or communication with ATC when using the westerly runway had lapsed unbeknown to the pilot. The aircraft track flown strictly adhered to this procedure. Aircraft using the strip communicate on safetycom in its vicinity to ensure safe local movements. Unfortunately, this meant that in this case ATC could not make contact. The fault was with myself the pilot who should have made himself aware of the status of the agreement and communicated with ATC before approaching the zone boundary.
201404078	04/04/2014	EGTT : London (FIR)	Mayfield		A	TMA	AVIONS ROBIN	Reciprocating	1	Possible infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2700ft. Aircraft identified via Shoreham as a DR400. Traffic info given. Standard separation maintained.	Whilst working as the INT controller I observed a 7000 squawk NE MAY by aprpx. 10 miles indicating 2600. At the time I was vectoring an A319 for an approach to 26L. The 7000 squawk then went to 2700. I had plenty of time to vector the A319 5 miles clear of the infringer. I gave traffic to the A319 on the infringer and told him to expect a little less than a 10 mile final. All of this he was happy with. I then gave a blind transmission to see if said infringer was on the freq. It wasn't. I called the GS over and split the sector. The splitting of the sector was happening anyway due to an increase in traffic. B737 and EMB170 were both vectored around the Infringer so as to maintain 5000'. Eventually as the infringer moved SW of MAY it descended to 2300. We tracked it and established it was a DR400.
201404078	04/04/2014	EGTT : London (FIR)	Mayfield		A	TMA	AIRBUS	Turbofan	2	Possible infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2700ft. Aircraft identified via Shoreham as a DR400. Traffic info given. Standard separation maintained.	Whilst working as the INT controller I observed a 7000 squawk NE MAY by aprpx. 10 miles indicating 2600. At the time I was vectoring an A319 for an approach to 26L. The 7000 squawk then went to 2700. I had plenty of time to vector the A319 5 miles clear of the infringer. I gave traffic to the A319 on the infringer and told him to expect a little less than a 10 mile final. All of this he was happy with. I then gave a blind transmission to see if said infringer was on the freq. It wasn't. I called the GS over and split the sector. The splitting of the sector was happening anyway due to an increase in traffic. B737 and EMB170 were both vectored around the Infringer so as to maintain 5000'. Eventually as the infringer moved SW of MAY it descended to 2300. We tracked it and established it was a DR400.
201404078	04/04/2014	EGTT : London (FIR)	Mayfield		A	TMA	BOEING	Unknown		Possible infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2700ft. Aircraft identified via Shoreham as a DR400. Traffic info given. Standard separation maintained.	Whilst working as the INT controller I observed a 7000 squawk NE MAY by aprpx. 10 miles indicating 2600. At the time I was vectoring an A319 for an approach to 26L. The 7000 squawk then went to 2700. I had plenty of time to vector the A319 5 miles clear of the infringer. I gave traffic to the A319 on the infringer and told him to expect a little less than a 10 mile final. All of this he was happy with. I then gave a blind transmission to see if said infringer was on the freq. It wasn't. I called the GS over and split the sector. The splitting of the sector was happening anyway due to an increase in traffic. B737 and EMB170 were both vectored around the Infringer so as to maintain 5000'. Eventually as the infringer moved SW of MAY it descended to 2300. We tracked it and established it was a DR400.
201404078	04/04/2014	EGTT : London (FIR)	Mayfield		A	TMA	EMBRAER	Turbofan	2	Possible infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2700ft. Aircraft identified via Shoreham as a DR400. Traffic info given. Standard separation maintained.	Whilst working as the INT controller I observed a 7000 squawk NE MAY by aprpx. 10 miles indicating 2600. At the time I was vectoring an A319 for an approach to 26L. The 7000 squawk then went to 2700. I had plenty of time to vector the A319 5 miles clear of the infringer. I gave traffic to the A319 on the infringer and told him to expect a little less than a 10 mile final. All of this he was happy with. I then gave a blind transmission to see if said infringer was on the freq. It wasn't. I called the GS over and split the sector. The splitting of the sector was happening anyway due to an increase in traffic. B737 and EMB170 were both vectored around the Infringer so as to maintain 5000'. Eventually as the infringer moved SW of MAY it descended to 2300. We tracked it and established it was a DR400.

201404080	05/04/2014	EGTT : London (FIR)	EGLL (LHR); London/Heathrow	NW	A	CTR	OTHER	Reciprocating	1	Infringement of the London CTR (Class A) by a Pipistrelle at 1000ft. Standard separation maintained.	Aircraft entered controlled airspace cutting the north-western corner of the London zone at 1.0A. Heathrow northbound's were stopped at 1454 and restarted at 1457 after the infringing aircraft had left controlled airspace.
201404091	06/04/2014	EGTT : London (FIR)	Wigan	2nm South	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an R44 squawking 7000 climbing to 1600ft. Standard separation maintained.	Whilst working as mentor with trainee on APC South, we noticed that a 7000 had set off the AIW by climbing to 1600ft approx 2nm south of Wigan and tracking towards EGCB. At the same time Walsy P were calling to give details on inbound DHC8 via Mirsi. We coordinated to put DHC8 on a heading North of Mirsi to keep clear of the unknown a/c. We called EGCB and they informed us that they had a R44 inbound from the NW. EGCB called R44 to confirm level and QNH. The pilot reported level at 1500ft. The a/c was then observed descending to 1200ft and the AIW stopped alarming.☐ Supplementary 15/0414:☐ Watch Manager spoke to pilot afterwards. He had a trainee with him, heading to EGNH. Cloud came in, climbed to get away from cloud, thus he infringed.
201404091	06/04/2014	EGTT : London (FIR)	Wigan	2nm South	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Manchester CTR (Class D) by an R44 squawking 7000 climbing to 1600ft. Standard separation maintained.	Whilst working as mentor with trainee on APC South, we noticed that a 7000 had set off the AIW by climbing to 1600ft approx 2nm south of Wigan and tracking towards EGCB. At the same time Walsy P were calling to give details on inbound DHC8 via Mirsi. We coordinated to put DHC8 on a heading North of Mirsi to keep clear of the unknown a/c. We called EGCB and they informed us that they had a R44 inbound from the NW. EGCB called R44 to confirm level and QNH. The pilot reported level at 1500ft. The a/c was then observed descending to 1200ft and the AIW stopped alarming.☐ Supplementary 15/0414:☐ Watch Manager spoke to pilot afterwards. He had a trainee with him, heading to EGNH. Cloud came in, climbed to get away from cloud, thus he infringed.
201404209	08/04/2014	EGTT : London (FIR)	EGBW : Wellesbourne mountford	Bearing 310 Range 2nm	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 squawking 7000 at 6500ft. Inbound a/c were given delayed vectoring.	I was vectoring several a/c for R/W33 when I saw an AIW alarm in the stub NW of EGBW at 6500ft. It was a 7000 sqwk without Mode S. I called several times to no avail, EGBE called to inform me that it was not known to them. Radar2 called EGBW to see if they were working the traffic, it was unknown to them. Radar2 tracked the traffic to approx 10nm NW of EGBJ. He identified the traffic to them and asked them to confirm the identity post landing. The pilot thought that he was much further West than his position and was above cloud, when he got ground contact he descended to 5000ft and left the zone on a westerly track. The pilot confirmed that he was flying on Qnh 1017 and the altitude was correct. I delayed 1 a/c downwind and delayed vectoring inbound EMB170 for an RNAV approach from the SE.☐ CAA Closure: ☐ Pilot error. The root cause of this incident was a lack of situational awareness. The pilot has been interviewed and a warning letter sent.
201404209	08/04/2014	EGTT : London (FIR)	EGBW : Wellesbourne mountford	Bearing 310 Range 2nm	D	CTA	CESSNA	Turbofan	2	Infringement of the Birmingham CTA (Class D) by a C152 squawking 7000 at 6500ft. Inbound a/c were given delayed vectoring.	I was vectoring several a/c for R/W33 when I saw an AIW alarm in the stub NW of EGBW at 6500ft. It was a 7000 sqwk without Mode S. I called several times to no avail, EGBE called to inform me that it was not known to them. Radar2 called EGBW to see if they were working the traffic, it was unknown to them. Radar2 tracked the traffic to approx 10nm NW of EGBJ. He identified the traffic to them and asked them to confirm the identity post landing. The pilot thought that he was much further West than his position and was above cloud, when he got ground contact he descended to 5000ft and left the zone on a westerly track. The pilot confirmed that he was flying on Qnh 1017 and the altitude was correct. I delayed 1 a/c downwind and delayed vectoring inbound EMB170 for an RNAV approach from the SE.☐ CAA Closure: ☐ Pilot error. The root cause of this incident was a lack of situational awareness. The pilot has been interviewed and a warning letter sent.

201404209	08/04/2014	EGTT : London (FIR)	EGBW : Wellesbourne mountford	Bearing 310 Range 2nm	D	CTA	EMBRAER	Turbofan	2	Infringement of the Birmingham CTA (Class D) by a C152 squawking 7000 at 6500ft. Inbound a/c were given delayed vectoring.	I was vectoring several a/c for R/W33 when I saw an AIW alarm in the stub NW of EGBW at 6500ft. It was a 7000 sqwk without Mode S. I called several times to no avail, EGBE called to inform me that it was not known to them. Radar2 called EGBW to see if they were working the traffic, it was unknown to them. Radar2 tracked the traffic to approx 10nm NW of EGBJ. He identified the traffic to them and asked them to confirm the identity post landing. The pilot thought that he was much further West than his position and was above cloud, when he got ground contact he descended to 5000ft and left the zone on a westerly track. The pilot confirmed that he was flying on Qnh 1017 and the altitude was correct. I delayed 1 a/c downwind and delayed vectoring inbound EMB170 for an RNAV approach from the SE.☐ CAA Closure: ☐ Pilot error. The root cause of this incident was a lack of situational awareness. The pilot has been interviewed and a warning letter sent.
201404241	05/04/2014	EGTT : London (FIR)	EGKB (BOH): Biggin hill		G	ATZ	ROCKWELL	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a Rockwell 114 squawking 7000 at 1600ft.	I was on duty as the Approach ATCO, at approx 11.54 I noticed a 7000 squawk at altitude 1,600ft on the ATM from the West tracking East towards the ATZ. I warned the Aerodrome ATCO of this aircraft in case it penetrated the ATZ and conflicted with circuit traffic. The aircraft subsequently entered the ATZ from the West at high speed before crossing through the final approach track. A short time later the aircraft changed its squawk to 0012 and Thames Radar were contacted who provided the identity and flight details of the aircraft. ☐ CAA Closure:☐ Pilot error. Pilot distraction, spatial awareness issues. A warning letter has been issued.
201404276	09/04/2014	EGTT : London (FIR)	EGSX : North Weald	1nm S	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTR and CTA (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a PA28. CAIT activated. Standard separation maintained.	I noticed a 7000 squawk enter the CTR to the SW of Stansted at 2.1A (Base 1.5A) at 14.53. The contact tracked westerly through the CTR maintaining 2.1A activating CAIT. The contact was then seen to track along the southern side of the Luton control zone then to the west of it, before performing some orbits then it disappeared at time 15.16. A passing contact on Luton Radars frequency described it as "a low wing single engine monoplane a lot like a Cherokee" although registration could not be identified.☐ Supplementary 10/04/14:☐ PA28, (mode S showed callsign on radar as the contact had alerted CAIT), tracked West / North West through a CTA at Stansted, Mode C reading 1700ft and 1800ft. I alerted Airports, and asked him to inform North TMA, and I also contacted Stansted Tower. I allowed the outbounds to continue as the east departure was already airborne and the SID track was well behind the infringer, and the next two outbounds were Cpt and their SID track also kept them clear of the infringing traffic. I tried several times to make contact.
201404298	05/04/2014	EGTT : London (FIR)	EGSD : Great Yarmouth/ North Denes		G	ATZ	JODEL	Unknown	1	Infringement of the North Denes ATZ (Class G) by an unknown aircraft squawking 7000, at approx 1200ft. Aircraft identified as a Jodel D11. Traffic info given.	The pilot of an outbound helicopter taxing to the landing/departure spot queried the presence of an aeroplane that he observed South of the Heliport. The traffic was not known to ATC and not in RTF contact. Visually estimated to be within the ATZ, height estimated 1200' approx. Radar confirmed it within the ATZ lateral limits. Radar requested to track. Aircraft continued to manoeuvre within ATZ South of Runway 27 while helicopter departed. At about 0955 aircraft departed South tracked by radar. 1007 aircraft disappeared off Radar overhead an airfield. Airfield confirm Jodel D11 landed at that time. Jodel D11 tel to say he tried to contact North Denes on 123.4 about 5 times but nothing heard so assumed we were shut.
201404298	05/04/2014	EGTT : London (FIR)	EGSD : Great Yarmouth/ North Denes		G	ATZ	AGUSTA BELL	Turboshaft	2	Infringement of the North Denes ATZ (Class G) by an unknown aircraft squawking 7000, at approx 1200ft. Aircraft identified as a Jodel D11. Traffic info given.	The pilot of an outbound helicopter taxing to the landing/departure spot queried the presence of an aeroplane that he observed South of the Heliport. The traffic was not known to ATC and not in RTF contact. Visually estimated to be within the ATZ, height estimated 1200' approx. Radar confirmed it within the ATZ lateral limits. Radar requested to track. Aircraft continued to manoeuvre within ATZ South of Runway 27 while helicopter departed. At about 0955 aircraft departed South tracked by radar. 1007 aircraft disappeared off Radar overhead an airfield. Airfield confirm Jodel D11 landed at that time. Jodel D11 tel to say he tried to contact North Denes on 123.4 about 5 times but nothing heard so assumed we were shut.

201404340	10/04/2014	EGTT : London (FIR)	EG D036	Portsmouth	G	Danger area	JODEL	Reciprocating	1	Infringement of active Danger Area EG D036 (Portsmouth) by a Jodel DR221.	Jodel DR221 outbound reported onto the frequency at 11:21; after ascertaining its details; I observed on the FID an aircraft on a 1177 in D036. I arranged with military ATC for the a/c to cross the DA's and then informed the pilot of DA activity and his clearance. Military ATC requested we inform the pilot to contact them on landing.
201404353	10/04/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 1800ft. Standard separation maintained.	Secondary Cait showed a KB squawk entering the NE corner of the KK cta. I rang KB atc and asked them to turn it east to exit the cta asap. Kb advised that the aircraft was going to Shoreham vfr. The subject aircraft actually tracked south-east to exit. Fortunately no KK inbounds on 26L needed to be broken off.
201404370	11/04/2014	EGTT : London (FIR)	LIPGO	7nm E	G	Danger area	CESSNA	Reciprocating	1	Infringement of NOTAMed Danger Area EG D201 (Aberporth) by an unknown aircraft at 4500ft. Aircraft identified as a C172. Possible faulty transponder involved.	I was operating as Radar 1 providing ATSOCAS on 119.650. D201 and D201A were open with the airspace NOTAMed from 0800z to 1500z SFC to FL660. At approximately 0840z there was a very broken transmission made on 119.650 to which I responded but got no further response. This was heard by two of my colleagues in the room who had listened to the transmission and it was considered breakthrough on the frequency. At 0852z a return was spotted inside the D201 'northern stub' tracking West to East approximately 3nm south of the boundary line of D201B. On observing the return and establishing that it was in fact consistent with an aircraft a blind call was made on the frequency. There was no response and I called military ATC who stated they had a weak radar contact, possibly inside D201 and were trying to get good two way communication. Following discussion I requested the aircraft was transferred to me for a service and to help identify the intruder. C172 then called on frequency at 0855z. His English language was exceptionally poor and the RT very broken but I established that he was climbing from 2500ft up to 5500ft which would have been below our theoretical radar coverage in that area although by this time I was getting a weak primary return. The main receiver for CH20 was not receiving the calls and the communications were initially only received through multichannel CH24 which was selected to the ATSOCAS frequency. The aircraft was given a BS and asked to squawk 4530. This brought up a random squawk and the pilot advised that he thought his transponder was faulty. The aircraft was then asked to squawk standby. The details of the flight were obtained and I asked the aircraft if he was aware that he had penetrated the danger area and advised that reporting
201404373	11/04/2014	EGTT : London (FIR)	Not specified		A	TMA	PITTS	Reciprocating	1	Infringement of the London TMA (Class A) by an aircraft squawking 7004 indicating 2700ft. CAIT activated.	I was the Heathrow Final Director at the time of the incident. A CAIT alert was generated with a 7004 squawk indication 2700ft with an A320 having just passed overhead it. The aircraft continued to manoeuvre erratically in both heading and altitude and was in and out of controlled airspace. At one point the aircraft was seen at about 3300ft inside controlled airspace. I reported this to GS Airport who tracked the aircraft. Aircraft details passed by White Waltham.☐ Supplementary 14/04/14:☐ Analysis of the radar replay confirms that there was no loss of separation. The radar suggests that the aircraft was performing acrobatics in a position where the base of CAS is 2500' with the pilot possibly believing that he was a little further west (1nm) where the base of CAS is 3500'. However, the pilot advised the Ops Room that he did not fly above 2400'.
201404373	11/04/2014	EGTT : London (FIR)	Not specified		A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by an aircraft squawking 7004 indicating 2700ft. CAIT activated.	I was the Heathrow Final Director at the time of the incident. A CAIT alert was generated with a 7004 squawk indication 2700ft with an A320 having just passed overhead it. The aircraft continued to manoeuvre erratically in both heading and altitude and was in and out of controlled airspace. At one point the aircraft was seen at about 3300ft inside controlled airspace. I reported this to GS Airport who tracked the aircraft. Aircraft details passed by White Waltham.☐ Supplementary 14/04/14:☐ Analysis of the radar replay confirms that there was no loss of separation. The radar suggests that the aircraft was performing acrobatics in a position where the base of CAS is 2500' with the pilot possibly believing that he was a little further west (1nm) where the base of CAS is 3500'. However, the pilot advised the Ops Room that he did not fly above 2400'.

201404411	11/04/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	Bearing 150 Range 7.7nm	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C152 squawking 1177 with no Mode C. Check all imposed. Standard separation maintained.	I was controlling on RAD 1 with R/W33 in use. I was working JS32 who had left Chase from the North at FL90 when I observed a FIS (1177) squawk with no Mode C East of the Warwick VRP approaching the CTR from the South tracking 330deg but believed it would be speaking to London Information. As the a/c continued I became uneasy and called London Information but they were unable to identify it. I turned the JS32 heading 240 and imposed a Check All whilst also coordinating with PC to cancel silent handovers and coordinate that the next inbound, DHC8, would hold at Chase FL100. Neither Wellesbourne nor Coventry could identify the a/c. I opened RAD2 and handed over DHC8. The a/c infringed CAS continuing towards Birmingham, I released fltnum3AE on a COWLY departure and coordinated a route and climb with TC to maintain clear of the unknown a/c. I vectored JS32 to the West and then South of the a/c positioning for an approach once the a/c had vacated CAS whilst RAD2 vectored DHC8 East of the airfield then South to complete his approach. The a/c continued towards Birmingham until it was approximately 4nm SW before it turned and slowly tracked NW before leaving CAS and landing at EGBO. DHC8 from EGBB and fltnum251V from EGBE were also delayed on the ground. Once the a/c landed, it was identified as C152 and the pilot and his instructor were asked to call the WM.☐ CAA Closure:☐ The student pilot on a cross country flight misidentified a turning point and went off course. Further navigation training to be undertaken.
201404411	11/04/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	Bearing 150 Range 7.7nm	D	CTA	BAE	Turboprop	2	Infringement of the Birmingham CTA (Class D) by a C152 squawking 1177 with no Mode C. Check all imposed. Standard separation maintained.	I was controlling on RAD 1 with R/W33 in use. I was working JS32 who had left Chase from the North at FL90 when I observed a FIS (1177) squawk with no Mode C East of the Warwick VRP approaching the CTR from the South tracking 330deg but believed it would be speaking to London Information. As the a/c continued I became uneasy and called London Information but they were unable to identify it. I turned the JS32 heading 240 and imposed a Check All whilst also coordinating with PC to cancel silent handovers and coordinate that the next inbound, DHC8, would hold at Chase FL100. Neither Wellesbourne nor Coventry could identify the a/c. I opened RAD2 and handed over DHC8. The a/c infringed CAS continuing towards Birmingham, I released fltnum3AE on a COWLY departure and coordinated a route and climb with TC to maintain clear of the unknown a/c. I vectored JS32 to the West and then South of the a/c positioning for an approach once the a/c had vacated CAS whilst RAD2 vectored DHC8 East of the airfield then South to complete his approach. The a/c continued towards Birmingham until it was approximately 4nm SW before it turned and slowly tracked NW before leaving CAS and landing at EGBO. DHC8 from EGBB and fltnum251V from EGBE were also delayed on the ground. Once the a/c landed, it was identified as C152 and the pilot and his instructor were asked to call the WM.☐ CAA Closure:☐ The student pilot on a cross country flight misidentified a turning point and went off course. Further navigation training to be undertaken.
201404411	11/04/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	Bearing 150 Range 7.7nm	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTA (Class D) by a C152 squawking 1177 with no Mode C. Check all imposed. Standard separation maintained.	I was controlling on RAD 1 with R/W33 in use. I was working JS32 who had left Chase from the North at FL90 when I observed a FIS (1177) squawk with no Mode C East of the Warwick VRP approaching the CTR from the South tracking 330deg but believed it would be speaking to London Information. As the a/c continued I became uneasy and called London Information but they were unable to identify it. I turned the JS32 heading 240 and imposed a Check All whilst also coordinating with PC to cancel silent handovers and coordinate that the next inbound, DHC8, would hold at Chase FL100. Neither Wellesbourne nor Coventry could identify the a/c. I opened RAD2 and handed over DHC8. The a/c infringed CAS continuing towards Birmingham, I released fltnum3AE on a COWLY departure and coordinated a route and climb with TC to maintain clear of the unknown a/c. I vectored JS32 to the West and then South of the a/c positioning for an approach once the a/c had vacated CAS whilst RAD2 vectored DHC8 East of the airfield then South to complete his approach. The a/c continued towards Birmingham until it was approximately 4nm SW before it turned and slowly tracked NW before leaving CAS and landing at EGBO. DHC8 from EGBB and fltnum251V from EGBE were also delayed on the ground. Once the a/c landed, it was identified as C152 and the pilot and his instructor were asked to call the WM.☐ CAA Closure:☐ The student pilot on a cross country flight misidentified a turning point and went off course. Further navigation training to be undertaken.
201404411	11/04/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	Bearing 150 Range 7.7nm	D	CTA	UNKNOWN	Unknown		Infringement of the Birmingham CTA (Class D) by a C152 squawking 1177 with no Mode C. Check all imposed. Standard separation maintained.	I was controlling on RAD 1 with R/W33 in use. I was working JS32 who had left Chase from the North at FL90 when I observed a FIS (1177) squawk with no Mode C East of the Warwick VRP approaching the CTR from the South tracking 330deg but believed it would be speaking to London Information. As the a/c continued I became uneasy and called London Information but they were unable to identify it. I turned the JS32 heading 240 and imposed a Check All whilst also coordinating with PC to cancel silent handovers and coordinate that the next inbound, DHC8, would hold at Chase FL100. Neither Wellesbourne nor Coventry could identify the a/c. I opened RAD2 and handed over DHC8. The a/c infringed CAS continuing towards Birmingham, I released fltnum3AE on a COWLY departure and coordinated a route and climb with TC to maintain clear of the unknown a/c. I vectored JS32 to the West and then South of the a/c positioning for an approach once the a/c had vacated CAS whilst RAD2 vectored DHC8 East of the airfield then South to complete his approach. The a/c continued towards Birmingham until it was approximately 4nm SW before it turned and slowly tracked NW before leaving CAS and landing at EGBO. DHC8 from EGBB and fltnum251V from EGBE were also delayed on the ground. Once the a/c landed, it was identified as C152 and the pilot and his instructor were asked to call the WM.☐ CAA Closure:☐ The student pilot on a cross country flight misidentified a turning point and went off course. Further navigation training to be undertaken.
201404412	11/04/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	10nm WSW	D	CTA	OTHER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by an unknown aircraft at 2500ft. Aircraft identified as a CZAW Sportcruiser. Standard separation maintained.	Whilst monitoring RAD1 I noticed a FIS squawk appear at 2500ft southbound. I rang FIR and asked for the aircraft to squawk #5062. The aircraft was identified as a CZAW Sportcruiser and asked to call 125.650. The aircraft did so, brief details were obtained and the pilot asked to call Bristol ATC watch manager. No other aircraft were affected by the infringement.☐ Supplementary 14/04/14:☐ I was concentrating on radio conversation and unfortunately this led to an increase in altitude. The aircraft is relatively new to me and this flight was the farthest I had flown in the new aircraft. The aircraft is equipped with 2 axis autopilot, (height and direction). My previous aircraft did not have autopilot. I utilised the autopilot and then manual for the descent. The fault I made was not monitoring the height as I should have. I have certainly learnt an important lesson today. I must be in contact with local ATC rather than area radar. I must remain focused on the flight, altitude, altitude setting and be in contact with the appropriate ATC.

201404418	11/04/2014	EGTT : London (FIR)	ROSUN		A	TMA	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an Ikarus C42 squawking 7000 observed climbing from 3600ft to 5500ft. CAIT activated. Traffic info given. Investigation under 201314437.	Aircraft was observed to infringe Controlled Airspace at time 1628, in the vicinity of ROSUN. The aircraft was squawking 7000. Infringement was observed by CAIT and aircraft was identified by mode S. After contacting Manchester was told that they were unable to contact the aircraft and so the aircraft was treated as an unknown intruder. The Infringement lasted from 1628 until 1634, during which time the aircraft climbed from A36 to A55 before descending clear. The infringement resulted in the deviation of routes of 3 separate flights. The first aircraft was required to perform a non-standard route into Manchester, turning north then east whilst north of ROSUN. The second, a Hawarden inbound flight required minor deviation to preserve the required separation. The third, an outbound from Leeds required a small turn to ensure the blips did not merge.☐ Supplementary 21/05/14:☐ Comprehensive remedial action has been taken by the aircraft operator as a result of this infringement.
201404429	12/04/2014	EGTT : London (FIR)	EGCB : Manchester/Barton	North West	D	CTA	CESSNA	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a C152 indicating 2600ft.	An unknown aircraft entered controlled airspace NW EGCB indicating 2600ft. FIN coordinated with EGCB and ascertained that the aircraft was C152. FIN requested EGCB to tell the pilot to descend. The pilot believed his level was 1800ft. The pilot was requested to telephone the WM. His altimeter had indicated 1800ft.
201404440	12/04/2014	EGTT : London (FIR)	Match	Bearing West Range 2nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C172 squawking 7010 with no Mode C. Standard separation maintained.	At about 16.14z aircraft entered the EGSS CTR to the West of Match on a direct track. He was squawking 7010 with no Mode C. He exited the CTR abeam Great Dunmow having travelled about 7 miles inside and landed at his destination.
201404450	13/04/2014	EGTT : London (FIR)	Calshot	3nm S	D	CTA	DE HAVILLAND	Turboprop	2	Loss of separation between a DHC8 and an EV97.	DHC8 was at the end of the downwind right leg for runway 02 when AIW alerted due to a 7377 squawk climbing through 2000ft heading East. I turned the DHC8 onto his base heading and the 7377 was now at 2100ft. I called Bournemouth ATSU to obtain traffic intentions but by time they had answered the call the traffic was now at 2300ft and climbing. A loss of separation had now occurred with DHC8 who was heading away from the traffic. The unknown continued to climb to 2500ft. I did not give avoiding action as the DHC8 was already routing away from the 7377 traffic.☐ Supplementary 05/06/14: ☐ The EV97entered CAS without a clearance, whilst working Bournemouth Radar under a Basic Service. This caused a loss of separation with the DHC8 who was issued a turn onto base-leg away from the intruder.☐ CAA Closure:☐ An EV97 entered controlled airspace without a clearance which lead to a loss of separation from the DHC8. The controller gave a heading to the DHC8 to reduce the potential confliction with the intruder but did not use the term avoiding action. Appropriate unit action taken.
201404450	13/04/2014	EGTT : London (FIR)	Calshot	3nm S	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Loss of separation between a DHC8 and an EV97.	DHC8 was at the end of the downwind right leg for runway 02 when AIW alerted due to a 7377 squawk climbing through 2000ft heading East. I turned the DHC8 onto his base heading and the 7377 was now at 2100ft. I called Bournemouth ATSU to obtain traffic intentions but by time they had answered the call the traffic was now at 2300ft and climbing. A loss of separation had now occurred with DHC8 who was heading away from the traffic. The unknown continued to climb to 2500ft. I did not give avoiding action as the DHC8 was already routing away from the 7377 traffic.☐ Supplementary 05/06/14: ☐ The EV97entered CAS without a clearance, whilst working Bournemouth Radar under a Basic Service. This caused a loss of separation with the DHC8 who was issued a turn onto base-leg away from the intruder.☐ CAA Closure:☐ An EV97 entered controlled airspace without a clearance which lead to a loss of separation from the DHC8. The controller gave a heading to the DHC8 to reduce the potential confliction with the intruder but did not use the term avoiding action. Appropriate unit action taken.

201404455	13/04/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000, indicating 2100ft. Aircraft identified via Elstree as a PA28. No other aircraft were affected or delayed.	CAA Closure:☐ Pilot error. Spatial disorientation. A warning letter has been sent.
201404457	13/04/2014	EGTT : London (FIR)	DTY	10nm W	A	CTA	SLINGSBY	Reciprocating	1	Infringement of the Daventry CTA (Class A) by an unknown aircraft indicating 5000ft. Aircraft identified as a Slingsby T67M. Standard separation maintained.	I was controlling an inbound which I had descended to FL90 routing direct to HON when I noticed an infringer. The infringer was 8 miles north west of it indicating altitude 5 thousand feet, it was approximately 10 miles west of DTY where the base is A4.5. On noticing it I turned the inbound aircraft onto a heading of 270 degrees and got the co-ordinator to inform inbound aircraft's intended destination of our action they were happy to take the aircraft on that heading and we maintained a separation of at least 5 miles lateral.☐ Supplementary 29/04/14:☐ We were on a aerobatic training flight. We require at least 4000ft ground clearance to do this safely. The weather visibility was good and cloud base was FEW/SCT 035 there were good size gaps and we stayed in sight of surface and clear of cloud at 4000ft and kept a good lookout at all times. After a while the cloud filled in and we forced down to a lower altitude not enough ground clearance for aeros. We looked around for brighter spaces. I checked the chart for airspace. I saw the step down DAVENTRY CTA FL85 then FL75 then FL65 and FL55 from Brize towards Wellesbourne and across to DTY VOR 5500+ And further northeast over towards East Midlands and DAVENTRY CTA A 5500+ So it looked like free airspace and good weather as long as we are below 5500ft. 4000ft ground clearance is a minimum, however if the weather allows I would always use a higher starting base for an even bigger/safer ground clearance. I just didn't see the writing by Daventry Town DAVENTRY CTA A 4500+ I even asked the pilot to double check the chart and we were both agreed we were clear of airspace. I am very sorry that this happened as you can see I
201404457	13/04/2014	EGTT : London (FIR)	DTY	10nm W	A	CTA	BOEING	Turbofan	2	Infringement of the Daventry CTA (Class A) by an unknown aircraft indicating 5000ft. Aircraft identified as a Slingsby T67M. Standard separation maintained.	I was controlling an inbound which I had descended to FL90 routing direct to HON when I noticed an infringer. The infringer was 8 miles north west of it indicating altitude 5 thousand feet, it was approximately 10 miles west of DTY where the base is A4.5. On noticing it I turned the inbound aircraft onto a heading of 270 degrees and got the co-ordinator to inform inbound aircraft's intended destination of our action they were happy to take the aircraft on that heading and we maintained a separation of at least 5 miles lateral.☐ Supplementary 29/04/14:☐ We were on a aerobatic training flight. We require at least 4000ft ground clearance to do this safely. The weather visibility was good and cloud base was FEW/SCT 035 there were good size gaps and we stayed in sight of surface and clear of cloud at 4000ft and kept a good lookout at all times. After a while the cloud filled in and we forced down to a lower altitude not enough ground clearance for aeros. We looked around for brighter spaces. I checked the chart for airspace. I saw the step down DAVENTRY CTA FL85 then FL75 then FL65 and FL55 from Brize towards Wellesbourne and across to DTY VOR 5500+ And further northeast over towards East Midlands and DAVENTRY CTA A 5500+ So it looked like free airspace and good weather as long as we are below 5500ft. 4000ft ground clearance is a minimum, however if the weather allows I would always use a higher starting base for an even bigger/safer ground clearance. I just didn't see the writing by Daventry Town DAVENTRY CTA A 4500+ I even asked the pilot to double check the chart and we were both agreed we were clear of airspace. I am very sorry that this happened as you can see I
201404460	13/04/2014	EGTT : London (FIR)	SAM	6.8nm NE	D	CTR	VANS	Reciprocating	1	Infringement of the Solent CTR (Class D) by an unknown aircraft at 1200ft. Aircraft identified as a Vans RV7. Standard separation maintained.	Contact was seen tracking NW at 1.2A. A blind call was made and a response was given from a Vans RV7. I identified the a/c and gave it transit clearance but it had already entered. I informed the a/c he had infringed but had now left CAS.☐ Supplementary 09/05/14:☐ The aircraft entered the Southampton Control Zone whilst on a northerly heading in the north eastern extremity of the CTR. The aircraft was identified and informed of the infringement whilst on the frequency. The pilot apologised and felt he was outside the CTR.
201404552	14/04/2014	EGTT : London (FIR)	Danger Area EG D123	Larkhill	G	Danger area	BEECH	Reciprocating	1	Infringement of active Danger Area EG D125 (Larkhill) by a BE33 squawking 7000.	A 7000 squawk was observed transiting from the area of Burbage, Wiltshire. south of Upavon where it was observed entering EGD 125 which was notified as active to 30,000ft amsl with live firing serials. The aircraft made no attempt to contact the controlling authority at any time during the transit so the 7000 return was followed on SSR and observed landing at Compton Abbas. The aerodrome was contacted and aircraft information sought, and a request for the pilot to contact this office was made. On speaking to the pilot, A/C details were confirmed and when asked why he infringed a live artillery range the pilot answered he had 'not seen the danger area' but had seen the gliders from Upavon so routed south to avoid en route to Compton Abbas.

201404553	04/04/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	15nm NW	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTA 1 (Class D) by an R44 at 1800ft. AIW activated.	I was conducting OJTI duties on the Radar Student when we observed a FIS squawk of 1177 approaching from the NW towards CAS boundary and on the extended centreline of Runway 15. The Mode S revealed the aircraft callsign. London FIS were contacted as the AIW tool indicated a CTA infringement. The aircraft initially showed an altitude of 1700ft but this increased to 1800ft for a short while before returning to 1600ft. The aircraft contacted Birmingham Radar where it was identified and instructed to remain outside CAS then continued to the West around the Zone. I spoke with the pilot later on who said that he was aware of the proximity of CAS as he had his iPad and two SATNAV's and believed his altitude was below the base of CAS. It was his intention to remain West of Birmingham although the initial track did not indicate this. I spoke with him about the use of the "conspicuity code 0010" but he seemed to be unaware of this procedure and was directed to the AIP to find out more info which he seemed keen to do. The pilot was apologetic and had already had a bad day having had to divert en-route due weather.
201404649	10/04/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	7 NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28. Standard separation maintained.	PCAIT alerted my trainee and myself to an infringement 7 NE of EGKK inside the Gatwick CTA on a SE track indicating Mode C 2300. We immediately telephoned EGKR Tower as the aircraft was displaying 3767, the Redhill conspicuity code. We confirmed that Redhill were in contact with the aircraft, identified by Mode S, and requested that the aircraft turned northbound immediately and descended out of the CTA, which it was observed to do. The aircraft did not come within 3nm of the final approach path and in view of the excellent weather and visibility, the prompt actions of Redhill and the pilot of the aircraft, we decided that any avoiding action or delaying action to Gatwick inbounds was unnecessary.
201404654	16/04/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	14 NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28. Traffic info and avoiding action given. Standard separation maintained.	I gave the B737 a heading to intercept the 08R ILS. I then observed a 0433 squawk which had entered the North Western edge of the zone indicating an altitude of two thousand feet. The track of the B737 was going to keep it clear of the infringing aircraft. I phoned Farnborough Approach and was told that they were "dealing" with it. I passed traffic to the B737. The infringing aircraft subsequently turned North away from the final approach track.☐ Supplementary 17/04/14:☐ I was working as LARS West controller, the PA28 had been operating in the Guildford area . The AIW alerted me to the aircraft going into EGKK CTA, initially I inadvertently told the wrong a/c to turn away on to Westerly heading, but realised my error and did tell the Pa28 to descend and turn away onto Westerly heading, which he did and cleared the EGKK CTA.
201404654	16/04/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	14 NW	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28. Traffic info and avoiding action given. Standard separation maintained.	I gave the B737 a heading to intercept the 08R ILS. I then observed a 0433 squawk which had entered the North Western edge of the zone indicating an altitude of two thousand feet. The track of the B737 was going to keep it clear of the infringing aircraft. I phoned Farnborough Approach and was told that they were "dealing" with it. I passed traffic to the B737. The infringing aircraft subsequently turned North away from the final approach track.☐ Supplementary 17/04/14:☐ I was working as LARS West controller, the PA28 had been operating in the Guildford area . The AIW alerted me to the aircraft going into EGKK CTA, initially I inadvertently told the wrong a/c to turn away on to Westerly heading, but realised my error and did tell the Pa28 to descend and turn away onto Westerly heading, which he did and cleared the EGKK CTA.
201404661	16/04/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow				PIPER	Reciprocating	1	Transponder malfunction resulted in an apparent infringement in the London Control Zone.	AC2 was establishing on 09L at altitude 3000', when a 7000 squawking contact appeared at 2200' unverified. I gave traffic information to AC2 and broke the aircraft off by turning it right onto a heading of 150 degrees. AC1 was observed to be climbing at which point I gave avoiding action to the AC2 and a further turn onto 180 degrees. There was an AC3 that was being vectored onto 09R behind AC2, which I deemed was moving away from the infringer, so I kept the approach going. AC2 was climbed to 4000 feet and AC3 descended to 2500 to get a positive cross between the 2 aircraft. AC1 climbed to 2800' and tracked SW before turning it's transponder off. AC4 also had to be vectored around the infringing aircraft. After AC2 had been broken off, SVFR had spoken to the tower controller, who verified visually from the tower that AC1 was at 900'.☐ Supplementary 16/4/14:☐ AC1 indicating 2800' appeared to infringe the London Control Zone while flying within the lateral confines of departure airfield. On calling airfield they said the pilot reported to be at 900' and they could see the a/c visually and confirmed the pilot report. Tower was asked to request the pilot switch off the Mode C.☐ Supplementary 17/4/14:☐ Approach discontinued at ATC request due unidentified traffic with avoiding action. On an intercept heading for MLS 09L, cleared to 3500' director instructed a turn onto 360. We queried if we were still to establish on the MLS and were told negative and to come further left onto a heading of 300 and that this was avoiding action. We were then told to reclimb to

201404661	16/04/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow				BOEING	Turbofan	2	Transponder malfunction resulted in an apparent infringement in the London Control Zone.	AC2 was establishing on 09L at altitude 3000', when a 7000 squawking contact appeared at 2200' unverified. I gave traffic information to AC2 and broke the aircraft off by turning it right onto a heading of 150 degrees. AC1 was observed to be climbing at which point I gave avoiding action to the AC2 and a further turn onto 180 degrees. There was an AC3 that was being vectored onto 09R behind AC2, which I deemed was moving away from the infringer, so I kept the approach going. AC2 was climbed to 4000 feet and AC3 descended to 2500 to get a positive cross between the 2 aircraft. AC1 climbed to 2800' and tracked SW before turning it's transponder off. AC4 also had to be vectored around the infringing aircraft. After AC2 had been broken off, SVFR had spoken to the tower controller, who verified visually from the tower that AC1 was at 900'. Supplementary 16/4/14: AC1 indicating 2800' appeared to infringe the London Control Zone while flying within the lateral confines of departure airfield. On calling airfield they said the pilot reported to be at 900' and they could see the a/c visually and confirmed the pilot report. Tower was asked to request the pilot switch off the Mode C. Supplementary 17/4/14: Approach discontinued at ATC request due unidentified traffic with avoiding action. On an intercept heading for MLS 09L, cleared to 3500' director instructed a turn onto 360. We queried if we were still to establish on the MLS and were told negative and to come further left onto a heading of 300 and that this was avoiding action. We were then told to reclimb to
201404661	16/04/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow				BOEING	Turbofan	2	Transponder malfunction resulted in an apparent infringement in the London Control Zone.	AC2 was establishing on 09L at altitude 3000', when a 7000 squawking contact appeared at 2200' unverified. I gave traffic information to AC2 and broke the aircraft off by turning it right onto a heading of 150 degrees. AC1 was observed to be climbing at which point I gave avoiding action to the AC2 and a further turn onto 180 degrees. There was an AC3 that was being vectored onto 09R behind AC2, which I deemed was moving away from the infringer, so I kept the approach going. AC2 was climbed to 4000 feet and AC3 descended to 2500 to get a positive cross between the 2 aircraft. AC1 climbed to 2800' and tracked SW before turning it's transponder off. AC4 also had to be vectored around the infringing aircraft. After AC2 had been broken off, SVFR had spoken to the tower controller, who verified visually from the tower that AC1 was at 900'. Supplementary 16/4/14: AC1 indicating 2800' appeared to infringe the London Control Zone while flying within the lateral confines of departure airfield. On calling airfield they said the pilot reported to be at 900' and they could see the a/c visually and confirmed the pilot report. Tower was asked to request the pilot switch off the Mode C. Supplementary 17/4/14: Approach discontinued at ATC request due unidentified traffic with avoiding action. On an intercept heading for MLS 09L, cleared to 3500' director instructed a turn onto 360. We queried if we were still to establish on the MLS and were told negative and to come further left onto a heading of 300 and that this was avoiding action. We were then told to reclimb to
201404661	16/04/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow				AIRBUS	Turbofan	2	Transponder malfunction resulted in an apparent infringement in the London Control Zone.	AC2 was establishing on 09L at altitude 3000', when a 7000 squawking contact appeared at 2200' unverified. I gave traffic information to AC2 and broke the aircraft off by turning it right onto a heading of 150 degrees. AC1 was observed to be climbing at which point I gave avoiding action to the AC2 and a further turn onto 180 degrees. There was an AC3 that was being vectored onto 09R behind AC2, which I deemed was moving away from the infringer, so I kept the approach going. AC2 was climbed to 4000 feet and AC3 descended to 2500 to get a positive cross between the 2 aircraft. AC1 climbed to 2800' and tracked SW before turning it's transponder off. AC4 also had to be vectored around the infringing aircraft. After AC2 had been broken off, SVFR had spoken to the tower controller, who verified visually from the tower that AC1 was at 900'. Supplementary 16/4/14: AC1 indicating 2800' appeared to infringe the London Control Zone while flying within the lateral confines of departure airfield. On calling airfield they said the pilot reported to be at 900' and they could see the a/c visually and confirmed the pilot report. Tower was asked to request the pilot switch off the Mode C. Supplementary 17/4/14: Approach discontinued at ATC request due unidentified traffic with avoiding action. On an intercept heading for MLS 09L, cleared to 3500' director instructed a turn onto 360. We queried if we were still to establish on the MLS and were told negative and to come further left onto a heading of 300 and that this was avoiding action. We were then told to reclimb to
201404716	18/04/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	SW	D	CTA	PILATUS	Turboprop	1	Infringement of the Stansted CTA-2 (Class D) by a PC12 at 2400ft. Traffic info and avoiding action given to a B737. Standard separation maintained.	At 0700 I was acting as Essex and Stansted Director as I had just bandboxed. My attention was alerted to a secondary CAIT activation at the southern tip of CTA 2. The contact was wearing a FIS squawk and indicating 2400ft, tracking NW bound as though towards BPK. I had turned a B737 onto a heading of 195 in preparation for a left base and given the instruction to descend to 2000ft. As soon as I spotted the infringer I gave avoiding action. Separation maintained throughout. FIS was called and the infringing aircraft details were given as a PC12 flying IFR from EBBR to EGLD. According to FIS, the aircraft had stated he was going to route LAM - BPK.
201404716	18/04/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	SW	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA-2 (Class D) by a PC12 at 2400ft. Traffic info and avoiding action given to a B737. Standard separation maintained.	At 0700 I was acting as Essex and Stansted Director as I had just bandboxed. My attention was alerted to a secondary CAIT activation at the southern tip of CTA 2. The contact was wearing a FIS squawk and indicating 2400ft, tracking NW bound as though towards BPK. I had turned a B737 onto a heading of 195 in preparation for a left base and given the instruction to descend to 2000ft. As soon as I spotted the infringer I gave avoiding action. Separation maintained throughout. FIS was called and the infringing aircraft details were given as a PC12 flying IFR from EBBR to EGLD. According to FIS, the aircraft had stated he was going to route LAM - BPK.

201404727	18/04/2014	EGTT : London (FIR)	EGNS (IOM): Isle Of Man/Ronaldsway	7 NE	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the IOM CTR (Class D) and failure to maintain 2 way contact with ATC in CAS. Traffic info issued.	The pilot had been advised earlier to call for clearance before becoming airborne. On conclusion of the incident the controller advised the pilot that he believed that he had become airborne without a clearance and that he had been trying to call several times. The pilot was requested to call on landing. This he subsequently did and immediately apologised stating that he did not operate very often in CAS and had forgotten to call before lifting. He realised shortly after becoming airborne that he had not obtained clearance and did so immediately on realising his mistake. The pilot was reminded of the requirement but he was certainly aware that this had been his error.
201404730	17/04/2014	EGTT : London (FIR)	Hinton-in-the-Hedges	S	A	TMA	VANS	Reciprocating	1	Infringement of the LTMA (Class A) by a Vans RV8 at 5800ft. Standard separation maintained.	At approximately 08:46 UTC an aircraft on a 7000 squawk infringed CAS south of Hinton-in-the-Hedges parachute drop area. The data block highlighted and converted to show the registration. The base of CAS in this location is altitude 5500ft. Mode C indicated the aircraft climbed to approximately 5800ft before exiting CAS where the base is FL65.
201404731	17/04/2014	EGTT : London (FIR)	EGTO (RCS): Rochester		A	TMA	PIPER	Reciprocating	1	Possible infringement of the London TMA (Class A) by a PA28 squawking 7000 indicating 2700ft. Traffic info and avoiding action issued to inbound EMB170. Standard separation maintained.	I was the Thames controller with a trainee working EMB170 inbound EGLC at 4000ft just approaching DET when we observed 7000 squawk in his 12 o'clock at 7 miles indicating 2700ft (base 2500ft). We took avoiding action turning inbound aircraft left hdg 270 degrees and routed around the unknown traffic for a normal APC, this added about 10 track miles, separation was not lost. Mode S indicated that the unknown traffic descended and disappeared from radar in the vicinity of EGTO.
201404731	17/04/2014	EGTT : London (FIR)	EGTO (RCS): Rochester		A	TMA	EMBRAER	Turbofan	2	Possible infringement of the London TMA (Class A) by a PA28 squawking 7000 indicating 2700ft. Traffic info and avoiding action issued to inbound EMB170. Standard separation maintained.	I was the Thames controller with a trainee working EMB170 inbound EGLC at 4000ft just approaching DET when we observed 7000 squawk in his 12 o'clock at 7 miles indicating 2700ft (base 2500ft). We took avoiding action turning inbound aircraft left hdg 270 degrees and routed around the unknown traffic for a normal APC, this added about 10 track miles, separation was not lost. Mode S indicated that the unknown traffic descended and disappeared from radar in the vicinity of EGTO.
201404750	19/04/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	018 9nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2300ft. Traffic info given. Standard separation maintained.	A contact squawking 0460 was seen 14nm North of SAM indicating 2.5A. I phoned EGLF and asked to confirm it was below controlled airspace. At this time it had dropped to 2.4A so LF said yes it was. The contact continued towards EGHI and subsequently infringed CAS. LF phoned and passed the details. When the a/c came on frequency, I got more information off the pilot like his routing etc. From this, it was evident the pilot was lost so I gave him suggested track to route out of CAS and towards VRP Alderbury which was where he was wanting to go. Supplementary 22/04/14 I think, due to distance, I lost connection with OCK but did not see the NAV tag on my instrument. The needle remained central and I thought I was on track and drifted to the South thus infringing the Southampton CTA. Human error.

201404764	19/04/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C172. Standard separation maintained.	At approximately time 14:10, the airspace infringement warning alerted me to a target squawking 6160 at 3.3A in the North West corner of the Manchester CTA. Despite attempts to contact the aircraft, no response was received. I ensured that Tower had no departures to affect. I received a call from Doncaster Radar saying that they were working the 6160 squawk and had told the aircraft to turn away from the Manchester CTA. I confirmed with Doncaster that the aircraft was turning away immediately. At time 14:17, the aircraft had indeed turned away from the Manchester CTZ but was still inside the CTA (aircraft had climbed to approx 3.7A). I called Doncaster CTZ to say that at that altitude the aircraft was still inside controlled airspace and needed to descend below 3A. Doncaster called back to say that the aircraft was struggling to descend due to terrain but by this time the aircraft had cleared the lateral limit of the CTA. I confirmed the aircraft details with Doncaster.
201404774	19/04/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	10 SE	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a DR400. Traffic info and avoiding action given. Standard separation maintained.	I was on duty as RAD 1 when I noticed an aircraft about 10nm SE tracking North towards Bristol CAS. It was at FL80 on a Brize Squawk. I attempted to contact Brize on the direct line but it was engaged. At the same time I put a check all on with the TWR and was informed by them that an EMB145 was just airborne. When I got the EMB145 on frequency I immediately gave him an avoiding action turn onto heading N. The infringer by this time had just entered CAS just to the SE of Chew Valley heading North. At this time I managed to get in contact with Brize who said that they were trying to turn him away but the aircraft wasn't acknowledging their calls. Soon after this the infringer was seen to turn onto an easterly track and left CAS just to the W of Radstock. Separation was not lost and shortly afterwards Brize called again with the details of the infringing aircraft. □ Supplementary 22/04/14: □ Setting up the GPS required a reversal of the flight plan used from Nuthampstead to Henstridge. For reasons that I couldn't fathom (but subsequent investigation has solved) I could not "invert" the flight plan. I therefore put the GPS into simulator mode and then could invert the flight plan. Unfortunately I took off with it still in this mode. Operating off of R/W07 at Henstridge with an extended departure to avoid various villages and a RH circuit to bring me onto the reciprocal heading, I started a climb to get above the clouds. Whilst concentrating on the climb and occasional glances at the GPS + my co-pilot telling me we should be heading North, it took me some minutes to realise that the GPS was to all intents "frozen". This meant having to turn it off and then on for it to function correctly and show that
201404774	19/04/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	10 SE	D	CTR	EMBRAER	Turbofan	2	Infringement of the Bristol CTR (Class D) by a DR400. Traffic info and avoiding action given. Standard separation maintained.	I was on duty as RAD 1 when I noticed an aircraft about 10nm SE tracking North towards Bristol CAS. It was at FL80 on a Brize Squawk. I attempted to contact Brize on the direct line but it was engaged. At the same time I put a check all on with the TWR and was informed by them that an EMB145 was just airborne. When I got the EMB145 on frequency I immediately gave him an avoiding action turn onto heading N. The infringer by this time had just entered CAS just to the SE of Chew Valley heading North. At this time I managed to get in contact with Brize who said that they were trying to turn him away but the aircraft wasn't acknowledging their calls. Soon after this the infringer was seen to turn onto an easterly track and left CAS just to the W of Radstock. Separation was not lost and shortly afterwards Brize called again with the details of the infringing aircraft. □ Supplementary 22/04/14: □ Setting up the GPS required a reversal of the flight plan used from Nuthampstead to Henstridge. For reasons that I couldn't fathom (but subsequent investigation has solved) I could not "invert" the flight plan. I therefore put the GPS into simulator mode and then could invert the flight plan. Unfortunately I took off with it still in this mode. Operating off of R/W07 at Henstridge with an extended departure to avoid various villages and a RH circuit to bring me onto the reciprocal heading, I started a climb to get above the clouds. Whilst concentrating on the climb and occasional glances at the GPS + my co-pilot telling me we should be heading North, it took me some minutes to realise that the GPS was to all intents "frozen". This meant having to turn it off and then on for it to function correctly and show that
201404784	21/04/2014	EGTT : London (FIR)	EGD 036		G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area 036.	PA32 reported onto frequency at 1054z at FL55, already within the active danger area. Co-ordinated with Plymouth Military DACS and on their request telephoned EGLM to ask the pilot to call Ply Mil on landing. Plymouth Military filing a ASISM. □ Supplementary 22/04/14: I was controlling on Plymouth Mil EAST sector when I observed a Mode3A 7000 squawk transiting through EGD036 without clearance. At the same time, Plymouth Mil received a phone call from London Info stating that they had just had this aircraft call on frequency and they requested continued transit through the Portsmouth Danger Areas. The Mode3A of the aircraft then changed to 1177 and permission was granted as there was no hazardous activity taking place at the time, although the area had been allocated to RW flying up to 3000ft. Subsequent call to/from London info identified the aircraft.
201404792	21/04/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm South West	G	Restricted area	DE HAVILLAND	Turbojet	1	Infringement of the Stansted TMZ 2 (Class G) by a DH112 squawking 7010 with no Mode C. Traffic info and avoiding action taken.	While vectoring A319 downwind for R/W04 I observed a fast moving contact wearing a squawk 7010, with no Mode 'C' leaving the North Weald local flying area. This unknown a/c was in the Stansted Transponder Mandatory Zone (TMZ) and tracking NW. As there was no Mode 'C' I took avoiding action with A319 turning on to a westerly track and passed traffic info. The unknown a/c passed about 1nm behind A319 left the TMZ and appeared with a Farnborough LARS (North) squawk of 5032. The unknown a/c was identified by Farnborough out of North Weald for Duxford then Coventry, and at a reported altitude of 2000. □ CAA Closure: □ Investigations revealed a pilot error. The root cause of the incident was a late call and transponder problems. Warning letter issued.

201404792	21/04/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm South West	G	Restricted area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by a DH112 squawking 7010 with no Mode C. Traffic info and avoiding action taken.	While vectoring A319 downwind for R/W04 I observed a fast moving contact wearing a squawk 7010, with no Mode 'C' leaving the North Weald local flying area. This unknown a/c was in the Stansted Transponder Mandatory Zone (TMZ) and tracking NW. As there was no Mode 'C' I took avoiding action with A319 turning on to a westerly track and passed traffic info. The unknown a/c passed about 1nm behind A319 left the TMZ and appeared with a Farnborough LARS (North) squawk of 5032. The unknown a/c was identified by Farnborough out of North Weald for Duxford then Coventry, and at a reported altitude of 2000. CAA Closure: Investigations revealed a pilot error. The root cause of the incident was a late call and transponder problems. Warning letter issued.
201404795	21/04/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	11nm W	A		PIPER	Reciprocating	1	Possible infringement of the London CTR (Class A) by an unknown aircraft squawking 7000, indicating 1600ft. Aircraft believed to be a PA28R. Traffic info and avoiding action given to an A319 at 3000ft in descent to R/W09L.	
201404795	21/04/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	11nm W	A		AIRBUS	Turbofan	2	Possible infringement of the London CTR (Class A) by an unknown aircraft squawking 7000, indicating 1600ft. Aircraft believed to be a PA28R. Traffic info and avoiding action given to an A319 at 3000ft in descent to R/W09L.	
201404803	21/04/2014	EGTT : London (FIR)	EGBW : Wellesbourne mountford	3nm North East	D	CTR	SIAI MARCHETTI	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a SF260 (initially unknown) squawking 7000 indicating 2000ft. Separation lost. Traffic info and avoiding action given.	I was acting as mentor on Rad1 when a/c entered CAS area2 without permission. We were working traffic inbound to R/W33. One of them was a B737 being vectored for a LOC/DME approach. A 7000 sqk was observed 3nm NE of EGBW tracking NW indicating 2000ft. The controller phoned EGBE to see if they were working the a/c they said no. She made several broadcasts to the a/c to no avail. B737 was given a turn to the right to avoid the infringing a/c. Whilst standard separation was not maintained the action taken was positive and there was never any risk of collision. CAA Closure: Belgian CAA written to but no response forthcoming. Closed due to elapsed time.
201404803	21/04/2014	EGTT : London (FIR)	EGBW : Wellesbourne mountford	3nm North East	D	CTR	BOEING	Turbofan	2	Infringement of the Birmingham CTR (Class D) by a SF260 (initially unknown) squawking 7000 indicating 2000ft. Separation lost. Traffic info and avoiding action given.	I was acting as mentor on Rad1 when a/c entered CAS area2 without permission. We were working traffic inbound to R/W33. One of them was a B737 being vectored for a LOC/DME approach. A 7000 sqk was observed 3nm NE of EGBW tracking NW indicating 2000ft. The controller phoned EGBE to see if they were working the a/c they said no. She made several broadcasts to the a/c to no avail. B737 was given a turn to the right to avoid the infringing a/c. Whilst standard separation was not maintained the action taken was positive and there was never any risk of collision. CAA Closure: Belgian CAA written to but no response forthcoming. Closed due to elapsed time.

201404834	19/04/2014	EGTT : London (FIR)	EGLK (BBS): Blackbushe	1nm ATZ northside	G	ATZ	ROCKWELL	Reciprocating	1	Infringement of the Blackbushe ATZ (Class G) by a Rockwell 112.	Aircraft seen in ATZ northside routing west confirmed with LF.☐ CAA Closure:☐ No response from owner. Closed due to elapsed time.
201404863	22/04/2014	EGTT : London (FIR)	EGMC (SEN): Southend	5nm S	G	Danger area	PIPER	Reciprocating	1	PA28 deviation from assigned heading resulted in an outbound RJ100 infringing active Danger Area at Shoeburyness. Traffic info given. Standard separation maintained.	PA28 calls on my frequency in error as it was supposed to call NE deps. I choose to work it with coordination with NE Deps. Pilot calls requesting descent due icing to FL60. I am informed that he had made this request with TC South already who said I could descend as it had been coordinated with Thames Radar. The aircraft was currently 5 miles South of Southend and therefore would be descending into Thames airspace. The A/C is descended to Altitude 6000ft when it requests a left turn due weather. I turn him left and immediately coordinate with Thames about the action. After a short while the aircraft took a sharp turn right again, heading North, without instruction. I instruct PA28 to turn back onto his previous heading and to maintain 6A feet. Shortly after I instruct the pilot to resume own navigation to BKY, which was spelled as well. I transfer him to NE Deps. Again shortly after the A/C appears to be tracking in a SW direction as opposed to a NW direction towards BKY.☐ Supplementary 25/04/14:☐ I was working an RJ100 on a LYD SID off LC and had been given coordinated climb by North via my Coordinator to 6000'. The climb was agreed providing I turned inside a transit ac PA28 also working North that was going to descend to 6000' on top of another inbound and stay on a northerly track. I climbed RJ100 and observed that PA28 had turned onto a Westerly track and was level at 6000'; I elected to keep the RJ100 on a HDG of 105 whilst the coordinator made enquiries. My Coordinator then informed me that PA28 was now weather avoiding on this westerly track so we decided to acquire further climb for RJ100 and my coordinator obtained FL100. I started the climb and then observed PA28 turn onto North
201404863	22/04/2014	EGTT : London (FIR)	EGMC (SEN): Southend	5nm S	G	Danger area	BAE	Turbofan	4	PA28 deviation from assigned heading resulted in an outbound RJ100 infringing active Danger Area at Shoeburyness. Traffic info given. Standard separation maintained.	PA28 calls on my frequency in error as it was supposed to call NE deps. I choose to work it with coordination with NE Deps. Pilot calls requesting descent due icing to FL60. I am informed that he had made this request with TC South already who said I could descend as it had been coordinated with Thames Radar. The aircraft was currently 5 miles South of Southend and therefore would be descending into Thames airspace. The A/C is descended to Altitude 6000ft when it requests a left turn due weather. I turn him left and immediately coordinate with Thames about the action. After a short while the aircraft took a sharp turn right again, heading North, without instruction. I instruct PA28 to turn back onto his previous heading and to maintain 6A feet. Shortly after I instruct the pilot to resume own navigation to BKY, which was spelled as well. I transfer him to NE Deps. Again shortly after the A/C appears to be tracking in a SW direction as opposed to a NW direction towards BKY.☐ Supplementary 25/04/14:☐ I was working an RJ100 on a LYD SID off LC and had been given coordinated climb by North via my Coordinator to 6000'. The climb was agreed providing I turned inside a transit ac PA28 also working North that was going to descend to 6000' on top of another inbound and stay on a northerly track. I climbed RJ100 and observed that PA28 had turned onto a Westerly track and was level at 6000'; I elected to keep the RJ100 on a HDG of 105 whilst the coordinator made enquiries. My Coordinator then informed me that PA28 was now weather avoiding on this westerly track so we decided to acquire further climb for RJ100 and my coordinator obtained FL100. I started the climb and then observed PA28 turn onto North
201404965	23/04/2014	EGTT : London (FIR)	SAM	Bearing 150 Range 6nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA32 squawking 7000 indicating 1600ft. Traffic info and avoiding action given. Separation lost with inbound aircraft.	I was operating as OJTI at the time of the infringement. At approximately time 1442 I observed a 7000 squawk tracking from Lee on Solent NW bound and pointed it out to my trainee as a potential infringer. The trainee attempted to call the 7000 using the Mode S callsign - PA32 - with no response. At time 1443 the 7000 entered CAS, South of Bishops Waltham, indicating 1600ft. The trainee issued avoiding action to the aircraft mid downwind left for R/W20 which was a continuation of the previously issued heading, and also requested the aircraft to stop descent at 4000ft. The infringer turned NE and followed the inbound aircraft (just inside the control zone). Separation was lost between the 2 aircraft with approximately 4.6nm and an indicated 2400 feet. As the assistant attempted to call Lee on Solent for details on recently departed aircraft, the infringer turned eastbound and left CAS. Shortly afterwards PA32 called on the frequency and said he believed that he had infringed. The trainee issued a squawk and formally indentified it as the infringing aircraft.☐ Supplementary 17/07/14:☐ PA32 infringed the Southampton CTR and Solent CTA, resulting in a loss of separation with a Trislander, although there was no risk of collision. The infringement was caused by a navigational error by the pilot of the PA32.
201404965	23/04/2014	EGTT : London (FIR)	SAM	Bearing 150 Range 6nm	D	CTR	BRITTEN NORMAN	Reciprocating	3	Infringement of the Southampton CTR (Class D) by a PA32 squawking 7000 indicating 1600ft. Traffic info and avoiding action given. Separation lost with inbound aircraft.	I was operating as OJTI at the time of the infringement. At approximately time 1442 I observed a 7000 squawk tracking from Lee on Solent NW bound and pointed it out to my trainee as a potential infringer. The trainee attempted to call the 7000 using the Mode S callsign - PA32 - with no response. At time 1443 the 7000 entered CAS, South of Bishops Waltham, indicating 1600ft. The trainee issued avoiding action to the aircraft mid downwind left for R/W20 which was a continuation of the previously issued heading, and also requested the aircraft to stop descent at 4000ft. The infringer turned NE and followed the inbound aircraft (just inside the control zone). Separation was lost between the 2 aircraft with approximately 4.6nm and an indicated 2400 feet. As the assistant attempted to call Lee on Solent for details on recently departed aircraft, the infringer turned eastbound and left CAS. Shortly afterwards PA32 called on the frequency and said he believed that he had infringed. The trainee issued a squawk and formally indentified it as the infringing aircraft.☐ Supplementary 17/07/14:☐ PA32 infringed the Southampton CTR and Solent CTA, resulting in a loss of separation with a Trislander, although there was no risk of collision. The infringement was caused by a navigational error by the pilot of the PA32.

201405010	24/04/2014	EGTT : London (FIR)	EGHI (SOU): Southampton		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a DR400 at 2800ft. Standard separation maintained.	At approximately time 1745 a Farnborough squawk was observed by my coordinator and I tracking towards controlled airspace North of Gosport, indicating 2900ft. With a couple of miles to run to the boundary it turned into a 7000 squawk, and so I made blind calls to it, with a response from another aircraft North of Portsmouth which was on a listening squawk. The coordinator called Farnborough to enquire about the potential infringer. The 7000 entered Cas for approximately a mile before exiting again, indicating 2800 feet. Farnborough passed the details. No other aircraft were affected.
201405203	23/04/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham		D	CTA	VARGA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Varga Kachina. Traffic info given. Standard separation maintained.	Plog from Fenland to Leicester was fine. Lost visual with my turning point at Leicester. Chose to route via O/H Leicester as a little intimidated and unsure/under confident of how to transit through CAS. Turned onto my heading from Leicester to Sleep too late but I had not realised so continued and lost visual with the plotted way points. At this point I was in contact with East Midlands believing I was still on course (Basic Service). Upon realising I was lost I managed to navigate the GPS and noticed I was pointing towards what I believed to be Birmingham. I called EM for a position fix who requested a squawk and confirmed I was infringing Birmingham and told me to contact them immediately. I contacted them immediately and ATC requested a squawk and directed me away from CAS. A listening in aircraft overheard my destination and offered to lead me away to my desired destination. ATC guided both aircraft towards each other until visual was confirmed and I followed the other aircraft to Sleep. ☐ Supplementary 29/04/14:☐ While working as Radar 1 during a fairly busy period, Radar 2 and I noticed a primary contact North of Birmingham airfield by 6 miles tracking southbound. There were a few inbound to Runway 15 working Radar 2 which they had to vector away once the primary contact was observed inside CAS. I called Coventry ATC to find out whether they knew anything about said primary. Unfortunately they were not talking to the anything North of them. I transmitted blind a few times and asked Radar 2 and Tower to do the same. I contacted East Midlands who said that they had been working the aircraft and he was lost.
201405260	28/04/2014	EGTT : London (FIR)	MAY	6.1 N	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an unknown aircraft squawking 7000. Aircraft later identified as a DR400. Standard separation lost against a Gatwick departure.	I was working as INT / FIN bandboxed when I noticed, via CAIT, a 7000 squawk infringing the Gatwick CTA. I did a blind transmission, and called Redhill to see if they were working the aircraft. I advised TMA South, as they had an outbound in conflict. I called the Tower and stopped straight ahead departures initially, and then later stopped left turns also. The infringing aircraft then departed to the North. The GS tracked the infringer, who was observed to switch to a Biggin squawk, and the GS was advised by Biggin as a DR400. ☐ CAA Closure:☐ Investigation findings: The aircraft was on its first flight since a reconditioned engine was fitted, the pilot was monitoring the engine performance and became distracted. The root cause of this incident was thus a lapse in attention while monitoring the new engine. Further training with FI to be undertaken.
201405260	28/04/2014	EGTT : London (FIR)	MAY	6.1 N	D	CTA	UNKNOWN	Unknown		Infringement of the Gatwick CTA (Class D) by an unknown aircraft squawking 7000. Aircraft later identified as a DR400. Standard separation lost against a Gatwick departure.	I was working as INT / FIN bandboxed when I noticed, via CAIT, a 7000 squawk infringing the Gatwick CTA. I did a blind transmission, and called Redhill to see if they were working the aircraft. I advised TMA South, as they had an outbound in conflict. I called the Tower and stopped straight ahead departures initially, and then later stopped left turns also. The infringing aircraft then departed to the North. The GS tracked the infringer, who was observed to switch to a Biggin squawk, and the GS was advised by Biggin as a DR400. ☐ CAA Closure:☐ Investigation findings: The aircraft was on its first flight since a reconditioned engine was fitted, the pilot was monitoring the engine performance and became distracted. The root cause of this incident was thus a lapse in attention while monitoring the new engine. Further training with FI to be undertaken.
201405377	29/04/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		G	Restricted area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft showing as a primary contact only at 1000ft. Aircraft identified as a PA28. CAIT activated.	Primary contact tracking NW, PCAIT activated. A short time later the contact squawked A7000 and was identified using Mode S as a PA28. The contact called Luton, the altitude was established as 1000ft QNH.

201405379	30/04/2014	EGTT : London (FIR)	EGSC (CBG): Cambridge		G	ATZ	CESSNA	Reciprocating	1	C152 landed at wrong aerodrome.	I was working handboxed on both Tower 125.9 and Approach 123.6. I was providing a Procedural Service to a PA28 who was localiser established and making an approach to R/W23 to go around for a further approach. PA28 had been cleared low approach and reported going around. On looking out the tower window I observed a light a/c on approx a 1nm final. I watched the a/c which then landed on R/W23, at this stage I thought that this a/c was the PA28 and he was making a touch and go. I was waiting to transmit to him once he was airborne and in a safe phase of flight. The next call I received was from the PA28 who reported level at 2000'. At this stage I realised that it wasn't him on the runway, it was a C152 who had landed without clearance. Given where I observed the C152 from on final approach and the time the PA28 had called going around in my estimation there couldn't have been any more than a mile between the a/c. Appropriate CAA action is to be taken as a result of this incident.
201405379	30/04/2014	EGTT : London (FIR)	EGSC (CBG): Cambridge		G	ATZ	PIPER	Reciprocating	1	C152 landed at wrong aerodrome.	I was working handboxed on both Tower 125.9 and Approach 123.6. I was providing a Procedural Service to a PA28 who was localiser established and making an approach to R/W23 to go around for a further approach. PA28 had been cleared low approach and reported going around. On looking out the tower window I observed a light a/c on approx a 1nm final. I watched the a/c which then landed on R/W23, at this stage I thought that this a/c was the PA28 and he was making a touch and go. I was waiting to transmit to him once he was airborne and in a safe phase of flight. The next call I received was from the PA28 who reported level at 2000'. At this stage I realised that it wasn't him on the runway, it was a C152 who had landed without clearance. Given where I observed the C152 from on final approach and the time the PA28 had called going around in my estimation there couldn't have been any more than a mile between the a/c. Appropriate CAA action is to be taken as a result of this incident.
201405437	02/05/2014	EGTT : London (FIR)	SAM	Bearing 340 Range 7.4nm	D	CTA	EUROPA	Reciprocating	1	Infringement of the Solent CTA (Class D) by an aircraft squawking 7000 indicating 2400ft. Traffic info and avoiding action given. Standard separation maintained.	7000 squawk observed approaching CTA boundary in the vicinity of Farley Farm indicating 2.4A, initial roll over failed to produce Mode S return. Aircraft just airborne R/W02 towards NORRRY, given avoiding action turn onto 050 then 070 as contact entered CAS. Coordinator used Mode S to identify infringer who had previously worked EGHH. Infringing a/c continued to track NE through CAS climbing to 2.7A, blind calls elicited no response. Minimum separation assessed as 5.8nm.☐ CAA Closure:☐ Pilot error. Spatial awareness issues. A warning letter has been issued.
201405437	02/05/2014	EGTT : London (FIR)	SAM	Bearing 340 Range 7.4nm	D	CTA	UNKNOWN	Unknown		Infringement of the Solent CTA (Class D) by an aircraft squawking 7000 indicating 2400ft. Traffic info and avoiding action given. Standard separation maintained.	7000 squawk observed approaching CTA boundary in the vicinity of Farley Farm indicating 2.4A, initial roll over failed to produce Mode S return. Aircraft just airborne R/W02 towards NORRRY, given avoiding action turn onto 050 then 070 as contact entered CAS. Coordinator used Mode S to identify infringer who had previously worked EGHH. Infringing a/c continued to track NE through CAS climbing to 2.7A, blind calls elicited no response. Minimum separation assessed as 5.8nm.☐ CAA Closure:☐ Pilot error. Spatial awareness issues. A warning letter has been issued.
201405442	02/05/2014	EGTT : London (FIR)	Manchester Low Level Route		D	CTR	CESSNA	Reciprocating	1	C172 climbed above Manchester Low Level Route altitude restriction of 1300ft and infringed Manchester Class D controlled airspace. AIW activated. Traffic info given.	I was vectoring A320 down wind (270deg) off DAYNE and was descending to 4A. I noticed an AIW Southbound approx centre of LLR and 3 miles North of the 05R FAT. In order to maintain 5nm I turned the A320 North and told him of the traffic and why. This was not avoiding action as I had 5nm. The aircraft was on 7366 and I told APC S of its position and level. They made two way contact and identified it. I then saw it descend and resumed vectors to the A320. He saw the TFC and said was a Cessna of some type.☐ Supplementary 16/05/14:☐ After many years transiting MAN LL route without incident, I feel extremely embarrassed about the infringement, it was down to a momentary lack of concentration, probably looking at ground features. I have learned from this incident and the follow up procedure that heightened concentration must be put into practice when close by to controlled airspace. My sincere apologies to all concerned.

201405442	02/05/2014	EGTT : London (FIR)	Manchester Low Level Route		D	CTR	AIRBUS	Turbofan	2	C172 climbed above Manchester Low Level Route altitude restriction of 1300ft and infringed Manchester Class D controlled airspace. AIW activated. Traffic info given.	I was vectoring A320 down wind (270deg) off DAYNE and was descending to 4A. I noticed an AIW Southbound approx centre of LLR and 3 miles North of the 05R FAT. In order to maintain 5nm I turned the A320 North and told him of the traffic and why. This was not avoiding action as I had 5nm. The aircraft was on 7366 and I told APC S of its position and level. They made two way contact and identified it. I then saw it descend and resumed vectors to the A320. He saw the TFC and said was a Cessna of some type.☐ Supplementary 16/05/14:☐ After many years transiting MAN LL route without incident, I feel extremely embarrassed about the infringement, it was down to a momentary lack of concentration, probably looking at ground features. I have learned from this incident and the follow up procedure that heightened concentration must be put into practice when close by to controlled airspace. My sincere apologies to all concerned.
201405453	02/05/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	12nm East	D	CTA	BELL	Turboshaft	1	Possible infringement of the Manchester CTA (Class D) by a Bell 206 squawking 1177 with Mode C indicating up to 3200ft. CAIT activated.	Aircraft was identified by Mode S (the aircraft was squawking 1177 for London info) as it tracked towards and eventually through the Manchester CTA 12nm East of Manchester airport. CAIT was activated at the CTA boundary and Mode C indicated up to 3200FT. W2LAS was advised and requested to contact London info since Manchester has no immediate means of communication with them.
201405456	03/05/2014	EGTT : London (FIR)	Glossop	E	D	CTR	ENSTROM	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000 at 1500ft. Infringer identified as an Enstrom 280. AIW activated. Standard separation maintained.	A 7000 squawk was approaching the eastern edges of the zone around Glossop heading NW into the zone. I enquired to traffic known on the frequency for an update to their position but none tied up with the 7000. The AIW set off and Director was warned against the traffic. Enstrom 280 called me and seemed at first quite inexperienced but commented that his radio was poor. I placed him on a Manchester squawk and identified him as the zone infringer. I requested that the aircraft call in ATC but I received no response and from the hesitancy and lack of confidence in the RT voice I elected not to pursue as the aircraft would be landing shortly. No losses of separation or delays to other traffic occurred.
201405457	03/05/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	194Deg 16	D	CTA	JABIRU	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Jabiru at 2500ft. Standard separation maintained.	7000 squawk observed climbing into the Solent CTA over the Solent (base 2000). Blind calls made but no response. Bournemouth called but had no knowledge of aircraft. Contact left CAS indicating 2500ft continuing eastbound.☐ Supplementary 02/06/14:☐ Attempts in tracing the pilot in command of the aircraft have been made but without success.
201405463	03/05/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 265 Range 12nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA46 squawking 7000 at 2400ft. Traffic info and avoiding action given. Standard separation maintained.	I was operating as KK Fin. A330 was on a closing heading for the localiser, runway 08R at 4500ft descending to 3000ft. I was then made aware of a PA46 just infringing CAS to the north of the final approach, almost southbound, at 2400ft. I gave the A330 avoiding action by stopping descent at 4000ft and turning away to the right. Shortly thereafter PA46 turned away to the west and left CAS. I was able to turn the A330 back to the localiser but he joined inside 10 miles.

201405463	03/05/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 265 Range 12nm	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA46 squawking 7000 at 2400ft. Traffic info and avoiding action given. Standard separation maintained.	I was operating as KK Fin. A330 was on a closing heading for the localiser, runway 08R at 4500ft descending to 3000ft. I was then made aware of a PA46 just infringing CAS to the north of the final approach, almost southbound, at 2400ft. I gave the A330 avoiding action by stopping descent at 4000ft and turning away to the right. Shortly thereafter PA46 turned away to the west and left CAS. I was able to turn the A330 back to the localiser but he joined inside 10 miles.
201405472	03/05/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	18nm WSW	A	TMA	COMCO IKARUS	Reciprocating	1	Infringement of the LTMA (Class A) by an Ikarus C42 indicating 3200ft. CAIT activated. Standard separation lost.	A380 was downwind R/H to R/W09L. Ikarus C42 produced a secondary CAIT indicating 3200'. A380 was in such a position that to continue westbound would have taken him out of CAS. I elected to turn him onto a heading of 060 in order to remain South of Ikarus C42 and avoid leaving CAS.☐ Supplementary 25/06/14:☐ Upon infringing, the a/c was seen to make a sharp turn to the NW and descend, giving the appearance that the pilot was aware of their position and took steps to exit CAS as soon as possible
201405472	03/05/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	18nm WSW	A	TMA	AIRBUS	Turbofan	4	Infringement of the LTMA (Class A) by an Ikarus C42 indicating 3200ft. CAIT activated. Standard separation lost.	A380 was downwind R/H to R/W09L. Ikarus C42 produced a secondary CAIT indicating 3200'. A380 was in such a position that to continue westbound would have taken him out of CAS. I elected to turn him onto a heading of 060 in order to remain South of Ikarus C42 and avoid leaving CAS.☐ Supplementary 25/06/14:☐ Upon infringing, the a/c was seen to make a sharp turn to the NW and descend, giving the appearance that the pilot was aware of their position and took steps to exit CAS as soon as possible
201405473	03/05/2014	EGTT : London (FIR)	BKY		A	TMA	PIPER	Reciprocating	1	Infringement of the Luton and Stansted CTA's (Class D) by a PA28 squawking 4361 at 3500ft. Separation lost. Check West followed by check all applied.	At approx 15.40z, EGBE approach assistant called to inform that they had been trying to contact PA28 which they had been working but had been unable to raise RT contact. Blind transmissions were made on both the Luton and Essex frequency, but there was no reply by the aircraft. At approx 15.43z, an aircraft was observed at BKY squawking 4361 (EGBE), infringing CAS at 3500ft, tracking towards the Stansted overhead, and believed to be involved in a loss of separation with a EGSS departure. I pointed out the 4361 squawk to the Stansted controller, who put a departure check on with EGSS tower. Further blind calls were made on both 129.550 and 120.625 to try to raise the aircraft. A request was also made through GS Airports that D&D try to raise the aircraft through the guard frequency. The 4361 squawk made a turn towards BPK and descended below CAS, before calling EGLF LARS once West of BPK. EGLF confirmed the aircraft and routing details which had previously been working EGBE approach.☐ Supplementary 06/05/14:☐ I was Essex Radar and it was relatively busy, GW pointed out a 4361 at 3500 at BKY inside controlled airspace. No CAIT activation went off otherwise we could have acted sooner and more promptly. I had an aircraft depart Stansted on a CPT. I had put him on a Northwest heading and was climbing him. The unknown passed down the left hand side of my outbound. I was going to turn West but corrected that until further North of the unknown. I cannot say but how many miles or what vertical there was. I did manage to put a Check West on, then overhearing Luton and realising the 4361 was likely lost I went Check all. I
201405473	03/05/2014	EGTT : London (FIR)	BKY		A	TMA	UNKNOWN	Unknown		Infringement of the Luton and Stansted CTA's (Class D) by a PA28 squawking 4361 at 3500ft. Separation lost. Check West followed by check all applied.	At approx 15.40z, EGBE approach assistant called to inform that they had been trying to contact PA28 which they had been working but had been unable to raise RT contact. Blind transmissions were made on both the Luton and Essex frequency, but there was no reply by the aircraft. At approx 15.43z, an aircraft was observed at BKY squawking 4361 (EGBE), infringing CAS at 3500ft, tracking towards the Stansted overhead, and believed to be involved in a loss of separation with a EGSS departure. I pointed out the 4361 squawk to the Stansted controller, who put a departure check on with EGSS tower. Further blind calls were made on both 129.550 and 120.625 to try to raise the aircraft. A request was also made through GS Airports that D&D try to raise the aircraft through the guard frequency. The 4361 squawk made a turn towards BPK and descended below CAS, before calling EGLF LARS once West of BPK. EGLF confirmed the aircraft and routing details which had previously been working EGBE approach.☐ Supplementary 06/05/14:☐ I was Essex Radar and it was relatively busy, GW pointed out a 4361 at 3500 at BKY inside controlled airspace. No CAIT activation went off otherwise we could have acted sooner and more promptly. I had an aircraft depart Stansted on a CPT. I had put him on a Northwest heading and was climbing him. The unknown passed down the left hand side of my outbound. I was going to turn West but corrected that until further North of the unknown. I cannot say but how many miles or what vertical there was. I did manage to put a Check West on, then overhearing Luton and realising the 4361 was likely lost I went Check all. I

201405476	03/05/2014	EGTT : London (FIR)	MID	.5NM SE	A	TMA	JODEL	Reciprocating	1	Infringement of the London TMA (Class A) by a Jodel DR1050 squawking 7000 indicating 3000ft. STCA activated. Separation lost.	Aircraft squawking A7000 indicating 3000ft entered CAS at MID. A320 was on a base leg dropping to 3000ft so turned early onto final approach. Aircraft was observed dropping to 2400ft and left CAS. It appeared that the aircraft may have landed at Jackrells Farm. LAT 51.01.35 Long 00.19.28
201405476	03/05/2014	EGTT : London (FIR)	MID	.5NM SE	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a Jodel DR1050 squawking 7000 indicating 3000ft. STCA activated. Separation lost.	Aircraft squawking A7000 indicating 3000ft entered CAS at MID. A320 was on a base leg dropping to 3000ft so turned early onto final approach. Aircraft was observed dropping to 2400ft and left CAS. It appeared that the aircraft may have landed at Jackrells Farm. LAT 51.01.35 Long 00.19.28
201405483	04/05/2014	EGTT : London (FIR)	Leigh Flash		D		PIPER	Reciprocating	1	Possible infringement of Manchester CAS (Class D) by an unknown aircraft at 2100ft. AIW activated. Traffic info given.	At about 11:17 a 0450 squawk (2100ft Mode C-no Mode S callsign) was observed southbound into the low level route causing an AIW warning turning South of Leigh Flash West towards Liverpool then North outside CAS. No aircraft responded to my broadcast. DHC8(1) was some 4nm East of the target and diverging at FL060 at time of AIW, no avoiding action nor traffic given. DHC8(2) West of the unknown was given a turn North of MIRSI at FL070 outside of the RMA to maintain 5nm, traffic information given.
201405483	04/05/2014	EGTT : London (FIR)	Leigh Flash		D		DE HAVILLAND	Turboprop	2	Possible infringement of Manchester CAS (Class D) by an unknown aircraft at 2100ft. AIW activated. Traffic info given.	At about 11:17 a 0450 squawk (2100ft Mode C-no Mode S callsign) was observed southbound into the low level route causing an AIW warning turning South of Leigh Flash West towards Liverpool then North outside CAS. No aircraft responded to my broadcast. DHC8(1) was some 4nm East of the target and diverging at FL060 at time of AIW, no avoiding action nor traffic given. DHC8(2) West of the unknown was given a turn North of MIRSI at FL070 outside of the RMA to maintain 5nm, traffic information given.
201405483	04/05/2014	EGTT : London (FIR)	Leigh Flash		D		DE HAVILLAND	Turboprop	2	Possible infringement of Manchester CAS (Class D) by an unknown aircraft at 2100ft. AIW activated. Traffic info given.	At about 11:17 a 0450 squawk (2100ft Mode C-no Mode S callsign) was observed southbound into the low level route causing an AIW warning turning South of Leigh Flash West towards Liverpool then North outside CAS. No aircraft responded to my broadcast. DHC8(1) was some 4nm East of the target and diverging at FL060 at time of AIW, no avoiding action nor traffic given. DHC8(2) West of the unknown was given a turn North of MIRSI at FL070 outside of the RMA to maintain 5nm, traffic information given.

201405486	04/05/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 275 Range 8nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C172 squawking 3767 at 1300ft. Departures stopped. An A320 was sent around and an airborne B737 on a ADN 1D departure was turned off the SID at 2500ft. Standard separation maintained.	Investigation findings:over reliance on GPS. The root cause of this incident was that the pilot was unable to determine his position using a chart. ☐ CAA Closure:☐ The pilot was interviewed and required to complete the navigation element of the PPL skill test.
201405486	04/05/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 275 Range 8nm	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C172 squawking 3767 at 1300ft. Departures stopped. An A320 was sent around and an airborne B737 on a ADN 1D departure was turned off the SID at 2500ft. Standard separation maintained.	Investigation findings:over reliance on GPS. The root cause of this incident was that the pilot was unable to determine his position using a chart. ☐ CAA Closure:☐ The pilot was interviewed and required to complete the navigation element of the PPL skill test.
201405486	04/05/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 275 Range 8nm	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C172 squawking 3767 at 1300ft. Departures stopped. An A320 was sent around and an airborne B737 on a ADN 1D departure was turned off the SID at 2500ft. Standard separation maintained.	Investigation findings:over reliance on GPS. The root cause of this incident was that the pilot was unable to determine his position using a chart. ☐ CAA Closure:☐ The pilot was interviewed and required to complete the navigation element of the PPL skill test.
201405486	04/05/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 275 Range 8nm	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a C172 squawking 3767 at 1300ft. Departures stopped. An A320 was sent around and an airborne B737 on a ADN 1D departure was turned off the SID at 2500ft. Standard separation maintained.	Investigation findings:over reliance on GPS. The root cause of this incident was that the pilot was unable to determine his position using a chart. ☐ CAA Closure:☐ The pilot was interviewed and required to complete the navigation element of the PPL skill test.
201405492	04/05/2014	EGTT : London (FIR)	Not specified		Other	Restrict ed area	PIPER	Reciprocating	1	Infringement of the Abingdon RA (T) by a PA28 squawking 5032 at 2300ft.	I was in position as the LARS North & East controller (band boxed). PA28 had called on frequency and was given a squawk of 5032. I received a phone call from Oxford informing me that the 5032 was infringing the Abingdon RA(T). I called the pilot and told him to track east immediately as he was infringing. He turned east. At approximately 1315 I informed pilot that again he was infringing the RA(T) and to turn East immediately.

201405493	03/05/2014	EGTT : London (FIR)	BPK	Bearing 040 Range 9nm	G	Restrict ed area	OTHER	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a microlight squawking 7000 with no Mode C. Traffic info and avoiding action given.	Whilst working SS INT I noticed a contact with no mode Charlie just Alpha getting airborne from departure site the contact stayed in the zone which allows the operation of primary or no Charlie. However, the unknown contact continued into the TMZ with no mode Charlie. I immediately issued avoiding action right 360 to the B737 downwind to 04 whilst notifying Luton it would be infringing their airspace. I also passed traffic information on the contact during the avoiding action turn, which then suddenly displayed mode Charlie indicating 1000 altitude. I updated the B737 and turned base for 04 making sure B737 was aware the contact was now a legitimate return
201405493	03/05/2014	EGTT : London (FIR)	BPK	Bearing 040 Range 9nm	G	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ2 (Class G) by a microlight squawking 7000 with no Mode C. Traffic info and avoiding action given.	Whilst working SS INT I noticed a contact with no mode Charlie just Alpha getting airborne from departure site the contact stayed in the zone which allows the operation of primary or no Charlie. However, the unknown contact continued into the TMZ with no mode Charlie. I immediately issued avoiding action right 360 to the B737 downwind to 04 whilst notifying Luton it would be infringing their airspace. I also passed traffic information on the contact during the avoiding action turn, which then suddenly displayed mode Charlie indicating 1000 altitude. I updated the B737 and turned base for 04 making sure B737 was aware the contact was now a legitimate return
201405495	04/05/2014	EGTT : London (FIR)	Abingdon	3nm S	A	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Abingdon Air and Country Show RA(T) by a C152 squawking 7000, at 2300ft. A Spitfire was engaged in a display at time of the incident.	I was on duty as the Air/Ground Operator manning the Abingdon Display frequency when we observed a C152 to the South of the airfield tracking eastbound approximately 3nms from the airfield. We continued to watch the progress of the aircraft while contacting Brize Radar who confirmed they could see on radar a A7000 squawk in that location. The aircraft then turned left and tracked NNE bound to the East of Abingdon and we then contacted Oxford Radar who said that an aircraft in that position was transmitting the Mode S C152 and squawking A7000. Oxford also advised that the contact was well within the RA(T) approximately 2.5 nms East of Abingdon. We continued to track the aircraft visually until it appeared to leave the RA(T) to the northeast. A Spitfire was engaged in his display at the time of the incident and the A/G operators together with the Display Director monitored the profile of the display in relation to the profile of the infringer and elected not to pass traffic while the Spitfire was displaying.
201405495	04/05/2014	EGTT : London (FIR)	Abingdon	3nm S	A	Restrict ed area	OTHER	Unknown		Infringement of the Abingdon Air and Country Show RA(T) by a C152 squawking 7000, at 2300ft. A Spitfire was engaged in a display at time of the incident.	I was on duty as the Air/Ground Operator manning the Abingdon Display frequency when we observed a C152 to the South of the airfield tracking eastbound approximately 3nms from the airfield. We continued to watch the progress of the aircraft while contacting Brize Radar who confirmed they could see on radar a A7000 squawk in that location. The aircraft then turned left and tracked NNE bound to the East of Abingdon and we then contacted Oxford Radar who said that an aircraft in that position was transmitting the Mode S C152 and squawking A7000. Oxford also advised that the contact was well within the RA(T) approximately 2.5 nms East of Abingdon. We continued to track the aircraft visually until it appeared to leave the RA(T) to the northeast. A Spitfire was engaged in his display at the time of the incident and the A/G operators together with the Display Director monitored the profile of the display in relation to the profile of the infringer and elected not to pass traffic while the Spitfire was displaying.
201405508	05/05/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	6 NE	D	CTR	JODEL	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Jodel at 1500ft. Standard separation maintained.	R/W20, QNH1012, CAVOK, 3A = 170 @20kts. At approximately 1158 I was operating as Solent Radar when a primary contact was observed 6nm NE of SAM, North of BWFA, tracking North inside the CTR. AIW alarmed as an associated 7000 squawk appeared. Mode S indicated the callsign and on making a blind call the pilot replied saying the position might correlate with him. A 3664 squawk was issued and this subsequently identified the infringer. He apologised, saying he had been blown off course. No IFR aircraft affected.☐ Supplementary 05/06/14:☐ The aircraft entered the Southampton Class D Control Zone whilst listening out on the Solent Radar frequency and displaying conspicuity code 7000 and at 1800ft. The pilot apologised for the event at the time and stated that he must have been blown off track in the strong wind.

201405509	04/05/2014	EGTT : London (FIR)	SAM	Bearing 340 Range 7.5nm	D	CTA	ZENAIR	Reciprocating	1	Possible infringement of the Solent CTA (Class D) by a Microlight squawking 7000 indicating 2200-2300ft. Traffic info given. Standard separation maintained.	RWY20 QNH 1025 FEW026 9999. At approximately 0908z I was operating as Solent Radar, with 3 IFR aircraft inbound from south, fltnum1RH, fltnumN1D & fltnum232. I had noticed a 7000 squawk approximately 10NW SAM tracking eastbound indicating Alt 2.2-2.3A and on selecting Mode S it indicated the callsign. I believe I may have put out a blind call, but about half a mile before the CTA it turned NE paralleling the CTA boundary. Shortly afterwards, TWR phoned for release on fltnum6NW towards NRY and with the 7000 staying just outside, I released the departure. On watching the 7000 further it was apparent it was slowly drifting on to the CTA boundary line, indicating Alt 2.2 A unverified. I put out further blind calls - no reply, the ATSA tried HH and LF but no information. I therefore phoned the TWR to ask where fltnum6NW was in order to stop the departure, they advised lined up and cleared for T.O. The TWR ATCO offered to stop the departure, which was successful. The 7000 was still on the CTA boundary but not entering any further. On its present track it would leave the CTA limits in 3miles. I therefore put fltnumN1D & fltnum232 towards SAM to hold, fltnum1RH was slowed down and warned that there may be delaying headings once late downwind. The 7000 maintained track and on clearing of the northern limits of the CTA normal operation resumed, holds cancelled and fltnum6NW released. The departure had an approximate 5 min delay.
201405527	05/05/2014	EGTT : London (FIR)	EGHI (SOU); Southampton	Freshwater Bay	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by an R2160 at 4400ft. Standard separation maintained.	At 1605 a primary contact was seen entering the Solent CTA West bound approaching Freshwater Bay at 4400ft squawking 0011. Several calls were made to the aircraft before a response was received. The pilot verified he was at 4400ft. I advised him he had entered CAS and obtained the details of his flight. He was given a 3670 squawk and identified. This confirmed it was the infringement. I gave him clearance to continue. There were no other aircraft in the vicinity so no loss of separation.☐ Supplementary 05/06/14:☐ The aircraft entered the Class D Solent Control Area whilst listening out on the Solent Radar frequency and displaying the Solent Monitor Code, 0011. The pilot misread the vertical limits of the Solent CTA from the chart. The pilot has apologised for the event, providing a comprehensive explanation for the incident.☐ CAA Closure:☐ Pilot error. Lack of attention to detail, poor planning. A warning letter has been issued.
201405647	07/05/2014	EGTT : London (FIR)	TALGA	5nm S	A	Other	PIPER	Reciprocating	1	Infringement of Airway N864 (Class A) by a PA32. Standard separation maintained.	I was the radar 1 boxed controller when I received a call from Western radar regarding the routing of their 3775 squawk (PA32). They told me that the aircraft had been warned about the proximity of CAS and that the aircraft was about to turn eastbound to remain clear. I then observed the aircraft inside CAS, to the South of TALGA at FL82. Further calls took place with Western regarding the intended routing of PA32. The aircraft informed Western that they were unable to accept an IFR clearance and needed to continue on that track to maintain VMC. The aircraft had entered a Class A Airway N864, the base of which is FL75. Further co-ordination continued with the Western radar controller to get the aircraft out of CAS as soon as possible. No other aircraft were affected on their routing's and there was no loss of separation. The aircraft was seen to exit controlled airspace to the East of N864.☐ Supplementary 09/05/14:☐ I was trying to maintain VFR, clouds surrounded the aircraft at -2c. I had no de-icing facilities available, so I was reluctant to enter any IFR conditions. I knowingly entered the airway, maintaining VFR and communication with radar at all times trying to gain permission. Once I found a VFR route I returned to uncontrolled airspace. Again my apologies for this inconvenience. ☐ Supplementary 12/05/14:☐ The Allocator took a pre-note from London Information on PA32. The aircraft called on frequency and requested a Basic Service. I identified the aircraft and confirmed Basic Service. When I queried his routing I asked if he intended to remain clear of controlled
201405783	09/05/2014	EGTT : London (FIR)	NANTI	5nm North	A	TMA	CIRRUS	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an SR22 squawking 7000 at 1500ft. CAIT activated.	Whilst controlling on the South East sector, an infringer appeared as CAIT in LLC, 5N of NANTI, at 1.5A. I had a EGCC departure, A319, on a HON SID. I had to climb the departure and turn immediately, below the noise abatement level, to ensure the necessary separation against the unknown traffic, informing the aircraft that it was against unknown traffic. I later explained to the A319 that the turn had been against an aircraft in the low level corridor who was indicating slightly high. The infringer was identified by mode S who was squawking 7000. The planner phoned Manchester approach to point the aircraft out. We were subsequently informed that the aircraft landed at Barton airfield around 1700.☐ Supplementary 18/05/14:☐ At approximately 1654 hours I noticed a 7000 squawk north bound in the LLR, mode C indicating 1500ft unverified. The AIW activated. Two departures that were already airborne (HON and WAL) and working PC were turned early to maintain 5nm separation. I attempted to "blind call" the aircraft but received no reply. I then put a stop on all departures until the aircraft was north of Warrington and observed to make a right and descend into Barton. Aircraft traced using Mode S data.
201405783	09/05/2014	EGTT : London (FIR)	NANTI	5nm North	A	TMA	AIRBUS	Turbofan	2	Infringement of the Manchester TMA (Class A) by an SR22 squawking 7000 at 1500ft. CAIT activated.	Whilst controlling on the South East sector, an infringer appeared as CAIT in LLC, 5N of NANTI, at 1.5A. I had a EGCC departure, A319, on a HON SID. I had to climb the departure and turn immediately, below the noise abatement level, to ensure the necessary separation against the unknown traffic, informing the aircraft that it was against unknown traffic. I later explained to the A319 that the turn had been against an aircraft in the low level corridor who was indicating slightly high. The infringer was identified by mode S who was squawking 7000. The planner phoned Manchester approach to point the aircraft out. We were subsequently informed that the aircraft landed at Barton airfield around 1700.☐ Supplementary 18/05/14:☐ At approximately 1654 hours I noticed a 7000 squawk north bound in the LLR, mode C indicating 1500ft unverified. The AIW activated. Two departures that were already airborne (HON and WAL) and working PC were turned early to maintain 5nm separation. I attempted to "blind call" the aircraft but received no reply. I then put a stop on all departures until the aircraft was north of Warrington and observed to make a right and descend into Barton. Aircraft traced using Mode S data.

201405785	09/05/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 240 Range 13nm	D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTA (Class D) by a C182 squawking 7000 with Mode C indicating 2800ft. CAIT activated. Check all imposed. Standard separation maintained	A7000 with mode C indicating 2800ft entered CAS, tracking NE. The contact climbed to 3000ft and then turned North and descended to leave CAS. A 'CHECK ALL' was imposed and alternative missed approach instructions given to tower in case the landing a/c carried out a missed approach. Aircraft identity confirmed. Blind TX made no response received.☐ Supplementary 14/05/14:☐ Investigations findings: Aircraft infringed Luton CTA indicating 3000ft where base is 2,500ft. Investigation findings were; Aircraft made an unauthorised penetration of the Luton CTA (bottom left portion) indicating a3000ft where base CAS is 2500ft. CAIT was activated. Aircraft, displaying a 7000 squawk, visible on radar in the vicinity of EGTB (Booker) tracking Northerly. Check all imposed. Aircraft tracked back on a Southerly heading towards EGTB and left radar coverage in ☐. the vicinity of the airfield at 1818:08.
201405787	07/05/2014	EGTT : London (FIR)	EGKB (BOH): Biggin hill		G	ATZ	PILATUS	Turboprop	1	Infringement of the Biggin Hill ATZ (Class G) by a PC12.	The pilot made his first call inside the ATZ passing through the climb out runway 21 over the noise sensitive area of Biggin Hill village. No comms prior to entering the ATZ, pilot reports 'working' Thames Radar on the other radio. No coordination from any other agency received.
201405806	04/05/2014	EGTT : London (FIR)	SAM	10nm NW	A	Other	CESSNA	Turboprop	1	C208 aircraft squawking 0033 observed infringing Airway Q41 (Class A) on numerous occasions during ATC shift. Standard separation maintained.	On a number of occasions a #0033 observed inside the Q41 FUA up to FL110. In particular between 1630z and 1730z although there were other occasions during the shift. The TC coordinator was informed and they were not aware of any coordination having taken place.☐ Supplementary 05/06/14:☐ The aircraft was identified and the operator alerted. The CFI is to call back and will be advised of the incident and will be encouraged to ensure that his pilots are familiar with the airspace in question.
201405824	11/05/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	12 SSE	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Solent CTA (Class D).	0430 squawk observed 12nm ESE of SAM tracking NE indicating 3000ft. Track indicated it would clip the South-Eastern corner of CTA where base is 2500ft. Trainee phoned Farnborough to state that 0430 squawk would enter Solent CTA. Farnborough stated that contact would remain outside. During phone call AIW alerted for 0430 squawk. Trainee advised Farnborough that contact was inside CTA. Farnborough stated that there must be a difference in the airspace maps between the two units, as the 0430 was indicating outside the Solent CTA on their maps.
201405875	12/05/2014	EGTT : London (FIR)	SAM	Bearing 205 Range 8nm	D	CTR	SOCATA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a TB10 (believed) squawking 0011 indicating 1500ft with no Mode S. Traffic info and avoiding action given. Separation lost	0011 squawk observed approaching southern zone indicating 1.5A, with no Mode S callsign.Blind call elicits no response. Fltnum544 departs runway 20 and checks in on frequency, not given immediate turn due to terrain concerns, but then turned left heading 170 degrees. 0011 entered CAS at which point Fltnum544 given avoiding action turn at 1.1A and traffic information on infringer. No response to further blind calls, contact confirmed to be not working EGHH. Immediate LOS as the infringer entered CAS. Contact left CAS tracking NW, no trace action possible.☐ Supplementary 18/06/14:☐ The ATC investigator spoke to the pilot of the TB10, which is believed to be the aircraft involved, who telephoned the unit at the request of Bournemouth radar on the day of the incident. The pilot sounded confused and stated that he had departed Lee on Solent airfield for Compton Abbas and had flown his usual route of South of Calshot, towards Beaulieu and then Stoney Cross below the Solent CTA. He also reported that he had selected a 0011 squawk but could not recall hearing any blind calls to an infringing aircraft. In addition the pilot could not tell me whether he had been listening to Bournemouth's or Solent's frequency for the duration of his flight. He stated that although he was not aware of having infringed, he may have been blown further North than he had planned to fly.

201405875	12/05/2014	EGTT : London (FIR)	SAM	Bearing 205 Range 8nm	D	CTR	UNKNOWN	Unknown		Infringement of the Southampton CTR (Class D) by a TB10 (believed) squawking 0011 indicating 1500ft with no Mode S. Traffic info and avoiding action given. Separation lost	0011 squawk observed approaching southern zone indicating 1.5A, with no Mode S callsign. Blind call elicits no response. Fltnum544 departs runway 20 and checks in on frequency, not given immediate turn due to terrain concerns, but then turned left heading 170 degrees. 0011 entered CAS at which point Fltnum544 given avoiding action turn at 1.1A and traffic information on intruder. No response to further blind calls, contact confirmed to be not working EGGH. Immediate LOS as the intruder entered CAS. Contact left CAS tracking NW, no trace action possible.☐ Supplementary 18/06/14:☐ The ATC investigator spoke to the pilot of the TB10, which is believed to be the aircraft involved, who telephoned the unit at the request of Bournemouth radar on the day of the incident. The pilot sounded confused and stated that he had departed Lee on Solent airfield for Compton Abbas and had flown his usual route of South of Calshot, towards Beaulieu and then Stoney Cross below the Solent CTA. He also reported that he had selected a 0011 squawk but could not recall hearing any blind calls to an intruding aircraft. In addition the pilot could not tell me whether he had been listening to Bournemouth's or Solent's frequency for the duration of his flight. He stated that although he was not aware of having infringed, he may have been blown further North than he had planned to fly.
201405875	12/05/2014	EGTT : London (FIR)	SAM	Bearing 205 Range 8nm	D	CTR	UNKNOWN	Unknown	2	Infringement of the Southampton CTR (Class D) by a TB10 (believed) squawking 0011 indicating 1500ft with no Mode S. Traffic info and avoiding action given. Separation lost	0011 squawk observed approaching southern zone indicating 1.5A, with no Mode S callsign. Blind call elicits no response. Fltnum544 departs runway 20 and checks in on frequency, not given immediate turn due to terrain concerns, but then turned left heading 170 degrees. 0011 entered CAS at which point Fltnum544 given avoiding action turn at 1.1A and traffic information on intruder. No response to further blind calls, contact confirmed to be not working EGGH. Immediate LOS as the intruder entered CAS. Contact left CAS tracking NW, no trace action possible.☐ Supplementary 18/06/14:☐ The ATC investigator spoke to the pilot of the TB10, which is believed to be the aircraft involved, who telephoned the unit at the request of Bournemouth radar on the day of the incident. The pilot sounded confused and stated that he had departed Lee on Solent airfield for Compton Abbas and had flown his usual route of South of Calshot, towards Beaulieu and then Stoney Cross below the Solent CTA. He also reported that he had selected a 0011 squawk but could not recall hearing any blind calls to an intruding aircraft. In addition the pilot could not tell me whether he had been listening to Bournemouth's or Solent's frequency for the duration of his flight. He stated that although he was not aware of having infringed, he may have been blown further North than he had planned to fly.
201405904	12/05/2014	EGTT : London (FIR)	BIG	Bearing 070 Range 12nm	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28R squawking 7000 at 2700ft. Traffic info and avoiding action given. Standard separation lost	I was on duty as LC Director with a trainee vectoring Do328 inbound at 3000 feet QNH 1010 when a 7000 squawking aircraft showing initially 2400 feet on Mode C climbed to 2700 feet into the TMA and in the path of Do328 about 12nm Northeast of BIG VOR. Avoiding action and traffic info was given to Do328 which advised visual with traffic. Tracing action was then initiated on the 7000 squawking aircraft that had descended back to 2400 feet and shortly after contacted EGKB Tower. The aircraft's Mode C was verified using squawk 7055 and QNH 1010 via EGKB ATC. The aircraft was a PA28R locally flying from and to EGKB and had reported turbulence causing climb into the TMA.☐ Supplementary 22/05/14:☐ A comprehensive report was received from the pilot which indicates that the pilot had trouble controlling the aircrafts altitude whilst passing near a squall.
201405904	12/05/2014	EGTT : London (FIR)	BIG	Bearing 070 Range 12nm	A	TMA	DORNIER	Turboprop	2	Infringement of the London TMA (Class A) by a PA28R squawking 7000 at 2700ft. Traffic info and avoiding action given. Standard separation lost	I was on duty as LC Director with a trainee vectoring Do328 inbound at 3000 feet QNH 1010 when a 7000 squawking aircraft showing initially 2400 feet on Mode C climbed to 2700 feet into the TMA and in the path of Do328 about 12nm Northeast of BIG VOR. Avoiding action and traffic info was given to Do328 which advised visual with traffic. Tracing action was then initiated on the 7000 squawking aircraft that had descended back to 2400 feet and shortly after contacted EGKB Tower. The aircraft's Mode C was verified using squawk 7055 and QNH 1010 via EGKB ATC. The aircraft was a PA28R locally flying from and to EGKB and had reported turbulence causing climb into the TMA.☐ Supplementary 22/05/14:☐ A comprehensive report was received from the pilot which indicates that the pilot had trouble controlling the aircrafts altitude whilst passing near a squall.
201405999	14/05/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	Bearing 108 Range 9.7nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 (initially unknown primary contact) squawking 4530 at 2800ft (base CAS 2500ft). Standard separation maintained.	RWY02, Q1031, 9999, FEW030☐ I was operating as Solent radar at approximately 0900z when observed a 4530 squawk 12 east of SAM southwest bound at Alt033. On that track and level it was likely to enter the CTA sector with a Alt 3A base. I put out a blind call, with no reply and the ATSA phoned Plymouth Military. The contact turned onto a more southerly track and descended to Alt 029. Plymouth explained to the ATSA they had not yet got 2 way with the aircraft. As it continued southbound at Alt 2.9A I believe it infringed the sector with an Alt 2.5A base but cannot be sure whether Plymouth Mil had yet verified its mode C. No other aircraft affected.☐ Supplementary 05/06/14:☐ The investigation has concluded that the aircraft entered the Class D Solent Control Area, without a clearance, whilst transferring between Farnborough Radar and Plymouth Military ATSUs. At the time of the incident the aircraft was displaying the Plymouth transponder code but was not in contact with the ATSU. There was no loss of separation with any other aircraft.

201406001	14/05/2014	EGTT : London (FIR)	EGLC (LCY): London city	5nm SE	A	TMA	CIRRUS	Reciprocating	1	Possible infringement of the LTMA (Class A) by an SR22 at 2700ft. Standard separation maintained.	Traffic seen going under ILS at 2400ft on a 7010 (circuit traffic apparently) it climbed to 2700ft with changing magenta, and headed towards downwind traffic. This was highlighted to Fin who hadn't spotted due to no Magenta) Traffic was eventually located and descended.
201406032	14/05/2014	EGTT : London (FIR)	South Wonston		D	CTA	UNKNOWN	Unknown		Infringement of the Solent CTA (Class D) by un unknown aircraft squawking 7000, indicating 2600ft. Traffic info given. Standard separation maintained.	observed a 7000 squawk 14nm north of SAM heading south indicating 2800ft. Due to its track I made blind calls to the aircraft but no response received. At 1522 the unknown entered the Solent CTA at 2600ft. It continued east and entered that part of the CTA where the base is 2000ft. Several blind calls were still made but no response. The aircraft left CAS and climbed to 2800ft. The contact continued eastbound. The only traffic was a PA28, who I gave traffic information to but not avoiding action as it was VFR. PA28 did get visual contact with the unknown but could not identify it.☐ Supplementary 05/06/14:☐ The aircraft entered the Class D Solent Control Area without a clearance. It has not been possible to trace the identity of the aircraft.
201406032	14/05/2014	EGTT : London (FIR)	South Wonston		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by un unknown aircraft squawking 7000, indicating 2600ft. Traffic info given. Standard separation maintained.	I observed a 7000 squawk 14nm north of SAM heading south indicating 2800ft. Due to its track I made blind calls to the aircraft but no response received. At 1522 the unknown entered the Solent CTA at 2600ft. It continued east and entered that part of the CTA where the base is 2000ft. Several blind calls were still made but no response. The aircraft left CAS and climbed to 2800ft. The contact continued eastbound. The only traffic was a PA28, who I gave traffic information to but not avoiding action as it was VFR. PA28 did get visual contact with the unknown but could not identify it.☐ Supplementary 05/06/14:☐ The aircraft entered the Class D Solent Control Area without a clearance. It has not been possible to trace the identity of the aircraft.
201406090	13/05/2014	EGTT : London (FIR)	EG D011C	Merrivale	G	Danger area	BEECH	Reciprocating	1	Infringement of active Danger Area EG D011C (Merrivale) by a BE36 squawking 4551 at FL75. Traffic info and avoiding action given.	Whilst controlling on Plym Mil LARS West an ac was handed over from CUL for a transit from the Scilly Isles to EGTE at FL130. The ac was on an easterly track and was under a TS. The aircraft was pre-noted to EGTE and a level of FL60 was issued by them. The aircraft soon after requested a descent. I issued a descent to FL60 as per TE's instructions. At this point the pilot queried my instruction informing me that he did not understand what i was asking him to do. At no point was it suggested that there may have been an issue with radio comms. After several explanations the ac descended to FL60. At approx 1225L it was observed that the current track of the ac would have taken it through EG D011C which was active with live firing up to 10000ft. A warning was issued to the pilot. He then reported back that he did not know what I was telling him. I then issued an avoiding action turn on to 180 degrees in order to avoid the danger area, the ac at this point was at FL75 in the descent. The pilot again came back questioning what I was asking him to do and claimed that he did not understand what I was asking him to do. I reiterated again that he was now inside an active DA with live firing taking place and that he should turn to the south to avoid the area. The aircraft proceeded in an easterly direction. After several more attempts to explain to the aircraft his predicament he finally made a south easterly turn by which point he was on the boundary of D011C. Once it was established that the aircraft was no longer in danger a normal hand over to EDTE was conducted. During the entirety of this transit it was apparent that the pilot was unable to understand/comply with simple ATC instructions.
201406096	15/05/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	Bearing 265 Range 9nm	D	CTA	ZLIN	Reciprocating	1	Infringement of the Bristol CTA (Class D) by an aircraft squawking 5077 at 2300ft. Standard separation maintained.	Acting as RAD 2, aircraft called to request a CAS transit. The aircraft was given a squawk, QNH and was instructed to remain outside controlled airspace. The frequency was moderately busy and I completed a red transit strip which was given to RAD1. As there were aircraft calling to the north east, I did not co-ordinate immediately with RAD1. A minute or so later, I looked at a 9nm final for RW09, and saw the #5077 just south of the approach inside CAS at 2300'. I told the pilot he had been instructed to remain outside CAS at which point he informed me that his GPS indicated he was not. An arrival for 09 had passed in front of him by two miles and RAD1 had passed traffic information. The pilot was informed that he needed to descend below 1500' to remain clear of CAS due to his route.

201406125	15/05/2014	EGTT : London (FIR)	POL		A	TMA	EUROCOPTER	Turboshaft	1	Infringement of the Manchester TMA (Class A) by an unknown aircraft squawking 7000 at 4200ft. Aircraft identified as an EC120. Standard separation maintained.	At approx 12:55Z a/c infringed the tma at A42 southbound for approx 10miles cruising just west of the Leeds zone. Both Leeds and Manchester were asked about traffic but neither had worked the a/c. A/C descended below the base of controlled airspace at 13:04Z. A/C was tracked and landed at destination at 13:52Z. A/C was seen on mode s as EC120. ☐ Supplementary 27/05/14:☐ At the time of infringement use of GPS and no warning was observed. Confusion due to a lot of different airspaces and lines on the GPS, and because of the weather we were higher and more to the west as planned. On the GPS, there are lines parallel not shown on the map. Who are very confusing. Especially when unable to fly the planned routing.
201406145	16/05/2014	EGTT : London (FIR)	EGSR : Earls Colne		D	CTA	COMMANDER	Reciprocating	1	Infringement of the Earls Colne ATZ (Class G) and the Shoreham CTA (Class D) by an unknown aircraft showing as a primary contact only at 2000ft. Aircraft identified as a Rockwell 114. CAIT activated. Traffic info and avoiding action given.	ATZ infringement. Aircraft flew through ATZ, less than 2000ft agl. At the time 1xaircraft in the circuit on a solo circuit (2ns time on his own). Aircraft Rockwell 114 no radio call, no care to others. ☐ Supplementary 22/05/14:☐ Whilst working as Fin I noticed a fast moving primary contact about to enter the Shoreham CTA 15nm East of Shoreham. Wethersfield was not notified as active. The contact tracked through the zone on a NW'ly track primary only setting of pCait as it left the Wethersfield area. We double checked with Farnborough Lars that TMZ 1 was not active. I elected to continue the approach of one aircraft (B737) as he was going to remain clear of it. Other aircraft(BD700) and one other were given avoidance/delaying action to remain clear of the contact. During the infringement the SWA was telephoned by Earls Colne air traffic asking for information on an aircraft that had just flown through their ATZ at 2A (presumably a best estimate by them) - We informed the SWA we were also tracking the contact. When the primary contact left the zone it tracked towards its destination and landed. The GS Air telephoned the Rockwell 114's destination at the time of landing and informed the GS that the aircraft that had just landed was a Rockwell Commander. The GS Air later telephoned back Earls Colne to give them this information.
201406145	16/05/2014	EGTT : London (FIR)	EGSR : Earls Colne		D	CTA	BOEING	Turbofan	2	Infringement of the Earls Colne ATZ (Class G) and the Shoreham CTA (Class D) by an unknown aircraft showing as a primary contact only at 2000ft. Aircraft identified as a Rockwell 114. CAIT activated. Traffic info and avoiding action given.	ATZ infringement. Aircraft flew through ATZ, less than 2000ft agl. At the time 1xaircraft in the circuit on a solo circuit (2ns time on his own). Aircraft Rockwell 114 no radio call, no care to others. ☐ Supplementary 22/05/14:☐ Whilst working as Fin I noticed a fast moving primary contact about to enter the Shoreham CTA 15nm East of Shoreham. Wethersfield was not notified as active. The contact tracked through the zone on a NW'ly track primary only setting of pCait as it left the Wethersfield area. We double checked with Farnborough Lars that TMZ 1 was not active. I elected to continue the approach of one aircraft (B737) as he was going to remain clear of it. Other aircraft(BD700) and one other were given avoidance/delaying action to remain clear of the contact. During the infringement the SWA was telephoned by Earls Colne air traffic asking for information on an aircraft that had just flown through their ATZ at 2A (presumably a best estimate by them) - We informed the SWA we were also tracking the contact. When the primary contact left the zone it tracked towards its destination and landed. The GS Air telephoned the Rockwell 114's destination at the time of landing and informed the GS that the aircraft that had just landed was a Rockwell Commander. The GS Air later telephoned back Earls Colne to give them this information.
201406145	16/05/2014	EGTT : London (FIR)	EGSR : Earls Colne		D	CTA	BOMBARDIER	Turbofan	2	Infringement of the Earls Colne ATZ (Class G) and the Shoreham CTA (Class D) by an unknown aircraft showing as a primary contact only at 2000ft. Aircraft identified as a Rockwell 114. CAIT activated. Traffic info and avoiding action given.	ATZ infringement. Aircraft flew through ATZ, less than 2000ft agl. At the time 1xaircraft in the circuit on a solo circuit (2ns time on his own). Aircraft Rockwell 114 no radio call, no care to others. ☐ Supplementary 22/05/14:☐ Whilst working as Fin I noticed a fast moving primary contact about to enter the Shoreham CTA 15nm East of Shoreham. Wethersfield was not notified as active. The contact tracked through the zone on a NW'ly track primary only setting of pCait as it left the Wethersfield area. We double checked with Farnborough Lars that TMZ 1 was not active. I elected to continue the approach of one aircraft (B737) as he was going to remain clear of it. Other aircraft(BD700) and one other were given avoidance/delaying action to remain clear of the contact. During the infringement the SWA was telephoned by Earls Colne air traffic asking for information on an aircraft that had just flown through their ATZ at 2A (presumably a best estimate by them) - We informed the SWA we were also tracking the contact. When the primary contact left the zone it tracked towards its destination and landed. The GS Air telephoned the Rockwell 114's destination at the time of landing and informed the GS that the aircraft that had just landed was a Rockwell Commander. The GS Air later telephoned back Earls Colne to give them this information.
201406162	16/05/2014	EGTT : London (FIR)	EGSL : Andrewsfield	4nm 315deg	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTA/CTR (Class D) by a PA28 at an indicated 800ft. Traffic info given. Separation lost with a B737.	An unknown aircraft squawking 7000 infringed the CTR which caused a B737 to be delayed. I phoned Andrewsfield and the infringer is believed to be a PA28.

201406162	16/05/2014	EGTT : London (FIR)	EGSL : Andrewsfield	4nm 315deg	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTA/CTR (Class D) by a PA28 at an indicated 800ft. Traffic info given. Separation lost with a B737.	An unknown aircraft squawking 7000 infringed the CTR which caused a B737 to be delayed. I phoned Andrewsfield and the infringer is believed to be a PA28.
201406162	16/05/2014	EGTT : London (FIR)	EGSL : Andrewsfield	4nm 315deg	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA/CTR (Class D) by a PA28 at an indicated 800ft. Traffic info given. Separation lost with a B737.	An unknown aircraft squawking 7000 infringed the CTR which caused a B737 to be delayed. I phoned Andrewsfield and the infringer is believed to be a PA28.
201406162	16/05/2014	EGTT : London (FIR)	EGSL : Andrewsfield	4nm 315deg	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA/CTR (Class D) by a PA28 at an indicated 800ft. Traffic info given. Separation lost with a B737.	An unknown aircraft squawking 7000 infringed the CTR which caused a B737 to be delayed. I phoned Andrewsfield and the infringer is believed to be a PA28.
201406166	16/05/2014	EGTT : London (FIR)	EGLD : Denham	4nm WSW	A	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the London CTR (Class A) by an unknown aircraft squawking 7000 resulted in Heathrow departures being stopped. Aircraft identified as an AS350. Standard separation maintained.	Working as SVFR with Thames and LC DIR split. A 7000 squawk was observed heading south approx. 4nm west of Denham with an associated mode S AS350 callsign attached. FIN stopped departures from Heathrow whilst both myself and Northolt called all the local airports to find the aircraft. Northolt eventually got the aircraft on to their frequency and departures resumed. The aircraft had filed a VFR flight plan which had the routing of its departure and intended destination.
201406168	16/05/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	15 040deg	D	CTA	CESSNA	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a C152 at 3400ft.	I became aware of a 6160 squawk, about 5-10 miles East of the eastern control zone boundary, and was aware that the aircraft was operating very close to the base of CAS [3000'] but tracking towards the Manchester zone. Shortly after that, the AIW alert activated with the Mode C indicating 3100'. The Mode S ident feature was used to obtain the registration, and blind calls were made on both APP(S) and DIR frequencies to this aircraft, but to no avail. PC North Sector then telephoned to ask if I was working it, and I requested they use their direct line to contact Doncaster radar [the 'owner' of that squawk]. I then telephoned Liverpool radar, who share a room with Doncaster approach - Doncaster reported that they had lost contact with the aircraft in question, and later confirmed the identity. The squawk entered the Manchester control zone briefly, before turning South and climbing slowly to a maximum observed 3400', which continued to activate the AIW until the aircraft finally left CAS to the SE. Fortunately there was no traffic in the immediate vicinity, and no loss of separation occurred. The next arrival via DAYNE was coordinated high (FL90) in order to provide the required 5000' separation - however, by the time this IFR inbound arrived, the 'unknown' traffic had left CAS in the Camphill area and no delays ensued.☐ CAA Closure:☐ Pilot error-lack of situational awareness. A warning letter has been issued.

201406173	16/05/2014	EGTT : London (FIR)	Between Denby Dale and Glossop		A	TMA	CESSNA	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a C152.	I believe that I must have made my turn over Denby Dale in a slightly incorrect position and not adjusted my planned heading. I spotted a ribbon of water ahead of me which I believed was Derwent. I then recognised that I was mistaken and that I must be too far east so I adjusted heading to return to my planned route. I maintained contact with Doncaster Radar although my radio reception was not good at this point. I did not realise that I had strayed into Manchester TMA until returning to the ground. I apologise for the error. I will plan my route more thoroughly in future and make sure that I make the correct turning points and gain the correct headings. I realise now that I should have sought guidance from Doncaster Radar about changing frequency to Manchester Tower in this case. As a newly qualified pilot I take this sort of thing very seriously. I will endeavour to ensure that in future I observe correct practice and procedures so as not risk endangering my own life or the lives of others.
201406178	15/05/2014	EGTT : London (FIR)	EGBP : KEMBLE	1nm W	G	ATZ	MD HELICOPTER	Turboshaft	2	Infringement of the Kemble ATZ (Class G) by an MD900 on operational duties. Traffic info given.	On monitoring the departure of a Beagle B121 Pup from Runway 26, I was suddenly aware of an MD900 crossing through the extended centreline of RWY26 at approx. 800ft QFE, approx. 1NM West of the airport. I called the traffic to the Pup (the MD900 was not on frequency) who passed within close proximity. Bristol identified the traffic after a phone call to Brize, who had not worked the traffic.☐ Supplementary 02/06/14:☐ This was on the return trip. On leaving, the aircraft departed east, however there was 'confusion' over the compass heading (possible SLVD/DG). The heading was corrected and they tracked south, aiming to pass between Kemble's ATZ and R105. I estimate from the task sheet that they were passing approximately 1610(L). The aircraft may have clipped the west of Kemble's ATZ.
201406178	15/05/2014	EGTT : London (FIR)	EGBP : KEMBLE	1nm W	G	ATZ	BEAGLE	Reciprocating	1	Infringement of the Kemble ATZ (Class G) by an MD900 on operational duties. Traffic info given.	On monitoring the departure of a Beagle B121 Pup from Runway 26, I was suddenly aware of an MD900 crossing through the extended centreline of RWY26 at approx. 800ft QFE, approx. 1NM West of the airport. I called the traffic to the Pup (the MD900 was not on frequency) who passed within close proximity. Bristol identified the traffic after a phone call to Brize, who had not worked the traffic.☐ Supplementary 02/06/14:☐ This was on the return trip. On leaving, the aircraft departed east, however there was 'confusion' over the compass heading (possible SLVD/DG). The heading was corrected and they tracked south, aiming to pass between Kemble's ATZ and R105. I estimate from the task sheet that they were passing approximately 1610(L). The aircraft may have clipped the west of Kemble's ATZ.
201406188	16/05/2014	EGTT : London (FIR)	Frensham		G	Restrict ed area	VANS	Reciprocating	1	Alleged infringement of Farnborough CAS-T (Class D) and the Odiham ATZ (Class G) airspace by an RV8.	An RV8 got airborne from a site near Frensham during CAS-T at Farnborough. The aircraft called up already inside the zone and non transponding. The pilot was told to route VFR not above 2.5A and to avoid the Odiham ATZ. He then proceeded towards the Odiham ATZ at 1.5 and infringed this also. We called Odiham to advise them of the traffic. We tried to identify him by issuing a squawk which was never actually observed on radar so no positive ID was ever achieved. He continued to the North and left controlled airspace.☐ Supplementary 20/05/14:☐ I was the OJTI on Lars West with a trainee that had only done CAS-T on Lars once before. At 1154 an RV8 called on frequency, saying he was out of a private site to the West of Frensham. I immediately thought that this might lead to an infringement if he wasn't aware of the CAS-T. The trainee spoke to the aircraft initially and I saw a primary contact appear and move northbound inside the CTR-T. I asked the aircraft if he was aware of the CAS-T, and he replied that he wasn't and informed me of his requested route. I asked him to squawk 0430, gave the aircraft VFR transit avoiding the VO ATZ. The primary contact continued into the VO ATZ, so I asked it what level it was at and also asked it to squawk. He said he was at 1700 which would put it in the VO ATZ. I told him that he should have stayed outside of it, and he replied that he thought I had given him transit. The aircraft was still not identified, but I phoned VO to say that it was believed to be infringing the ATZ, and asked whether they could see the squawk. They couldn't see it either. I told the aircraft that it was not squawking and he came back and said that it was only Farnborough that had a problem with his
201406195	17/05/2014	EGTT : London (FIR)	Lamaload		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, indicating 2500ft. Aircraft identified as an R44. Traffic info given. Standard separation maintained.	Unknown aircraft squawking 7000 entered CTR, north eastbound, indicating 2500ft. On being passed traffic information, a medical helicopter became visual with an R44 helicopter in the area. The Mode S of the unknown aircraft indicated an R44. There was no response to several blind transmissions. A commercial airliner on right base for 23R was given extended vectors to maintain separation. The unknown aircraft paralleled the south eastern edge of the zone, approx 1.5nm inside controlled airspace.☐ Supplementary 28/05/14:☐ R44 infringed CAS to the east of Manchester paralleled the south eastern edge / corner of the zone for 1.5 nm inside the CAS for approximately 60 seconds. The scale used on the map at 15nm appeared to show the magenta line just on/to the east of the zone. I was visible with a medical helicopter to the left and below me. I was listening to Manchester on the second receiver and transmitting on the 1st receiver to London information. I appreciate that this was an infringement and will take steps to ensure that if travelling this pathway again I will keep further to the east of the airspace to avoid a wind induced drift again. Strong Wind 210 degree. I sincerely apologise for the incident and would like to reassure that I was visual with the medical helicopter at all times.

201406195	17/05/2014	EGTT : London (FIR)	Lamaload		D	CTR	UNKNOWN	Unknown		Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, indicating 2500ft. Aircraft identified as an R44. Traffic info given. Standard separation maintained.	Unknown aircraft squawking 7000 entered CTR, north eastbound, indicating 2500ft. On being passed traffic information, a medical helicopter became visual with an R44 helicopter in the area. The Mode S of the unknown aircraft indicated an R44. There was no response to several blind transmissions. A commercial airliner on right base for 23R was given extended vectors to maintain separation. The unknown aircraft paralleled the south eastern edge of the zone, approx 1.5nm inside controlled airspace. □ Supplementary 28/05/14: □ R44 infringed CAS to the east of Manchester paralleled the south eastern edge / corner of the zone for 1.5 nm inside the CAS for approximately 60 seconds. The scale used on the map at 15nm appeared to show the magenta line just on/to the east of the zone. I was visible with a medical helicopter to the left and below me. I was listening to Manchester on the second receiver and transmitting on the 1st receiver to London information. I appreciate that this was an infringement and will take steps to ensure that if travelling this pathway again I will keep further to the east of the airspace to avoid a wind induced drift again. Strong Wind 210 degree. I sincerely apologise for the incident and would like to reassure that I was visual with the medical helicopter at all times.
201406195	17/05/2014	EGTT : London (FIR)	Lamaload		D	CTR	UNKNOWN	Turbofan		Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, indicating 2500ft. Aircraft identified as an R44. Traffic info given. Standard separation maintained.	Unknown aircraft squawking 7000 entered CTR, north eastbound, indicating 2500ft. On being passed traffic information, a medical helicopter became visual with an R44 helicopter in the area. The Mode S of the unknown aircraft indicated an R44. There was no response to several blind transmissions. A commercial airliner on right base for 23R was given extended vectors to maintain separation. The unknown aircraft paralleled the south eastern edge of the zone, approx 1.5nm inside controlled airspace. □ Supplementary 28/05/14: □ R44 infringed CAS to the east of Manchester paralleled the south eastern edge / corner of the zone for 1.5 nm inside the CAS for approximately 60 seconds. The scale used on the map at 15nm appeared to show the magenta line just on/to the east of the zone. I was visible with a medical helicopter to the left and below me. I was listening to Manchester on the second receiver and transmitting on the 1st receiver to London information. I appreciate that this was an infringement and will take steps to ensure that if travelling this pathway again I will keep further to the east of the airspace to avoid a wind induced drift again. Strong Wind 210 degree. I sincerely apologise for the incident and would like to reassure that I was visual with the medical helicopter at all times.
201406196	17/05/2014	EGTT : London (FIR)	Ashcroft Farm		D	CTA	PIAGGIO	Reciprocating	1	Infringement of the Manchester CTA Class (D) by a P149. Manchester departures suspended.	The AIW showed a zone infringing aircraft South of the low level route heading North at 2800ft. Scottish control were advised that the traffic was unknown and the departures were stopped from Manchester. The aircraft was identified by Mode S information as a P149 inbound to EGCB (after checking with CB). The aircraft descended into the low level route and after a period of observing the aircrafts track the departures were released. A request for the pilot to contact ATC after landing was passed to EGCB A/G. □ Supplementary 21/05/14: □ Descending to 1200ft for entry to LLR from 2500ft started descent abeam Ashcroft airfield to arrive at 1200 at start of corridor for flying above perceived microlights as the airspace was very busy from Sleaf to LLC. Apparently I clipped the TMA and will take precautions in future to descend sooner. □ CAA Closure: □ Pilot error-poor cockpit management. A warning letter has been issued.
201406229	18/05/2014	EGTT : London (FIR)	EGLF (FAB): Farnborough civil		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Farnborough ATZ (Class G) by an C172 squawking 7000 at 1400ft.	I was working as Farnborough LARS West with medium to Heavy traffic levels. Approach was busy with a sequence of 3 inbound aircraft and I was trying to identify and co-ordinate as much traffic as possible with them. At the time of the incident I had a primary contact believed to be at Guildford and inbound to Fair Oaks. Another aircraft was also on frequency and also inbound to Fair Oaks. I became aware of a 7000 squawk 6 miles south of Farnborough when approach had an inbound and i was working a Blackbushe inbound in the vicinity. I managed to select the 7000 squawk once it separated from the other squawks and I was able to tell through Mode S that the 7000 squawk was a C172. I blind called the aircraft and the pilot responded. I asked for his level and he replied 1400ft and he indicated he was inbound to Fair Oaks via the Farnborough overhead. After instructing the pilot to squawk 0431 I identified the aircraft entering the Farnborough ATZ from the south. I advised the pilot he was infringing the ATZ and he said he was turning south. I asked his routing and he said he was via Farnborough for Fair Oaks. I asked him to route via Guildford as there were a number of aircraft inbound for the ILS and i subsequently gave the pilot a track to fly for Guildford as he appeared lost. The situation was further complicated by poor pilot RT discipline on the frequency and the pilots of the 3 other aircraft taking each other's calls at times.
201406268	19/05/2014	EGTT : London (FIR)	SAM	16.5nm S	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by an unknown aircraft showing as a primary contact only at 3000ft. ATC made a call to a PA28 using the Mode S downlink callsign, no response received. Standard separation maintained.	A primary contact (with SSR) was observed approaching the southern CTA Boundary at 3000ft. A blind call was made with no response received. A further call was made using the Mode S downlink callsign "PA28". No response received. At 0942 the contact entered the CTA and started descending. At 0944 the contact left the CTA at 2500ft tracking NE. Further calls were made to the PA28 but no contact established. □ Supplementary 07/07/14: □ The aircraft entered the Class D Solent Control Area after having changed frequency from Plymouth Military to Lee Radio. The aircraft was displaying the conspicuity code 7000. The pilot was aware the vertical limits of the Solent CTA but mis-judged his position in relation to the CTA boundary. The pilot has apologised for the event, providing a comprehensive explanation for the incident and has been asked to complete an airspace infringement questionnaire.

201406304	19/05/2014	EGTT : London (FIR)	BNN	4nm North	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Luton CTR (Class D) by a R44 squawking 7000 at 2000ft. Disruption to several inbound aircraft including one aircraft broken off approach on three occasions and held.	Appropriate CAA action is being taken as a result of this incident.
201406304	19/05/2014	EGTT : London (FIR)	BNN	4nm North	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a R44 squawking 7000 at 2000ft. Disruption to several inbound aircraft including one aircraft broken off approach on three occasions and held.	Appropriate CAA action is being taken as a result of this incident.
201406304	19/05/2014	EGTT : London (FIR)	BNN	4nm North	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a R44 squawking 7000 at 2000ft. Disruption to several inbound aircraft including one aircraft broken off approach on three occasions and held.	Appropriate CAA action is being taken as a result of this incident.
201406309	17/05/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	8nm 250deg	D	CTR	ROBINSON	Reciprocating	1	Alleged double infringement of Luton Control Zone (Class D) by an R44. Traffic info and avoiding action given. Very high ATC workload. Luton departures stopped.	Appropriate CAA action is to be taken as a result of this incident.
201406309	17/05/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	8nm 250deg	D	CTR	OTHER	Turbofan	4	Alleged double infringement of Luton Control Zone (Class D) by an R44. Traffic info and avoiding action given. Very high ATC workload. Luton departures stopped.	Appropriate CAA action is to be taken as a result of this incident.

201406317	18/05/2014	EGTT : London (FIR)	EGKB (BQH): Biggin hill		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a C152.	The aircraft departed runway 21 and was instructed to turn left at 2 miles as per SOP, the Tower ATCO then instructed the pilot to contact Biggin Approach which was done correctly. Having established two way communications with the pilot, I observed to leave the ATZ during the turn after take-off before re-entering without any request to do so. The Aircraft then flew downwind left hand to a point approximately 2 miles North of the airfield and then proceeded to fly opposite direction along the ILS final approach track (with great precision). The pilot was asked to report her position to which she replied "abeam West Wickham" (NB: West Wickham is West of the FAT runway 21). Thames Radar telephone to find out the intentions of the Aircraft as they were vectoring an aircraft inbound however, I had already asked the pilot to track North East. The pilot did as instructed and continued uneventfully.
201406380	17/05/2014	EGTT : London (FIR)	HON	4nm E	D	CTR	OTHER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified as a Pioneer 300. Standard separation maintained.	I was the Radar Controller on duty when AIR alerted me to a primary contact entering the Birmingham CTR to the east of HON VOR. I called Coventry Radar who indicated they were not speaking to the aircraft. The contact was inside CAS within the Birmingham CTR when I made a blind transmission. At this time the contact faded from Radar. The VCR were looking to acquire the contact visually without success. The contact then faded from the Radar display approaching HON VOR. For a few minutes we believed it to be a spurious contact when about 6 minutes later a primary contact appeared on a similar track to the south west of HON VOR leaving CAS before turning north west bound. At no stage was Birmingham traffic affected and no "checks" were needed. Shortly afterwards an aircraft called on 118.05 believing it to be Halfpenny Green on 123.0. This identified the callsign and aircraft type (A Pioneer 300), routing and position 10 miles south east of Wolverhampton. I confirmed that this may be the aircraft in question and asked the pilot to contact ATC on landing. I have had a conversation with the pilot who was very apologetic and admitted it may have been poor planning on his part. He had a conversation with his instructor and believed that he was in serious trouble. I alluded to the fact that no other aircraft were compromised on this occasion. He explained that he had descended and turned away from Birmingham CAS. Whether this was in response to the blind transmission was not clear.
201406384	17/05/2014	EGTT : London (FIR)	BHX	5nm NNE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C152. Standard separation maintained.	C152 was on a Basic Service routing from Tamworth VRP to Bedworth VRP at 2000ft. I was training a controller at the time of the incident and we simultaneously noticed an ac squawking 7000 entering the Zone just south of Baxterley. We passed a Birmingham squawk, identified the ac and instructed the pilot to take up an easterly track to leave CAS. There was no need to break off the ac on final, as the infringer was identified promptly.
201406384	17/05/2014	EGTT : London (FIR)	BHX	5nm NNE	D	CTR	UNKNOWN	Unknown		Infringement of the Birmingham CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C152. Standard separation maintained.	C152 was on a Basic Service routing from Tamworth VRP to Bedworth VRP at 2000ft. I was training a controller at the time of the incident and we simultaneously noticed an ac squawking 7000 entering the Zone just south of Baxterley. We passed a Birmingham squawk, identified the ac and instructed the pilot to take up an easterly track to leave CAS. There was no need to break off the ac on final, as the infringer was identified promptly.
201406412	21/05/2014	EGTT : London (FIR)	EGKR (KRH): Redhill	5nm W	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 at 1000ft. Standard separation maintained.	A Redhill inbound infringed whilst establishing inbound to Redhill. I immediately rang Redhill to identify the aircraft and instructed them to route it north straight away to leave controlled airspace. The Redhill controller had already warned the pilot not to enter Gatwick but he did anyway. Separation was not lost.

201406437	21/05/2014	EGTT : London (FIR)	Tring	1nm E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR and CTA (Class D) by an unknown aircraft squawking 7000 at 2500ft. Aircraft identified as a C152. Check-all placed. D&D cell confirmed C152 had declared a PAN. Traffic info given. Standard separation maintained.	7000 squawk observed entering Luton Control zone on an easterly track at 2.5 A - Mode S / CAIT revealed callsign as C152 - blind transmissions were made on 129.55 and "CHECK ALL " outbound restriction was placed with Luton Tower. A VFR transit A/C reported that the A/C in question was calling 121.5. - D&D were contacted who confirmed that the A/C had declared a PAN. Infringing A/C subsequently turned south to leave Luton CAS - two inbound A/C were given extended routings to keep clear of zone and landed without further incident. ☐ Supplementary 28/05/14:☐ Pilot was on track then turned left and infringed the Luton CTA & CTR. Realised he was lost and called PAN on guard frequency.
201406437	21/05/2014	EGTT : London (FIR)	Tring	1nm E	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR and CTA (Class D) by an unknown aircraft squawking 7000 at 2500ft. Aircraft identified as a C152. Check-all placed. D&D cell confirmed C152 had declared a PAN. Traffic info given. Standard separation maintained.	7000 squawk observed entering Luton Control zone on an easterly track at 2.5 A - Mode S / CAIT revealed callsign as C152 - blind transmissions were made on 129.55 and "CHECK ALL " outbound restriction was placed with Luton Tower. A VFR transit A/C reported that the A/C in question was calling 121.5. - D&D were contacted who confirmed that the A/C had declared a PAN. Infringing A/C subsequently turned south to leave Luton CAS - two inbound A/C were given extended routings to keep clear of zone and landed without further incident. ☐ Supplementary 28/05/14:☐ Pilot was on track then turned left and infringed the Luton CTA & CTR. Realised he was lost and called PAN on guard frequency.
201406437	21/05/2014	EGTT : London (FIR)	Tring	1nm E	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR and CTA (Class D) by an unknown aircraft squawking 7000 at 2500ft. Aircraft identified as a C152. Check-all placed. D&D cell confirmed C152 had declared a PAN. Traffic info given. Standard separation maintained.	7000 squawk observed entering Luton Control zone on an easterly track at 2.5 A - Mode S / CAIT revealed callsign as C152 - blind transmissions were made on 129.55 and "CHECK ALL " outbound restriction was placed with Luton Tower. A VFR transit A/C reported that the A/C in question was calling 121.5. - D&D were contacted who confirmed that the A/C had declared a PAN. Infringing A/C subsequently turned south to leave Luton CAS - two inbound A/C were given extended routings to keep clear of zone and landed without further incident. ☐ Supplementary 28/05/14:☐ Pilot was on track then turned left and infringed the Luton CTA & CTR. Realised he was lost and called PAN on guard frequency.
201406444	21/05/2014	EGTT : London (FIR)	Manchester Low Level Route	1nm E	D	CTR	JODEL	Reciprocating	1	Infringement of Manchester CAS by a Jodel D120 squawking 7000. CAIT activated. Standard separation maintained.	CAIT alerted me to a 7000 (Jodel D120) infringer about 1 mile East of the LLC with no height information, I rang approach and the LAS, approach tried to call the a/c but it wasn't listening out. The tower then rang to say that B737 was going to come out Rwy heading to go South of the infringer, B737 called and the tac turned it left into southeast airspace which had been coordinated. Standard separation was achieved. ☐ Supplementary 29/05/14:☐ Primary contact (A7000) was observed entering the zone and tracking up the eastern edge of the LLR, half a mile inside CAS. Blind transmissions were made on 118.575 and 121.350 to no reply. I rang the tower to advise them of the infringement and advised them to stop the outbounds, they elected to continue departures with coordination with the sectors to maintain 5 mile separation from the traffic. After speaking to Barton the aircraft was identified.☐ Supplementary 08/06/14:☐ Ashcroft Farm co-ordinates loaded from a list and I correctly loaded the northings but carelessly loaded the Thelwall viaduct westings which caused me to turn North 2.5nm early. Also as the Thelwall Viaduct name was printed in the centre of the VFR lane I assumed this was the VRP position. Cause:- Careless planning and failure to check Ashcroft visually
201406444	21/05/2014	EGTT : London (FIR)	Manchester Low Level Route	1nm E	D	CTR	BOEING	Turbofan	2	Infringement of Manchester CAS by a Jodel D120 squawking 7000. CAIT activated. Standard separation maintained.	CAIT alerted me to a 7000 (Jodel D120) infringer about 1 mile East of the LLC with no height information, I rang approach and the LAS, approach tried to call the a/c but it wasn't listening out. The tower then rang to say that B737 was going to come out Rwy heading to go South of the infringer, B737 called and the tac turned it left into southeast airspace which had been coordinated. Standard separation was achieved. ☐ Supplementary 29/05/14:☐ Primary contact (A7000) was observed entering the zone and tracking up the eastern edge of the LLR, half a mile inside CAS. Blind transmissions were made on 118.575 and 121.350 to no reply. I rang the tower to advise them of the infringement and advised them to stop the outbounds, they elected to continue departures with coordination with the sectors to maintain 5 mile separation from the traffic. After speaking to Barton the aircraft was identified.☐ Supplementary 08/06/14:☐ Ashcroft Farm co-ordinates loaded from a list and I correctly loaded the northings but carelessly loaded the Thelwall viaduct westings which caused me to turn North 2.5nm early. Also as the Thelwall Viaduct name was printed in the centre of the VFR lane I assumed this was the VRP position. Cause:- Careless planning and failure to check Ashcroft visually

201406538	26/05/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		G	Restricted area	GRUMMAN	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft showing as a primary contact only, squawking 7010. Aircraft identified as a Grumman AA5.	Working as FIN, RWY 04 in use, steady stream of arrivals. At 1128 7010 observed routing NW 1400, with what appeared to be a primary target right behind same track. Quickly suspected it to be a real A/C, and then it turned pink. B737 base leg at 3000. Opted to turn to the localiser for a shorter final, and descended to 2000. Traffic not called as two light aircraft so close. Blips did not merge. 7010 changed squawk to 0013, and primary continued to paint. Called North Weald ATC, they confirmed deps within the same minute, and gave C/S but I was too busy to make notes, so asked GS to call back. As GS was about to call, primary started to squawk 5031. Mode S data gave callsign of a Grumman AA5. GS phoned Farnborough LARS who confirmed C/S, and advised AA5 routing. A/C called Farnborough LARS as it was approaching the edge of Stansted CAS.
201406538	26/05/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft showing as a primary contact only, squawking 7010. Aircraft identified as a Grumman AA5.	Working as FIN, RWY 04 in use, steady stream of arrivals. At 1128 7010 observed routing NW 1400, with what appeared to be a primary target right behind same track. Quickly suspected it to be a real A/C, and then it turned pink. B737 base leg at 3000. Opted to turn to the localiser for a shorter final, and descended to 2000. Traffic not called as two light aircraft so close. Blips did not merge. 7010 changed squawk to 0013, and primary continued to paint. Called North Weald ATC, they confirmed deps within the same minute, and gave C/S but I was too busy to make notes, so asked GS to call back. As GS was about to call, primary started to squawk 5031. Mode S data gave callsign of a Grumman AA5. GS phoned Farnborough LARS who confirmed C/S, and advised AA5 routing. A/C called Farnborough LARS as it was approaching the edge of Stansted CAS.
201406540	21/05/2014	EGTT : London (FIR)	MID	2.5 SE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 indicating 2800ft, resulting in loss of separation with inbound traffic. Traffic info and avoiding action given.	C172 at 3A entered CTA just South of MID at 3A tracking East. B737 is downwind, just about to give avoiding action when an outbound aircraft checks in he is told to standby and avoiding action given and some traffic information. C172 starts to track North and B737 is turned away again to the localiser. Twr is informed A319 is given delaying action to avoid infringer and climb to keep inside CAS.☐ Supplementary 29/05/14:☐ I planned a circuit of the Isle of Wight and a visit to Redhill for the return via the Dartford Crossing. I made a PPR call to Redhill before leaving. I was running late and, on leaving the Isle of Wight, decided to return directly to EGTR. I decided to call Redhill around MID to tell them I was not coming and then to switch to Farnborough for a basic service and transit. I called Redhill to tell them not to worry and switched to Farnborough. Almost immediately I heard Farnborough ask if the plane about a mile north of MID was on frequency. I responded that it was probably me and I was about to call them. I was surprised that they had called me and looking at the chart realised that I was at 2600ft in the 2500ft LTMA immediately to the east of MID. I descended immediately and the return to EGTR went as planned. I had observed the 3500+ LTMA note to the West of MID and the 2500+ note to the North of Slinfold but , for some inexplicable reason, I had overlooked the 2500+ note immediately to the East of MID and thought I was still in 3500+ airspace.
201406540	21/05/2014	EGTT : London (FIR)	MID	2.5 SE	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a C172 indicating 2800ft, resulting in loss of separation with inbound traffic. Traffic info and avoiding action given.	C172 at 3A entered CTA just South of MID at 3A tracking East. B737 is downwind, just about to give avoiding action when an outbound aircraft checks in he is told to standby and avoiding action given and some traffic information. C172 starts to track North and B737 is turned away again to the localiser. Twr is informed A319 is given delaying action to avoid infringer and climb to keep inside CAS.☐ Supplementary 29/05/14:☐ I planned a circuit of the Isle of Wight and a visit to Redhill for the return via the Dartford Crossing. I made a PPR call to Redhill before leaving. I was running late and, on leaving the Isle of Wight, decided to return directly to EGTR. I decided to call Redhill around MID to tell them I was not coming and then to switch to Farnborough for a basic service and transit. I called Redhill to tell them not to worry and switched to Farnborough. Almost immediately I heard Farnborough ask if the plane about a mile north of MID was on frequency. I responded that it was probably me and I was about to call them. I was surprised that they had called me and looking at the chart realised that I was at 2600ft in the 2500ft LTMA immediately to the east of MID. I descended immediately and the return to EGTR went as planned. I had observed the 3500+ LTMA note to the West of MID and the 2500+ note to the North of Slinfold but , for some inexplicable reason, I had overlooked the 2500+ note immediately to the East of MID and thought I was still in 3500+ airspace.
201406540	21/05/2014	EGTT : London (FIR)	MID	2.5 SE	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a C172 indicating 2800ft, resulting in loss of separation with inbound traffic. Traffic info and avoiding action given.	C172 at 3A entered CTA just South of MID at 3A tracking East. B737 is downwind, just about to give avoiding action when an outbound aircraft checks in he is told to standby and avoiding action given and some traffic information. C172 starts to track North and B737 is turned away again to the localiser. Twr is informed A319 is given delaying action to avoid infringer and climb to keep inside CAS.☐ Supplementary 29/05/14:☐ I planned a circuit of the Isle of Wight and a visit to Redhill for the return via the Dartford Crossing. I made a PPR call to Redhill before leaving. I was running late and, on leaving the Isle of Wight, decided to return directly to EGTR. I decided to call Redhill around MID to tell them I was not coming and then to switch to Farnborough for a basic service and transit. I called Redhill to tell them not to worry and switched to Farnborough. Almost immediately I heard Farnborough ask if the plane about a mile north of MID was on frequency. I responded that it was probably me and I was about to call them. I was surprised that they had called me and looking at the chart realised that I was at 2600ft in the 2500ft LTMA immediately to the east of MID. I descended immediately and the return to EGTR went as planned. I had observed the 3500+ LTMA note to the West of MID and the 2500+ note to the North of Slinfold but , for some inexplicable reason, I had overlooked the 2500+ note immediately to the East of MID and thought I was still in 3500+ airspace.

201406676	26/05/2014	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire	1.75nm E	G	ATZ	CIRRUS	Reciprocating	1	Infringement of the Gloucestershire/Staverton ATZ (Class G) by an unknown aircraft showing as a primary contact only at approx 2000ft. Aircraft identified as an SR22.	At approximately 1215 UTC, a contact was observed on primary radar to pass 1.75 NM East abeam Gloucestershire, northbound. Looking out of the VCR window, a SR22 aircraft corresponding with the radar contact was seen at an estimated level of 2000 ft. Further information gathered from local ATSUs gave the callsign as SR22 and a mode C readout of 2.0A was obtained from Brize Radar (Brize QNH 1019). No contact was made by the pilot at any time on any of the Gloster frequencies. A similar event occurred some three hours prior to this, with the aircraft travelling in the opposite direction but at a slightly higher level. Appropriate CAA action is to be taken as a result of this incident.
201406743	24/05/2014	EGTT : London (FIR)	EGSL : Andrewsfield	3nm NE	G	Restricted area	SUPERMARINE	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by an unknown aircraft squawking 7000 with no Mode C, causing two aircraft to be delayed. Aircraft later identified as a Spitfire. Traffic info given.	
201406795	26/05/2014	EGTT : London (FIR)	Not specified		D	CTA	PIPER	Reciprocating	1	Possible infringement of the Manchester CTA (Class D) by a PA28 maintaining 2200ft. CAIT activated. Standard separation maintained.	CAIT alerted us to an infringer just north of BARTN. Callsign was a PA28 and was maintaining 2.2A where the base of controlled airspace is 2A. Two outbound were in conflict with it but separation was maintained without the need for avoiding action. Once the infringer reached Barton aerodrome it descended beneath CAS.
201406795	26/05/2014	EGTT : London (FIR)	Not specified		D	CTA	UNKNOWN	Unknown		Possible infringement of the Manchester CTA (Class D) by a PA28 maintaining 2200ft. CAIT activated. Standard separation maintained.	CAIT alerted us to an infringer just north of BARTN. Callsign was a PA28 and was maintaining 2.2A where the base of controlled airspace is 2A. Two outbound were in conflict with it but separation was maintained without the need for avoiding action. Once the infringer reached Barton aerodrome it descended beneath CAS.
201406795	26/05/2014	EGTT : London (FIR)	Not specified		D	CTA	UNKNOWN	Unknown		Possible infringement of the Manchester CTA (Class D) by a PA28 maintaining 2200ft. CAIT activated. Standard separation maintained.	CAIT alerted us to an infringer just north of BARTN. Callsign was a PA28 and was maintaining 2.2A where the base of controlled airspace is 2A. Two outbound were in conflict with it but separation was maintained without the need for avoiding action. Once the infringer reached Barton aerodrome it descended beneath CAS.

201406936	30/05/2014	EGTT : London (FIR)	EGNS (IOM): Isle Of Man/Ronaldsway	5 NE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Isle of Man CTR (Class D) by an R44. Standard separation maintained.	R44 called saying that he was airborne from Mount Murray Hotel and wished to transit the control zone. The pilot was advised he had lifted into Class D airspace without an ATC clearance.
201406953	31/05/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	5 SE	D	CTR	VANS	Reciprocating	1	Infringement of the Luton CTR (Class D) by an RV8. Standard separation maintained. Traffic info given.	At 1117z, an aircraft with 5030 Mode A and no Mode C entered the Luton CTR 5 miles SE of Luton Airport. The aircraft was on a NNW track. I phoned Farnborough who at the time of picking up the phone were issuing instructions to the aircraft to leave CAS. I then phoned Luton Tower to suspend departures with one CLN departure waiting to depart. At the time I was in control of one VFR transit aircraft and traffic info was given. I subsequently received the details of the infringing aircraft from the Farnborough ATSA. □ Supplementary 03/06/14: □ I was working LARS N+E boxed, having just taken over the position. The frequency had just started a phase on quietening down after being extremely busy with up to 30 a/c on frequency. I can't recall if I noticed the RV8 (squawking 5030) infringe the EGGW CTR before or after the EGGW line started to ring, but the moment I noticed I asked the pilot to turn South immediately if able and advised his position inside CAS. I had no response initially and answered the phone. I asked the EGGW controller if he was calling reference the 5030 which he was, so advised I was trying to raise him and turn him out now. The RV8 pilot acknowledged my second call to turn South, so I again advised it to turn South immediately if able, and tried to keep the pilot calm while informing the pilot of possible conflicting traffic to the SW entering the EGGW CTR on a EGGW squawk. After leaving CAS I assisted the RV8 with his navigation, and told the pilot to try flying NE over the EGLG ATZ to get back enroute, assessing this to be the safest course given possible pilot confusion. RV8 then resumed own navigation without further incident. EGSS did call a
201406966	31/05/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	10-12nm SW	D	CTA	CESSNA	Reciprocating	1	Infringement of Stansted TMZ 2 (Class G) and Stansted CTA (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with an inbound B737. Aircraft identified as a C177. Traffic info and avoiding action given.	While vectoring a/c inbound for runway 04 I noticed a magenta primary only contact enter TMZ2 tracking south-east. I gave avoiding action and traffic information to B737 who was downwind at 3000'. The unknown a/c entered the Hunsdon Microlight activity area and more or less remained within this area. B737 was then vectored downwind right-hand for runway 04 at 3000'. I handed over position to another controller and immediately after an unknown a/c entered the CTA just to the west of North Weald tracking SE and indicating 2000', and clipping the corner. The unknown was identified by mode s as a C177 which passed behind B737 who had been turned onto a base-leg. Traffic information was passed to B737. Avoiding action was not taken as the a/c were diverging from each other. Southend advised on the details of C177.
201406966	31/05/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	10-12nm SW	D	CTA	BOEING	Turbofan	2	Infringement of Stansted TMZ 2 (Class G) and Stansted CTA (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with an inbound B737. Aircraft identified as a C177. Traffic info and avoiding action given.	While vectoring a/c inbound for runway 04 I noticed a magenta primary only contact enter TMZ2 tracking south-east. I gave avoiding action and traffic information to B737 who was downwind at 3000'. The unknown a/c entered the Hunsdon Microlight activity area and more or less remained within this area. B737 was then vectored downwind right-hand for runway 04 at 3000'. I handed over position to another controller and immediately after an unknown a/c entered the CTA just to the west of North Weald tracking SE and indicating 2000', and clipping the corner. The unknown was identified by mode s as a C177 which passed behind B737 who had been turned onto a base-leg. Traffic information was passed to B737. Avoiding action was not taken as the a/c were diverging from each other. Southend advised on the details of C177.
201406967	30/05/2014	EGTT : London (FIR)	EGNS (IOM): Isle Of Man/Ronaldsway		D	CTR	CESSNA	Reciprocating	1	Infringement of the Isle of Man CTR (Class D) by a C172 at 2500ft. Standard separation maintained. Appropriate advice subsequently given to the pilot concerned.	

201406968	30/05/2014	EGTT : London (FIR)	EGNS (IOM): Isle Of Man/Ronaldsway	10 NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Isle of Man CTR (Class D) by a PA32. Standard separation maintained. Appropriate advice subsequently given by ATC.	
201406974	01/06/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA 2 (Class D) by a PA28 indicating 2000ft. Standard separation maintained. Operator alerted.	At 1126z, secondary cait was activated when the PA28 entered the CTA indicating altitude 2000ft on an easterly track. I called North Weald but they weren't talking to the aircraft. The Luton controller stated he had just finished giving a service to PA28 so he was able to give me the details. Fortunately there was no IFR traffic in the vicinity at the time. We are using RW04 this morning and aircraft are regularly operating in that area at 2000ft on a base leg. Aircraft descended to 1700ft and left the CTA to the south of North Weald.☐ Supplementary 08/07/14:☐ Due to miscalculated wind component, I drifted slightly, which put me inside the Stansted CTA without realising.
201407083	31/05/2014	EGTT : London (FIR)	Eskmeals Range EGD406		G	Danger area	UNKNOWN	Unknown	1	Danger Area Infringement - EGD406.	At 1220(L), a light a/c (with red leading edges) flew South to North over one of the firing batteries at 500ft. Checkfire procedures were implemented until the a/c cleared the Range at 1224 (L).
201407083	31/05/2014	EGTT : London (FIR)	Eskmeals Range EGD406		G	Danger area	OTHER	Turboshaft	2	Danger Area Infringement - EGD406.	At 1220(L), a light a/c (with red leading edges) flew South to North over one of the firing batteries at 500ft. Checkfire procedures were implemented until the a/c cleared the Range at 1224 (L).
201407095	03/06/2014	EGTT : London (FIR)	EGCB : Manchester/Barton		G	ATZ	PIPER	Reciprocating	1	Infringement of the Manchester Barton ATZ (Class G) by a PA28. Traffic info given.	PA28 departed EGCB at 0902z after advising he was departing on a local flight. The pilot reported departing the circuit towards the POL VOR at 0904 and then subsequently advised he was changing frequency to Manchester Radar on 118.575 at 0914. At 0916 the aircraft appeared in the overhead at EGCB tracking NE to SW at an unknown height. The only other aircraft in the circuit was advised of the PA28 and the situation and advised he was looking for the aircraft. Manchester Radar were phoned on the Direct Line and reported that they had had no contact from the PA28 and that they were not working him. It later transpired that the pilot was landing away at Wolverhampton.

201407125	04/06/2014	EGTT : London (FIR)	EGNS (IOM): Isle Of Man/Ronaldsway	5 NE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the IOM TT RA-T (Class D) by an R44 towards the Mount Murray Hotel.	7000 squawk and primary return observed tracking through the TT RA-T inside CAS towards Mount Murray Hotel from the Peel direction. Return disappeared at the Hotel. The return was visually acquired by ADC as a helicopter.
201407137	26/05/2014	EGTT : London (FIR)	EGCT : Tilstock		G	Other	BOLKOW	Reciprocating	1	UK AIRPROX 2014/072 - Infringement of the Tilstock parachute drop zone area (Class G) by a Bolkow Bo209 at 1500ft came into close proximity with a parachutist.	CAA Closure:☐ No response from PIC. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201407153	01/06/2014	EGTT : London (FIR)	EGDY (YEO): Yeovilton		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Yeovilton ATZ (Class G) by a civilian helicopter (believed R44) at 800ft.	RNAS Yeovilton was closed for military flying. Yeovilton Flying Club (GA) and Gliding Club were operating. Weather was fine, visibility over 10km, no cloud below 2000ft. Runway in use was 27L. Circuit height is 800ft. I was standing by my aircraft on South Dispersal, about to refuel. One glider was on runway 27 prior to launch, one GA aircraft was taxiing from North to South Dispersals. No club aircraft were airborne at the time. I watched a black civilian helicopter, I believe an R44, approach from the east and fly at circuit height the wrong way down the precise path of the downwind leg of 27L. The Gliding Club operates its activities from a bus, using 120.800 MHz (Tower freq). I immediately called on their mobile number - they had not observed the helicopter, but confirmed that no radio transmission had been made. I was Yeovilton Flying Club Duty Pilot for the day.
201407156	04/06/2014	EGTT : London (FIR)	MALBY	5nm North	A	Other	CIRRUS	Reciprocating	1	Infringement of Airway L9 (Class A) by an SR22 squawking 7000 at FL94.	SR22 was cleared by ADC for take-off, understood to be on a VFR flight plan from EGBJ to LFAT via the GWC. ATD 14:50 UTC and VFR DEP signal sent. After being transferred to Approach, the pilot advised he was climbing to 1300 ft, and was provided with a Basic Service, as is routine for VFR flights. When the aircraft was approximately eight miles South, I ascertained that the pilot wished to transfer to Brize Radar for a service (the pilot received a service from Brize on his inbound flight), and so the pilot was cleared to freecall Brize on 124.275 MHz. Some five minutes later, the pilot came back onto the Gloster Approach frequency with words to the effect that Brize were not expecting him. I suspected there might have been some difficulty understanding the pilot's request/intentions, so, still believing the pilot to be flying VFR, I suggested he tried Brize LARS again, and to explain that he required a radar service for his VFR transit. The pilot then stated he was flying IFR and climbing FL90 to MALBY. I advised the pilot that we had him booked out on a VFR flight plan to LFAT via the GWC, and suggested he should stop climb FL60 and remain outside CAS. The pilot advised he had filed both a VFR and an IFR flight plan but, after electing to fly IFR, had not cancelled his VFR plan (ADC only had a flight progress strip for the VFR flight). The pilot then stated he was happy to continue to his destination on his VFR flight plan, at which point he was advised to remain outside CAS and freecall en route.☐ Supplementary 04/06/14:☐ At 14.59, 7000 squawk was seen entering CAS 5 miles North of Malby climbing to FL94. After passing Malby, the squawk changed to a Brize Squawk and the aircraft descended to
201407182	05/06/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	8 NE	D	CTR	AMERICAN AVIATION	Reciprocating	1	Infringement of the Southampton CTR (Class D) and subsequent loss of separation with an inbound DHC8 by an AA5.	At time 1001 I was halfway through a handover of the radar position when an unknown primary contact was seen approaching the zone boundary from the North, I made a blind call to it with no reply, and so gave a DHC8 (downwind left for R/W20) avoiding action against it, with traffic info as the contact entered. More blind calls were made, with no reply. The DHC8 crew said that they could see a light fixed wing aircraft at low level to the North of them as they turned. I estimate that separation was reduced to less than 3nm as the DHC8 turned. My colleague was happy to take the handover, and continued to call the contact with no reply, the contact continued southbound towards the aerodrome and then turned back towards the DHC8, causing the new controller to take further avoiding action away from him (at one point he was forced to take the DHC8 outside of CAS to keep some distance from the unknown). The tower controller identified the aircraft as possibly a PA28 at approximately 1500 or 2000 feet. The contact left CAS and disappeared in the vicinity of Popham. Farnborough were contacted by the ATSA but said that they were not working anything in the vicinity.☐ Supplementary 09/06/14:☐ Routing from Petersfield to Popham at 2000ft AGL, visual with Lasham on right of track, visual with New Arlsford on the NE corner of the Solent CTA. At this point I checked bearing and GPS track to find Lost Satellite signal indicated , no warning tone received from GPS. While re-orientating on looking up, perceived Winchester in the distance to be Basingstoke. Set heading for 'Basingstoke', flew for approx 3 minutes, realised error, reset course and left

201407182	05/06/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	8 NE	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) and subsequent loss of separation with an inbound DHC8 by an AA5.	At time 1001 I was halfway through a handover of the radar position when an unknown primary contact was seen approaching the zone boundary from the North, I made a blind call to it with no reply, and so gave a DHC8 (downwind left for R/W20) avoiding action against it, with traffic info as the contact entered. More blind calls were made, with no reply. The DHC8 crew said that they could see a light fixed wing aircraft at low level to the North of them as they turned. I estimate that separation was reduced to less than 3nm as the DHC8 turned. My colleague was happy to take the handover, and continued to call the contact with no reply, the contact continued southbound towards the aerodrome and then turned back towards the DHC8, causing the new controller to take further avoiding action away from him (at one point he was forced to take the DHC8 outside of CAS to keep some distance from the unknown). The tower controller identified the aircraft as possibly a PA28 at approximately 1500 or 2000 feet. The contact left CAS and disappeared in the vicinity of Popham. Farnborough were contacted by the ATSA but said that they were not working anything in the vicinity.☐ Supplementary 09/06/14:☐ Routing from Petersfield to Popham at 2000ft AGL, visual with Lasham on right of track, visual with New Arlsford on the NE corner of the Solent CTA. At this point I checked bearing and GPS track to find Lost Satellite signal indicated , no warning tone received from GPS. While re-orientating on looking up, perceived Winchester in the distance to be Basingstoke. Set heading for 'Basingstoke', flew for approx 3 minutes, realised error, reset course and left
201407221	05/06/2014	EGTT : London (FIR)	MCT	Bearing 218 Range 11nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C152 squawking 7426 with no height information. Departures stopped.	I noticed a C152 on a 7426 squawk with no height information south of EGCC when the stafa radar controller called to ask for more of my airspace with a CC departure in order to avoid him. I then hooked the target on the radar and made my Tactical aware of where it was, as it was tracking toward my airspace in the WHI area. A321 was then seen on radar airborne from CC and then called on frequency. At the time, there was at least 8 miles lateral between them. My tactical then turned the A321 further north in order to create more room, hence separation was not lost and the A321 was never in any danger and was unaware of the C152. I rang CC Tower to ask if he was aware of the aircrafts presence, he informed me he was and had stopped departures. I rang EGGP and they were also unaware and were trying to reach him with a blind transition. I searched in the SIRS for the squawk, 7426 came up as the EGOS conspicuously squawk. I then ran the LAS on duty and informed him of all that had happened and he proceeded to contact EGOS, who were eventually able to contact the aircraft, and he subsequently turned south away from the CC departure track and normal operations resumed.☐ Supplementary 07/06/14:☐ Operating as the safety controller on a level 3 check, we noticed a 7426 code entering the CTR in the Holmes Chapel vicinity. No height information was available but the callsign was obtained from the RSS radar. The aircraft entered controlled airspace without a clearance at approx' 1418z and remained inside controlled airspace until eventually leaving the CTR in the Northwich area at time 1425z. Initially a Check was issued to Sanba and Listo
201407221	05/06/2014	EGTT : London (FIR)	MCT	Bearing 218 Range 11nm	D	CTR	AIRBUS	Turbofan	2	Infringement of the Manchester CTR (Class D) by a C152 squawking 7426 with no height information. Departures stopped.	I noticed a C152 on a 7426 squawk with no height information south of EGCC when the stafa radar controller called to ask for more of my airspace with a CC departure in order to avoid him. I then hooked the target on the radar and made my Tactical aware of where it was, as it was tracking toward my airspace in the WHI area. A321 was then seen on radar airborne from CC and then called on frequency. At the time, there was at least 8 miles lateral between them. My tactical then turned the A321 further north in order to create more room, hence separation was not lost and the A321 was never in any danger and was unaware of the C152. I rang CC Tower to ask if he was aware of the aircrafts presence, he informed me he was and had stopped departures. I rang EGGP and they were also unaware and were trying to reach him with a blind transition. I searched in the SIRS for the squawk, 7426 came up as the EGOS conspicuously squawk. I then ran the LAS on duty and informed him of all that had happened and he proceeded to contact EGOS, who were eventually able to contact the aircraft, and he subsequently turned south away from the CC departure track and normal operations resumed.☐ Supplementary 07/06/14:☐ Operating as the safety controller on a level 3 check, we noticed a 7426 code entering the CTR in the Holmes Chapel vicinity. No height information was available but the callsign was obtained from the RSS radar. The aircraft entered controlled airspace without a clearance at approx' 1418z and remained inside controlled airspace until eventually leaving the CTR in the Northwich area at time 1425z. Initially a Check was issued to Sanba and Listo
201407239	05/06/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool		D	CTR	BELL	Turboshaft	1	Infringement of the Liverpool CTR (Class D) by a Bell 206 at 1500ft. Standard separation maintained.	A 7000 Squawk was observed entering Controlled Air Space SW of Capenhurst. The Aircraft previously was carrying a Hawarden squawk. I spoke to them and he was told to remain outside CAS. Hawarden said it was a B06 inbound to a private site at Neston. I tried calling him, but to no avail. A departure was delayed until the infringer was observed landing on the boundary of CAS. Pilot contacted after landing.
201407265	05/06/2014	EGTT : London (FIR)	BKY	6nm E	D	CTA	HARMON	Reciprocating	1	Infringement of the Luton CTA (Class D) by an unknown aircraft showing as a primary contact only, resulting in a potential conflict with an A319 on final approach to R/W26. Infringer identified via Biggin Hill. Traffic info and avoiding action given.	Whilst working as INT I noticed a fast moving primary contact (believed to be outside of CAS) tracking towards the Luton CTA. I also had an A319 on the final approach path. I was a little concerned by the track of the primary contact and elected to give traffic info to the inbound aircraft. Later during the series of events the contact set a squawk of 7000 but with no Mode C and entered the Luton CTA - I elected to break A319 off the approach and reposition at this point. I estimate (and the pilot informed me) that at the point the contact entered the CTA before the break off they were 1.5 miles away. The contact left the zone to the SE of Luton and the inbound aircraft was repositioned. I tracked the contact as it continued in a southerly direction navigating around the London control zone to the East. Sometime later it set a Biggin Hill conspicuity squawk so I phoned Biggin Hill and asked them to allocate a squawk of 4670 to the aircraft. The Biggin Hill controller gave the details of the a/c. This phone call took place on another panel as I was on a break at the time. CAIT activated.☐ CAA Closure:☐ Pilot error-loss of situational awareness. Warning letter issued.

201407265	05/06/2014	EGTT : London (FIR)	BKY	6nm E	D	CTA	AIRBUS	Turbofan	2	Infringement of the Luton CTA (Class D) by an unknown aircraft showing as a primary contact only, resulting in a potential conflict with an A319 on final approach to R/W26. Infringer identified via Biggin Hill. Traffic info and avoiding action given.	Whilst working as INT I noticed a fast moving primary contact (believed to be outside of CAS) tracking towards the Luton CTA. I also had an A319 on the final approach path. I was a little concerned by the track of the primary contact and elected to give traffic info to the inbound aircraft. Later during the series of events the contact set a squawk of 7000 but with no Mode C and entered the Luton CTA - I elected to break A319 off the approach and reposition at this point. I estimate (and the pilot informed me) that at the point the contact entered the CTA before the break off they were 1.5 miles away. The contact left the zone to the SE of Luton and the inbound aircraft was repositioned. I tracked the contact as it continued in a southerly direction navigating around the London control zone to the East. Sometime later it set a Biggin Hill conspicuity squawk so I phoned Biggin Hill and asked them to allocate a squawk of 4670 to the aircraft. The Biggin Hill controller gave the details of the a/c. This phone call took place on another panel as I was on a break at the time. CAIT activated.☐ CAA Closure:☐ Pilot error-loss of situational awareness. Warning letter issued.
201407307	06/06/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	10nm SW	A	TMA	CESSNA	Reciprocating	1	Possible infringement of the Manchester TMA (Class A) by a C152. Traffic info and avoiding action given to a departing B737. CAIT activated.	On sector as WAL/IOM Tactical C152 set of CAIT when he appeared slightly East of the Low Level Corridor approximately 10 miles SW of Manchester. C152 was indicating 1200/1300 feet and was in conflict with B737 who was departing out of Manchester. I gave an avoiding action turn to B737 and by the time the pilot had acknowledged the instruction the aircraft had passed each other therefore I informed the B737 that the turn had been due to infringing traffic which they had now passed and instructed the aircraft to resume own navigation. C152 went back inside the Low level Corridor very quickly and CAIT de-activated. The aircraft continued South and changed to a 7426 squawk and activated CAIT again when it climbed to 2600 feet where the base was 2500 feet. Again this deactivated very quickly when the aircraft crossed the boundary where the base rises to 4500 feet. ☐ Supplementary 11/06/14:☐ On investigation, C152 did not exit the LLR, and therefore there was no loss of separation. It did track right up to the boundary at an acute angle before turning, however did not 'cross the line'. CAIT activated as C152 was so close to the boundary.☐ Supplementary 17/06/14:☐ Flying at 2400. Height confirmed by Shawbury ATC on transfer from Manchester. Sincere apologies for creating a problem. Did not notice the infringement.
201407307	06/06/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	10nm SW	A	TMA	BOEING	Turbofan	2	Possible infringement of the Manchester TMA (Class A) by a C152. Traffic info and avoiding action given to a departing B737. CAIT activated.	On sector as WAL/IOM Tactical C152 set of CAIT when he appeared slightly East of the Low Level Corridor approximately 10 miles SW of Manchester. C152 was indicating 1200/1300 feet and was in conflict with B737 who was departing out of Manchester. I gave an avoiding action turn to B737 and by the time the pilot had acknowledged the instruction the aircraft had passed each other therefore I informed the B737 that the turn had been due to infringing traffic which they had now passed and instructed the aircraft to resume own navigation. C152 went back inside the Low level Corridor very quickly and CAIT de-activated. The aircraft continued South and changed to a 7426 squawk and activated CAIT again when it climbed to 2600 feet where the base was 2500 feet. Again this deactivated very quickly when the aircraft crossed the boundary where the base rises to 4500 feet. ☐ Supplementary 11/06/14:☐ On investigation, C152 did not exit the LLR, and therefore there was no loss of separation. It did track right up to the boundary at an acute angle before turning, however did not 'cross the line'. CAIT activated as C152 was so close to the boundary.☐ Supplementary 17/06/14:☐ Flying at 2400. Height confirmed by Shawbury ATC on transfer from Manchester. Sincere apologies for creating a problem. Did not notice the infringement.
201407317	31/05/2014	EGTT : London (FIR)	EGNR : Hawarden	5nm SW	A	Other	CESSNA	Reciprocating	1	Infringement of Airway N864 (Class A) by an unknown aircraft squawking 1177, in climb to 3300ft. Aircraft believed to be a C172. CAIT activated. Standard separation maintained.	At approximately 1535z, a CAIT alert was displayed on a contact 5nm SW Hawarden. The contact was observed to be squawking 1177 (FIS), tracking Westbound and climbing to altitude of 3.3A. The contact continued Westbound at 3.3A and infringed CAS for around 5mins before slowly descending below CAS. A phone call was made to Liverpool (Hawarden were closed for the day) to ascertain if they were aware of the traffic- they were not. A phone call was also made to London Information where a few probable details were ascertained. These were; a C172 was told to ROCAS 5nm SW Hawarden.
201407331	05/06/2014	EGTT : London (FIR)	Guildford		D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a DR400 squawking 7000. Standard separation maintained.	Working LARS W during CAS T 7000 observed westbound at Dorking. Contact was attempted several times from approx. 12:28. The a/c infringed at Guildford at 12:31, leaving in a southbound direction approx. 3 mins later. The a/c was A only, callsign obtained from Mode S.

201407356	08/06/2014	EGTT : London (FIR)	SAM	7nm NNE	D	CTR	UNKNOWN	Unknown		Infringement of the Solent CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft described as a microlight at approx 2000ft. Traffic info given. Standard separation maintained.	Primary contact observed approx 7 NM North of SAM, 1 NM inside CTR, I have no recollection of the return painting prior to this point. Traffic info given to VFR traffic in the vicinity but no blind call made. Contact continued South to a point 6nm North of SAM before turning left and leaving the CTR 3 minutes later at 1538. Attempts made using other a/c to identify infringing a/c after it had passed the CTR boundary- this a/c described it as "a microlight" at "about 2000ft". Radar contact finally lost at 324/8 NM SAM at 1553.
201407356	08/06/2014	EGTT : London (FIR)	SAM	7nm NNE	D	CTR	SIAI MARCHETTI	Reciprocating	1	Infringement of the Solent CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft described as a microlight at approx 2000ft. Traffic info given. Standard separation maintained.	Primary contact observed approx 7 NM North of SAM, 1 NM inside CTR, I have no recollection of the return painting prior to this point. Traffic info given to VFR traffic in the vicinity but no blind call made. Contact continued South to a point 6nm North of SAM before turning left and leaving the CTR 3 minutes later at 1538. Attempts made using other a/c to identify infringing a/c after it had passed the CTR boundary- this a/c described it as "a microlight" at "about 2000ft". Radar contact finally lost at 324/8 NM SAM at 1553.
201407366	08/06/2014	EGTT : London (FIR)	EGLC (LCY): London city	E	D	CTA	FLIGHT DESIGN	Reciprocating	1	Infringement of the London City CTA (Class D) by a Flight Design CT2K, resulting in loss of separation with an EMB190 in descent to R/W27. Traffic info and avoiding action given.	EMB190 was established on the localiser for R/W27. I noticed an aircraft climbing under the London City CTA. The infringing aircraft climbed to approx. 2000ft. I took avoiding action with the EMB190 and achieved about 2nm lateral and 1000ft vertical separation. Traffic info was passed and the EMB190 pilot was visual with the offending plane. Flight Design CT2K was listening to the frequency and contacted me to apologise. The aircraft subsequently called their intended destination and I managed to get all details and verify the level.☐ CAA Closure:☐ Pilot error-distraction. Warning letter issued.
201407366	08/06/2014	EGTT : London (FIR)	EGLC (LCY): London city	E	D	CTA	EMBRAER	Turbofan	2	Infringement of the London City CTA (Class D) by a Flight Design CT2K, resulting in loss of separation with an EMB190 in descent to R/W27. Traffic info and avoiding action given.	EMB190 was established on the localiser for R/W27. I noticed an aircraft climbing under the London City CTA. The infringing aircraft climbed to approx. 2000ft. I took avoiding action with the EMB190 and achieved about 2nm lateral and 1000ft vertical separation. Traffic info was passed and the EMB190 pilot was visual with the offending plane. Flight Design CT2K was listening to the frequency and contacted me to apologise. The aircraft subsequently called their intended destination and I managed to get all details and verify the level.☐ CAA Closure:☐ Pilot error-distraction. Warning letter issued.
201407436	08/06/2014	EGTT : London (FIR)	Farnborough		G	ATZ	ROBINSON	Reciprocating	1	Infringement of Farnborough ATZ (Class G) by two R22s at 1000ft.	

201407436	08/06/2014	EGTT : London (FIR)	Farnborough		G	ATZ	ROBINSON	Reciprocating	1	Infringement of Farnborough ATZ (Class G) by two R22s at 1000ft.	
201407443	09/06/2014	EGTT : London (UIR)	ROVNI	Bearing 180 Range 6nm	C	Danger area	AIRBUS	Unknown	1	Infringement of active Danger Area D323C by two commercial aircraft.	I was the LAS East when I was asked by the S10/11P to see whether the 'notified as active' D323B and C could be suspended in the southern area which penetrates North Sea airspace, in order for 2 a/c which were weather avoiding could enter. I asked the Swanwick Mil East Supervisor at time 1513 whether we could weather avoid into D323B and C at the southern end of the danger areas. He indicated that although the D323B and C were active, the military aircraft weren't airborne; the southern portion which lies within the North Sea airspace was now ours. I thanked him and communicated this to the S10/11P. At about 1520, with S10 now split from S11, the Swanwick Mil East Supervisor approached me near S11P to advise me the military aircraft had just pre-noted for D323B and C. I wasn't aware of the significance of the pre-note from a Civil point of view and he didn't stress to me that the D323B and C were now active, as I believed that he would advise me when the a/c were airborne. At the time we had fltnum5517 and fltnum474 weather avoiding within the D323B and C. A few minutes later, another Swanwick Mil Supervisor approached me to advise that there had been a misunderstanding of how the pre-note message was delivered to me, without emphasising the impact to civil operations and that the D323B and C became instantaneously active. As soon as I became aware of the activity state of D323B and C, I immediately advised the S11T and P and they did their best to vacate the danger area ASAP.☐ Supplementary 09/06/14:☐ North Sea was extremely busy due to weather at the western end of the sector. A/C were
201407443	09/06/2014	EGTT : London (UIR)	ROVNI	Bearing 180 Range 6nm	C	Danger area	UNKNOWN	Unknown		Infringement of active Danger Area D323C by two commercial aircraft.	I was the LAS East when I was asked by the S10/11P to see whether the 'notified as active' D323B and C could be suspended in the southern area which penetrates North Sea airspace, in order for 2 a/c which were weather avoiding could enter. I asked the Swanwick Mil East Supervisor at time 1513 whether we could weather avoid into D323B and C at the southern end of the danger areas. He indicated that although the D323B and C were active, the military aircraft weren't airborne; the southern portion which lies within the North Sea airspace was now ours. I thanked him and communicated this to the S10/11P. At about 1520, with S10 now split from S11, the Swanwick Mil East Supervisor approached me near S11P to advise me the military aircraft had just pre-noted for D323B and C. I wasn't aware of the significance of the pre-note from a Civil point of view and he didn't stress to me that the D323B and C were now active, as I believed that he would advise me when the a/c were airborne. At the time we had fltnum5517 and fltnum474 weather avoiding within the D323B and C. A few minutes later, another Swanwick Mil Supervisor approached me to advise that there had been a misunderstanding of how the pre-note message was delivered to me, without emphasising the impact to civil operations and that the D323B and C became instantaneously active. As soon as I became aware of the activity state of D323B and C, I immediately advised the S11T and P and they did their best to vacate the danger area ASAP.☐ Supplementary 09/06/14:☐ North Sea was extremely busy due to weather at the western end of the sector. A/C were
201407456	09/06/2014	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	8 NW	D	CTR	BELL	Turboshaft	1	Infringement of the Leeds Bradford CTR (Class D) by a Bell 206 at 1000ft. Standard separation maintained.	0036 squawk observed getting close to zone boundary. 2 blind transmissions were made in an attempt to get 2 way with aircraft. The acft was then observed entering and transiting CAS. Another call was made when the acft was underneath approx a 5 mile final 14. This time the acft responded and informed me he was low level and could not raise me to gain an entry clearance. The acft was cleared to continue as required and to remain clear of the airfield. No traffic affected. 090/11 28km nil wx few 016 +
201407464	09/06/2014	EGTT : London (FIR)	NORRY	Basildon			CESSNA	Reciprocating	1	Transponder malfunction. Airspace infringement.	CAIT activated by infringing aircraft at FL68 and climbing to FL80 in the NORRY area. Aircraft tracked and identified. Transponder issue identified. Operator will rectify.

201407470	07/06/2014	EGTT : London (FIR)	EGCV : Sleaf		G	ATZ	PIPER	Reciprocating	1	Infringement of the Sleaf ATZ (Class G) by a PA28.	I was the TC (Zone) controller at the time of the occurrence. A PA28 requested a BS, routing from the IOM to Wolverhampton. He was believed to be NW of SHY stating that he was at 900' on QNH 1010. After issuing the service and passing the SHY QNH 1010, the pilot continued on his route. Due to the known area of poor radar coverage I did not see any primary or secondary contact in the area of the DF spike to the NW. This was anticipated due to the ac altitude and the poor radar coverage to the NW of Shawbury. After approximately 10mins I saw a non-squawking contact WNW of Sleaf, inside the ATZ by 1/2 mile. I did not respond to this contact as it is usual for Sleaf cct traffic to be painting this way on radar. When the contact was directly W abeam Sleaf my BS squawk of 7426 displayed on radar, correlating with the previous non squawker inside the Sleaf ATZ. I asked the pilot if he was in the Sleaf ATZ and if so, had he received permission to enter their airspace. The pilot stated that he had not received permission from Sleaf and that he had been on my frequency all the time. I immediately contacted Sleaf Tower to inform them of the a/c. Sleaf stated that they had seen "something fly through" but they had nothing happening at their field at the time and they were happy for me to continue as an ATZ transit. I informed the pilot that I had gained permission for him to continue on his transit of Sleaf. I also reminded him that I could only give him permission to transit ATZ's, which I am directly responsible for. If he is requesting to transit any other ATZ he must gain specific permission from the ATZ operators to transit. To which he replied "confirmed". I contacted Wolverhampton Tower and requested that they ask the pilot to contact the Shawbury ATC
201407540	11/06/2014	EGTT : London (FIR)	DET	5 N	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 3900ft. Standard separation maintained.	I was mentoring a trainee on Thames Radar when I spotted a 7000 squawk North of DET by approx 5nms tracking East, with a Mode C readout of 3600 feet and slowly climbing; the highest altitude that the Mode C readout gave was 3900'. I contacted FIR East as I saw the 7000 squawk switch to a FIS squawk and they confirmed they were working an ac in the position that I passed to them. I asked them to ask the pilot to squawk 7030 so that I could positively identify the a/c. Once positively identified, FIR East gave me the necessary a/c details.
201407558	11/06/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	8 SE	D	CTR	VANS	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Vans RV9 at 2000ft. Standard separation maintained.	A 7000 was observed entering the GW zone from the SE from the direction of EGLG at 2200 feet. I called the tower and went check all. It was tracking west, I did a blind transmission and shortly after it turned to the South. It then squawked 5020 after leaving controlled airspace and I got the following details from LF LARS RV7 from EGLG to Weston Zoyland. No traffic was affected.
201407585	12/06/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	Low level corridor			CIRRUS	Reciprocating	1	Infringement due to faulty transponder.	I was working as Combined WAL Tactical and Planner. I observed through a CAIT alert that aircraft (SSR 7000 - Callsign derived from Mode S) was routing southbound following the Low Level Corridor but was fluctuating between 1.3A and 1.4A. I called the W2 LAS to enable them to notify the appropriate agencies. Supplementary 13/6/14: I was on radar last night and aircraft called up. I cleared him through the Manchester Low Level Route and gave him all the appropriate info, which he read back correctly. He then proceeded to inform me that his Mode C was not working correctly and that he had had an "infringement incident" earlier that day. It looks as though his Mode C is over reading. He was quite annoyed with the situation stating that the engineers should have sorted it. Whilst on my frequency last night his Mode C was turned off (which he informed me was due to it malfunctioning).
201407616	12/06/2014	EGTT : London (FIR)	Syerston		G	ATZ	PIPER	Reciprocating	1	PA28 infringed Syerston ATZ (Class G) and subsequently performed an unauthorised landing on disused R/W24.	An aircraft was spotted entering the Syerston ATZ. The aircraft subsequently landed on Runway 24 Centre and proceeded to taxi down the disused runway. No R/T calls were received and attempts to contact the aircraft were unsuccessful. The pilot was subsequently stopped from taxiing down the disused runway, through the use of hand signals, and then proceeded to select the correct taxi route to the hangar. He was met by several CGS personnel whom dispatched from CGS HQ and spoke to the pilot verbally. Tollerton Tower were contacted to see if they had an aircraft of this description. They were aware of the aircraft as he was giving R/T circuit position calls on the Tollerton frequency. He was completing a transit but when questioned was not sure of his location. He was verbally briefed how to depart from Syerston and shown where his intended destination was on his map. Since there was no flying activity at Syerston, the CGS personnel elected not to ask him to contact Syerston Radio, as they were concerned about overloading him with information. They subsequently briefed the Duty Instructor before the aircrafts departure. CAA Closure: Navigation error. Warning letter sent.

201407639	12/06/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	18	A	TMA	CESSNA	Reciprocating	1	Infringement of LTMA (Class A) by a C172 at 6300ft. Traffic info given. Standard separation maintained.	I had noticed a Lakenheath squawk (0451) tracking towards CAS at FL65 NE of Stansted by about 23 miles. As a B737, inbound from the East, crossed over the line between FL95 and FL85 I checked again and realised the C172 was just about to enter CAS at 6300 feet (about 13.20z). I turned B737 away from the aircraft and tried a couple of blind calls to the C172 with no joy. I continued to vector B737 around the infringer and onto final approach. C172 slowly descended to 4000 feet and at 13.29z put on a Southend squawk and descended below the base of CAS. □ Supplementary 13/06/14: □ A/c made his first call on the radar frequency at 4000ft overhead EGSR. The aircraft was told to descend immediately to 3400ft or below to remain outside CAS. TC North East were informed and the aircraft did promptly descend. Aircraft continued to land at Southend without further incident.
201407639	12/06/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	18	A	TMA	BOEING	Turbofan	2	Infringement of LTMA (Class A) by a C172 at 6300ft. Traffic info given. Standard separation maintained.	I had noticed a Lakenheath squawk (0451) tracking towards CAS at FL65 NE of Stansted by about 23 miles. As a B737, inbound from the East, crossed over the line between FL95 and FL85 I checked again and realised the C172 was just about to enter CAS at 6300 feet (about 13.20z). I turned B737 away from the aircraft and tried a couple of blind calls to the C172 with no joy. I continued to vector B737 around the infringer and onto final approach. C172 slowly descended to 4000 feet and at 13.29z put on a Southend squawk and descended below the base of CAS. □ Supplementary 13/06/14: □ A/c made his first call on the radar frequency at 4000ft overhead EGSR. The aircraft was told to descend immediately to 3400ft or below to remain outside CAS. TC North East were informed and the aircraft did promptly descend. Aircraft continued to land at Southend without further incident.
201407642	12/06/2014	EGTT : London (FIR)	Macclesfield	S	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of Manchester CTR (Class D) by an AS350 squawking 7000. Standard separation maintained.	A7000 observed some ten miles south of the CTR on a northerly track, monitored the return, observed the aircraft enter the zone south of Macclesfield at 1A indicated unverified. Notified the AIR 1 controller, made two blind transmissions and phoned Barton to see if they were working the aircraft. Mode C information provided the registration. Aircraft did not respond to my calls, proceeded north and the descended in an orbit and apparently landed in the North Macclesfield/Prestbury area. The incident had no effect on any Manchester traffic.
201407644	11/06/2014	EGTT : London (FIR)	Not specified		A	TMA	PIPER	Reciprocating	1	Possible infringement of the Manchester TMA (Class A) by a PA38 indicating 1400ft. CAIT activated. Traffic info and avoiding action given to a departing aircraft in climb to cleared FL80.	An a/c called me climbing out and was climbed to FL80. The a/c was passing 5000ft when PA38 set off the caith showing 1400ft. While I was satisfied that I would retain 5000ft against the traffic, I was concerned that the radar returns might merge so I gave an avoiding action turn to ensure that they did not. My planner phoned Manchester approach who reported that the aircraft was in the low level corridor maintaining 1300 on QNH1026. □ Supplementary 03/07/14: □ I was advised to use transponder code 7366 by my instructor whilst navigating the Low Level Corridor. Unfortunately I did not do so as I was given an instruction by Liverpool radar to use the code 7000, and mistakenly believed that this request was to override my previous instruction. I understand now, that it is not the case and a 7000 code with a free call instruction does not mean other more relevant are not to be used in the appropriate situations. I was however listening to Manchester Radar 118.575, and was able to communicate with them when contacted. I was undertaking a flight in order to negotiate the Low Level Corridor (LLC) between Liverpool and Manchester as a solo student pilot in preparation for a cross country qualifier. It is a route I have done previously as a solo student pilot, negotiating it without any issues. I obtained Manchester ATIS and changed to listening frequency 118.575, however I failed to change to the appropriate transponder code 7366 despite a clear brief from my instructor, choosing 7000 instead. I believe I confused myself about the hierarchy of instructions for the situation. I understand that the incident involved PA38 straying into Manchester controlled airspace by straying too far west of my intended
201407644	11/06/2014	EGTT : London (FIR)	Not specified		A	TMA	UNKNOWN	Unknown		Possible infringement of the Manchester TMA (Class A) by a PA38 indicating 1400ft. CAIT activated. Traffic info and avoiding action given to a departing aircraft in climb to cleared FL80.	An a/c called me climbing out and was climbed to FL80. The a/c was passing 5000ft when PA38 set off the caith showing 1400ft. While I was satisfied that I would retain 5000ft against the traffic, I was concerned that the radar returns might merge so I gave an avoiding action turn to ensure that they did not. My planner phoned Manchester approach who reported that the aircraft was in the low level corridor maintaining 1300 on QNH1026. □ Supplementary 03/07/14: □ I was advised to use transponder code 7366 by my instructor whilst navigating the Low Level Corridor. Unfortunately I did not do so as I was given an instruction by Liverpool radar to use the code 7000, and mistakenly believed that this request was to override my previous instruction. I understand now, that it is not the case and a 7000 code with a free call instruction does not mean other more relevant are not to be used in the appropriate situations. I was however listening to Manchester Radar 118.575, and was able to communicate with them when contacted. I was undertaking a flight in order to negotiate the Low Level Corridor (LLC) between Liverpool and Manchester as a solo student pilot in preparation for a cross country qualifier. It is a route I have done previously as a solo student pilot, negotiating it without any issues. I obtained Manchester ATIS and changed to listening frequency 118.575, however I failed to change to the appropriate transponder code 7366 despite a clear brief from my instructor, choosing 7000 instead. I believe I confused myself about the hierarchy of instructions for the situation. I understand that the incident involved PA38 straying into Manchester controlled airspace by straying too far west of my intended

201407656	12/06/2014	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington		G	ATZ	UNKNOWN	Reciprocating	1	Infringement of the Oxford ATZ (Class G) and possibly D129.	Whilst operating as the Oxford Radar controller I observed a radar contact entering the north eastern ATZ boundary having just left D129 which was notified as active. The traffic was squawking 7000 with intermittent Mode C indicating 1500ft. No Mode S was observed. The traffic passed 1nm North of the aerodrome through the visual circuit and traffic info was passed to Twr. Twr reported it to be a possible Vans type aircraft. Blind calls were made on both the Oxford Radar and legacy APP frequency (125.325). The traffic was tracked as it flew westbound and disappeared from radar in the vicinity WOTAN some 10 minutes later.
201407657	12/06/2014	EGTT : London (FIR)	EGD138		G	Danger area	CESSNA	Reciprocating	1	Infringement Of Danger Area EGD138 (Class G) by a C172 at 1600ft.	Blind calls made on 128.950 and 130.775. No response. Range authority contacted and check fire until aircraft vacated southbound at 1511. Range authority passed details, aircraft track monitored and lost mid channel southbound.
201407672	13/06/2014	EGTT : London (FIR)	EGWU (NHT): Northolt		A	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the London CTR (Class A) by a DH82.	I had just taken over the Tower controller position and had no aircraft on frequency. I received a free-call on the tower freq' from a Tiger Moth expected to arrive one hour later. Telling the aircraft to stand by, I intended to hand the aircraft over to the radar controller so phoned him to confirm which frequency to send it to. At this point the Tiger Moth free called again stating he was down wind for runway 25RH. The ATCO observed the aircraft out the window, late downwind beginning to turn finals. The traffic lights were set to red and I issued a joining clearance with the QFE, which was not read back. I then attempted to ascertain the POB, still receiving no reply. With the aircraft on short finals I issued a landing clearance which wasn't acknowledged. On arrival, the aircraft taxied on to Charlie Taxiway without instruction and free-called me on Ground freq' shortly after.
201407702	13/06/2014	EGTT : London (FIR)	SAM	5nm NW	D	CTR	MAULE	Reciprocating	1	Infringements of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified via Popham as a Maule MX7. Standard separation maintained.	Primary contact observed approaching Romsey from the West (1427hrs). Series of blind transmissions made with no response. Contact passed CTR boundary at 1424, just North of Romsey bearing 317 degrees from the airfield. Contact continued to track East for 2 miles inside CAS before commencing a left turn and leaving the CTR. The radar return was tracked until it faded just south of Popham. Telephone call to Popham elicited the information that Maule MX7 was possibly the a/c concerned.□ Supplementary 16/06/14:□ In a period of high workload (1135hrs) a contact with a Mode S readout of Maule MX7 infringed the Southampton Control Zone, due workload no tracking action was possible. Blind calls made but no response, I don't believe there was any loss of separation.□ Supplementary 17/06/14:□ I was practising flying by map, compass and protractor to avoid over-dependence on GPS. I left my turn at Romsey VRP too late and should have routed closer to Chilbolton. A GPS would have alerted me to this. I shall in future obtain an Air Traffic Service from Solent Radar, and use a GPS at all times. □ Supplementary 23/06/14□ My intended route would have taken me well clear of the CTR boundary near Beaulieu. As a precaution against infringing CAS I selected the next waypoint from Cowes and pressed the 'Direct to' facility. My saved waypoints include Lymington and Lyndhurst, and I inadvertently input Lyndhurst instead of Lymington. When I realised my mistake I veered away from the
201407709	13/06/2014	EGTT : London (FIR)	Aveley		D	CTA	DIAMOND	Reciprocating	1	UK AIRPROX 2014/090 - DA40 and an EMB170. Traffic info and avoiding action given.	Appropriate CAA action is being taken as a result of this incident.□ This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the EMB170 pilot being concerned by the proximity of the DA40. □ A recommendation has been raised as a result of this AIRPROX.

201407709	13/06/2014	EGTT : London (FIR)	Aveley		D	CTA	EMBRAER	Turbofan	2	UK AIRPROX 2014/090 - DA40 and an EMB170. Traffic info and avoiding action given.	Appropriate CAA action is being taken as a result of this incident.☐ This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the EMB170 pilot being concerned by the proximity of the DA40. ☐ A recommendation has been raised as a result of this AIRPROX.
201407726	14/06/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	8nm E	A	TMA	PIPER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a PA28 at 1200ft, resulting in loss of separation with an outbound B767. CAIT activated. Traffic info and avoiding action given.	I was operating as WAL/IOM Tactical. I noticed PA28 activate CAIT 8 miles West of Manchester at 1200'. B767 airborne on WAL SID is 3000' and calls me 3-3.5 miles East of PA28. Separation is already lost. I instruct B767 to turn left immediately 180deg and pass traffic info on the infringing aircraft. B767 resumes own navigation when PA28 moves 0.5miles West and re-enters the LLC, de-activating CAIT. ☐ CAA Closure:☐ Pilot error-over reliance on GPS. A warning letter has been issued.
201407726	14/06/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	8nm E	A	TMA	BOEING	Turbofan	2	Infringement of the Manchester TMA (Class A) by a PA28 at 1200ft, resulting in loss of separation with an outbound B767. CAIT activated. Traffic info and avoiding action given.	I was operating as WAL/IOM Tactical. I noticed PA28 activate CAIT 8 miles West of Manchester at 1200'. B767 airborne on WAL SID is 3000' and calls me 3-3.5 miles East of PA28. Separation is already lost. I instruct B767 to turn left immediately 180deg and pass traffic info on the infringing aircraft. B767 resumes own navigation when PA28 moves 0.5miles West and re-enters the LLC, de-activating CAIT. ☐ CAA Closure:☐ Pilot error-over reliance on GPS. A warning letter has been issued.
201407728	14/06/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ	G	Restricted area	PIPER	Reciprocating	1	PA18 infringed the Stansted TMZ (Class G). Traffic info and avoiding action. Stansted inbound traffic disrupted.	Whilst vectoring aircraft to R/W04 at Stansted PCAIT was activated on a primary only radar target at T1025 Z. The target aircraft entered the Stansted TMZ at a position SW of WARE VRP and tracked through a 9nm final for R/W04 eventually disappearing from radar whilst in the North Weald circuit. Subsequent telephone coordination revealed the aircraft to be a Piper Cub. A B737 was given avoiding action as a result of the infringement to maintain separation, though 5nm was lost between the two radar contacts they never merged at any point, the a/c also ended up vectored for a 4nm final. Another B737 was also immediately delayed due to the infringing aircraft.☐ Supplementary 16/06/14:☐ The pilot had fitted his own transponder and thought it was working. ATC spoke to him once he landed and provided the following:☐ "I spoke with the pilot of the PA18 inbound to North Weald from Leicester. The pilot explained he had called TC Luton transiting low level through the Stansted-Luton gap and was operating his transponder. TC Luton had apparently told him they could not see the transponder. He flew not above 1000ft and transferred to North Weald West of Ware. Obviously, his transponder was still not operating as he transmitted through the TMZ. North Weald instructed him to squawk 7010 when passing the airfield information. I explained to the pilot that TC had not seen his transponder and therefore regarded the aircraft as an infringement. I confirmed with the pilot that he would depart via the delegated area, remaining clear of the TMZ and would check his transponder with Farnborough or Luton
201407728	14/06/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ	G	Restricted area	BOEING	Turbofan	2	PA18 infringed the Stansted TMZ (Class G). Traffic info and avoiding action. Stansted inbound traffic disrupted.	Whilst vectoring aircraft to R/W04 at Stansted PCAIT was activated on a primary only radar target at T1025 Z. The target aircraft entered the Stansted TMZ at a position SW of WARE VRP and tracked through a 9nm final for R/W04 eventually disappearing from radar whilst in the North Weald circuit. Subsequent telephone coordination revealed the aircraft to be a Piper Cub. A B737 was given avoiding action as a result of the infringement to maintain separation, though 5nm was lost between the two radar contacts they never merged at any point, the a/c also ended up vectored for a 4nm final. Another B737 was also immediately delayed due to the infringing aircraft.☐ Supplementary 16/06/14:☐ The pilot had fitted his own transponder and thought it was working. ATC spoke to him once he landed and provided the following:☐ "I spoke with the pilot of the PA18 inbound to North Weald from Leicester. The pilot explained he had called TC Luton transiting low level through the Stansted-Luton gap and was operating his transponder. TC Luton had apparently told him they could not see the transponder. He flew not above 1000ft and transferred to North Weald West of Ware. Obviously, his transponder was still not operating as he transmitted through the TMZ. North Weald instructed him to squawk 7010 when passing the airfield information. I explained to the pilot that TC had not seen his transponder and therefore regarded the aircraft as an infringement. I confirmed with the pilot that he would depart via the delegated area, remaining clear of the TMZ and would check his transponder with Farnborough or Luton

201407728	14/06/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ	G	Restricted area	BOEING	Turbofan	2	PA18 infringed the Stansted TMZ (Class G). Traffic info and avoiding action. Stansted inbound traffic disrupted.	Whilst vectoring aircraft to R/W04 at Stansted PCAIT was activated on a primary only radar target at T1025 Z. The target aircraft entered the Stansted TMZ at a position SW of WARE VRP and tracked through a 9nm final for R/W04 eventually disappearing from radar whilst in the North Weald circuit. Subsequent telephone coordination revealed the aircraft to be a Piper Cub. A B737 was given avoiding action as a result of the infringement to maintain separation, though 5nm was lost between the two radar contacts they never merged at any point, the a/c also ended up vectored for a 4nm final. Another B737 was also immediately delayed due to the infringing aircraft.☐ Supplementary 16/06/14:☐ The pilot had fitted his own transponder and thought it was working. ATC spoke to him once he landed and provided the following:☐ "I spoke with the pilot of the PA18 inbound to North Weald from Leicester. The pilot explained he had called TC Luton transiting low level through the Stansted-Luton gap and was operating his transponder. TC Luton had apparently told him they could not see the transponder. He flew not above 1000ft and transferred to North Weald West of Ware. Obviously, his transponder was still not operating as he transmitted through the TMZ. North Weald instructed him to squawk 7010 when passing the airfield information. I explained to the pilot that TC had not seen his transponder and therefore regarded the aircraft as an infringement. I confirmed with the pilot that he would depart via the delegated area, remaining clear of the TMZ and would check his transponder with Farnborough or Luton
201407729	14/06/2014	EGTT : London (FIR)	NANTI	S	A	TMA	HAWKER	Turbofan	1	Infringement of the Manchester TMA (Class A) by a Hunter squawking 7004, indicating FL60. CAIT activated. Traffic info given. Standard separation maintained.	South East sector, 12:40Z. Just South of NANTI, and North of the Tilstock Parachute Area, a squawk 7004 set the CAIT off. Identified as a Hunter, and indicating FL60, Ground Speed of 350kts, tracking South. Only aircraft to be affected was a Gippsland under a BS at Tilstock and approaching FL90.☐ CAA Closure:☐ Pilot error. Situational awareness. Warning letter sent.
201407729	14/06/2014	EGTT : London (FIR)	NANTI	S	A	TMA	GIPPSLAND	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a Hunter squawking 7004, indicating FL60. CAIT activated. Traffic info given. Standard separation maintained.	South East sector, 12:40Z. Just South of NANTI, and North of the Tilstock Parachute Area, a squawk 7004 set the CAIT off. Identified as a Hunter, and indicating FL60, Ground Speed of 350kts, tracking South. Only aircraft to be affected was a Gippsland under a BS at Tilstock and approaching FL90.☐ CAA Closure:☐ Pilot error. Situational awareness. Warning letter sent.
201407730	14/06/2014	EGTT : London (FIR)	SAM	7nm NE	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown aircraft squawking 7000, indicating 1100ft. Aircraft identified as a Skyranger microlight. Standard separation maintained.	As I took over the position a 7000 squawk was observed NE of Southampton tracking West indicating A011 about to enter the Southampton Control Zone. One departure was held on the runway. Blind transmissions made and the contact turned south bound. Farnborough, Lower Upham and Roughay Farm contacted to ascertain if they knew the aircraft, they didn't. Tower requested to look for the contact. The Tower ATSA and Lower Upham reported the aircraft as a high wing single engine. The contact tracked SE and left the control zone towards Lee on Solent airfield. I continued to make blind transmissions and a Skyranger microlight reported on frequency, I issued a squawk but the pilot said it was too bumpy to select the squawk. I was certain this was the aircraft so requested him to squawk ident on the 7000, the ident feature was then seen on this contact which was Skyranger microlight. The pilot was requested to telephone Southampton ATC after landing. The pilot spoke to the ATC WM and admitted it was him. The departing aircraft was delayed for 5 minutes. Appropriate CAA action is to be taken as a result of this incident.
201407747	15/06/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	8 S	D	CTR	PIPER	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by a PA28. Standard separation maintained.	I was in position as Radar 1. I observed a primary only return, deemed to be outside controlled airspace around CTA 2, it was north north west bound and on its present track I believed it would enter CAS towards the M20/M42 VRP, as it approached CAS I made a blind call which was not responded to. The primary only return just entered CAS towards the M40/M42. I pointed out the traffic to the Air controller, I made another call to try and get an Identification. I then called the duty Watch Manager to come and assist in trying to trace infringing aircraft and suggested possibly calling Wellesbourne Mountford, at this time the primary came up on the generic London Information squawk. I asked the W. M. to call London Information and suggested a squawk and a right turn onto west to leave CAS, also requesting that the aircraft is handed to me on 118.050. I observed the aircraft turn onto a westerly track and shortly afterwards call me. I asked him to squawk 0401.The aircraft was positively identified as a Piper Arrow out of Wellesbourne Mountford on a cross country flight to Caernarfon. I gave the aircraft a reduced traffic service with the Birmingham QNH, gave the pilot a position check and instructed him to continue on his own navigation. I also informed him that he had entered CAS without a clearance. The pilot was asked to call the duty manager at Birmingham when they had landed. The aircraft left the frequency in the vicinity of Halfpenny Green and I gave the pilot that frequency as he gave me the impression he was going to divert to Halfpenny Green due weather closing in. After reporting this to the W. M. I also made him aware of an error I had made 15minutes previous to this by allowing an aircraft to leave CAS.☐

201407763	15/06/2014	EGTT : London (FIR)	EGSX : North Weald	3.5 W	G	Restricted area	GREAT LAKES	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G).	A non squawking aircraft infringed the Stansted TMZ2, which caused me to give avoiding action to a B737 inbound to Stansted. I phoned North Weald to ascertain the infringer's details.
201407763	15/06/2014	EGTT : London (FIR)	EGSX : North Weald	3.5 W	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ2 (Class G).	A non squawking aircraft infringed the Stansted TMZ2, which caused me to give avoiding action to a B737 inbound to Stansted. I phoned North Weald to ascertain the infringer's details.
201407764	06/06/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	8nm SW	G	Restricted area	BAC	Other	1	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft squawking 7010 without Mode C. Aircraft identified as a Jet Provost. Traffic info and avoiding action given to a BE200.	An aircraft squawking 7010 without Mode C infringed Stansted's TMZ 2. I had to give avoiding action and passed traffic info to BE200. The infringer then changed to a Farnborough squawk. I phoned Farnborough and got the aircraft's details.☐ CAA Closure:☐ Pilot error during a transponder problem. The root cause of this infringement was lack of situational awareness. A warning letter has been sent.
201407764	06/06/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	8nm SW	G	Restricted area	BEECH	Turboprop	2	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft squawking 7010 without Mode C. Aircraft identified as a Jet Provost. Traffic info and avoiding action given to a BE200.	An aircraft squawking 7010 without Mode C infringed Stansted's TMZ 2. I had to give avoiding action and passed traffic info to BE200. The infringer then changed to a Farnborough squawk. I phoned Farnborough and got the aircraft's details.☐ CAA Closure:☐ Pilot error during a transponder problem. The root cause of this infringement was lack of situational awareness. A warning letter has been sent.
201407907	17/06/2014	EGTT : London (FIR)	Newport		D	CTA	PIPER	Reciprocating	1	Infringement of the Cardiff CTA 6 (Class D) by an unknown aircraft formation, resulting in loss of separation with an inbound ATR72. Aircraft identified as a PA28 and a Jet Provost. STCA and AIW activated. Traffic info and avoiding action given.	Loss of separation between ATR72 and a 7000 squawk in Cardiff CTA-6 indicating 5A the ATR72 was stopped at 6A but no avoiding action given. Separation was 3-4 miles and 1A.☐ Supplementary 19/06/14:☐ I was the radar 1 controller in a split R1/R2 configuration, at time 11:00Z the seating plan had R1 controller going into R2 and the R2 controller taking R1,this split is impossible to carry out so radar 2 offered to box the positions and operate both positions in a boxed configuration. After giving radar 2 my traffic situation R2 closed and took over radar 1&2. At the time of the hand over I did not notice a 7000 squawk in the Newport area at 5000ft. I subsequently found out that the 7000 squawk infringed control airspace and caused Bristol to administer avoiding action.☐ Supplementary 19/06/14:☐ I was the Cardiff Radar 1 Boxed ATCO. At approx 1100 Z, PA28 first called, passing his details as a PA28R information with a Jet Provost. PA28, who was transmitting for both aircraft reported their position as Newport at Alt 5000ft. They were passed the Cardiff QNH 1028 and instructed to squawk 3610. Only one contact was seen which was identified in the Newport area. This placed the aircraft inside Controlled Airspace on first contact. Bristol then phoned to ascertain the identity of the aircraft and asked if the aircraft could call GD Watch Manager. This information was passed to PA28's intended destination, to pass on to the aircraft, after they had landed with them.☐ Supplementary 19/06/14:☐

201407907	17/06/2014	EGTT : London (FIR)	Newport		D	CTA	BAC	Unknown		Infringement of the Cardiff CTA 6 (Class D) by an unknown aircraft formation, resulting in loss of separation with an inbound ATR72. Aircraft identified as a PA28 and a Jet Provost. STCA and AIW activated. Traffic info and avoiding action given.	Loss of separation between ATR72 and a 7000 squawk in Cardiff CTA-6 indicating 5A the ATR72 was stopped at 6A but no avoiding action given. Separation was 3-4 miles and 1A. □ Supplementary 19/06/14: □ I was the radar 1 controller in a split R1/R2 configuration, at time 11:00Z the seating plan had R1 controller going into R2 and the R2 controller taking R1,this split is impossible to carry out so radar 2 offered to box the positions and operate both positions in a boxed configuration. After giving radar 2 my traffic situation R2 closed and took over radar 1&2. At the time of the hand over I did not notice a 7000 squawk in the Newport area at 5000ft. I subsequently found out that the 7000 squawk infringed control airspace and caused Bristol to administer avoiding action. □ Supplementary 19/06/14: □ I was the Cardiff Radar 1 Boxed ATCO. At approx 1100 Z, PA28 first called, passing his details as a PA28R information with a Jet Provost. PA28, who was transmitting for both aircraft reported their position as Newport at Alt 5000ft. They were passed the Cardiff QNH 1028 and instructed to squawk 3610. Only one contact was seen which was identified in the Newport area. This placed the aircraft inside Controlled Airspace on first contact. Bristol then phoned to ascertain the identity of the aircraft and asked if the aircraft could call GD Watch Manager. This information was passed to PA28's intended destination, to pass on to the aircraft, after they had landed with them. □ Supplementary 19/06/14: □
201407907	17/06/2014	EGTT : London (FIR)	Newport		D	CTA	ATR	Turboprop	2	Infringement of the Cardiff CTA 6 (Class D) by an unknown aircraft formation, resulting in loss of separation with an inbound ATR72. Aircraft identified as a PA28 and a Jet Provost. STCA and AIW activated. Traffic info and avoiding action given.	Loss of separation between ATR72 and a 7000 squawk in Cardiff CTA-6 indicating 5A the ATR72 was stopped at 6A but no avoiding action given. Separation was 3-4 miles and 1A. □ Supplementary 19/06/14: □ I was the radar 1 controller in a split R1/R2 configuration, at time 11:00Z the seating plan had R1 controller going into R2 and the R2 controller taking R1,this split is impossible to carry out so radar 2 offered to box the positions and operate both positions in a boxed configuration. After giving radar 2 my traffic situation R2 closed and took over radar 1&2. At the time of the hand over I did not notice a 7000 squawk in the Newport area at 5000ft. I subsequently found out that the 7000 squawk infringed control airspace and caused Bristol to administer avoiding action. □ Supplementary 19/06/14: □ I was the Cardiff Radar 1 Boxed ATCO. At approx 1100 Z, PA28 first called, passing his details as a PA28R information with a Jet Provost. PA28, who was transmitting for both aircraft reported their position as Newport at Alt 5000ft. They were passed the Cardiff QNH 1028 and instructed to squawk 3610. Only one contact was seen which was identified in the Newport area. This placed the aircraft inside Controlled Airspace on first contact. Bristol then phoned to ascertain the identity of the aircraft and asked if the aircraft could call GD Watch Manager. This information was passed to PA28's intended destination, to pass on to the aircraft, after they had landed with them. □ Supplementary 19/06/14: □
201407914	17/06/2014	EGTT : London (FIR)	Warrington		D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an EV97. Standard separation maintained.	On duty as the Manchester Approach South Radar instructor with trainee, we noticed a 7366 code setting of the AIW. We tried to raise the pilot as he was using the listening code but to no avail. The a/c was North of Warrington in the lateral confines of the Low Level Route but climbed to altitude 1.8A. The a/c then reset code 7000 and tracked toward's Barton. We called Barton and asked if the a/c had called them. We obtained the a/c registration from the RDP. The a/c was inbound to Barton and we asked them to get the pilot to contact the Manchester Airport supervisor. I asked Manchester Director to contact West as they had an airliner airborne on a Walsy SID. They had not noticed the AIW but maintained 5nm separation. □ Supplementary 02/07/14: □ Flying North in Low Level Route (1100 feet) passed Thelwell viaduct VRP on my right proceded to turn on a heading for Barton and started to climb when I believed I was out of the low level area and at the same time changed radio and transponder settings to Barton 120.250 and 7000 squawk . I climbed to 1900 ft and proceded in the direction of Barton for an overhead join. I was also using a GPS to navigate for the first time. I believed I was clear of the Low Level Route. □ I have looked at the maps and analysed my route to be certain of the boundary line and also studied the GPS device and display settings. I also need to make sure the transponder setting is changed prior to the radio frequency .
201407948	17/06/2014	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire		G	ATZ	CESSNA	Reciprocating	1	Alleged infringement of the Gloucester ATZ (Class G) by an unknown aircraft showing as a primary contact only at 2000ft. Aircraft identified as a C172.	At approximately 15:30 UTC, a contact was observed on primary radar to be routing toward the aerodrome from the north-east. At 15:33, looking out of the VCR window, a high-wing aircraft corresponding with the radar trace was seen approaching the overhead at an estimated level of 2000 ft, south-west bound. Further information gathered from other ATSUs gave the aircraft identification as a C172, squawking London FIS. I called London Information, who confirmed they were providing a service to the aircraft. The aircraft, a C172, was en route flying at 2.0A on a pressure setting of 1027. Aerodrome QFE at the time was 1024. No contact with Gloucester ATC was made by the pilot at any time on any of the Gloster frequencies. Appropriate CAA action is to be taken as a result of this incident.
201407949	16/06/2014	EGTT : London (FIR)	EG D123, 125 and 126		G	Danger area	ROBINSON	Reciprocating	1	Infringement of Danger Areas EG D123 (Imber), EG D125 (Larkhill) and active Danger Area EG D126 (Bulford) by an unknown a/c squawking 7000. Aircraft identified as an R44.	A 7000 squawk was observed entering southern edge of EGD123 (stated height Gnd - 50,000ft), transit N/E into EGD125(Gnd - 50,000ft), continuing into EGD126 (NOTAMed active for RPA activity sfc - FL090), where he flew close to a military helicopter who was able to obtain the registration and estimate his height around 1000ft agl as he continued N/E erly. Farnborough Radar was contacted and given the registration and asked to confirm position and track from his ident, this was confirmed and estimated track headed towards R44's home base, they contacted the home base on my behalf and confirmed the a/c was homed there and could the pilot contact SPTA Air Ops on landing. As yet there has been no contact from the pilot and at no time during the transit did the a/c contact SPTA Air Ops for a DACS. □ Supervisors Narrative: □ Briefed on the occurrence at 0900 hrs 17 Jun. Apparent that the pilot was unaware of the Danger Area or which frequencies to call Salisbury Ops on. Airfield Manager was unable to confirm whether R44 had returned to home base that evening even though Farnborough Radar stated that the a/c was heading back to its base. □ CAA Closure: □ Pilot error, the root cause being distraction.

201407949	16/06/2014	EGTT : London (FIR)	EG D123, 125 and 126		G	Danger area	OTHER	Unknown		Infringement of Danger Areas EG D123 (Imber), EG D125 (Larkhill) and active Danger Area EG D126 (Bulford) by an unknown a/c squawking 7000. Aircraft identified as an R44.	A 7000 squawk was observed entering southern edge of EGD123 (stated height Gnd - 50,000ft), transit N/E into EGD125(Gnd - 50,000ft), continuing into EGD126 (NOTAMed active for RPA activity sfc - FL090), where he flew close to a military helicopter who was able to obtain the registration and estimate his height around 1000ft agl as he continued N/E erly. Farnborough Radar was contacted and given the registration and asked to confirm position and track from his ident, this was confirmed and estimated track headed towards R44's home base, they contacted the home base on my behalf and confirmed the a/c was homed there and could the pilot contact SPTA Air Ops on landing. As yet there has been no contact from the pilot and at no time during the transit did the a/c contact SPTA Air Ops for a DACS.☐ Supervisors Narrative:☐ Briefed on the occurrence at 0900 hrs 17 Jun. Apparent that the pilot was unaware of the Danger Area or which frequencies to call Salisbury Ops on. Airfield Manager was unable to confirm whether R44 had returned to home base that evening even though Farnborough Radar stated that the a/c was heading back to its base. ☐ CAA Closure:☐ Pilot error, the root cause being distraction.
201408041	19/06/2014	EGTT : London (FIR)	NDL	3nm NNE	D	CTA	ROCKWELL	Reciprocating	1	Infringement of the Solent CTA (Class D) by an unknown aircraft at 2300ft. Aircraft identified as a Rockwell 112. Traffic info and avoiding action given to inbound traffic. Standard separation lost.	A contact was observed entering the Solent CTA tracking NE at 2.3A. Avoiding action was given to an inbound to R/W02 at Southampton as a result. Blind calls were made with no response. Mode S showed a callsign of Rockwell 112. I made a call to this but no response. The a/c climbed to 2.6A.☐ CAA Closure:☐ Pilot error. Distraction and prioritising tasks were the root causes of this incident. Warning letter issued.
201408041	19/06/2014	EGTT : London (FIR)	NDL	3nm NNE	D	CTA	PIPER	Reciprocating	2	Infringement of the Solent CTA (Class D) by an unknown aircraft at 2300ft. Aircraft identified as a Rockwell 112. Traffic info and avoiding action given to inbound traffic. Standard separation lost.	A contact was observed entering the Solent CTA tracking NE at 2.3A. Avoiding action was given to an inbound to R/W02 at Southampton as a result. Blind calls were made with no response. Mode S showed a callsign of Rockwell 112. I made a call to this but no response. The a/c climbed to 2.6A.☐ CAA Closure:☐ Pilot error. Distraction and prioritising tasks were the root causes of this incident. Warning letter issued.
201408059	19/06/2014	EGTT : London (FIR)	Airway Q41		A	Other	PIPER	Reciprocating	1	Infringement of Airway Q41 by a PA32 at FL65. Standard separation maintained.	At 1003 PA32 checked in on frequency position ORIST FL65 heading 300deg. Multiple transmissions were made as the pilot was foreign with a strong accent and the R/T readability was not clear. A/c told to squawk 1177c and I advised the base of Q41 was FL35 several times and that a/c would need to descend to remain clear. I gave the Portland pressure and the pilot reported descending to ALT 3500'. I then called S21 planner and advised the a/c was infringing Q41 and descending. I could not establish where the a/c would coast in but by reference to the FID it appeared that the a/c was heading toward the Portland DA's which were active. I called Plymouth Mil and requested a transit, this was approved at ALT 3500'. Traffic levels at the time were very busy.☐ CAA Closure:☐ Pilot misinterpreted his map, resulting in Airway infringement. Pilot apologised, lesson learnt. French DGAC advised.
201408063	20/06/2014	EGTT : London (FIR)	TRIPO	E	A	TMA	BEECH	Reciprocating	1	Infringement of the LTMA (Class A) by a BE35 at 6000ft. Standard separation maintained.	TC East called and asked whether we would work an aircraft into EGLG. As this airport is not in the Thames area of responsibility, we elected not to work it. No further coordination was offered. EGMC asked for release on a CLN departure which was granted. Once the CLN departure was airborne we had to remain 5 miles away from an infringing aircraft working the London FIR. I phoned the London FIR and got the details of the infringing plane. The aeroplane's destination was EGLG.☐ Supplementary 20/06/14: ☐ Terminal Control passed an estimate to FIS for point XAMAN Est 0658z, initially IFR at FL100, but revised that to FL60 and confirmed that he would be outside CAS . A/c a BE35 from EDVY to EGLG German pilot but with good English. A/c called at point LOGAN at 0702z FL60, but due to traffic workload FIS did not obtain 2-way for a couple of minutes, at which time, A/c squawked 1177 and was told to remain outside CAS, but was already approaching point JACKO at FL60 where the base is 5,500ft. A/c responded by saying he was descending to 5,000ft, on the London QNH. Thames Radar called to say that a/c had infringed CAS but a/c was already descending.

201408070	20/06/2014	EGTT : London (FIR)	Henley	NW	A	TMA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the LTMA (Class A) by an EV97 at 3800ft. Standard separation maintained.	Working on NW bandboxed. B737 on a GW CPT departure maintaining 5A and unable to climb due LL traffic. Noticed an infringer EV97 NW HEN by 3nm indicating between 3.6A and 3.8A, at which point I turned the B737 onto a heading of 195 in order to make sure the blips would not merge and when able climbed the B737 to 6A.
201408075	20/06/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	GROB	Reciprocating	1	Infringement of the Stansted CTR/CTA (Class D) by a G115 at 2200/2800ft. Standard separation maintained.	7000 clipped the corner of the SS CTR at 2200, turned to the Northwest and then climbed too soon to 2800 where the base was 2500. He was seen landing at Wytton at 1055Z. I did two blind transmissions and got no reply. I did turn a CPT dept early to pass well behind the unknown and also vectored a GW inbound behind it. Separation was not lost and I did not deem any of my aircraft to be in unsafe proximity to the unknown.
201408075	20/06/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	GROB	Reciprocating	1	Infringement of the Stansted CTR/CTA (Class D) by a G115 at 2200/2800ft. Standard separation maintained.	7000 clipped the corner of the SS CTR at 2200, turned to the Northwest and then climbed too soon to 2800 where the base was 2500. He was seen landing at Wytton at 1055Z. I did two blind transmissions and got no reply. I did turn a CPT dept early to pass well behind the unknown and also vectored a GW inbound behind it. Separation was not lost and I did not deem any of my aircraft to be in unsafe proximity to the unknown.
201408105	20/06/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	12 SW	D	CTA	VANS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Vans RV6 at 2400ft. Standard separation maintained.	7000 entered the SS CTA to the southwest 2400 and tracked SE for about 5nm in our airspace. I had an aircraft on base leg which I did not deem to be in unsafe proximity and the safest course of action was to continue for the ILS.
201408125	20/06/2014	EGTT : London (FIR)	Gt Dunmow		D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a DR400.	At approx 1725, a primary infringer was seen to enter the EGSS CTR in the vicinity of Gt Dunmow, tracking NW'bound. Runway in use at Stansted had just changed to R/W22, and the infringement was tracking directly towards inbounds. An a/c was broken off the approach and several other aircraft delayed from making an approach. EGSS tower were informed of the infringement, as traffic under their control was on short final. It was decided that this traffic was to land, as it was ahead of the infringer. The infringement was seen to skirt around Gt Dunmow and fly towards Andrewsfield where it appeared to join the circuit and land on the SW'ly runway, although radar cover at this time was patchy. We contacted Andrewsfield, however no operational staff were available, and nobody there was able to supply an ident to the landed traffic. The infringer disappeared at approx 1730. Subsequently (at 1740) the pilot of the a/c phoned TC and admitted to having infringed the EGSS zone after having flown further West than he had intended. The a/c was a DR400 and landed at Andrewsfield.

201408146	21/06/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	12 E	A	TMA	PIPER	Reciprocating	1	Infringement by a PA28 of the LTMA (Class A) 12nm E of Luton at 2900ft. Separation lost with Falcon 2000 inbound to Luton. Traffic info and avoiding action given.	At approx 1313, 5021 squawk is observed at 2800' inside CAS in confliction with a Falcon 2000. Avoiding action was passed to the Falcon 2000. 5021 was then observed as 7000 squawk at 2900', activating CAIT. EGLF LARS were called, who advised that they had transferred frequency on 5021 approx 10-15 seconds before the infringement. They gave the details as a PA-28, EGSF-EGLG. During the incident I was working as OJTI with trainee in control. Trainee controllers first instinct was to call EGLF regarding the 5021. I instructed trainee to issue avoiding action first. Trainee issued the avoiding action, initially as a left turn and then corrected to a right 360deg heading. This avoiding action was read back as the telephone was being answered by EGLF. EGLF then advised they were no longer in contact with 5021. These points were discussed during the training session debrief. By the end of the telephone call, 7000 squawk had descended below CAS and the Falcon was given a new heading to establish LLZ R/W26. Falcon advised that they had the traffic on TCAS. CAIT was observed NOT TO ACTIVATE whilst the infringing aircraft was wearing 5021 squawk inside CAS at 2800'. It was only spotted during a routine radar scan by the trainee controller which enabled early action to be taken.☐ CAA Closure:☐ An aircraft squawking 5021 infringed controlled airspace. CAIT did not appear to activate correctly. However, the engineering investigation stated that CAIT responded as designed. CAIT activated at 1312:15 but the aircraft had descended below controlled airspace at 1312:18 so the CAIT alert was only active for one sweep.
201408146	21/06/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	12 E	A	TMA	DASSAULT	Turbofan	2	Infringement by a PA28 of the LTMA (Class A) 12nm E of Luton at 2900ft. Separation lost with Falcon 2000 inbound to Luton. Traffic info and avoiding action given.	At approx 1313, 5021 squawk is observed at 2800' inside CAS in confliction with a Falcon 2000. Avoiding action was passed to the Falcon 2000. 5021 was then observed as 7000 squawk at 2900', activating CAIT. EGLF LARS were called, who advised that they had transferred frequency on 5021 approx 10-15 seconds before the infringement. They gave the details as a PA-28, EGSF-EGLG. During the incident I was working as OJTI with trainee in control. Trainee controllers first instinct was to call EGLF regarding the 5021. I instructed trainee to issue avoiding action first. Trainee issued the avoiding action, initially as a left turn and then corrected to a right 360deg heading. This avoiding action was read back as the telephone was being answered by EGLF. EGLF then advised they were no longer in contact with 5021. These points were discussed during the training session debrief. By the end of the telephone call, 7000 squawk had descended below CAS and the Falcon was given a new heading to establish LLZ R/W26. Falcon advised that they had the traffic on TCAS. CAIT was observed NOT TO ACTIVATE whilst the infringing aircraft was wearing 5021 squawk inside CAS at 2800'. It was only spotted during a routine radar scan by the trainee controller which enabled early action to be taken.☐ CAA Closure:☐ An aircraft squawking 5021 infringed controlled airspace. CAIT did not appear to activate correctly. However, the engineering investigation stated that CAIT responded as designed. CAIT activated at 1312:15 but the aircraft had descended below controlled airspace at 1312:18 so the CAIT alert was only active for one sweep.
201408153	21/06/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	18 NE	D	CTA	OTHER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a Skyranger Swift. Standard separation maintained.	At approximately 1402 AIW alerted me to a 7000 squawk on a bearing of 050deg at 18nm from Manchester. Unverified Mode C indicated 3300 ft QNH and Mode S showed a/c to be a Skyranger. A/c tracked towards Manchester for 2 -3 miles and then turned onto a reciprocal track and descend to leave CAS.☐ Supplementary 02/07/14:☐ My plan was leave EGNM control and call EGCC. Due to the short time I was to spend in area I did not. Very bad mistake on my part. I did look at the map to check heights but I saw what I wanted to see 3500ft but not 3000 to 3500 Class D. Bad mistake No 2 on my part. I had made plan, had all the relevant frequencies to hand but did not stick to it. Bad overall. Cause of incident me. My apologies.
201408174	22/06/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	11nm W	A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28 squawking 0451, indicating 1900ft. CAIT activated. Separation lost.	I was in position as FIN. A319 was on a closing heading of 065 for 09L at 4A at around 12 miles when squawk 0451 appeared as a CAIT just south of White Waltham indicating 1.9A tracking east. I did not turn the A319 at this point as the aircraft were diverging. Just before A319 was due to establish SVFR informed me that the 0451 was speaking to Farnborough, was at 2A and was turning south, descending to 1.5A. As this was the case A319 established on 09L and I descended him to 3A, following the LOC. When three miles was between A319 and 0451 I cleared the A319 to 2A and further on the ILS.☐ Supplementary 27/06/14:☐ I was working as the LARS W controller. Traffic levels at the time of the infringement were light, but had been medium to heavy for the previous 1hr30mins. A PA28, routing LD-TF via Henley at 1.5a was transferred to me by LARS N at 1503. I issued it with a 0451 squawk, passed the QNH and advised it was a BS. At approximately 1510 I was alerted by AIW that 0451 was infringing the LL Zone. I looked for the a/c which was garbling with LM traffic and LL final approach traffic. It was at 2a tracking SE. I instructed the PA28 to turn West and vacate the zone as this was the quickest route whilst my colleague answered the phone from LL and relayed information. At LL request, I descended the PA28 to 1.5a and instructed the pilot to track SW ensuring the pilot was VMC and able to maintain their own terrain clearance. When the PA28 had cleared the zone I continued to give navigational assistance until the pilot was happy with his position.
201408174	22/06/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	11nm W	A	CTR	AIRBUS	Turbofan	2	Infringement of the Heathrow CTR (Class A) by a PA28 squawking 0451, indicating 1900ft. CAIT activated. Separation lost.	I was in position as FIN. A319 was on a closing heading of 065 for 09L at 4A at around 12 miles when squawk 0451 appeared as a CAIT just south of White Waltham indicating 1.9A tracking east. I did not turn the A319 at this point as the aircraft were diverging. Just before A319 was due to establish SVFR informed me that the 0451 was speaking to Farnborough, was at 2A and was turning south, descending to 1.5A. As this was the case A319 established on 09L and I descended him to 3A, following the LOC. When three miles was between A319 and 0451 I cleared the A319 to 2A and further on the ILS.☐ Supplementary 27/06/14:☐ I was working as the LARS W controller. Traffic levels at the time of the infringement were light, but had been medium to heavy for the previous 1hr30mins. A PA28, routing LD-TF via Henley at 1.5a was transferred to me by LARS N at 1503. I issued it with a 0451 squawk, passed the QNH and advised it was a BS. At approximately 1510 I was alerted by AIW that 0451 was infringing the LL Zone. I looked for the a/c which was garbling with LM traffic and LL final approach traffic. It was at 2a tracking SE. I instructed the PA28 to turn West and vacate the zone as this was the quickest route whilst my colleague answered the phone from LL and relayed information. At LL request, I descended the PA28 to 1.5a and instructed the pilot to track SW ensuring the pilot was VMC and able to maintain their own terrain clearance. When the PA28 had cleared the zone I continued to give navigational assistance until the pilot was happy with his position.

201408180	22/06/2014	EGTT : London (FIR)	EXMOR	W	A	RVSM	CIRRUS	Reciprocating	1	Infringement of Airway N864 (Class A) by an SR22 at FL70. Traffic info given. Standard separation maintained.	London FIR squawk observed close to the western of N864, approximately abeam EXMOR, at FL70 with FL75 showing on Mode S. Telephone call made to London FIR to instruct the a/c to turn to the South or SW immediately to remain outside CAS. London FIR advised they would transfer the a/c to my frequency as they cannot issue turn instructions to a/c. The a/c did not call and continued on a south easterly track through N864 at FL75. The squawk was then seen to change to 0426 (Exeter Radar) heading towards Dunkeswell paradrop zone which was active with a Beech 99 climbing to FL150. Traffic info was passed to the Beech 99. Exeter were contacted to request the 0426 squawk be kept clear of the drop zone. The controller stated that the a/c had called them unexpectedly and they knew nothing about it at that time. The SR22 then called on my frequency and it was established that this was the infringing a/c, an SR22 routing EGFE to LFRC. It was ascertained the flight was being conducted under VFR. The pilot was advised they had infringed CAS and that a report would be filed. The pilot was instructed to make contact as soon as they land. The pilot was then told to remain outside CAS and to call en route to the their next agency. Safety was not compromised and there was no loss of separation between the SR22 and the Beech 99. The pilot has contacted the unit and advised that they had climbed from FL55 to FL75 to remain clear of cloud.☐ Supplementary 08/10/14:☐ This infringement was caused by the pilot of the SR22 climbing to remain clear of cloud and inadvertently infringing Class A airspace (N864).
201408181	22/06/2014	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	15nm SE	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Leeds Bradford CTA (Class D) by an unknown aircraft squawking 6170, indicating 3500ft. Aircraft identified as an EV97. Standard separation maintained.	Aircraft observed entering Leeds CTA approx. 15nm SE of Leeds Bradford, squawking 6170 (Doncaster listening out), at 3500' indicated. I phone Doncaster Radar who said they hadn't worked it and it wasn't on their frequency when they called it. I then made a blind call, to which the pilot replied. I instructed the pilot to squawk 2676, and verified the Mode C. I informed the pilot he had been inside CAS for at least 4nm, to which he replied that he thought the base of CAS was FL85 (that is the upper limit of the CTA). No other traffic affected.☐ CAA Closure:☐ Pilot error, lack of situational awareness. Warning letter issued.
201408183	22/06/2014	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington		G	ATZ	UNKNOWN	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by an unknown high wing single engined a/c.	At 10:22 the subject aircraft was observed in the downwind position in the visual circuit for RW 19 indicating 1500ft (the circuit level). The aircraft continued along the downwind leg until NE of the aerodrome, the turned West, towards Blenheim Palace. From there the aircraft turned South and left the ATZ at 1900ft indicated Mode C. Blind transmissions were made on the Oxford published frequencies but to no response. The visual circuit was active throughout the occurrence and traffic info was passed. The aircraft was observed from the Tower and was a single engine high wing aircraft predominantly white with blue details.
201408237	19/06/2014	EGTT : London (FIR)	EGSD : Great Yarmouth/ North Denes	1 E	G	ATZ	PIPER	Reciprocating	1	Infringement of the North Denes ATZ (Class G) by an unidentified PA28.	
201408245	22/06/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		A	CTR	CESSNA	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a C210 with no Mode C, resulting in loss of separation with an inbound A320. CAIT activated. Traffic info and avoiding action given.	CAA Closure:☐ Pilot error-lack of situational awareness. Warning letter issued.

201408245	22/06/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		A	CTR	AIRBUS	Turbofan	2	Infringement of the Heathrow CTR (Class A) by a C210 with no Mode C, resulting in loss of separation with an inbound A320. CAIT activated. Traffic info and avoiding action given.	CAA Closure:☐ Pilot error-lack of situational awareness. Warning letter issued.
201408248	22/06/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		A	CTR	PIPER	Reciprocating	1	Infringement of the Heathrow CTR (Class A) by a PA28, resulting in loss of separation with an inbound A320. CAIT activated.	CAIT appeared on radar with callsign for a PA28. This a/c was outside the LFA heading North. A320 was on loc - I considered that it was better to leave the A320 on loc as it would pass well behind but separation technically lost. ☐ CAA Closure:☐ Pilot error-loss of situational awareness. A warning letter has been sent.
201408248	22/06/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		A	CTR	AIRBUS	Turbofan	2	Infringement of the Heathrow CTR (Class A) by a PA28, resulting in loss of separation with an inbound A320. CAIT activated.	CAIT appeared on radar with callsign for a PA28. This a/c was outside the LFA heading North. A320 was on loc - I considered that it was better to leave the A320 on loc as it would pass well behind but separation technically lost. ☐ CAA Closure:☐ Pilot error-loss of situational awareness. A warning letter has been sent.
201408272	22/06/2014	EGTT : London (FIR)	EGSC (CBG): Cambridge		G	ATZ	MAINAIR	Reciprocating	1	Mainair Blade microlight infringed Cambridge ATZ (Class G), landed on grass R/W05 and crossed main R/W23 without ATC clearance.	Whilst operating ADI & APP combined, I observed a micro light on a one mile final to runway 05. The micro light was not talking on either frequency and I started making blind transmissions. Shortly after the aircraft started making 'Zigzag' manoeuvres across the final approach, shortly after landing on runway 05 grass. The aircraft vacated the grass and begun crossing the main runway, with no clearance and before a 'follow-me' had arrived. The aircraft was then escorted to the parking area and shut down. Several aircraft were waiting to depart runway 23, but were held until the aircraft was under control and escort. The pilot advised ground staff that she was monitoring the micro light frequency, and at no time had tried to contact Cambridge ATC. The aircraft departed to a private site. Supplementary 16/01/15: Pilot sent a warning letter.
201408277	23/06/2014	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	7nm SE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Leeds Bradford CTR (Class D) by an unknown aircraft squawking 7000. Infringer identified as an R44. Traffic info given.	R44 called getting airborne at 1338z requesting a Basic Service, intending to carry out a survey to the east of Leeds. I asked if the pilot required to enter CAS, he replied that he would be remaining outside CAS. I reinforced this by asking the pilot to report if he did wish to enter CAS, which he acknowledged. At 1342z, an a/c squawking 7000 was observed entering the Leeds CTR approximately 7nm SE of Leeds Bradford. I instructed R44 to squawk 2676, and passed traffic information to B737, which was establishing on the RWY 32 ILS, and said to expect avoiding action if I could not identify the infringer very soon. Shortly after, I identified the infringer as R44, passed traffic information on the B737, and cleared R44 to continue inside CAS. When R44 was informed that he had infringed CAS, he replied that he was 'only on the edge' (was approximately 1.5nm inside by this point). I asked the pilot to phone me when he landed to explain why I had nearly had to take avoiding action, but no call was received.☐ CAA Closure:☐ Over reliance on GPS. Pilot error. Failed on-line test. Interviewed. Retake PPL Air Law and Comms examinations.

201408277	23/06/2014	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	7nm SE	D	CTR	BOEING	Turbofan	2	Infringement of the Leeds Bradford CTR (Class D) by an unknown aircraft squawking 7000. Infringer identified as an R44. Traffic info given.	R44 called getting airborne at 1338z requesting a Basic Service, intending to carry out a survey to the east of Leeds. I asked if the pilot required to enter CAS, he replied that he would be remaining outside CAS. I reinforced this by asking the pilot to report if he did wish to enter CAS, which he acknowledged. At 1342z, an a/c squawking 7000 was observed entering the Leeds CTR approximately 7nm SE of Leeds Bradford. I instructed R44 to squawk 2676, and passed traffic information to B737, which was establishing on the RWY 32 ILS, and said to expect avoiding action if I could not identify the infringer very soon. Shortly after, I identified the infringer as R44, passed traffic information on the B737, and cleared R44 to continue inside CAS. When R44 was informed that he had infringed CAS, he replied that he was 'only on the edge' (was approximately 1.5nm inside by this point). I asked the pilot to phone me when he landed to explain why I had nearly had to take avoiding action, but no call was received.☐ CAA Closure:☐ Over reliance on GPS. Pilot error. Failed on-line test. Interviewed. Retake PPL Air Law and Comms examinations.
201408343	24/06/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		D	CTR	BOLKOW	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by a Bo209. Standard separation maintained.	An airliner was in the process of being turned onto the ILS R/W27 from the South when a contact was seen approaching the northern edge of EGNX CTR. Contact was on 4572 listening out squawk. Airliner was turned off the approach onto heading 060 while a blind broadcast was made to the unknown aircraft. The unknown aircraft responded as a Bo209 and was told to leave the zone on a northerley track which was complied with immediately. The pilot of the aircraft was very apologetic and realised his mistake quickly and subsequently phoned EGNX ATC to explain and apologise again. Airliner was vectored round back onto the ILS from the North and with minimal delay. Airliner had been weather avoiding to the South of the approach but conditions at the airfield were good, vis 10km, cloud sct 3800ft, QNH 1019.
201408394	24/06/2014	EGTT : London (FIR)	EG D201	Aberporth	G	Danger area	JODEL	Reciprocating	1	Infringement of active Danger Area EG D201 (Aberporth) by an unknown aircraft squawking 7000. Aircraft identified as a Jodel DR100. Live firing suspended until Jodel DR100 vacated the area. Traffic info given.	Whilst plugged in at the RAC 1 position I was made aware of a 7000 squawk (no Mode C) by the Radar 1 controller at approximately 1350z. It was 5 miles NE of Pembrey and tracking northerly towards the D201/D202 complex. At the time I was working a military helicopter in D201. The aircraft continued to track North whilst the radar 1 controller made blind transmissions on 119.650 and attempted tracing action. It became apparent that the aircraft was going to avoid D201 but without Mode C information we could not determine whether it would be outside of D202A/B. The Radar 1 controller informed the Watch keeper UAV RPASp (that was operating in the D202 corridor) of the aircraft and ensured that the UAV was positioned safely to achieve deconfliction minima. I informed the TCO that we may call a 'STOP STOP STOP' shortly unless the aircraft altered its track. The sponsor was informed who immediately told the air crew. At approximately 1402z the aircraft infringed D201 in the area of Newquay, tracking North. Prior to its infringement I called STOP and ensured switches were safe. I informed the air crew of the reason for the stop and passed traffic info on the infringer. At 1405z the aircraft left D201 4nm N of Llanon. I obtained clearance from the range to continue and then completed the sortie without incident. The Radar 1 controller traced the aircraft and requested that the pilot call us so we could discuss the incident. The pilot duly contacted us and informed us that he was routing VFR at various levels, but typically 2.5A. The pilot was aware of the danger area but believed he had remained clear. I explained the impact on the trial and the risk he exposed himself and the trials participant to. I passed him our DACS/DAAIS frequency and he explained that he would contact us when
201408404	25/06/2014	EGTT : London (FIR)	Syerston		G	ATZ	UNKNOWN	Reciprocating	1	Alleged infringement of the Syerston ATZ (Class G) by an autogyro.	An aircraft (possible autogyro) was seen possibly transiting through the ATZ. The a/c was spotted over the Western end of the airfield heading NW. At this point several radio calls were made but received no reply. Waddington Zone were contacted he stated that the aircraft was squawking 7000 but displaying a height of 900 ft. The QFE at the time was 1010 and therefore once the height above airfield is calculated (1013.25 - 1010 hPa = 3.25 hPa x 27 feet = 88 ft; therefore 900-88 = 812 ft AGL). Waddington LARS stated the the a/c was seen to descend 4 miles to the NW of Syerston. There is a microlight site called Oxtan in that area, however, attempts to find a contact number were unsuccessful. There were no aircraft in the circuit at the time, but a motor glider crew were preparing to "crew in" for a departure.
201408404	25/06/2014	EGTT : London (FIR)	Syerston		G	ATZ	OTHER	Unknown		Alleged infringement of the Syerston ATZ (Class G) by an autogyro.	An aircraft (possible autogyro) was seen possibly transiting through the ATZ. The a/c was spotted over the Western end of the airfield heading NW. At this point several radio calls were made but received no reply. Waddington Zone were contacted he stated that the aircraft was squawking 7000 but displaying a height of 900 ft. The QFE at the time was 1010 and therefore once the height above airfield is calculated (1013.25 - 1010 hPa = 3.25 hPa x 27 feet = 88 ft; therefore 900-88 = 812 ft AGL). Waddington LARS stated the the a/c was seen to descend 4 miles to the NW of Syerston. There is a microlight site called Oxtan in that area, however, attempts to find a contact number were unsuccessful. There were no aircraft in the circuit at the time, but a motor glider crew were preparing to "crew in" for a departure.

201408461	20/06/2014	EGTT : London (FIR)	EG D017	Portland	G	Danger area	NORTH AMERICAN	Reciprocating	1	Infringement of active Danger Area EG D017 (Portland) by an unknown aircraft squawking 7000. Aircraft identified as a Navion.	At approx 0920 a 7000 squawk was observed in D017 transiting South - South East. After a short period of time the squawk changed to a Lon Info squawk; after subsequent liaison with Lon Info we were able to determine the callsign of the aircraft, a Navion and determine its routing. There was no hazardous activity taken place in the areas through which he was transiting so a clearance to transit the remainder of the danger areas was passed as well as a request for the pilot to contact Plymouth Mil on landing to explain the correct procedures. There was live firing being conducted in the areas to the North of the aircraft but his direction of transit suggested that he had not passed through these areas.
201408542	27/06/2014	EGTT : London (FIR)	EGHH (BOH): Bournemouth/Hurn	9nm WSW	D	CTA	YAKOVLEV	Reciprocating	1	Infringement of the Bournemouth CTA (Class D) by an unknown aircraft indicating 3000ft. Aircraft identified as a Yak52. Traffic info given. Standard separation maintained.	I was on duty as the Bournemouth radar and LARS controller. At 1536 a primary and secondary contact was observed about to infringe a section of the Solent CTA delegated to Bournemouth, SSR code 1200 and indicated altitude 3000ft. A number of blind calls were made on 119.475 without success, and the unknown contact then entered CAS. A departing B737 was held on the runway and traffic information was given. At approximately 1540 Yak52 called Bournemouth Tower on 125.6 and was instructed to call Bournemouth Radar. On contact, Yak52 was asked to squawk 7355 and was identified as the infringing aircraft which had just left controlled airspace by this time. A BS was given, and the pilot was advised of his infringement and information of further CAS ahead, both of which the pilot seemed unaware. The departing B737 was delayed by around 5 minutes. CAA Closure: Portuguese Authority written to (Portuguese pilot), but no response forthcoming. Closed due to elapsed time.
201408545	24/06/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ 2	G	Other	CHAMPION	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by a Champion 8KCAB.	An aircraft squawking 7010 with no mode C infringed Stansted TMZ 2 and caused a B737 to be delayed. The infringer went on to do circuits at North Weald, whom I called to ascertain the aircraft's details.
201408548	28/06/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	3 SE	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an Ikarus C42. Separation lost with outbound traffic. Avoiding action and traffic info given.	A primary contact was observed inside the Southampton CTR tracking NW. Avoiding action was given to both and in and outbound to Southampton. Several blind calls were made with no response. The contact turned East to leave CAS, the re-entered at the BWFA. The a/c was tracked and landed in the BWFA. The pilot was a victim of a heavy rain shower and other aircraft nearby. It was an unfortunate mistake and ATC having spoken to the pilot as soon as he realised his mistake, he rectified the problem by leaving the airspace as quickly as possible. Supplementary 11/07/14: The aircraft entered the Southampton Control Zone, whilst avoiding weather (rain shower) en route to a private airstrip inside the CTR, in accordance with the locally agreed procedures. The pilot has apologised for the incident, stress to the controller and has agreed to receive re-training and familiarisation from the operator of the strip to ensure compliance with the agreed procedures. Although a loss of separation occurred the Solent Controller acted promptly and correctly by providing 'avoiding action' to two aircraft in the correct order of priority to ensure that there was minimal risk and ensuring the lateral separation increased. The Solent Radar Controller was also pro-active in providing 'blind transmissions' as soon as it became apparent there was an unknown aircraft inside the CTR.
201408548	28/06/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	3 SE	D	CTR	BRITTEN NORMAN	Reciprocating	3	Infringement of the Southampton CTR (Class D) by an Ikarus C42. Separation lost with outbound traffic. Avoiding action and traffic info given.	A primary contact was observed inside the Southampton CTR tracking NW. Avoiding action was given to both and in and outbound to Southampton. Several blind calls were made with no response. The contact turned East to leave CAS, the re-entered at the BWFA. The a/c was tracked and landed in the BWFA. The pilot was a victim of a heavy rain shower and other aircraft nearby. It was an unfortunate mistake and ATC having spoken to the pilot as soon as he realised his mistake, he rectified the problem by leaving the airspace as quickly as possible. Supplementary 11/07/14: The aircraft entered the Southampton Control Zone, whilst avoiding weather (rain shower) en route to a private airstrip inside the CTR, in accordance with the locally agreed procedures. The pilot has apologised for the incident, stress to the controller and has agreed to receive re-training and familiarisation from the operator of the strip to ensure compliance with the agreed procedures. Although a loss of separation occurred the Solent Controller acted promptly and correctly by providing 'avoiding action' to two aircraft in the correct order of priority to ensure that there was minimal risk and ensuring the lateral separation increased. The Solent Radar Controller was also pro-active in providing 'blind transmissions' as soon as it became apparent there was an unknown aircraft inside the CTR.

201408549	25/06/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C172 at 4700ft. Traffic info given. Standard separation maintained.	I was in position as the RADAR controller when I observed an FIS squawk in the vicinity of Wellesbourne Mountford indicating altitude 3000'. I had an inbound aircraft downwind left for 33 at the time, and advised the inbound that the FIS squawk was outside CAS. After turning the inbound for the RNAV procedure, the FIS squawk began to climb, reaching as high as 4800' - although no separation was lost. I phoned London FIS who gave me the aircraft's details. I asked for the C172 to call me to validate and verify his level. He confirmed he was level at 4700' on my QNH 1019 (indicating 4800' on Mode C) and apologised for infringing CAS. C172 was inside CAS for approximately 3 minutes (0800 - 0803z). I passed on the Watch Manager's number and asked the pilot to call in order to complete the necessary paperwork involved.
201408644	30/06/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	3nm NE	D	CTA	PIPER	Reciprocating	1	Possible infringement of the Gatwick CTA (Class D) by an unknown aircraft at 1600ft. Aircraft identified as a PA28. Standard separation maintained.	A/C got airborne on a SAM departure, I climbed it to 4000ft. As it was turning an infringer popped up at 1600ft, the departing A/C passed about a mile down the west hand side of it.
201408644	30/06/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	3nm NE	D	CTA	AIRBUS	Turbofan	2	Possible infringement of the Gatwick CTA (Class D) by an unknown aircraft at 1600ft. Aircraft identified as a PA28. Standard separation maintained.	A/C got airborne on a SAM departure, I climbed it to 4000ft. As it was turning an infringer popped up at 1600ft, the departing A/C passed about a mile down the west hand side of it.
201408654	28/06/2014	EGTT : London (FIR)	EGLS : Old sarum		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Old Sarum ATZ (Class G) by a R44 at approx 500ft.	On Saturday 28/06/2014 I was manning the A/G radio at Old Sarum airfield. Also present in the tower was the airfield manager. At approximately 10:30z we heard a pilot, using a callsign xxx report on the Boscombe Down frequency of 126.700, (which we monitor for situational awareness and advanced notice of inbound aircraft), that he was an, "R 44 from Denham routeing along the Low Level Route south of Boscombe Down". There was no reply. At 10:38z, the airfield manager and I observed a blue and silver R 44 helicopter travelling East to West through Old Sarum ATZ and travelling in effect the wrong way along the downwind leg of the circuit in use. The aircraft passed about 1/2 a mile to the North of Old Sarum at an estimated height of 500ft apparently tracking the Low Level Route. Apart from the initial call mentioned above, no further transmissions were heard from the helicopter on 126.700 and there was no call to Old Sarum Radio on 123.200. On Sunday 29/06/2014, I was again manning the A/G radio at Old Sarum. The runway in use was 06 with a left hand circuit. About 17:25z I observed an R 44 helicopter similar in colour to the previous aircraft, travelling West to East about 1/2 a mile North of the airfield at an estimated height of 500 ft and against the direction of the downwind leg of the circuit. On this occasion no transmissions from the traffic were heard on either 123.00 or 126.700. The Low Level Route runs approximately parallel to the Old Sarum runway North of Old Sarum by about 1/2 to 3/4 NM cutting the ATZ in half. On Weekdays it is mainly used by military helicopters and some civil aircraft approved by Boscombe Down ATC. To facilitate this, a letter of agreement exists between Old Sarum and Boscombe Down whereby, when the Boscombe Down MATZ is
201408722	01/07/2014	EGTT : London (FIR)	EGLC (LCY): London city	6 E	D	CTA	CESSNA	Reciprocating	1	Infringement of the London City CTA (Class D) by a C172 at 2000ft. Traffic info given. Standard separation maintained.	CAIT was seen on C172 infringing the City CTA.Tower was called. A318 had already been cleared for take off rwy 09. Southend was then called to have the a/c descend back out of CAS.

201408732	01/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	6 E	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152.	At 17.28z an aircraft squawking 7000 (no Mode C) infringed the GW CTR 6nm SE of GW. R/W08 was in use at GW so I put a 'check all' on departures. The VCR controller visually acquired the aircraft. The aircraft left CAS but re-entered at 1731 so departures were stopped. An Airbus was on the runway awaiting departure on a CPT SID. The aircraft left CAS again, but re-entered at 17.33. I contacted EGLG to see if they had an aircraft in the local area. They broadcast on 120.250, but no aircraft responded. As the aircraft was orbiting inside CAS it appeared that it might be lost, so D&D were informed. Luton tower controller could see the aircraft visually and an identification of the radar return was given to confirm identification on their ATM. Coordination was effected so that the Airbus could depart with a left turn out, with the tower controller applying reduced separation, as he had both aircraft in sight. 5nm lateral separation was maintained at all times. 17.46 the aircraft left CAS and tracked to the East of Stevenage northbound. Freeflow was given to GW departures.☐ Supplementary 14/07/14:☐ The comprehensive report on this incident from the pilot concerned concluded that it was was poor judgement on his part to continue with the flight as planned with the wrong mind-set and without any form of GPS on board and inadequate airmanship to not make use of the many services available to avoid such an incident. He is more than willing to undertake further training to make sure such infringements are not caused by him again.
201408767	02/07/2014	EGTT : London (FIR)	SAM	Bearing 200 Range 8nm	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a Microlight.	Primary contact observed approaching southern zone boundary in the vicinity of Beaulieu. Several blind transmissions made. Contact entered CTR at 0919 and followed a track just inside the CTR boundary by approx 1 NM before leaving the zone in the vicinity of Calshot at 0922. Telephone conversation with EGHF indicated likely aircraft. ☐ Supplementary 02/07/14:☐ Pilot had approached Beaulieu VRP from the NW @ 1900ft on QNH of 1023 and then turned onto a heading of 90°m for Lee-on-Solent. During the run in to Lee had drifted North in the prevailing wind and possibly climbed in the buoyant air, into Southampton' CTR.
201408774	02/07/2014	EGTT : London (FIR)	VATRY	16.5nm South	G	Danger area	MORANE SAULNIER	Reciprocating	1	Infringement of active Danger Area D201A (Class G) by a Rallye 110 squawking 2615 at 3000ft.	During the handover where I was taking over Radar 1 a discussion ensued as to a return squawking 2615 routing towards the FIR boundary from the West. I took over the position and the outgoing ATCO contacted both Dublin and Shannon and it was established that the aircraft was a Rallye 110. Blind calls to the aircraft were not answered and I communicated with London Information to see if they were two way. The aircraft entered D201A at 1007z. 16.5nms south of VATRY. Eventually the aircraft made two way communication with London FIR and they transferred the aircraft to 119.650. On contact I identified the aircraft which confirmed it was the track inside D201A. A Basic Service was offered and the pilot asked to call the unit on landing. He was obviously having communications difficulties and left my frequency to talk to EGFE Haverfordwest without having cleared the frequency which increased my workload whilst I tracked the aircraft down. On landing at Swansea the pilot called and he was debriefed. He thought he was clear of the Danger Areas - Dublin had warned him they were active! He failed to maintain two way communication in the middle of the Irish Sea with any agency and also stated his GPS was faulty. I reminded him of the Aberporth frequency and the importance of contacting us but also stressed that if in difficulty to contact D&D on 121.5 who would be able to offer assistance in such a circumstance. The pilot has been sent the infringement questionnaire for completion.
201408785	02/07/2014	EGTT : London (FIR)	DET	1nm NW	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 2900ft, resulting in loss of separation with a C560. Aircraft identified as a C150. Traffic info and avoiding action given.	An aircraft - later identified as C150 - infringed controlled airspace between DET and Rochester airfield. It was tracking NW bound indicating 3A on a squawk of 7000. I gave avoiding action on an London City inbound - C560 who was on a radar heading of 350 degrees at 4A to the SW of the infringer. I turned the C560 left onto 290 degrees and passed traffic information on the - then unknown - aircraft. The C560 pilot reported he had the aircraft on TCAS. I phoned TMA SE and gave an avoiding heading of 270 degrees on an Biggin Hill inbound - who was routing to DET towards the infringer. The unknown aircraft then started descending, eventually levelling at 2.5A, and the squawk changed to 1735 - a Farnborough LARS East squawk. I subsequently returned the C560 and Biggin Hill inbound to normal vectoring. Farnborough LARS were contacted and the details of the aircraft were obtained, and they verified his current altitude.☐ Supplementary 07/07/14:☐ I was in contact with London 124.600, which the frequency was very busy and had to wait in turn. I drifted on the wrong side of the London CTR near Rochester at 2700ft QNH 1023 (Shown on Radar 2900ft) as soon as I finally changed frequency to Farnborough East descended immediately down to 2300ft QNH 1023 (Shown on radar 2500). One side of CTR is 2500ft and to the west 3500ft closer to Detling. I contacted London City Airport to apologise for any disruption that I may have caused, I am happy that the controllers acted and made the situation a safe one.
201408785	02/07/2014	EGTT : London (FIR)	DET	1nm NW	A	TMA	CESSNA	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 2900ft, resulting in loss of separation with a C560. Aircraft identified as a C150. Traffic info and avoiding action given.	An aircraft - later identified as C150 - infringed controlled airspace between DET and Rochester airfield. It was tracking NW bound indicating 3A on a squawk of 7000. I gave avoiding action on an London City inbound - C560 who was on a radar heading of 350 degrees at 4A to the SW of the infringer. I turned the C560 left onto 290 degrees and passed traffic information on the - then unknown - aircraft. The C560 pilot reported he had the aircraft on TCAS. I phoned TMA SE and gave an avoiding heading of 270 degrees on an Biggin Hill inbound - who was routing to DET towards the infringer. The unknown aircraft then started descending, eventually levelling at 2.5A, and the squawk changed to 1735 - a Farnborough LARS East squawk. I subsequently returned the C560 and Biggin Hill inbound to normal vectoring. Farnborough LARS were contacted and the details of the aircraft were obtained, and they verified his current altitude.☐ Supplementary 07/07/14:☐ I was in contact with London 124.600, which the frequency was very busy and had to wait in turn. I drifted on the wrong side of the London CTR near Rochester at 2700ft QNH 1023 (Shown on Radar 2900ft) as soon as I finally changed frequency to Farnborough East descended immediately down to 2300ft QNH 1023 (Shown on radar 2500). One side of CTR is 2500ft and to the west 3500ft closer to Detling. I contacted London City Airport to apologise for any disruption that I may have caused, I am happy that the controllers acted and made the situation a safe one.

201408785	02/07/2014	EGTT : London (FIR)	DET	1nm NW	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 2900ft, resulting in loss of separation with a C560. Aircraft identified as a C150. Traffic info and avoiding action given.	An aircraft - later identified as C150 - infringed controlled airspace between DET and Rochester airfield. It was tracking NW bound indicating 3A on a squawk of 7000. I gave avoiding action on an London City inbound - C560 who was on a radar heading of 350 degrees at 4A to the SW of the infringer. I turned the C560 left onto 290 degrees and passed traffic information on the - then unknown - aircraft. The C560 pilot reported he had the aircraft on TCAS. I phoned TMA SE and gave an avoiding heading of 270 degrees on an Biggin Hill inbound - who was routing to DET towards the infringer. The unknown aircraft then started descending, eventually levelling at 2.5A, and the squawk changed to 1735 - a Farnborough LARS East squawk. I subsequently returned the C560 and Biggin Hill inbound to normal vectoring. Farnborough LARS were contacted and the details of the aircraft were obtained, and they verified his current altitude.☐ Supplementary 07/07/14:☐ I was in contact with London 124.600, which the frequency was very busy and had to wait in turn. I drifted on the wrong side of the London CTR near Rochester at 2700ft QNH 1023 (Shown on Radar 2900ft) as soon as I finally changed frequency to Farnborough East descended immediately down to 2300ft QNH 1023 (Shown on radar 2500). One side of CTR is 2500ft and to the west 3500ft closer to Detling. I contacted London City Airport to apologise for any disruption that I may have caused, I am happy that the controllers acted and made the situation a safe one.
201408830	03/07/2014	EGTT : London (FIR)	Airway Q41		A	Other	PIPER	Reciprocating	1	Infringement of Airway Q41 by a PA28.	PA28 was transiting South to Jersey from Shobdon at 3000ft on the Portland pressure 1015 on a Basic Service, after being instructed to route East of D026 the aircraft took up a direct track South. During this part of the transit the aircraft climbed (without informing the controller) to indicate a Mode C indication of 037 which put the aircraft within Q41 (base level FL35); the aircraft was then instructed to descend to vacate controlled airspace (the altitude the pilot had actually climbed to was never confirmed although the Mode C was verified on the initial contact). There was airways traffic transiting Q41 in the opposite direction at FL45, this traffic only closed to within 15 nm before the PA28 vacated controlled airspace. Upon initial questioning the pilot was unaware of the airway stating it did not appear on his GPS, after a few seconds and further prompting of the routing and positioning of the airway the pilot was subsequently able to identify the airway on his GPS stating that he was sorry but was concerned about staying clear of D031. The pilot contacted me by phone once he had landed and stated that he had originally planned to transit through the Portland Danger Areas as they were not NOTAMd as active, he also confirmed that he had climbed above 3500ft. I re-briefed him on the activation timings of the Danger Areas and sent him the link to the Infringement Analysis Form for completion.
201408842	14/06/2014	EGTT : London (FIR)	Warwick	North of VRP	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA32 squawking 7000 climbing to 2200ft. Separation lost. Traffic info and avoiding action given.	I was mentoring a trainee ATCO on Radar 1 when I noticed a 7000 squawk approaching the Warwick VRP (Jct 15 M40) area below CAS under the 3500ft stub. With the amount of VFR traffic about on a Saturday afternoon and maintaining vigilance, it was not immediately apparent that this aircraft would infringe. However as the aircraft Mode C increased to 1800ft South of Warwick I became concerned. Initially I thought this was going to remain outside on a sightseeing flight. As the trainee was vectoring the inbound B737 to the NDB/DME approach for R/W33 I highlighted this to her but the trainee indicated that she was aware of it. About this time the aircraft entered CAS and continued climb to 2200ft as indicated on the Radar display. I instructed the trainee to give avoiding action and turn the B737 to try and achieve the prescribed separation which she did immediately. Disruption was caused to the inbound B737 and an ATR42 inbound from MOSUN. The second aircraft had been given a heading which now took it towards the infringing aircraft. The ATSA was asked to telephone Wellesbourne regarding PA32 - the callsign displayed by the Mode S who confirmed he was on frequency. Wellesbourne were asked to transfer PA32 to Birmingham Radar immediately. The aircraft called, was identified and continued en-route VFR. Avoiding action was given to the B737 but was not necessary for the ATR42. I telephoned the pilot concerned and the contact details have been passed to the investigation team. The pilot of PA32 was very apologetic and offered an explanation. He concluded it was inattention combined with flying an aircraft he didn't regularly fly. He had also been briefed by Wellesbourne about the need to avoid a sensitive area around Hampton Lucy because of noise complaints. He was
201408842	14/06/2014	EGTT : London (FIR)	Warwick	North of VRP	D	CTA	BOEING	Turbofan	2	Infringement of the Birmingham CTA (Class D) by a PA32 squawking 7000 climbing to 2200ft. Separation lost. Traffic info and avoiding action given.	I was mentoring a trainee ATCO on Radar 1 when I noticed a 7000 squawk approaching the Warwick VRP (Jct 15 M40) area below CAS under the 3500ft stub. With the amount of VFR traffic about on a Saturday afternoon and maintaining vigilance, it was not immediately apparent that this aircraft would infringe. However as the aircraft Mode C increased to 1800ft South of Warwick I became concerned. Initially I thought this was going to remain outside on a sightseeing flight. As the trainee was vectoring the inbound B737 to the NDB/DME approach for R/W33 I highlighted this to her but the trainee indicated that she was aware of it. About this time the aircraft entered CAS and continued climb to 2200ft as indicated on the Radar display. I instructed the trainee to give avoiding action and turn the B737 to try and achieve the prescribed separation which she did immediately. Disruption was caused to the inbound B737 and an ATR42 inbound from MOSUN. The second aircraft had been given a heading which now took it towards the infringing aircraft. The ATSA was asked to telephone Wellesbourne regarding PA32 - the callsign displayed by the Mode S who confirmed he was on frequency. Wellesbourne were asked to transfer PA32 to Birmingham Radar immediately. The aircraft called, was identified and continued en-route VFR. Avoiding action was given to the B737 but was not necessary for the ATR42. I telephoned the pilot concerned and the contact details have been passed to the investigation team. The pilot of PA32 was very apologetic and offered an explanation. He concluded it was inattention combined with flying an aircraft he didn't regularly fly. He had also been briefed by Wellesbourne about the need to avoid a sensitive area around Hampton Lucy because of noise complaints. He was
201408842	14/06/2014	EGTT : London (FIR)	Warwick	North of VRP	D	CTA	ATR	Turboprop	2	Infringement of the Birmingham CTA (Class D) by a PA32 squawking 7000 climbing to 2200ft. Separation lost. Traffic info and avoiding action given.	I was mentoring a trainee ATCO on Radar 1 when I noticed a 7000 squawk approaching the Warwick VRP (Jct 15 M40) area below CAS under the 3500ft stub. With the amount of VFR traffic about on a Saturday afternoon and maintaining vigilance, it was not immediately apparent that this aircraft would infringe. However as the aircraft Mode C increased to 1800ft South of Warwick I became concerned. Initially I thought this was going to remain outside on a sightseeing flight. As the trainee was vectoring the inbound B737 to the NDB/DME approach for R/W33 I highlighted this to her but the trainee indicated that she was aware of it. About this time the aircraft entered CAS and continued climb to 2200ft as indicated on the Radar display. I instructed the trainee to give avoiding action and turn the B737 to try and achieve the prescribed separation which she did immediately. Disruption was caused to the inbound B737 and an ATR42 inbound from MOSUN. The second aircraft had been given a heading which now took it towards the infringing aircraft. The ATSA was asked to telephone Wellesbourne regarding PA32 - the callsign displayed by the Mode S who confirmed he was on frequency. Wellesbourne were asked to transfer PA32 to Birmingham Radar immediately. The aircraft called, was identified and continued en-route VFR. Avoiding action was given to the B737 but was not necessary for the ATR42. I telephoned the pilot concerned and the contact details have been passed to the investigation team. The pilot of PA32 was very apologetic and offered an explanation. He concluded it was inattention combined with flying an aircraft he didn't regularly fly. He had also been briefed by Wellesbourne about the need to avoid a sensitive area around Hampton Lucy because of noise complaints. He was

201408843	03/07/2014	EGTT : London (FIR)	EGLC (LCY): London city	Bearing NE Range 8nm	A	TMA	CIRRUS	Reciprocating	1	Possible infringement of the London TMA (Class A) by a SR22 squawking 7010 at 2600ft. Traffic info and avoiding action given. Separating lost with inbound traffic.	Aircraft squawking 7010 infringed the London TMA in the area south of LAM. It was tracking south and mode C indicated it climbed to 2.6A. Fltnum28J had made a missed approach at EGLC and was being repositioned downwind right hand to be number two inbound. It was south of LAM heading 090 degrees at 3A. When SR22 indicated 2.6A I gave avoiding action to fltnum28J by climbing to 4A. By this time it appeared SR22 was passing behind fltnum28J. Traffic information was passed to fltnum28J. The pilot reported he had no TCAS indications on the aircraft. SR22 was identified using mode S and further details on the flight obtained from Farnborough LARS East who later worked the aircraft.
201408843	03/07/2014	EGTT : London (FIR)	EGLC (LCY): London city	Bearing NE Range 8nm	A	TMA	UNKNOWN	Unknown		Possible infringement of the London TMA (Class A) by a SR22 squawking 7010 at 2600ft. Traffic info and avoiding action given. Separating lost with inbound traffic.	Aircraft squawking 7010 infringed the London TMA in the area south of LAM. It was tracking south and mode C indicated it climbed to 2.6A. Fltnum28J had made a missed approach at EGLC and was being repositioned downwind right hand to be number two inbound. It was south of LAM heading 090 degrees at 3A. When SR22 indicated 2.6A I gave avoiding action to fltnum28J by climbing to 4A. By this time it appeared SR22 was passing behind fltnum28J. Traffic information was passed to fltnum28J. The pilot reported he had no TCAS indications on the aircraft. SR22 was identified using mode S and further details on the flight obtained from Farnborough LARS East who later worked the aircraft.
201408897	04/07/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 040 Range 14nm	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a DR400 squawking 7000 indicating 3000ft. Standard separation maintained.	Three A7000 squawks were observed approaching controlled airspace tracking northwest towards Wethersfield indicating 3000ft. As the first of these got closer to the airspace boundary, I tried blind calling the callsign shown on Mode-S but got no answer, I also tried calling the other callsigns in what appeared to be the group of D- registered aircraft, but also got no answer. There were three observed squawks, and there seemed to be a primary only second aircraft formatting with each transponding return. As the DR400 and its primary wingman entered controlled airspace, I advised the GS of the situation. He attempted to contact Duxford to see if they were in contact, while the SS FIN controller tried to contact Earls Colne. Earls Colne advised that they had been in contact, but had transferred themselves to Duxford. Both the GS & FIN were only able to get an answering machine response from Duxford. After a few minutes the aircraft & wingman turned north and left controlled airspace. No EGSS traffic was affected as there were no inbound aircraft at the time.
201408951	05/07/2014	EGTT : London (FIR)	SAM	9nm NNW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 0460, indicating 3000ft. Aircraft identified as a C172 under a Traffic Service from Farnborough. Standard separation maintained.	0460 squawk observed tracking NE towards NW CTA boundary in the vicinity of Chilbolton indicating 2800ft. Coordinator contacted Farnborough and reminded ATCO of requirement to remain outside CAS. Contact then appeared to turn left onto a more Northerly heading as it approached the airspace boundary and AIW alarm initiated although it was difficult to confirm whether the a/c had crossed the line. The a/c also continued a climb to 3400 ft. Subsequent communication with Farnborough gave details of A/C as C172 on a local flight. ☐ Supplementary 07/07/14:☐ I was working LARS West when C172 called requesting a Traffic Service. When I identified C172 he was SW of Chilbolton at 2800' I told him it was a reduced Traffic Service due to his range and altitude and advised him that there were a number of contacts in his area indicating 1000'. C172 tracked East bound towards the Southampton zone but I thought he was still clear of it as the fillet to the NW of the zone is not marked on our overhead displays and the altitude of the base is not marked on our radar video map. C172 continued East and I told him to turn North but thought we had remained outside of the main part of the Southampton zone. ☐ Supplementary 08/08/14:☐ The aircraft entered Solent Class D Control Area whilst on a navigational training flight whilst in receipt of a service from Farnborough Radar (West). Information from the report submitted by the Farnborough Radar controller has been made known to unit management
201409007	07/07/2014	EGTT : London (FIR)	SAM	Bearing 255 Range 10nm	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by HR200 squawking 7000 at 2400ft. Avoiding action given.	R/W20, Q1015. I was operating as Solent Radar at approximately 0838z when I noticed a 7000 squawk in the STX area tracking SE bound, climbing through Alt2.2A unverified. I put out a blind call, no reply and the radar ATSA phoned HH to see if they were working and initially they said not. The unknown then indicated Alt2.4A still tracking SE in the CTA sector with base Alt2A. AIW alarmed and after a further blind call with no reply I used tactical headings to keep arrivals North of the airfield. The coordinator took a call from Bournemouth saying they were now working the a/c, a student pilot who was lost, and that the aircraft was descending and turning away from us. The aircraft was subsequently observed at Alt 1.8A approximately 9SW SAM now southbound (I believe still on a 7000 squawk), so normal operations resumed. At approximately 0850z the radar ATSA asked HH for the a/c details, but were told they would call back. At 0858z the HH ATCO phoned Solent to advise the details a HR020, HH-HH, and that the pilot was extremely sorry and upset. He thought the base was Alt3A in that area.☐ Supplementary 10/07/14:☐ Pilot reported that he was using a Portland Regional Setting of 1001 as conveyed by Bournemouth when the aircraft left the zone at Tarrant Rushton, whereas it should have reverted to the Bournemouth (or Solent) QNH of 1015 when entering the corridor between the two zones - this was an error on his part. The aircraft was on the Bournemouth frequency as directed earlier to remain on it, with hindsight given how busy this area is the pilot should have changed to Solent frequency and talked to them. ☐

201409063	07/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	12 SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28 at 1800ft. Standard separation maintained.	PA28 activated CAIT at 1800ft whilst infringing the SW corner of EGGW zone, tracking NW. PA28 was identified using mode S.
201409126	08/07/2014	EGTT : London (FIR)	EGNY : Beverly (Linley Hill)		G	ATZ	THRUSTER	Reciprocating	1	UK AIRPROX 2014/105 - Thruster T600N and a military transport final approach R/W12 at Beverley Airfield.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the military pilot flying into conflict with the Thruster T600N.
201409126	08/07/2014	EGTT : London (FIR)	EGNY : Beverly (Linley Hill)		G	ATZ	OTHER	Turboprop	4	UK AIRPROX 2014/105 - Thruster T600N and a military transport final approach R/W12 at Beverley Airfield.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the military pilot flying into conflict with the Thruster T600N.
201409198	08/07/2014	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington		G	ATZ	PIPER	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by a PA28 at 1500ft. Traffic info given	Primary only return was observed to enter the ATC to the NW and fly directly overhead. The DSATCO was dispatched to the VCR and observed a P28A white upper red lower fly overhead circa 1500ft - the visual circuit altitude. Blind calls were made on 127.775, 125.325 (old App frequency) and the Twr frequency but to no reply. The aircraft was non squawking. The aircraft subsequently orbited at Oxford City and called Brize Radar who transferred the aircraft to Oxford Radar. The aircraft ID was subsequently confirmed from Wellesbourne and the aircraft reported to be transponder equipped but could not get the device to operate. The aircraft was placed under a Basic Service and returned to Wellesbourne.
201409289	04/07/2014	EGTT : London (FIR)	Not specified		G	Restricted area	JABIRU	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a Microlight at 1300ft.	I was working as the SS INT controller and at time 1127 I observed a primary only contact enter the TMZ 1 to the west of Haverhill tracking south East. I made a transmission to see if anyone in that position was on frequency but got no reply. I gave delaying vectors to two B737s and a further B737 was subsequently delayed.. Aircraft called on the frequency. His position report identified the primary infringing contact to be him. He was non transponding. □ Supplementary 11/07/14:□ The investigation has revealed that the pilot did report onto frequency as 'negative transponder', requesting a basic service. The controller informed him that he was inside the zone without permission, to which the pilot responded he was under the 1500ft limit (1300ft on qnh 1007). It was pointed out to him that he still needed to call for approval for entry into the zone without a transponder.

201409289	04/07/2014	EGTT : London (FIR)	Not specified		G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by a Microlight at 1300ft.	<p>I was working as the SS INT controller and at time 1127 I observed a primary only contact enter the TMZ 1 to the west of Haverhill tracking south East. I made a transmission to see if anyone in that position was on frequency but got no reply. I gave delaying vectors to two B737s and a further B737 was subsequently delayed.. Aircraft called on the frequency. His position report identified the primary infringing contact to be him. He was non transponding.</p> <p>☐</p> <p>Supplementary 11/07/14:☐</p> <p>The investigation has revealed that the pilot did report onto frequency as 'negative transponder', requesting a basic service. The controller informed him that he was inside the zone without permission, to which the pilot responded he was under the 1500ft limit (1300ft on qnh 1007). It was pointed out to him that he still needed to call for approval for entry into the zone without a transponder.</p>
201409289	04/07/2014	EGTT : London (FIR)	Not specified		G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by a Microlight at 1300ft.	<p>I was working as the SS INT controller and at time 1127 I observed a primary only contact enter the TMZ 1 to the west of Haverhill tracking south East. I made a transmission to see if anyone in that position was on frequency but got no reply. I gave delaying vectors to two B737s and a further B737 was subsequently delayed.. Aircraft called on the frequency. His position report identified the primary infringing contact to be him. He was non transponding.</p> <p>☐</p> <p>Supplementary 11/07/14:☐</p> <p>The investigation has revealed that the pilot did report onto frequency as 'negative transponder', requesting a basic service. The controller informed him that he was inside the zone without permission, to which the pilot responded he was under the 1500ft limit (1300ft on qnh 1007). It was pointed out to him that he still needed to call for approval for entry into the zone without a transponder.</p>
201409289	04/07/2014	EGTT : London (FIR)	Not specified		G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by a Microlight at 1300ft.	<p>I was working as the SS INT controller and at time 1127 I observed a primary only contact enter the TMZ 1 to the west of Haverhill tracking south East. I made a transmission to see if anyone in that position was on frequency but got no reply. I gave delaying vectors to two B737s and a further B737 was subsequently delayed.. Aircraft called on the frequency. His position report identified the primary infringing contact to be him. He was non transponding.</p> <p>☐</p> <p>Supplementary 11/07/14:☐</p> <p>The investigation has revealed that the pilot did report onto frequency as 'negative transponder', requesting a basic service. The controller informed him that he was inside the zone without permission, to which the pilot responded he was under the 1500ft limit (1300ft on qnh 1007). It was pointed out to him that he still needed to call for approval for entry into the zone without a transponder.</p>
201409291	03/07/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	7 NE	D	CTA	PIPER	Reciprocating	1	PA28 infringed the Gatwick CTA (Class D) at 1900ft. Standard separation maintained.	<p>Operating as Gatwick Director I observed a contact on radar entering Gatwick CAS North of Lingfield wearing a 7047 squawk at 1900'. The squawk then changed to 7000 before the contact turned to the NE to leave CAS descending to 1600'. There were no aircraft on the final approach. I rang tower and asked them to stop right turn out departures although there weren't any. I did reduce the speed of the No.1 aircraft but not below a reasonable speed for that range (220kts at 22 DME).☐</p> <p>CAA Closure:☐</p> <p>Pilot error. Poor airmanship. Warning letter issued.</p>
201409298	11/07/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing ENE Range 18nm	A	TMA	MOONEY	Reciprocating	1	Infringement of the London TMA (Class A) by a Mooney M20 squawking 7000 at 4000ft. Standard separation maintained.	<p>CAIT activated 4000 18nm ENE of EGSS. I did a blind TX and got no reply. Both myself and my final director had seen in previously on an FIR squawk. I was on the phone so my radar 2 called FIS and they said it was inbound to SC. He then called SC and got the details and asked for it to be transferred to 136.2. Aircraft called 136.2 was given a 7402 squawk and was informed he was inside controlled airspace, it appeared that he then started his own descent to leave CAS. I had an A320 inbound to ABBOT 5000 above but I turned him left just in case the unknown had climbed, I advised him of the reason and he seemed quite happy.</p>

201409298	11/07/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing ENE Range 18nm	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a Mooney M20 squawking 7000 at 4000ft. Standard separation maintained.	CAIT activated 4000 18nm ENE of EGSS. I did a blind TX and got no reply. Both myself and my final director had seen in previously on an FIR squawk. I was on the phone so my radar 2 called FIS and they said it was inbound to SC. He then called SC and got the details and asked for it to be transferred to 136.2. Aircraft called 136.2 was given a 7402 squawk and was informed he was inside controlled airspace, it appeared that he then started his own descent to leave CAS. I had an A320 inbound to ABBOT 5000 above but I turned him left just in case the unknown had climbed, I advised him of the reason and he seemed quite happy.
201409312	12/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	5 SE	D	CTR	OTHER	Reciprocating	1	Infringement by of the Luton CTR (Class D) by a microlight. Standard separation maintained.	A PA28 from EGMD to EGBE was a VFR transit from the SE to the NW via the 26 threshold not above 2400. As he entered the zone he advised me there was a microlight in his 3 o'clock and possibly in my airspace. I called tower and let them know what I was doing as they were expecting a military aircraft to turn in with the NDB procedure, I also shouted for the GS. There was a primary contact there tracking to the east, the traffic I had at the time was military aircraft doing an NDB approach. Luckily at this time was outbound with the procedure and so separation was not lost against the unknown. I advised the military aircraft I had to keep him away from the unknown so kept him on a heading to the east. There were two airliners behind that had to be extended due to the unknown microlight near EGLG. The unknown left controlled airspace and I let the military aircraft continue inbound. I tried to track the unknown but lost it east of my airspace. The military aircraft was at GW for training and not inbound to land.
201409337	12/07/2014	EGTT : London (FIR)	EGR 312		G	Other	CESSNA	Reciprocating	1	Infringement of Restricted Area EGR 312 by a C150 at 1300ft. Avoiding action given.	I was the radar ATCO at Blackpool. At 1234UTC, a C150, which was inbound was sent to the ADI frequency of 118x4 as it approached the VRP Inskip. The a/c was instructed by ADI to report overhead the Gasholders (at the end of the M55). I was vectoring other traffic for an IFR approach to R/W28 and observed a 0450 Squawk, believed to be the C150, taking up a southerly track from Inskip directly towards Warton and advised ADI of this. He asked C150 to confirm he was over the Gasholders and visual with Blackpool, which he did. The pilot was then instructed to return to the Radar frequency and instructed to squawk Ident. The ident correlated with the track now some 2.5 nms South of Inskip and 1.5nms North of Warton. He was instructed to turn immediately onto a northerly track and to maintain 2000', his height was requested. The readback was 1300', which placed the a/c inside of EGR312. On vacating EGR312, the a/c was given navigational assistance and subsequently handed to ADI and landed at intended destination.
201409406	14/07/2014	EGTT : London (FIR)	Solent CTA		D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2300ft. Traffic info given. Standard separation maintained.	At 1620 a 2650 squawk was observed close to the NW edge of the Solent CTA indicating approx 2500ft, this shortly afterwards activated the AIW as the aircraft initially headed East before turning to the SW, descending to 2000ft and away from CAS. During this time my coordinator was obtaining details from Boscombe, who indicated it was a student and they were turning him away from the Solent CAS. I continued to monitor the contact closely and after approximately 1 minute the return made a turn to the East toward CAS again and climbed to 2300ft. My coordinator again rang Boscombe to instruct them to turn the aircraft away. During the infringement an airliner was inbound approaching PEPIS, I instructed the airliner to continue present heading to stop the turn towards the SAM from PEPIS, the pilot announced that they had started the turn and the heading was 185deg. As the infringing aircraft turned right into CAS I turned the airliner further left onto 160 deg to ensure there was no loss of separation. The infringing aircraft left CAS to the North and the minimum distance between the airliner and the infringer was approx 7.5nm and 4700ft.☐ Supplementary 14/08/14:☐ Solo student confused by an instruction from Boscombe decided to orbit which caused the infringement. Student was thoroughly debriefed and 2 dual flights close and through CAS.
201409469	11/07/2014	EGTT : London (FIR)	R002	Plymouth	G	Restricted area	AVIONS ROBIN	Reciprocating	1	Infringement of Restricted Area R002 (Plymouth) by a Robin HR200 at 1800ft.	Robin HR200 free called Plymouth Mil within R002 at 1800ft. Once vacated (on the most expeditious heading) I asked the pilot if he was aware of R002 at which point he assured me he was aware and that he was maintaining to the North according to his GPS. The pilot contacted me on landing explaining that he was an experienced pilot who had flown the route countless times and was aware of the avoid. He had replotted his track and agreed that he had entered R002 for which he was very sorry. He said that normally he would avoid R002 but was 'ducking in and out of cloud' which lead to the inadvertent penetration.

201409490	15/07/2014	EGTT : London (FIR)	EGSC (CBG): Cambridge		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Cambridge ATZ (Class G) by a C152.	I was working handboxed on both Cambridge Tower 125.9 and Cambridge Approach 123.6. I observed an aircraft transponding 7000 approaching the Cambridge ATZ from the West indicating 1400ft on Mode C. I looked out of the tower window and saw a C152 which appeared to be in the ATZ. I made a blind call on both tower and approach frequencies which received no reply. I had work in progress on the runway so alerted the vehicle to the possibility of an aircraft inbound with an emergency. Essex Radar rang to request a level for an inbound aircraft and whilst on the phone they confirmed that the aircraft was in our ATZ and passed me the registration. The aircraft came onto the Cambridge Approach frequency and reported that he was inbound to Andrewsfield. He didn't seem to be aware that he had entered the ATZ without permission. Appropriate CAA action is to be taken as a result of this incident.
201409529	16/07/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	Middlewich	D	CTR	HUGHES	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Hughes 369 at 700ft. Traffic info given. Standard separation maintained.	At about 15:23 I was alerted by AIW warning of unknown traffic entering the control zone at Middlewich 700ft climbing squawking 7000. I passed traffic information to a VFR transit aircraft squawking 7360 who saw what he believed to be a microlight aircraft. Closest distance was 3nm between the two. Mode S interrogation gave the callsign of the unknown. Following a brief orbit near Middlewich the unknown left CAS and disappeared from radar near Crewe. Some five minutes later a Hughes 369 helicopter, called at Crewe for zone entry and was identified via mode A on 7350, when advised of the previous infringement the pilot stated that someone else was flying the aircraft at that time.
201409591	17/07/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		G	Restricted area	HUNTING PERCIVAL	Turbofan	1	Infringement of the Stansted TMZ2 SW (Class G) by a Jet Provost squawking 7010.	Fairly fast-moving contact squawking 7010 with NMC observed tracking NNW'ly within the lateral limits of TMZ2. As contact approached the northern edge of the TMZ, squawk changed to 5023 now with a display of mode C. Farnborough LARS contacted, who gave details of the a/c as a Jet Provost. The transit with no mode C displayed was non-compliant with TMZ procedures. The use of transponder code of 7010 was non-compliant with its conditions of use, as the offending a/c was not operating in an aerodrome traffic pattern. Mode C was clearly serviceable on this a/c, and the requirement for a transponder check prior to entering transponder mandatory airspace would have prevented this incident from occurring. No Stansted traffic was adversely affected.
201409592	17/07/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	VANS	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Vans RV9 at 1300ft. Standard separation maintained.	Contact squawking 7010 indicating 1300ft observed transiting the very southerly corner of the Stansted CTR on a SW'ly track. The contact was inside the zone by about a mile at most, and vacated the zone again very shortly afterwards. Contact was observed to join on a left base for North Weald. No Stansted traffic adversely affected. Mode S data gave a/c i/d. I am sure it was caused by the upper SE'ly wind being stronger than the pilot had allowed for, pushing his track inside CAS.
201409596	17/07/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	Bearing 295 Range 15nm	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a C172 squawking 7000 at 3000ft. Traffic info and avoiding action given. Separation lost.	I was the Radar Controller on duty when the AIW tool indicated penetration of Birmingham CAS CTA6 (base 3500ft) at 4000ft. Shortly afterwards the Mode C indicated the contact descending below CTA 6. The traffic levels were moderate with ATSOCAS an inbound from the South and one inbound from the North via CHASE. The Mode S on RDP did not give a callsign so I made a blind transmission. The a/c was squawking 7000 and unknown traffic. At this point I perceived that the a/c had turned South away from CAS and was aware of his position and the AIW may have been in response to a different QNH setting. However a little later the contact was observed SE bound entering Birmingham CTA 1 and 5 at 3000ft. With the inbound from the North approaching CHASE an avoiding action turn was given in an attempt to achieve the required minimum of 5miles and 5000ft. At this point I recognised that there was an a/c that had called but told to standby or perhaps I had not acknowledged it. The ATSA had actually written a strip for the callsign as I was busy at the time so did not have the details immediately in front of me. However I had a hunch that this might be the infringing traffic. I allocated a squawk and identified the a/c. The pilot admitted that he may have been inside CAS but was replanning to remain clear. His intended track was to have transited Birmingham CAS VFR direct to BKY VFR. The pilot apologised on the R/T. Although the pilot apologised on the R/T I requested the pilots contact details via AFTN message to EBCI upon landing. I trust that this information will follow.☐ CAA Closure:☐ CFI of C172 pilot's flying club has discussed the incident with the pilot concerned.

201409596	17/07/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	Bearing 295 Range 15nm	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTA (Class D) by a C172 squawking 7000 at 3000ft. Traffic info and avoiding action given. Separation lost.	I was the Radar Controller on duty when the AIW tool indicated penetration of Birmingham CAS CTA6 (base 3500ft) at 4000ft. Shortly afterwards the Mode C indicated the contact descending below CTA 6. The traffic levels were moderate with ATSOCAS an inbound from the South and one inbound from the North via CHASE. The Mode S on RDP did not give a callsign so I made a blind transmission. The a/c was squawking 7000 and unknown traffic. At this point I perceived that the a/c had turned South away from CAS and was aware of his position and the AIW may have been in response to a different QNH setting. However a little later the contact was observed SE bound entering Birmingham CTA 1 and 5 at 3000ft. With the inbound from the North approaching CHASE an avoiding action turn was given in an attempt to achieve the required minimum of 5miles and 5000ft. At this point I recognised that there was an a/c that had called but told to standby or perhaps I had not acknowledged it. The ATSA had actually written a strip for the callsign as I was busy at the time so did not have the details immediately in front of me. However I had a hunch that this might be the infringing traffic. I allocated a squawk and identified the a/c. The pilot admitted that he may have been inside CAS but was replanning to remain clear. His intended track was to have transited Birmingham CAS VFR direct to BKY VFR. The pilot apologised on the R/T. Although the pilot apologised on the R/T I requested the pilots contact details via AFTN message to EBCI upon landing. I trust that this information will follow.☐ CAA Closure:☐ CFI of C172 pilot's flying club has discussed the incident with the pilot concerned.
201409626	17/07/2014	EGTT : London (FIR)	EGBW : Wellesbourne mountford	Bearing 340 Range 5nm	D	CTA	GROB	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by a Grob G115 squawking 7000 between 1800-2000ft. Traffic info given.	I was controlling on Rad 1 and observed a 7000 squawk NW of Wellesbourne tracking towards CAS and Wellesbourne at approx 1800', identified using Mode S as a G115. I attempted to blind call the a/c and also telephoned Wellesbourne but to no avail. The a/c continued and entered CTA -2 in the vicinity of Snitterfield between 1800-2000'. I was working a DHC8 (1) inbound form Chase descending to FL70 so turned him 240deg to ensure I had space to manoeuvre should the infringer alter course, I was also working a DHC8 (2) on a Mosun departure which I gave vectors to allow continuous climb above the DHC8 (1). The a/c landed at Wellesbourne and the pilot was instructed to call the WM. He identified his callsign flown by a student pilot with himself as the instructor.☐ Supplementary 06/08/14:☐ The route included an anticlockwise circumnavigation of the Birmingham Zone routing inbound to Wellesbourne from Bridgenorth. The sortie was flown at 2000ft on the relevant QNHs with the Birmingham QNH selected on the last leg. The student performed well throughout the sortie but on the final leg was a little closer than the planned 3nm North abeam of the Snitterfield gliding site. In order to maintain lateral separation from the active gliding site I directed him to alter heading to the North. During this manoeuvre a momentary lapse in my SA resulted in the a/c remaining at 2000ft rather than starting the planned descent below 1500ft. After landing at Wellesbourne I was contacted by the Birmingham Radar controller and informed I had entered his Class D airspace without a clearance. Ironically, I had used the earlier transit to the North of Birmingham to demonstrate the use of
201409626	17/07/2014	EGTT : London (FIR)	EGBW : Wellesbourne mountford	Bearing 340 Range 5nm	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTA-2 (Class D) by a Grob G115 squawking 7000 between 1800-2000ft. Traffic info given.	I was controlling on Rad 1 and observed a 7000 squawk NW of Wellesbourne tracking towards CAS and Wellesbourne at approx 1800', identified using Mode S as a G115. I attempted to blind call the a/c and also telephoned Wellesbourne but to no avail. The a/c continued and entered CTA -2 in the vicinity of Snitterfield between 1800-2000'. I was working a DHC8 (1) inbound form Chase descending to FL70 so turned him 240deg to ensure I had space to manoeuvre should the infringer alter course, I was also working a DHC8 (2) on a Mosun departure which I gave vectors to allow continuous climb above the DHC8 (1). The a/c landed at Wellesbourne and the pilot was instructed to call the WM. He identified his callsign flown by a student pilot with himself as the instructor.☐ Supplementary 06/08/14:☐ The route included an anticlockwise circumnavigation of the Birmingham Zone routing inbound to Wellesbourne from Bridgenorth. The sortie was flown at 2000ft on the relevant QNHs with the Birmingham QNH selected on the last leg. The student performed well throughout the sortie but on the final leg was a little closer than the planned 3nm North abeam of the Snitterfield gliding site. In order to maintain lateral separation from the active gliding site I directed him to alter heading to the North. During this manoeuvre a momentary lapse in my SA resulted in the a/c remaining at 2000ft rather than starting the planned descent below 1500ft. After landing at Wellesbourne I was contacted by the Birmingham Radar controller and informed I had entered his Class D airspace without a clearance. Ironically, I had used the earlier transit to the North of Birmingham to demonstrate the use of
201409626	17/07/2014	EGTT : London (FIR)	EGBW : Wellesbourne mountford	Bearing 340 Range 5nm	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTA-2 (Class D) by a Grob G115 squawking 7000 between 1800-2000ft. Traffic info given.	I was controlling on Rad 1 and observed a 7000 squawk NW of Wellesbourne tracking towards CAS and Wellesbourne at approx 1800', identified using Mode S as a G115. I attempted to blind call the a/c and also telephoned Wellesbourne but to no avail. The a/c continued and entered CTA -2 in the vicinity of Snitterfield between 1800-2000'. I was working a DHC8 (1) inbound form Chase descending to FL70 so turned him 240deg to ensure I had space to manoeuvre should the infringer alter course, I was also working a DHC8 (2) on a Mosun departure which I gave vectors to allow continuous climb above the DHC8 (1). The a/c landed at Wellesbourne and the pilot was instructed to call the WM. He identified his callsign flown by a student pilot with himself as the instructor.☐ Supplementary 06/08/14:☐ The route included an anticlockwise circumnavigation of the Birmingham Zone routing inbound to Wellesbourne from Bridgenorth. The sortie was flown at 2000ft on the relevant QNHs with the Birmingham QNH selected on the last leg. The student performed well throughout the sortie but on the final leg was a little closer than the planned 3nm North abeam of the Snitterfield gliding site. In order to maintain lateral separation from the active gliding site I directed him to alter heading to the North. During this manoeuvre a momentary lapse in my SA resulted in the a/c remaining at 2000ft rather than starting the planned descent below 1500ft. After landing at Wellesbourne I was contacted by the Birmingham Radar controller and informed I had entered his Class D airspace without a clearance. Ironically, I had used the earlier transit to the North of Birmingham to demonstrate the use of
201409700	16/07/2014	EGTT : London (FIR)	Harlow, Essex		G	Restrict ed area	FLIGHT DESIGN	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft squawking 0013. Aircraft identified as a Flight Design.	0013 squawk (NMC) observed on SE'ly track. Blind Tx no response, then directed call to Flight Design (derived from mode S data) also no response. Luton radar asked to try, and it was determined to be listening out with them. My understanding would be that display of 0013 without mode C and listening out on Luton constitutes non-compliance with the rules governing the TMZ, and therefore an infringement. What did emerge, however, was the fact that Flight Design was at 1370ft alt, and therefore outside CAS. What also emerged was that he thought mode C should have been on. The requirements of the TMZ have never made provision for a mandatory transponder check prior to transit, so the chance to avoid precisely this scenario was not offered to the pilot.☐ CAA Closure:☐ The AIP states that Mode C it is strongly recommended that aircraft should use Mode C if available. In this case Mode C was available but had not been selected on and this caused the controller to be concerned. The controller tried to contact the aircraft on the Stansted frequency and then determined that the aircraft was in contact with Luton radar. The level of the aircraft was then obtained.

201409707	18/07/2014	EGTT : London (FIR)	KONAN	S			OTHER	Unknown	1	ATC coordination issues concerning a foreign military aircraft alleged to have infringed UK and Maastricht airspace.	Foreign military aircraft infringed UK and Maastricht airspace without coordination. I was working as S15/16 Tactical. We were informed by Raki about aircraft squawking 4601 that would be operating in the Channel sector at FL205 and FL215. The aircraft was operating mainly South of Ratuk (East to West). I then observed the aircraft then climbed to FL235. The aircraft penetrated our airspace without coordination to the West of SOVAT. I warned S17 tactical of this as the aircraft was fairly close to inbounds routing to Tiger. The aircraft then turned out of our airspace. This didn't cause any problems at the time. The aircraft then started progressing East into the area of CBA1. It then turned North towards L9 to the SE of KONAN. I had fltnum 143 on a heading on the south of L9 climbing through similar levels. As the tracks got closer the military aircraft turned East and started climbing. I turned fltnum 143 left 35deg and gave traffic info on the position of the 4601 squawk. The minimum distance between the two aircraft was 6nm. I then transferred fltnum 143 to Maastricht control as 4601 squawk was turning away from the traffic. I then transferred fltnum 3131 outbound, who was approximately 15nm behind, to Maastricht. 4601 squawk then turned North again and penetrated L9 in Maastricht airspace without coordination. 4601 squawk was indicated Mode C below the fltnum 3131. Maastricht phoned us to ask us about it as they knew nothing at all about it. The LAS tried to find out who was actually working the military aircraft. On coming out of the position the LAS gave me a phone number of the controller who had been working the 4601 squawk. I spoke to her and she said that she had been told that the aircraft had been coordinated through our airspace with Military ATC. I subsequently
201409707	18/07/2014	EGTT : London (FIR)	KONAN	S			UNKNOWN	Turbofan		ATC coordination issues concerning a foreign military aircraft alleged to have infringed UK and Maastricht airspace.	Foreign military aircraft infringed UK and Maastricht airspace without coordination. I was working as S15/16 Tactical. We were informed by Raki about aircraft squawking 4601 that would be operating in the Channel sector at FL205 and FL215. The aircraft was operating mainly South of Ratuk (East to West). I then observed the aircraft then climbed to FL235. The aircraft penetrated our airspace without coordination to the West of SOVAT. I warned S17 tactical of this as the aircraft was fairly close to inbounds routing to Tiger. The aircraft then turned out of our airspace. This didn't cause any problems at the time. The aircraft then started progressing East into the area of CBA1. It then turned North towards L9 to the SE of KONAN. I had fltnum 143 on a heading on the south of L9 climbing through similar levels. As the tracks got closer the military aircraft turned East and started climbing. I turned fltnum 143 left 35deg and gave traffic info on the position of the 4601 squawk. The minimum distance between the two aircraft was 6nm. I then transferred fltnum 143 to Maastricht control as 4601 squawk was turning away from the traffic. I then transferred fltnum 3131 outbound, who was approximately 15nm behind, to Maastricht. 4601 squawk then turned North again and penetrated L9 in Maastricht airspace without coordination. 4601 squawk was indicated Mode C below the fltnum 3131. Maastricht phoned us to ask us about it as they knew nothing at all about it. The LAS tried to find out who was actually working the military aircraft. On coming out of the position the LAS gave me a phone number of the controller who had been working the 4601 squawk. I spoke to her and she said that she had been told that the aircraft had been coordinated through our airspace with Military ATC. I subsequently
201409707	18/07/2014	EGTT : London (FIR)	KONAN	S			UNKNOWN	Turbofan		ATC coordination issues concerning a foreign military aircraft alleged to have infringed UK and Maastricht airspace.	Foreign military aircraft infringed UK and Maastricht airspace without coordination. I was working as S15/16 Tactical. We were informed by Raki about aircraft squawking 4601 that would be operating in the Channel sector at FL205 and FL215. The aircraft was operating mainly South of Ratuk (East to West). I then observed the aircraft then climbed to FL235. The aircraft penetrated our airspace without coordination to the West of SOVAT. I warned S17 tactical of this as the aircraft was fairly close to inbounds routing to Tiger. The aircraft then turned out of our airspace. This didn't cause any problems at the time. The aircraft then started progressing East into the area of CBA1. It then turned North towards L9 to the SE of KONAN. I had fltnum 143 on a heading on the south of L9 climbing through similar levels. As the tracks got closer the military aircraft turned East and started climbing. I turned fltnum 143 left 35deg and gave traffic info on the position of the 4601 squawk. The minimum distance between the two aircraft was 6nm. I then transferred fltnum 143 to Maastricht control as 4601 squawk was turning away from the traffic. I then transferred fltnum 3131 outbound, who was approximately 15nm behind, to Maastricht. 4601 squawk then turned North again and penetrated L9 in Maastricht airspace without coordination. 4601 squawk was indicated Mode C below the fltnum 3131. Maastricht phoned us to ask us about it as they knew nothing at all about it. The LAS tried to find out who was actually working the military aircraft. On coming out of the position the LAS gave me a phone number of the controller who had been working the 4601 squawk. I spoke to her and she said that she had been told that the aircraft had been coordinated through our airspace with Military ATC. I subsequently
201409730	19/07/2014	EGTT : London (FIR)	EGLF (FAB): Farnborough civil	Bearing 001 Range 0.5nm	A	TMA	OTHER	Reciprocating	1	Infringement of the London TMA (Class A) by a display aircraft at 3988ft.	I was on duty as the Terminal Control Liaison Officer positioned within the Farnborough Tower, primarily to support the activities of the Airshow that conflict with the normal operation of the LTMA. The a/c was displaying within the overhead during a period where there was no airspace delegated from SW Deps, resulting in a requirement for the show traffic to remain clear of CAS (3500' altitude). I received a telephone call from the VCR Show coordinator who had been informed by the Flying Control Committee (FCC) that while monitoring the display aircraft they had tracked the flightpath to an altitude of 3488' AMSL (3250' QFE). Due to the immediate proximity of CAS, in negotiation with the VCR Coord and TMA SW Deps I arranged for a temporary buffer whereby SW Deps would remain above 6000' altitude within 5nm of the aerodrome. This would ensure standard aerobatic separation for activities within 2nm of Farnborough up to an altitude of 4000'. At this time the aircraft was not displaying Mode C according to the Heathrow 10cm radar used at Farnborough The purpose of this was to ensure the safety of TMA operations while the display traffic completed their activities in case of further transgression. This buffer had not been communicated with either the FCC of the display aircraft whose clearance remained to keep clear of CAS. Immediately after this action the FCC contacted the VCR Coord again to report that the a/c concerned had been monitored achieving a height of 3750', equating to 3988' QNH, 498' within CAS. This buffer remained in force between 1408 and 1413.☐ Supplementary 20/07/14:☐ I was on duty as one of two VCR coordinators at the time of this event. My colleague
201409750	20/07/2014	EGTT : London (FIR)	EGTE (EXT): Exeter		G	ATZ	PIPER	Reciprocating	1	Infringement of the Exeter ATZ (Class G) by a PA28 at 1800ft.	At 1005Z PA28 calls leaving on a "Short flight to South & West". PA28 was instructed to "Remain outside the ATZ. Runway 26 in use", which was acknowledged. PA28 was asked to "report your routing". PA28 replied: "I will pass to the North of Exeter to Kennford. PA28 entered the ATZ at 10:11 and was asked to "Report your level". PA28 reported "1900ft". PA28 was informed that he was within the Aerodrome Traffic Zone and was instructed to expedite his tracks clear of the Aerodrome Traffic Zone. PA28 tracked Westbound and left the ATZ.

201409823	20/07/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10nm E	D	CTR	OTHER	Reciprocating	1	Gyroplane infringed Gatwick CTR (Class D) twice, resulting in loss of separation with inbound traffic. Traffic info and avoiding action given.	At 1530 7000 squawk tracking SW infringed the SE corner of Gatwick CTR by about 2nm. Mode S converted the infringer to a Gyroplane. An A319 was on an 8 mile final at the time. Although the a/c was only about 2 miles away I called traffic and told the pilot to continue his approach. The track and speed of the infringer indicated it was not a threat to the A319. The infringing a/c routed South and left CAS at 1535. I unbandboxed the sector. We tried to call and trace the a/c to no avail. We continued to monitor the a/c. At 1545 it infringed again this time going NE retracing its previous infringing track! It finally left CAS at 1548 and continued ENE. This time another A319 had to be given a slight reroute (it was taken through the ILS eventually establishing from the North at about 6nm) to maintain 5nm separation. ☐ Supplementary 04/08/14:☐ On the day in question I can only think that my lack of concentration mixed with poor judgement led to this incident.☐ CAA Closure:☐ Pilot error. Warning letter sent.
201409823	20/07/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10nm E	D	CTR	AIRBUS	Turbofan	2	Gyroplane infringed Gatwick CTR (Class D) twice, resulting in loss of separation with inbound traffic. Traffic info and avoiding action given.	At 1530 7000 squawk tracking SW infringed the SE corner of Gatwick CTR by about 2nm. Mode S converted the infringer to a Gyroplane. An A319 was on an 8 mile final at the time. Although the a/c was only about 2 miles away I called traffic and told the pilot to continue his approach. The track and speed of the infringer indicated it was not a threat to the A319. The infringing a/c routed South and left CAS at 1535. I unbandboxed the sector. We tried to call and trace the a/c to no avail. We continued to monitor the a/c. At 1545 it infringed again this time going NE retracing its previous infringing track! It finally left CAS at 1548 and continued ENE. This time another A319 had to be given a slight reroute (it was taken through the ILS eventually establishing from the North at about 6nm) to maintain 5nm separation. ☐ Supplementary 04/08/14:☐ On the day in question I can only think that my lack of concentration mixed with poor judgement led to this incident.☐ CAA Closure:☐ Pilot error. Warning letter sent.
201409823	20/07/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10nm E	D	CTR	AIRBUS	Turbofan	2	Gyroplane infringed Gatwick CTR (Class D) twice, resulting in loss of separation with inbound traffic. Traffic info and avoiding action given.	At 1530 7000 squawk tracking SW infringed the SE corner of Gatwick CTR by about 2nm. Mode S converted the infringer to a Gyroplane. An A319 was on an 8 mile final at the time. Although the a/c was only about 2 miles away I called traffic and told the pilot to continue his approach. The track and speed of the infringer indicated it was not a threat to the A319. The infringing a/c routed South and left CAS at 1535. I unbandboxed the sector. We tried to call and trace the a/c to no avail. We continued to monitor the a/c. At 1545 it infringed again this time going NE retracing its previous infringing track! It finally left CAS at 1548 and continued ENE. This time another A319 had to be given a slight reroute (it was taken through the ILS eventually establishing from the North at about 6nm) to maintain 5nm separation. ☐ Supplementary 04/08/14:☐ On the day in question I can only think that my lack of concentration mixed with poor judgement led to this incident.☐ CAA Closure:☐ Pilot error. Warning letter sent.
201409838	22/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 090 Range 10nm	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 4400ft. Traffic info given. Luton departures were stopped and several aircraft were broken off final approach. At least one loss of separation recorded.	Aircraft subsequently infringed the Luton CTR (Class D). Appropriate CAA action is being taken as a result of this incident.
201409838	22/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 090 Range 10nm	A	TMA	GULFSTREAM	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 4400ft. Traffic info given. Luton departures were stopped and several aircraft were broken off final approach. At least one loss of separation recorded.	Aircraft subsequently infringed the Luton CTR (Class D). Appropriate CAA action is being taken as a result of this incident.

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201409838	22/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 090 Range 10nm	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 4400ft. Traffic info given. Luton departures were stopped and several aircraft were broken off final approach. At least one loss of separation recorded.	Aircraft subsequently infringed the Luton CTR (Class D). Appropriate CAA action is being taken as a result of this incident.
201409838	22/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 090 Range 10nm	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 4400ft. Traffic info given. Luton departures were stopped and several aircraft were broken off final approach. At least one loss of separation recorded.	Aircraft subsequently infringed the Luton CTR (Class D). Appropriate CAA action is being taken as a result of this incident.
201409838	22/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 090 Range 10nm	A	TMA	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 4400ft. Traffic info given. Luton departures were stopped and several aircraft were broken off final approach. At least one loss of separation recorded.	Aircraft subsequently infringed the Luton CTR (Class D). Appropriate CAA action is being taken as a result of this incident.
201409838	22/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 090 Range 10nm	A	CTR	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 4400ft. Traffic info given. Luton departures were stopped and several aircraft were broken off final approach. At least one loss of separation recorded.	Aircraft subsequently infringed the Luton CTR (Class D). Appropriate CAA action is being taken as a result of this incident.

201409838	22/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 090 Range 10nm	A	CTR	GULFSTREAM	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 4400ft. Traffic info given. Luton departures were stopped and several aircraft were broken off final approach. At least one loss of separation recorded.	Aircraft subsequently infringed the Luton CTR (Class D). Appropriate CAA action is being taken as a result of this incident.
201409838	22/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 090 Range 10nm	A	CTR	GULFSTREAM	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 4400ft. Traffic info given. Luton departures were stopped and several aircraft were broken off final approach. At least one loss of separation recorded.	Aircraft subsequently infringed the Luton CTR (Class D). Appropriate CAA action is being taken as a result of this incident.
201409838	22/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 090 Range 10nm	A	CTR	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 4400ft. Traffic info given. Luton departures were stopped and several aircraft were broken off final approach. At least one loss of separation recorded.	Aircraft subsequently infringed the Luton CTR (Class D). Appropriate CAA action is being taken as a result of this incident.
201409838	22/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 090 Range 10nm	A	CTR	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 4400ft. Traffic info given. Luton departures were stopped and several aircraft were broken off final approach. At least one loss of separation recorded.	Aircraft subsequently infringed the Luton CTR (Class D). Appropriate CAA action is being taken as a result of this incident.
201409838	22/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 090 Range 10nm	A	CTR	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 7000 at 4400ft. Traffic info given. Luton departures were stopped and several aircraft were broken off final approach. At least one loss of separation recorded.	Aircraft subsequently infringed the Luton CTR (Class D). Appropriate CAA action is being taken as a result of this incident.

201409896	22/07/2014	EGTT : London (FIR)	GARMI	FIR boundary with LFRG	G	Danger area	MAULE	Reciprocating	1	Infringement of active Danger Area EGD036 (Class G) by a MX7 at FL70.	Deauville pre-noted flight approx 40 minutes earlier, and at 1802 a/c called 42miles South of the Isle of Wight at 7,000ft, but I was unable to establish 2-way comms. After several attempts to establish 2-way, I got a response, but by that time the a/c had just entered D036. The number 2 FISO had already seen on the FID that the a/c might enter D036 so called Swanwick Mil to try to obtain a DACS. Swanwick Mil response was that D036 was active with live firing and this info was relayed to the a/c. The a/c was markedly unresponsive to the info about live firing so this was reiterated several times until we observed him turning left (on the FID) to leave the Danger Area. A/c was then asked his intentions but did not seem to have any idea what to do. I informed him about Q41 and the base of airway and he seemed to have some difficulty in trying to decide on a course of action. I gave him information about the Airway M185 with the base of FL105 and point ORIST at the boundary, but he did not have any idea where that was, even when told that it was 6 miles East of ORTAC. Another controller then rang Sector 21 to inform them of the situation, and also Jersey Zone, as there was an a/c inbound to Jersey. As the a/c still had no idea what course of action to take and didn't know where ORTAC was we suggested that Jersey may be able give him a Radar service. The response was that he would be 'flying over the top of their airspace' so didn't see the need to contact them. Other controller rang Jersey again and they said that they could provide a service to vector him out of any possible infringement situation and eventually a/c agreed to change freq to Jersey Zone on 125.2. At this point there was some interaction between Sector 21 and Jersey. Once a/c was clear of the CAS Jersey rang to ask
201409920	22/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152. Standard separation maintained.	I was in the process of handing over the sector to the afternoon controller and then observed a 7000 squawk entering the control zone without a clearance. He was northwest of Panshanger, tracking northbound, I think with no Mode C (although it all happened very quickly, I can't be sure). I phoned the tower via priority line to enquire if a departure was moving and to stop it. This lead to the enforced go around of an inbound which was at about 3 miles from touchdown. I instructed tower to climb it to 3000ft and it came back to my frequency. In this time, the infringing aircraft, which had been continuing northbound, turned 180 degrees and left the zone to the south. No further action was necessary. The infringer was kindly traced by the afternoon watch.☐ CAA Closure:☐ No response from owner. Closed due to elapsed time.
201409947	22/07/2014	EGTT : London (FIR)	EGDG (NQY): St. Mawgan	1 NW	G	ATZ	CYCLONE AIRSPORTS	Reciprocating	1	Infringement of the Newquay ATZ (Class G) by two microlights. Traffic info given.	2 radar contacts observed North of the aerodrome, heading SW along the coast. Blind transmissions made but no response. 2 air transport movements delayed as the microlights were observed to cross the climb out of R/W30. Tracing action identified two microlights travelling from Bodmin to the Isles of Scilly.
201409947	22/07/2014	EGTT : London (FIR)	EGDG (NQY): St. Mawgan	1 NW	G	ATZ	UNKNOWN	Reciprocating	1	Infringement of the Newquay ATZ (Class G) by two microlights. Traffic info given.	2 radar contacts observed North of the aerodrome, heading SW along the coast. Blind transmissions made but no response. 2 air transport movements delayed as the microlights were observed to cross the climb out of R/W30. Tracing action identified two microlights travelling from Bodmin to the Isles of Scilly.
201409963	23/07/2014	EGTT : London (FIR)	NEDUL	3 SW	A	Other	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) and Airway Q41 (Class A) by a DR400. Standard separation maintained.	FIR squawk observed South of NEDUL, tracking South, slowly climbing. Contact entered CTA at 1609 3nm South of NEDUL. Repeated attempts made to contact FIR, but telephone calls were unanswered. S21 ATCO was also made aware of infringement. Radar contact continued southbound, eventually reaching an indicated 5100ft and leaving the western edge of Q41 about 5nm SE of THRED. Communication was then established with the FIR, who provided the identification of the infringing a/c.☐ Supplementary 22/08/14: ☐ The aircraft entered the Class D Solent Control Area and Class A Airway Q41 without a clearance. It is known that certain GPS manufacturers and foreign chart publishers do not include that part of Q41 at the lower levels contiguous with the Solent CTA.

201409963	23/07/2014	EGTT : London (FIR)	NEDUL	3 SW	A	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) and Airway Q41 (Class A) by a DR400. Standard separation maintained.	FIR squawk observed South of NEDUL, tracking South, slowly climbing. Contact entered CTA at 1609 3nm South of NEDUL. Repeated attempts made to contact FIR, but telephone calls were unanswered. S21 ATCO was also made aware of infringement. Radar contact continued southbound, eventually reaching an indicated 5100ft and leaving the western edge of Q41 about 5nm SE of THRED. Communication was then established with the FIR, who provided the identification of the infringing a/c.☐ Supplementary 22/08/14: ☐ The aircraft entered the Class D Solent Control Area and Class A Airway Q41 without a clearance. It is known that certain GPS manufacturers and foreign chart publishers do not include that part of Q41 at the lower levels contiguous with the Solent CTA.
201409969	23/07/2014	EGTT : London (FIR)	Not specified		D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000, indicating 2200ft. Aircraft identified as a PA28. The PA28 subsequently indicated climbing to 2500ft causing a departing aircraft to deviate from WAL SID.	At approx 1840z the AIW went off in the SW corner of Manchester Barton local flying area by a 7000 squawk indicating 2200ft. Using the Mode S the aircraft was identified as a PA28. I called Barton on the phone to ask if they were speaking to the aircraft, they mentioned they could barely hear him and asked for a position of the aircraft which I gave them. The aircraft then indicated climbing to 2500ft causing an aircraft on a WAL1S departure to deviate from the SID from the sector. WAL P controller had called asking if I knew of the aircraft and I advised them that it was working Barton. I informed the WM over the phone.☐ Supplementary 29/07/14:☐ CAIT notified us of an infringement in the Barton (North of EGCC) area. The aircraft was observed to be at 2000ft and climbed to 2500ft. I rang EGCC approach and they informed me that they had just spoken to Barton and told them to descend the aircraft to 2000ft and that it was infringing CAS. As I was on the phone an A319 called the Tactical and as the infringer had not been identified to him yet he turned the aircraft right and climbed so that separation was not lost. The A319 had his track miles increased by about 5 miles due to the traffic.☐ CAA Closure:☐ Pilot error-lack of situational awareness. Warning letter issued.
201409969	23/07/2014	EGTT : London (FIR)	Not specified		D	CTA	UNKNOWN	Unknown		Infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000, indicating 2200ft. Aircraft identified as a PA28. The PA28 subsequently indicated climbing to 2500ft causing a departing aircraft to deviate from WAL SID.	At approx 1840z the AIW went off in the SW corner of Manchester Barton local flying area by a 7000 squawk indicating 2200ft. Using the Mode S the aircraft was identified as a PA28. I called Barton on the phone to ask if they were speaking to the aircraft, they mentioned they could barely hear him and asked for a position of the aircraft which I gave them. The aircraft then indicated climbing to 2500ft causing an aircraft on a WAL1S departure to deviate from the SID from the sector. WAL P controller had called asking if I knew of the aircraft and I advised them that it was working Barton. I informed the WM over the phone.☐ Supplementary 29/07/14:☐ CAIT notified us of an infringement in the Barton (North of EGCC) area. The aircraft was observed to be at 2000ft and climbed to 2500ft. I rang EGCC approach and they informed me that they had just spoken to Barton and told them to descend the aircraft to 2000ft and that it was infringing CAS. As I was on the phone an A319 called the Tactical and as the infringer had not been identified to him yet he turned the aircraft right and climbed so that separation was not lost. The A319 had his track miles increased by about 5 miles due to the traffic.☐ CAA Closure:☐ Pilot error-lack of situational awareness. Warning letter issued.
201409989	25/07/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an unknown C152 squawking 3767, resulting in loss of separation with inbound traffic. A/c also infringed the Solent CTR (Class D) losing separation with a Southampton inbound.	Aircraft identified as a C152 flown by a student pilot. Traffic info and avoiding action given. Whilst working as KK INT I noticed a 3767 squawk approaching the Gatwick CTZ. As the 3767 squawk entered the Gatwick CTZ, I called Redhill, and asked if they were working an aircraft 8 miles West of them. They replied they had one out that way, and it was a student pilot. I advised it was infringing the Gatwick CTZ. At this point I should have asked them to transfer the aircraft to my frequency, with one of my squawks, but I inadvertently omitted to do this. I then immediately called AIR, and advised of the infringer and asked them to break off the inbound aircraft on final approach (turn right onto 180deg and climb to 3.0A). The tower did this. I also broke off the next inbound. The infringer continued to route South, and went through a 4 - 5 nm final to R/W08R. I called Redhill back. (I had been expecting them to turn the aircraft away to the North). They advised the aircraft that had been speaking to them, had reported as about 15nm NE of Gatwick, and had gone on route to Farnborough LARS. The infringer continued to route to the South, on a 7000 squawk, and then was observed to change to a Farnborough LARS squawk. Farnborough spoke to the GS AIR, and passed the following information on the infringer. C152. departing airport and intended destination. ☐ Supplementary 29/07/14:☐ In position as AIR controller I observed a 3767 squawk enter the zone from the NW tracking Southbound. Simultaneously I received a telephone call from Gatwick Radar to break off an aircraft on the approach as the 3767 squawk was unknown traffic. A320 was broken away to
201409989	25/07/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by an unknown C152 squawking 3767, resulting in loss of separation with inbound traffic. A/c also infringed the Solent CTR (Class D) losing separation with a Southampton inbound.	Aircraft identified as a C152 flown by a student pilot. Traffic info and avoiding action given. Whilst working as KK INT I noticed a 3767 squawk approaching the Gatwick CTZ. As the 3767 squawk entered the Gatwick CTZ, I called Redhill, and asked if they were working an aircraft 8 miles West of them. They replied they had one out that way, and it was a student pilot. I advised it was infringing the Gatwick CTZ. At this point I should have asked them to transfer the aircraft to my frequency, with one of my squawks, but I inadvertently omitted to do this. I then immediately called AIR, and advised of the infringer and asked them to break off the inbound aircraft on final approach (turn right onto 180deg and climb to 3.0A). The tower did this. I also broke off the next inbound. The infringer continued to route South, and went through a 4 - 5 nm final to R/W08R. I called Redhill back. (I had been expecting them to turn the aircraft away to the North). They advised the aircraft that had been speaking to them, had reported as about 15nm NE of Gatwick, and had gone on route to Farnborough LARS. The infringer continued to route to the South, on a 7000 squawk, and then was observed to change to a Farnborough LARS squawk. Farnborough spoke to the GS AIR, and passed the following information on the infringer. C152. departing airport and intended destination. ☐ Supplementary 29/07/14:☐ In position as AIR controller I observed a 3767 squawk enter the zone from the NW tracking Southbound. Simultaneously I received a telephone call from Gatwick Radar to break off an aircraft on the approach as the 3767 squawk was unknown traffic. A320 was broken away to

201409989	25/07/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by an unknown C152 squawking 3767, resulting in loss of separation with inbound traffic. A/c also infringed the Solent CTR (Class D) losing separation with a Southampton inbound.	Aircraft identified as a C152 flown by a student pilot. Traffic info and avoiding action given. Whilst working as KK INT I noticed a 3767 squawk approaching the Gatwick CTZ. As the 3767 squawk entered the Gatwick CTZ, I called Redhill, and asked if they were working an aircraft 8 miles West of them. They replied they had one out that way, and it was a student pilot. I advised it was infringing the Gatwick CTZ. At this point I should have asked them to transfer the aircraft to my frequency, with one of my squawks, but I inadvertently omitted to do this. I then immediately called AIR, and advised of the infringer and asked them to break off the inbound aircraft on final approach (turn right onto 180deg and climb to 3.0A). The tower did this. I also broke off the next inbound. The infringer continued to route South, and went through a 4 - 5 nm final to R/W08R. I called Redhill back. (I had been expecting them to turn the aircraft away to the North). They advised the aircraft that had been speaking to them, had reported as about 15nm NE of Gatwick, and had gone on route to Farnborough LARS. The infringer continued to route to the South, on a 7000 squawk, and then was observed to change to a Farnborough LARS squawk. Farnborough spoke to the GS AIR, and passed the following information on the infringer. C152. departing airport and intended destination. □ Supplementary 29/07/14:□ In position as AIR controller I observed a 3767 squawk enter the zone from the NW tracking Southbound. Simultaneously I received a telephone call from Gatwick Radar to break off an aircraft on the approach as the 3767 squawk was unknown traffic. A320 was broken away to
201410025	23/07/2014	EGTT : London (FIR)	EGNR : Hawarden		D	CTA	PIPER	Reciprocating	1	Infringement of the Liverpool CTA (Class D) by a PA28 at 2500ft. Traffic info given. Standard separation maintained.	Working as WAL Planner CAIT was activated by a 4000 squawk NW of WAL in the Liverpool CTA. The mode C was indicating 2500feet. I contacted Liverpool who did not have any details of the traffic. We had already transferred a B737 to Liverpool however we also had an ATR42 inbound to EGCC to whom the Tactical gave a turn to maintain required separation. The 4000 squawk continued in a south westerly direction with the height readout fluctuating between 2200ft and 2500ft. After approx 5 min's Liverpool called to confirm that the aircraft was A PA28 and that it was now talking to Hawarden on a 4601 squawk.
201410081	23/07/2014	EGTT : London (FIR)	EGVP : Middle wallop		G	ATZ	PIPER	Reciprocating	1	Infringement of the Middle Wallop ATZ (Class G) by a PA28 at 1500ft.	At 1222Z I received a call from Wallop Approach informing me of a 7000 squawk approaching Great Wood Gate (Approx. 51 10.49N 001 32.78W) from the NE indicating 1500FT QFE on the VRD, descending. The aircraft was observed to continue SW bound towards Middle Wallop (EGVP), passing approximately 1NM to the north of the airfield, crossing the extended centreline of Runway 36 at 1224Z and at a height estimated visually to be between 700FT and 1000FT QFE. The aircraft was then observed to turn north towards Thruxton Aerodrome (EGHO). I direct dialled the AGCS Radio operator at EGHO who stated he had an aircraft, a PA28 which he believed had misidentified Middle Wallop as Thruxton. The 1150Z weather report for Middle Wallop reported colour state blue, cloud few at 3500FT and a prevailing visibility of 30KM. traffic levels were light, the infringement did not impact operations nor result in an airprox.
201410086	25/07/2014	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington		G	ATZ	OTHER	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by a CZAW Sportsruiser at 1900ft. Traffic info given.	EGTK 250950Z 08008KT 050V110 9999 FEW016 22/17 Q1018=□ Whilst on duty as the Oxford radar controller I observed a 7000 squawk get airborne from Enstone (EGTN) and climb to altitude 2000' on mode C, tracking directly toward EGTK. The OX east/west hold was active with a DA42 maintaining 3500' on a traffic service and traffic information was passed. As the 7000 squawk approached 2.5nm NW of EGTK, Brize ATSU phoned to advise that the aircraft had just tried to call Brize but they were unable to maintain two way communication with the pilot. The 7000 squawk then changed to 3702 and entered the EGTK ATZ at 1000 UTC. Traffic information was requested from Brize Zone but again they stated that the aircraft was still not talking to them and that they were attempting to get it to turn away from Oxford. The aircraft then tracked south through the EGTK ATZ, 1.5nm west of the aerodrome before turning southwest to leave the ATZ and enter the Brize CTR. Brize ATSU advised the callsign of the aircraft. Although the aircraft did not, on this occasion, fly into direct conflict with any Oxford traffic, Oxford tower did have inbound traffic inside the ATZ from the south east and traffic was held in the OX hold until the intentions of the aircraft were known. Jet traffic was also being vectored inbound from the south for the NDB(L)/DME 01 approach.
201410099	25/07/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	JODEL	Reciprocating	1	Possible infringement of the Stansted CTA (Class D) by a Jodel D117, indicating 1700ft. CAIT activated. Traffic info and avoiding action given to Stansted inbounds.	Jodel D117 ran along the edge of the CTA/RMA indicating 1700ft, twice alerting SCAIT, (the callsign burning thru). In the first instance the Stansted traffic was already turning away to establish, but the second instance I had to issue avoiding action. This turn was towards/then past the infringer due to: turning away would have meant going into Luton airspace at 3000ft and I didn't have time to co-ordinate, this level affecting the missed approach and all of the outbounds, Luton on Runway 08. By continuing or turning to the right the Jodel D117 could have climbed and then I would have less room for manoeuvre. While the left turn had the initial effect of reducing the separation slightly, the distance then opened quickly with the a/c involved moving in opposite directions. (I passed traffic information to the pilot informing of the initial reduction in separation and that the distance would then open). Lots of co-ordination was required by Stansted INT and myself to effect right hand circuits away from the infringer. I believe GS Airports monitored the a/c and that the pilot did telephone into TC and spoke with GS Airports.

201410099	25/07/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	AIRBUS	Turbofan	2	Possible infringement of the Stansted CTA (Class D) by a Jodel D117, indicating 1700ft. CAIT activated. Traffic info and avoiding action given to Stansted inbound.	Jodel D117 ran along the edge of the CTA/RMA indicating 1700ft, twice alerting SCAIT, (the callsign burning thru). In the first instance the Stansted traffic was already turning away to establish, but the second instance I had to issue avoiding action. This turn was towards/then past the infringer due to: turning away would have meant going into Luton airspace at 3000ft and I didn't have time to co-ordinate, this level affecting the missed approach and all of the outbounds, Luton on Runway 08. By continuing or turning to the right the Jodel D117 could have climbed and then I would have less room for manoeuvre. While the left turn had the initial effect of reducing the separation slightly, the distance then opened quickly with the a/c involved moving in opposite directions. (I passed traffic information to the pilot informing of the initial reduction in separation and that the distance would then open). Lots of co-ordination was required by Stansted INT and myself to effect right hand circuits away from the infringer. I believe GS Airports monitored the a/c and that the pilot did telephone into TC and spoke with GS Airports.
201410099	25/07/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	AIRBUS	Turbofan	2	Possible infringement of the Stansted CTA (Class D) by a Jodel D117, indicating 1700ft. CAIT activated. Traffic info and avoiding action given to Stansted inbound.	Jodel D117 ran along the edge of the CTA/RMA indicating 1700ft, twice alerting SCAIT, (the callsign burning thru). In the first instance the Stansted traffic was already turning away to establish, but the second instance I had to issue avoiding action. This turn was towards/then past the infringer due to: turning away would have meant going into Luton airspace at 3000ft and I didn't have time to co-ordinate, this level affecting the missed approach and all of the outbounds, Luton on Runway 08. By continuing or turning to the right the Jodel D117 could have climbed and then I would have less room for manoeuvre. While the left turn had the initial effect of reducing the separation slightly, the distance then opened quickly with the a/c involved moving in opposite directions. (I passed traffic information to the pilot informing of the initial reduction in separation and that the distance would then open). Lots of co-ordination was required by Stansted INT and myself to effect right hand circuits away from the infringer. I believe GS Airports monitored the a/c and that the pilot did telephone into TC and spoke with GS Airports.
201410099	25/07/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	AIRBUS	Turbofan	2	Possible infringement of the Stansted CTA (Class D) by a Jodel D117, indicating 1700ft. CAIT activated. Traffic info and avoiding action given to Stansted inbound.	Jodel D117 ran along the edge of the CTA/RMA indicating 1700ft, twice alerting SCAIT, (the callsign burning thru). In the first instance the Stansted traffic was already turning away to establish, but the second instance I had to issue avoiding action. This turn was towards/then past the infringer due to: turning away would have meant going into Luton airspace at 3000ft and I didn't have time to co-ordinate, this level affecting the missed approach and all of the outbounds, Luton on Runway 08. By continuing or turning to the right the Jodel D117 could have climbed and then I would have less room for manoeuvre. While the left turn had the initial effect of reducing the separation slightly, the distance then opened quickly with the a/c involved moving in opposite directions. (I passed traffic information to the pilot informing of the initial reduction in separation and that the distance would then open). Lots of co-ordination was required by Stansted INT and myself to effect right hand circuits away from the infringer. I believe GS Airports monitored the a/c and that the pilot did telephone into TC and spoke with GS Airports.
201410100	25/07/2014	EGTT : London (FIR)	London City CTR		D	CTR	BEECH	Reciprocating	1	Infringement of the London City CTR (Class D) by a BE33 squawking 4670. London City departures were stopped.	A/c had been on the TC Luton frequency whilst transiting the Luton CTR from Cranfield on track to Elstree, but en-route to Lyon Bron. On reaching the Elstree overhead, the pilot announced turning left onto a heading of 095deg, and his ensuing track paralleled the northern edge of the Heathrow CTR. After some time, a/c was observed to turn hard right and track towards the London City CTR boundary. Attempts, with increasing levels of urgency, were made to contact the a/c without success. Not surprisingly, Thames Radar contacted me, but all I could tell them was that he wasn't on my frequency. A/c had made no announcement of his intention or desire to leave the frequency on which he had contracted to receive a service, nor had he changed his transponder code. Thames subsequently advised that the a/c had contacted Farnborough. Investigation findings: Pilot was avoiding bad weather and thought he had received clearance from Thames Radar. The root cause was bad weather and the pilots lack of knowledge. CAA Closure: A warning letter has been sent.
201410111	26/07/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	12 N	D	CTA	OTHER	Reciprocating	1	Alleged infringement of the Manchester CTA (Class D) by a Groppo Trail. Traffic info and avoiding action given. Standard separation maintained.	I was acting as FIN DIR at 1310 when an A321 was transferred to me from APP(S). As the aircraft was being transferred, an AIW alert activated on a 7000 squawk ahead of the A321 and to the right of its track. At this stage, the A321 was heading 085deg from MIRS1 and levelling at 5000', North of Manchester Airport. The 7000 squawk was in the Barton LFA, heading away from Barton, on a north-easterly track, but indicating 2100' and climbing into CAS. As the A321 contacted me, the unknown traffic continued climbing to 2200'. I was concerned that this aircraft was continuing to climb into CAS and into conflict with the A321. My first response to the A321, therefore, was an avoiding action left turn to [I believe] 040deg and passed traffic info on the 7000 squawk which was about 6 miles away in the A321s 1 o'clock position, which was immediately actioned by the A321 crew. The 7000 squawk levelled at about 2100' and continued tracking north-easterly, and shortly afterwards left the Manchester CTR at which point the AIW alert cancelled. Mode S data indicated the subject aircraft may have been a Groppo Trail. APP(S) attempted to call this aircraft, but to no avail. Further traffic info was passed to the A321 as they passed North of the unknown contact. The ERBM tool was used and indicated that separation of 4.9 miles and 3000' was maintained. Shortly afterwards, the A321 was turned back into the radar circuit and landed with no further incident, although a small delay resulted from the extra track distance given. Supplementary 28/07/14: Manchester Approach gave radar avoiding action. 50° left. A TCAS unmarked advisory popped up, but disappeared after 5 seconds. ATC filed avoiding action.

201410111	26/07/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	12 N	D	CTA	AIRBUS	Turbofan	2	Alleged infringement of the Manchester CTA (Class D) by a Groppo Trail. Traffic info and avoiding action given. Standard separation maintained.	I was acting as FIN DIR at 1310 when an A321 was transferred to me from APP(S). As the aircraft was being transferred, an AIW alert activated on a 7000 squawk ahead of the A321 and to the right of its track. At this stage, the A321 was heading 085deg from MIRS1 and levelling at 5000', North of Manchester Airport. The 7000 squawk was in the Barton LFA, heading away from Barton, on a north-easterly track, but indicating 2100' and climbing into CAS. As the A321 contacted me, the unknown traffic continued climbing to 2200'. I was concerned that this aircraft was continuing to climb into CAS and into conflict with the A321. My first response to the A321, therefore, was an avoiding action left turn to [I believe] 040deg and passed traffic info on the 7000 squawk which was about 6 miles away in the A321s 1 o'clock position, which was immediately actioned by the A321 crew. The 7000 squawk levelled at about 2100' and continued tracking north-easterly, and shortly afterwards left the Manchester CTR at which point the AIW alert cancelled. Mode S data indicated the subject aircraft may have been a Groppo Trail. APP(S) attempted to call this aircraft, but to no avail. Further traffic info was passed to the A321 as they passed North of the unknown contact. The ERBM tool was used and indicated that separation of 4.9 miles and 3000' was maintained. Shortly afterwards, the A321 was turned back into the radar circuit and landed with no further incident, although a small delay resulted from the extra track distance given.☐ Supplementary 28/07/14:☐ Manchester Approach gave radar avoiding action. 50° left. A TCAS unmarked advisory popped up, but disappeared after 5 seconds. ATC filed avoiding action.
201410115	26/07/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	8 W	G	Restricted area	CESSNA	Reciprocating	1	C150 infringed the Stansted TMZ2 (Class G). Traffic info given.	An aircraft with Mode A 7010 and no Mode C readout was observed leaving the North Weald circuit tracking toward VRP Ware in the Stansted TMZ2. B737 was downwind for R/W04 and had to be extended to route away and round the back of the aircraft. The Essex Radar controller contacted North Weald for details on the aircraft as nothing was showing via Mode S. At the same time the Mode A readout changed from 7010 to 5027 (LF LARS code). Callsign was a C150
201410115	26/07/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	8 W	G	Restricted area	BOEING	Turbofan	2	C150 infringed the Stansted TMZ2 (Class G). Traffic info given.	An aircraft with Mode A 7010 and no Mode C readout was observed leaving the North Weald circuit tracking toward VRP Ware in the Stansted TMZ2. B737 was downwind for R/W04 and had to be extended to route away and round the back of the aircraft. The Essex Radar controller contacted North Weald for details on the aircraft as nothing was showing via Mode S. At the same time the Mode A readout changed from 7010 to 5027 (LF LARS code). Callsign was a C150
201410137	26/07/2014	EGTT : London (FIR)	BNN	2nm N	D	CTR	NORTH AMERICAN	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with an A320 on final approach to R/W08. Aircraft identified as a P51. Traffic info given.	7000 squawk with no mode C observed on a northerly track by BNN VOR - entered Luton CTR towards the RWY08 final approach track towards A320, A320 established on final. Unknown had no useful mode S data available, and a blind Tx elicited no response. Traffic info was passed to A320, but, although separation had been lost, no avoiding action was given. To turn right would have taken it towards outbound traffic, to turn left would have entered active gliding airspace, it was felt that to continue the approach would have allowed the unknown to pass behind (though it is admitted that relied completely on the unknown NOT turning right). A fairly steady sequence of inbounds was under way, and in order not to lose any gaps, only limited options were available to keep subsequent inbounds at bay. The unknown did turn left shortly after to clear the lateral limits of the CTR, but as no mode C was displayed, it is not known if this placed it outside CAS or not. The sequence was continued on the basis that the groundspeed of the unknown was relatively high, therefore resulting in fairly wide turn radii if it looked like coming back through again. The unknown was boxed to facilitate tracking, and it manoeuvred very close to the SW edge of Cranfield's ATZ. At first, staff there had no visual contact, but as it continued to operate in the same area, they did observe and describe an aircraft type. This was one of the most unpleasant experiences I have had with infringing traffic, as the options for avoiding action (had it remained inside CAS) were so limited. It was chosen to operate this aircraft close to the airspace of two busy airfields without making contact with either of the controlling units, or with Farnborough LARS. It was operated at a speed which brought it, in short order, close to
201410137	26/07/2014	EGTT : London (FIR)	BNN	2nm N	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with an A320 on final approach to R/W08. Aircraft identified as a P51. Traffic info given.	7000 squawk with no mode C observed on a northerly track by BNN VOR - entered Luton CTR towards the RWY08 final approach track towards A320, A320 established on final. Unknown had no useful mode S data available, and a blind Tx elicited no response. Traffic info was passed to A320, but, although separation had been lost, no avoiding action was given. To turn right would have taken it towards outbound traffic, to turn left would have entered active gliding airspace, it was felt that to continue the approach would have allowed the unknown to pass behind (though it is admitted that relied completely on the unknown NOT turning right). A fairly steady sequence of inbounds was under way, and in order not to lose any gaps, only limited options were available to keep subsequent inbounds at bay. The unknown did turn left shortly after to clear the lateral limits of the CTR, but as no mode C was displayed, it is not known if this placed it outside CAS or not. The sequence was continued on the basis that the groundspeed of the unknown was relatively high, therefore resulting in fairly wide turn radii if it looked like coming back through again. The unknown was boxed to facilitate tracking, and it manoeuvred very close to the SW edge of Cranfield's ATZ. At first, staff there had no visual contact, but as it continued to operate in the same area, they did observe and describe an aircraft type. This was one of the most unpleasant experiences I have had with infringing traffic, as the options for avoiding action (had it remained inside CAS) were so limited. It was chosen to operate this aircraft close to the airspace of two busy airfields without making contact with either of the controlling units, or with Farnborough LARS. It was operated at a speed which brought it, in short order, close to

201410138	26/07/2014	EGTT : London (FIR)	Not specified		A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2900ft, resulting in loss of separation with an inbound B737. Aircraft identified as a TL 2000 Sting. CAIT activated. Traffic info given. TL 2000 Sting entered CAS again, twice.	Whilst working as INT, CAIT alerted me to an aircraft squawking 7000 infringing the TMA. TL 2000 Sting was shown via Mode S download as the infringing aircraft. A blind transmission was made, and the FIN controller contacted Farnborough LARS to see if they were working it. I was working B737 downwind, which was in confliction with TL 2000 Sting. TL 2000 Sting's maximum altitude was 2.9A. B737 was descending from FL70 to 4.0A. I instructed B737 to stop descent (he was around FL65), and issued a turn. TL 2000 Sting then descended outside CAS. Over the next 5-10 minutes TL 2000 Sting was observed to enter CAS briefly again on two occasions.☐ CAA Closure:☐ A/c climbed into base of CAS. Insufficient planning for unfamiliar airspace. Warning letter sent.
201410138	26/07/2014	EGTT : London (FIR)	Not specified		A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2900ft, resulting in loss of separation with an inbound B737. Aircraft identified as a TL 2000 Sting. CAIT activated. Traffic info given. TL 2000 Sting entered CAS again, twice.	Whilst working as INT, CAIT alerted me to an aircraft squawking 7000 infringing the TMA. TL 2000 Sting was shown via Mode S download as the infringing aircraft. A blind transmission was made, and the FIN controller contacted Farnborough LARS to see if they were working it. I was working B737 downwind, which was in confliction with TL 2000 Sting. TL 2000 Sting's maximum altitude was 2.9A. B737 was descending from FL70 to 4.0A. I instructed B737 to stop descent (he was around FL65), and issued a turn. TL 2000 Sting then descended outside CAS. Over the next 5-10 minutes TL 2000 Sting was observed to enter CAS briefly again on two occasions.☐ CAA Closure:☐ A/c climbed into base of CAS. Insufficient planning for unfamiliar airspace. Warning letter sent.
201410150	27/07/2014	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster/Sheffield CTR (Class D). Standard separation maintained.	Aircraft in the overshoot from Sandtoft climbs straight ahead into CAS by 3 miles without a clearance. Pilot then checked in asking to cross CAS on a photo detail. I informed pilot that he had infringed CAS and he then said he'd had some engine troubles after the overshoot and that's why. He was given a retrospective clearance and continued on his sortie.
201410154	25/07/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	2nm South	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a PA28 at 1500ft.	Whilst carrying out OJTI duties PA28 infringed controlled airspace. Our attention was first drawn to this aircraft when tower asked if we were visual with a light aircraft on the south bank of the River Mersey (about 2nm south of the airfield). Another aircraft had been released on a heading of 210 degrees climbing to 3000ft. There was no primary or secondary cover of the zone infringer. The tower controller gave the departing aircraft a turn onto 180degrees to avoid the unknown aircraft and then coordinated this with radar. Further climb was obtained from the TMA and the heading coordinated, the aircraft was subsequently transferred to Scottish control. There was still no primary or secondary return. PA28 then called on frequency and reported his position to be similar to that of the zone infringer. He was asked to squawk 4364 with ident but this was not observed. The pilot was asked to confirm his position again. He was believed to be the zone infringer but was no positively identified. The pilot was informed he had infringed controlled airspace and was subsequently asked to leave the zone to the south. The pilot apologised and said he was unfamiliar with the area. At the closest point the aircraft were to be believed to be 3 miles apart. The minimum vertical distance was unknown but based on the pilot's report this was estimated to be 1000ft.☐ CAA Closure:☐ Pilot unfamiliar with airspace and procedures for Liverpool due to inadequate pre-flight planning and preparation. Warning letter sent.
201410189	30/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	7 SE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTA/CTR by a C152. Traffic info given. Standard separation maintained.	I saw an intermittent 5022 squawk near EGLG to the SE of GW. It was approaching the zone boundary when I advised my inbound A319 that if that traffic came into my airspace I would have to break him off the approach. The primary came into the zone so I told the A319 to turn right onto 360deg. There was a DET rolling, I called tower, told them about the unknown and asked for the outbound. They said it had gone to North. I rang North and told them about the unknown and that they needed to avoid it. I called LF LARS during this to ask about it and they said they were having trouble keeping ident on it. It was intermittent on my screen. It turned away and I bought the A319 round for another approach. I asked the GS to get the details from LF LARS. I followed the contact on radar and it looked like it was about to come in again. I had already warned my next a/c that I may have to break him off but the primary turned at the zone boundary. LARS rang back and asked if I could still see him, I said yes. It was LARS that instructed him to turn East and mentioned he was having trouble with his DI. The 5022 was a C152 EGKR to EGSU.

201410189	30/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	7 SE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Luton CTA/CTR by a C152. Traffic info given. Standard separation maintained.	I saw an intermittent 5022 squawk near EGLG to the SE of GW. It was approaching the zone boundary when I advised my inbound A319 that if that traffic came into my airspace I would have to break him off the approach. The primary came into the zone so I told the A319 to turn right onto 360deg. There was a DET rolling, I called tower, told them about the unknown and asked for the outbound. They said it had gone to North. I rang North and told them about the unknown and that they needed to avoid it. I called LF LARS during this to ask about it and they said they were having trouble keeping ident on it. It was intermittent on my screen. It turned away and I bought the A319 round for another approach. I asked the GS to get the details from LF LARS. I followed the contact on radar and it looked like it was about to come in again. I had already warned my next a/c that I may have to break him off but the primary turned at the zone boundary. LARS rang back and asked if I could still see him, I said yes. It was LARS that instructed him to turn East and mentioned he was having trouble with his DI. The 5022 was a C152 EGKR to EGSU.
201410189	30/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	7 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTA/CTR by a C152. Traffic info given. Standard separation maintained.	I saw an intermittent 5022 squawk near EGLG to the SE of GW. It was approaching the zone boundary when I advised my inbound A319 that if that traffic came into my airspace I would have to break him off the approach. The primary came into the zone so I told the A319 to turn right onto 360deg. There was a DET rolling, I called tower, told them about the unknown and asked for the outbound. They said it had gone to North. I rang North and told them about the unknown and that they needed to avoid it. I called LF LARS during this to ask about it and they said they were having trouble keeping ident on it. It was intermittent on my screen. It turned away and I bought the A319 round for another approach. I asked the GS to get the details from LF LARS. I followed the contact on radar and it looked like it was about to come in again. I had already warned my next a/c that I may have to break him off but the primary turned at the zone boundary. LARS rang back and asked if I could still see him, I said yes. It was LARS that instructed him to turn East and mentioned he was having trouble with his DI. The 5022 was a C152 EGKR to EGSU.
201410189	30/07/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	7 SE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTA/CTR by a C152. Traffic info given. Standard separation maintained.	I saw an intermittent 5022 squawk near EGLG to the SE of GW. It was approaching the zone boundary when I advised my inbound A319 that if that traffic came into my airspace I would have to break him off the approach. The primary came into the zone so I told the A319 to turn right onto 360deg. There was a DET rolling, I called tower, told them about the unknown and asked for the outbound. They said it had gone to North. I rang North and told them about the unknown and that they needed to avoid it. I called LF LARS during this to ask about it and they said they were having trouble keeping ident on it. It was intermittent on my screen. It turned away and I bought the A319 round for another approach. I asked the GS to get the details from LF LARS. I followed the contact on radar and it looked like it was about to come in again. I had already warned my next a/c that I may have to break him off but the primary turned at the zone boundary. LARS rang back and asked if I could still see him, I said yes. It was LARS that instructed him to turn East and mentioned he was having trouble with his DI. The 5022 was a C152 EGKR to EGSU.
201410254	29/07/2014	EGTT : London (FIR)	OSPOL		A	Other	OTHER	Reciprocating	1	Infringement of Airway M189 (Class A) by an unknown aircraft indicating FL85. Aircraft identified as a Dynamic microlight. Standard separation maintained.	At 1113 a 1177 squawk was observed inside CAS between OSPOL and NEVIL indicating FL85 where the base of CAS is FL75. Enquiries with London FIR revealed the aircraft to be a Dynamic microlight which had called the FISO already inside CAS and was requesting a crossing clearance of the Portsmouth DAs. No other traffic within the sector was affected by this infringement.□ Supplementary 02/08/14:□ I took over the FIS tactical position at 1100 UTC with a light traffic load. My colleague whom I had just relieved had completed their handover but was still standing close by. I was called on 124.6 by a Dynamic microlight aircraft. He reported at 8500 feet mid-channel and a heading of 320deg. I instructed him to select the FIS SSR code 1177. From previous experience, I suspected his position would be somewhere to the NE of the Cherbourg peninsula, and I was concerned that his routing may place him either inside, or adjacent to, CAS or an active danger area. When the SSR code appeared on our FID it confirmed that he appeared to be inside CAS in Airway M189 (base FL75) approx 10 NM NE of NEVIL, and about to infringe EGD040 which was notified as active. My immediate concern was the DA, and so I queried whether the pilot was aware of the Portsmouth DA complex activity (EGD036-040) and whether he had a map to help him locate the DAs relative to his position. He confirmed he had a map to show the DAs, but was unaware of the activity status of them. My FISO colleague initiated a call to Plymouth Mil Radar to inform them of the situation and to request a clearance through the EGD040 on a direct track to destination. This was duly
201410256	29/07/2014	EGTT : London (FIR)	ORIST		A	Other	PIPER	Reciprocating	1	Infringement of Airway Q41 (Class A) by a PA32 at FL50. Standard separation maintained.	An a/c subsequently confirmed by Jersey to be a PA32 was seen to infringe Q41 North of ORIST on being handed over from Jersey Zone to London Mil. The a/c was approximately 1nm within the eastern side of R41 at c.FL50 before turning East to leave regulated airspace. Jersey advised initially that the a/c was working London FIS but they did not speak to it. The a/c was subsequently observed to select a Plymouth Radar squawk. There was no safety impact on other sector traffic.□ Supplementary 04/08/14:□ Possible infringement of Q41 by light civilian a/c. I was controlling on Plymouth Mil LARS East. PA32 called on VHF at approximately 1220 asking for information on activity taking place in D036 that would affect his transit in the climb to 6000ft. I informed him there was no hazardous activity to effect and asked him if he required a service to which he replied no. There was a 7000 squawk close to edge of Q41 but diverging, with a Mode C indication of 038 and climbing. As the 7000 appeared to still be tracking very close to Q41 I asked PA32 if he was aware of Q41 base level FL35. He said he was altering his course 10 to 15deg to the right and I once again asked him if he would like a service. This time he said yes for a BS at which point I changed the squawk to 4530 and it was the 7000 near to Q41. I later received a phone call from Sector 20 asking if I was working a PA32 as they believe it had infringed Q41. They asked me to inform the pilot to which he responded that according to his GPS he was just to the eastern edge of the airway.□ CAA Closure:□

201410296	29/07/2014	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington	NW	G	ATZ	OTHER	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by a flex wing microlight. Traffic info given.	I had just taken over in radar with the calibrator aircraft on final approach R/W19 to fly through and climb out. I noticed a primary only contact appear to the NW of the ATZ and track North-South just inside the boundary. Traffic info was passed to the calibrator aircraft as it climbed out and toward the contact. The calibrator reported visual with at first a helicopter but then changed his report to a flexwing microlight and upon questioning reported its level to be 1200 ft. The contact was tracked as it continued on a easterly track to 1 1/4 West of the aerodrome (3/4 mile inside the ATZ) and then turned around and cleared the area. The contact was traced to Enstone aerodrome where radar contact was lost in the vicinity of the aerodrome at 1039.
201410296	29/07/2014	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington	NW	G	ATZ	PIPER	Reciprocating	2	Infringement of the Oxford ATZ (Class G) by a flex wing microlight. Traffic info given.	I had just taken over in radar with the calibrator aircraft on final approach R/W19 to fly through and climb out. I noticed a primary only contact appear to the NW of the ATZ and track North-South just inside the boundary. Traffic info was passed to the calibrator aircraft as it climbed out and toward the contact. The calibrator reported visual with at first a helicopter but then changed his report to a flexwing microlight and upon questioning reported its level to be 1200 ft. The contact was tracked as it continued on a easterly track to 1 1/4 West of the aerodrome (3/4 mile inside the ATZ) and then turned around and cleared the area. The contact was traced to Enstone aerodrome where radar contact was lost in the vicinity of the aerodrome at 1039.
201410327	30/07/2014	EGTT : London (FIR)	EGVN (BZZ): Brize norton	NE	D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) and allegedly the Oxford ATZ (Class G) by a DR400.	Operating as the RA controller I received a call from Oxford ATC informing of a 7000 track that had transited through their ATZ between 1800' and 2300' without talking to them. The aircraft was heading for the CTR, the track was monitored and entered the zone at 0950 it tracked along the northern edge of the zone wearing a 7000 squawk with NMC without talking to anyone. The aircraft left the zone at 1004 and headed towards Gloucester, after observing we called Gloucester and the aircrafts details were given to us. The pilot later called and was advised of his mistake. The RA controller took a call from Oxford informing him that an unknown aircraft had just flown through their ATZ. We watched as the aircraft squawking 7000 then infringed the NE corner of our CTR. We had no assets in the zone at the time. The aircraft concerned is based at Gloucester.
201410327	30/07/2014	EGTT : London (FIR)	EGVN (BZZ): Brize norton	NE	D	ATZ	AVIONS ROBIN	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) and allegedly the Oxford ATZ (Class G) by a DR400.	Operating as the RA controller I received a call from Oxford ATC informing of a 7000 track that had transited through their ATZ between 1800' and 2300' without talking to them. The aircraft was heading for the CTR, the track was monitored and entered the zone at 0950 it tracked along the northern edge of the zone wearing a 7000 squawk with NMC without talking to anyone. The aircraft left the zone at 1004 and headed towards Gloucester, after observing we called Gloucester and the aircrafts details were given to us. The pilot later called and was advised of his mistake. The RA controller took a call from Oxford informing him that an unknown aircraft had just flown through their ATZ. We watched as the aircraft squawking 7000 then infringed the NE corner of our CTR. We had no assets in the zone at the time. The aircraft concerned is based at Gloucester.
201410334	30/07/2014	EGTT : London (FIR)	BKY	12 E	G	Restricted area	ROBINSON	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by an R44.	Whilst working Stansted INT, I spotted a contact with 7000 alpha but indicating no mode charlie entering TMZ1. The traffic was very slow meaning two scheduled aircraft being delayed. One, a B737 had a non-urgent medical issue on board. After checking he could take the delay with a promise to let me know if it became urgent he was given a precautionary turn as avoiding action was not required at this stage. Another B737 was also delayed and given the reason. Subsequent call to EGSC ATC identified the traffic as an R44 from a private site to another private site near Leicester.

201410334	30/07/2014	EGTT : London (FIR)	BKY	12 E	G	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ1 (Class G) by an R44.	Whilst working Stansted INT, I spotted a contact with 7000 alpha but indicating no mode charlie entering TMZ1. The traffic was very slow meaning two scheduled aircraft being delayed. One, a B737 had a non-urgent medical issue on board. After checking he could take the delay with a promise to let me know if it became urgent he was given a precautionary turn as avoiding action was not required at this stage. Another B737 was also delayed and given the reason. Subsequent call to EGSC ATC identified the traffic as an R44 from a private site to another private site near Leicester.
201410334	30/07/2014	EGTT : London (FIR)	BKY	12 E	G	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ1 (Class G) by an R44.	Whilst working Stansted INT, I spotted a contact with 7000 alpha but indicating no mode charlie entering TMZ1. The traffic was very slow meaning two scheduled aircraft being delayed. One, a B737 had a non-urgent medical issue on board. After checking he could take the delay with a promise to let me know if it became urgent he was given a precautionary turn as avoiding action was not required at this stage. Another B737 was also delayed and given the reason. Subsequent call to EGSC ATC identified the traffic as an R44 from a private site to another private site near Leicester.
201410336	30/07/2014	EGTT : London (FIR)	Royston		D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000, at 2800ft-3000ft. Aircraft identified as a C182. Traffic info given to an inbound GLF5.	At approximately 1800Z, an aircraft squawking 7000 entered the Luton CTA near Royston at 2.8A-3.0A. At the same time, almost directly above it, GLF5 was on a base leg at 5.0A. I saw the 7000 approach the boundary of CAS and initially advised GLF5 that I would keep him at 5.0A for a short while as I wasn't sure about the intentions of another aircraft just on the boundary. The 7000 then entered CAS - Mode S showed the callsign. I turned GLF5 away (onto heading 270) from the infringer, who also began an orbit/turn in the opposite direction and then left CAS. I made 2 blind calls to callsign but no response was received. At 1804Z, the callsign called up and requested a Basic Service. I identified the aircraft and it was the same one that has earlier infringed CAS.
201410336	30/07/2014	EGTT : London (FIR)	Royston		D	CTA	GULFSTREAM	Turbofan	2	Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000, at 2800ft-3000ft. Aircraft identified as a C182. Traffic info given to an inbound GLF5.	At approximately 1800Z, an aircraft squawking 7000 entered the Luton CTA near Royston at 2.8A-3.0A. At the same time, almost directly above it, GLF5 was on a base leg at 5.0A. I saw the 7000 approach the boundary of CAS and initially advised GLF5 that I would keep him at 5.0A for a short while as I wasn't sure about the intentions of another aircraft just on the boundary. The 7000 then entered CAS - Mode S showed the callsign. I turned GLF5 away (onto heading 270) from the infringer, who also began an orbit/turn in the opposite direction and then left CAS. I made 2 blind calls to callsign but no response was received. At 1804Z, the callsign called up and requested a Basic Service. I identified the aircraft and it was the same one that has earlier infringed CAS.
201410392	31/07/2014	EGTT : London (FIR)	EGSS (STN); London/Stansted	15 S	D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an AA1. Standard separation maintained.	7000 squawk observed indicating 1900ft in CTA South of EGSS. CAIT activated and identified as an AA1.. Blind call made but not on frequency. Finally raised on EGGW frequency 129.550. Descended outside CAS by GW INT. Pilot made aware of error and apologised.

201410404	29/07/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	8nm WNW	D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000 at 2400ft. Aircraft identified as a PA28. ATC stopped all Northbound departures. Standard separation maintained.	At 1150 I observed an aircraft squawking 7000 south west of Barton on a northerly track. Its mode C indicated 1900ft. The aircraft continued to climb to altitude 2400ft, indicating that it had entered the Manchester CTA above Barton aerodrome. I immediately called the departures controller and stopped all north bound departures. I called Barton, who confirmed that they had an aircraft in that position, and that it was at altitude 2400ft. It was later determined that this aircraft was PA28.☐ Supplementary 11/08/14:☐ Flew up the LLC at 1100/1200 ft and after leaving the LLC started to climb to 1800ft for Barton. Not watching my altitude properly and rose to 2500ft.
201410423	04/08/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	5nm SSE	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown aircraft, squawking 7000, indicating 1500ft. Aircraft identified as a PA28. Check all imposed on departures and some inbound delays. Traffic info given.	A7000 with Mode C indicating 1500ft infringed Luton zone 5nm South of Luton. The contact continued North toward the airport before turning West and then South to leave CAS. The tower advised and a 'Check All' used to stop all departures. There were a number of inbound a/c, some were delayed as a precaution. The contact was identified with the assistance of Elstree radio.☐ CAA Closure:☐ No response from owner. Closed due to elapsed time.
201410457	01/08/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	8 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by a PA28. Standard separation maintained.	At 13.26z I noticed a A7000 squawk (9 miles NE of Luton) that had been tracking due South at 2000 feet suddenly turn 90deg and approach the zone boundary. At 13.28z it crossed into the zone. I put a check all on with the tower as the aircraft began to track towards the field. Essex held the next 3 inbound at LOREL. The aircraft got to about 6 miles NE of the field and then turned SE subsequently exiting the zone about a mile North of EGLG. The aircraft was tracked to EGLG and identified as a PA28. An instructor from EGLG called the GS desk and I spoke to him to explain the above. He asked me to include the fact that the pilot of the PA28 was a newly valid PPL.☐ Supplementary 07/08/14:☐ Due to the complexity of release in the BPK area, EMB190 was kept at 4A til just North of the BPK. A late climb meant that we had a conflict against an infringing aircraft that was late coordinated from EGGW. Due to the fact that our outbounds restricted a left turn, and a right turn could of potentially taken us into gate traffic at 5A, a judgement was made to get the EMB190 climbing ASAP. Unfortunately this meant we didn't get 5A above the infringer. MC i/b at FL80, other traffic at 6A, 5A, and at 4A, vectoring of the EMB190 to enable climb, all within the vicinity of BPK.
201410461	01/08/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	12 NE	D	CTA	FOURNIER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Fournier RF-5B. Standard separation maintained.	A/c on an FIR squawk observed infringing CTA to the NE of EGSS. Called FIR and asked for a/c to be transferred to Essex on 120.625. A/c called on frequency and was advised of base of CAS. A/c descended to clear CAS.
201410485	02/08/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	SE	D	CTA	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Solent CTA (Class D) by an Ikarus C42 microlight at 2600ft. Standard separation maintained. AIW activated.	At 1600 the AIW alerted me to traffic entering the Solent CTA(CTA-6). Blind transmissions were made but no response. The Mode S callsign was ZZZZZZZ. I had previously worked an aircraft earlier with this down link callsign. The ATSA went through the strips and we believed the aircraft was an Ikarus C42 microlight. I made a blind call using this callsign and the pilot responded. I identified the aircraft as an Ikarus C42 microlight using SSR. I advised the pilot he had infringed the CTA and the pilot acknowledged this. I then gave him clearance to transit CAS. When I worked this aircraft earlier in the afternoon I had to give him a transit clearance due to his close proximity to Southampton CTR and I believe he entered then.☐ Supplementary 22/08/14:☐ The aircraft entered the Class D Solent Control Area without a clearance, whilst tracking North. The pilot admitted that the descent to operate underneath the Solent CTA was left too late resulting in the vertical airspace infringement and apologised for the incident caused by poor situational awareness and manual handling as he was aware of the airspace boundary.

201410513	03/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 080 Range 12nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. Separation lost.	An A7000 squawk was seen to enter CAS East of EGKK tracking North toward the 26L final approach at 2000ft indicated. B737 was in close proximity to the infringing a/c in the descent to 3000ft to join the ILS and was passed traffic as he went in front of the infringer. At that stage of flight I considered it would be more disruptive to break off the approach to achieve separation than to let B737 continue past the infringer. Fltnum35BT was the next in the landing sequence and was given an extended circuit before joining the ILS after the infringer had cleared away to the North. The infringing a/c was tracked to EGKB. I spoke with EGKB ATC who identified the a/c. ☐ Supplementary 12/08/14:☐ My return trip was along the coast intercepting Mayfield VOR on a 045 radial to and from heading then intercepting Biggin VOR on a to radial of 290-300 unfortunately due to an error on my part I had inadvertently selected a 340 to radial to Biggin .This was my mistake for which I offer you my most sincere apologies.☐ CAA Closure:☐ Pilot error. Warning letter sent.
201410513	03/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 080 Range 12nm	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. Separation lost.	An A7000 squawk was seen to enter CAS East of EGKK tracking North toward the 26L final approach at 2000ft indicated. B737 was in close proximity to the infringing a/c in the descent to 3000ft to join the ILS and was passed traffic as he went in front of the infringer. At that stage of flight I considered it would be more disruptive to break off the approach to achieve separation than to let B737 continue past the infringer. Fltnum35BT was the next in the landing sequence and was given an extended circuit before joining the ILS after the infringer had cleared away to the North. The infringing a/c was tracked to EGKB. I spoke with EGKB ATC who identified the a/c. ☐ Supplementary 12/08/14:☐ My return trip was along the coast intercepting Mayfield VOR on a 045 radial to and from heading then intercepting Biggin VOR on a to radial of 290-300 unfortunately due to an error on my part I had inadvertently selected a 340 to radial to Biggin .This was my mistake for which I offer you my most sincere apologies.☐ CAA Closure:☐ Pilot error. Warning letter sent.
201410513	03/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 080 Range 12nm	D	CTA	UNKNOWN	Unknown		Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 2000ft. Traffic info given. Separation lost.	An A7000 squawk was seen to enter CAS East of EGKK tracking North toward the 26L final approach at 2000ft indicated. B737 was in close proximity to the infringing a/c in the descent to 3000ft to join the ILS and was passed traffic as he went in front of the infringer. At that stage of flight I considered it would be more disruptive to break off the approach to achieve separation than to let B737 continue past the infringer. Fltnum35BT was the next in the landing sequence and was given an extended circuit before joining the ILS after the infringer had cleared away to the North. The infringing a/c was tracked to EGKB. I spoke with EGKB ATC who identified the a/c. ☐ Supplementary 12/08/14:☐ My return trip was along the coast intercepting Mayfield VOR on a 045 radial to and from heading then intercepting Biggin VOR on a to radial of 290-300 unfortunately due to an error on my part I had inadvertently selected a 340 to radial to Biggin .This was my mistake for which I offer you my most sincere apologies.☐ CAA Closure:☐ Pilot error. Warning letter sent.
201410516	03/08/2014	EGTT : London (FIR)	MID	3nm ESE	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 indicating 3400ft. CAIT activated. Traffic info given. Standard separation maintained.	I was working as the WILLO controller when I was made aware of an infringer (C172) flying in circles to the East of Midhurst. The Mode C indicated an infringement with 3.4A being the highest altitude I observed. Just airborne was an aircraft from Gatwick on an ADNID SID which I advised of the traffic and turned right onto West with a climb to FL100. Once the aircraft was no longer in conflict I turned it back towards its normal route. C172 appeared to track West and either descended or was no longer CAITing once the base changed to 3.4A to the West of Midhurst. No other traffic was affected on WILLO.
201410518	03/08/2014	EGTT : London (FIR)	Not specified		G	Restricted area	CYCLONE AIRSPORTS	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a Microlight initially observed as a primary contact. Traffic info given.	At approx 1515 a primary contact was observed to enter the SS TMZ1 area tracking SE. A318 was vectored clear and 6 subsequent aircraft were delayed as a result. The contact disappeared from radar around the 8 mile point for R/W22 so inboundes were vectored in to land. One aircraft may have been less than 5 miles when the contact reappeared just to the NW of the SL area, although there was never any risk of collision. The tower had confirmed the contact as a Microlight by this time. Successive tracking and research highlighted the possibility that it was a Microlight from EGSU to Headcorn. This became evident when it contacted LF LARS and was issued a 5060 squawk.

201410518	03/08/2014	EGTT : London (FIR)	Not specified		G	Restricted area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ1 (Class G) by a Microlight initially observed as a primary contact. Traffic info given.	At approx 1515 a primary contact was observed to enter the SS TMZ1 area tracking SE. A318 was vectored clear and 6 subsequent aircraft were delayed as a result. The contact disappeared from radar around the 8 mile point for R/W22 so inbound was vectored in to land. One aircraft may have been less than 5 miles when the contact reappeared just to the NW of the SL area, although there was never any risk of collision. The tower had confirmed the contact as a Microlight by this time. Successive tracking and research highlighted the possibility that it was a Microlight from EGSU to Headcorn. This became evident when it contacted LF LARS and was issued a 5060 squawk.
201410518	03/08/2014	EGTT : London (FIR)	Not specified		G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ1 (Class G) by a Microlight initially observed as a primary contact. Traffic info given.	At approx 1515 a primary contact was observed to enter the SS TMZ1 area tracking SE. A318 was vectored clear and 6 subsequent aircraft were delayed as a result. The contact disappeared from radar around the 8 mile point for R/W22 so inbound was vectored in to land. One aircraft may have been less than 5 miles when the contact reappeared just to the NW of the SL area, although there was never any risk of collision. The tower had confirmed the contact as a Microlight by this time. Successive tracking and research highlighted the possibility that it was a Microlight from EGSU to Headcorn. This became evident when it contacted LF LARS and was issued a 5060 squawk.
201410601	04/08/2014	EGTT : London (FIR)	MIRSI	5nm W	D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000 at 4000ft, resulting in ATC issuing a late revised descent clearance to an inbound ATR72. Aircraft identified as a PA38. CAIT activated. Standard separation maintained.	CAS Infringer near MIRSI stack. At approximately 16:05Z an infringer appeared around 5nm West of MIRSI. CAIT activated. I was working an inbound ATR72 at the time on his own navigation to MIRSI and descending to FL80. I asked my planner to call Liverpool to ask if they were working the unknown a/c and at the same time I turned ATR72 20deg to the right (not avoiding action) to ensure that the blips did not merge. In the next transmission I stopped his descent at FL90 (the infringer had seemed to level off at 4A where the base of the CTA is 3.5A). Separation was not lost. Once the returns had passed on radar and the infringer had left CAS I then descended the ATR72 further and my planner coordinated a heading past MIRSI with approach. I also briefly explained to the pilot why I had stopped him off late (he had been passing about FL93 when I asked him to stop at FL90). Supplementary 18/08/14: I was flying with my student at the time of the event. I was flying at 3400 ft on Liverpool QNH and below Manchester CTA. I was squawking 4360 on Mode C. I was fully aware of the airspace because I have done this route many times before. I was in contact with Liverpool Radar. Then I changed my frequency to Warton Radar and I obtained Traffic Service from them. I completed the flight and returned back to intended destination. I was with Warton Radar and then Liverpool Radar they did not mention anything about the infringement of CAS. When I was informed about the infringement of control airspace I took a flight with my student to check the transponder. I went to Stoke and Trent in PA38 approximately 15:00z. I contacted Shrewsbury radar and requested for altimeter reading on their screen. I found out
201410601	04/08/2014	EGTT : London (FIR)	MIRSI	5nm W	D	CTA	ATR	Turboprop	2	Infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000 at 4000ft, resulting in ATC issuing a late revised descent clearance to an inbound ATR72. Aircraft identified as a PA38. CAIT activated. Standard separation maintained.	CAS Infringer near MIRSI stack. At approximately 16:05Z an infringer appeared around 5nm West of MIRSI. CAIT activated. I was working an inbound ATR72 at the time on his own navigation to MIRSI and descending to FL80. I asked my planner to call Liverpool to ask if they were working the unknown a/c and at the same time I turned ATR72 20deg to the right (not avoiding action) to ensure that the blips did not merge. In the next transmission I stopped his descent at FL90 (the infringer had seemed to level off at 4A where the base of the CTA is 3.5A). Separation was not lost. Once the returns had passed on radar and the infringer had left CAS I then descended the ATR72 further and my planner coordinated a heading past MIRSI with approach. I also briefly explained to the pilot why I had stopped him off late (he had been passing about FL93 when I asked him to stop at FL90). Supplementary 18/08/14: I was flying with my student at the time of the event. I was flying at 3400 ft on Liverpool QNH and below Manchester CTA. I was squawking 4360 on Mode C. I was fully aware of the airspace because I have done this route many times before. I was in contact with Liverpool Radar. Then I changed my frequency to Warton Radar and I obtained Traffic Service from them. I completed the flight and returned back to intended destination. I was with Warton Radar and then Liverpool Radar they did not mention anything about the infringement of CAS. When I was informed about the infringement of control airspace I took a flight with my student to check the transponder. I went to Stoke and Trent in PA38 approximately 15:00z. I contacted Shrewsbury radar and requested for altimeter reading on their screen. I found out
201410623	04/08/2014	EGTT : London (FIR)	EGSS (STN); London/Stansted		D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) and the Stansted TMZ 1 (Class G) by an unknown aircraft squawking 7000 at 1800ft. Aircraft identified as a C152.	At time 1110 7000 squawk observed departing an airfield. A/c climbed to 1800 infringing first Stansted CTR then TMZ 1. Aircraft left CAS to the East. FIN position opened due to increasing traffic. FIN controller called ATC at the departure airfield but no reply. At time 1118 a/c observed to change squawk to 4503. FIN controller called military ATC who advised a/c was C152. Pilot was including the word 'student' in callsign.

201410628	05/08/2014	EGTT : London (FIR)	EGLC (LCY): London city	8nm E	D	CTA	FLIGHT DESIGN	Reciprocating	1	Infringement of the London City CTA (Class D) by an unknown aircraft squawking 7000 at 1700ft. Aircraft identified as a Flight Design CT2K. Traffic info given. Standard separation maintained.	FK50 was established on the ILS R/W227 when a 7000 squawk was observed just outside the edge of the zone at 1600ft (unverified Mode c) base 1500ft, just North of the APC travelling South, which then just entered the edge of the zone. I advised FK50 of the traffic and asked if the pilot had the traffic in sight ? which he confirmed and that he was happy to continue the APC. I considered this to be the safe option as I had traffic 1000ft above and departure traffic to the North at the same level. I was distracted from my task by this and was late climbing fltmnum17W which went outside CAS for a brief period in the climb. The 7000 changed onto a Farnborough LARS EAST squawk and was identified as a Flight Design CT2K reported at 1700ft on first call to Farnborough.
201410628	05/08/2014	EGTT : London (FIR)	EGLC (LCY): London city	8nm E	D	CTA	FOKKER	Turboprop	2	Infringement of the London City CTA (Class D) by an unknown aircraft squawking 7000 at 1700ft. Aircraft identified as a Flight Design CT2K. Traffic info given. Standard separation maintained.	FK50 was established on the ILS R/W227 when a 7000 squawk was observed just outside the edge of the zone at 1600ft (unverified Mode c) base 1500ft, just North of the APC travelling South, which then just entered the edge of the zone. I advised FK50 of the traffic and asked if the pilot had the traffic in sight ? which he confirmed and that he was happy to continue the APC. I considered this to be the safe option as I had traffic 1000ft above and departure traffic to the North at the same level. I was distracted from my task by this and was late climbing fltmnum17W which went outside CAS for a brief period in the climb. The 7000 changed onto a Farnborough LARS EAST squawk and was identified as a Flight Design CT2K reported at 1700ft on first call to Farnborough.
201410628	05/08/2014	EGTT : London (FIR)	EGLC (LCY): London city	8nm E	D	CTA	UNKNOWN	Unknown		Infringement of the London City CTA (Class D) by an unknown aircraft squawking 7000 at 1700ft. Aircraft identified as a Flight Design CT2K. Traffic info given. Standard separation maintained.	FK50 was established on the ILS R/W227 when a 7000 squawk was observed just outside the edge of the zone at 1600ft (unverified Mode c) base 1500ft, just North of the APC travelling South, which then just entered the edge of the zone. I advised FK50 of the traffic and asked if the pilot had the traffic in sight ? which he confirmed and that he was happy to continue the APC. I considered this to be the safe option as I had traffic 1000ft above and departure traffic to the North at the same level. I was distracted from my task by this and was late climbing fltmnum17W which went outside CAS for a brief period in the climb. The 7000 changed onto a Farnborough LARS EAST squawk and was identified as a Flight Design CT2K reported at 1700ft on first call to Farnborough.
201410650	05/08/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	6nm NNW	D	CTR	OTHER	Turboshaft	1	Infringement of the Solent CTR (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with inbound traffic. Infringer identified as a military aircraft. Traffic info and avoiding action given.	A primary contact was observed 7nm NW of Southampton tracking East bound. Blind calls were made with no response. Avoiding action was given to an inbound to R/W20 which was just turning onto an 8nm final. Traffic info was also given on the unknown who then infringed. The infringer then tracked East for around 2nm and then turned NE to leave CAS. I continued to make blind calls but no response. A 7000 squawk then popped up with the primary contact. From this, I used M,ode S to get the callsign which was a military aircraft.
201410650	05/08/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	6nm NNW	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTR (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with inbound traffic. Infringer identified as a military aircraft. Traffic info and avoiding action given.	A primary contact was observed 7nm NW of Southampton tracking East bound. Blind calls were made with no response. Avoiding action was given to an inbound to R/W20 which was just turning onto an 8nm final. Traffic info was also given on the unknown who then infringed. The infringer then tracked East for around 2nm and then turned NE to leave CAS. I continued to make blind calls but no response. A 7000 squawk then popped up with the primary contact. From this, I used M,ode S to get the callsign which was a military aircraft.

201410730	07/08/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	15.7 SW	D	CTA	COMCO IKARUS	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C42. Standard separation maintained.	At approximately time 1014 I noticed a Solent / Bournemouth listening squawk (0011) approaching CAS in the vicinity of Yarmouth indicating 2000 feet, this then climbed to 2100 feet, and so using the Mode S callsign I made a call to the a/c to see if they were on frequency. The a/c answered my call and I gave it the QNH and asked it to report its level - to which he answered 2300 feet, which by this point put him inside CAS . I told him he was inside CAS, changed the service to radar control and cleared him to cross not above 2500 feet. The pilot sounded confused and struggled to reset his squawk to the one I allocated him. The aircraft entered CAS bearing 205 at 15.7nm from SAM and tracked NE, leaving bearing 180 at 13nm from SAM. After the aircraft left CAS he told me he was resetting his squawk to 0011, and I attempted to explain that the base of CAS North of Yarmouth was 2000 feet, and asked him to ensure that in future he remained below that level, unless in receipt of a transit clearance from Solent. There was no response and then I observed the squawk change to 7000. My assistant spoke to Goodwood who later confirmed the aircraft had landed safely with them. No impact on operation caused by the infringement.☐ Supplementary 14/08/14:☐ I was not being sufficiently careful as I moved from the 3,500 ft to the 2,000 ft airspace. I was thinking more about avoiding the patches of cloud. ☐ Supplementary 02/09/14:☐ The aircraft entered the Solent Control Area without a clearance caused by the pilot being distracted by his passenger and also trying to avoid cloud over the Isle of Wight. The pilot
201410736	04/08/2014	EGTT : London (FIR)	Donna Nook	Danger Area EGD307	G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area EGD307 (Donna Nook) by a PA28 at 2700ft.	I received a call from Humberside that an aircraft was entering D307 on the South Western boundary of the range tracking S - N at approximately 2700 ft. I had military aircraft on the range about to commence Air to Ground operations. I told the military aircraft to remain switches safe. At approximately 1210L I received a call that the aircraft was departing D307 to the North. I spoke to the Humberside controller, who informed me that of the aircraft's identity, a PA28 out of Nottingham for Gamston. The aircraft had been handed over by Coningsby to Humberside at 2700ft Barnsley pressure 1009 in the Strubby area but had failed to come on frequency. I believe the Humberside controller established comms with the aircraft as he was departing the range to the North.☐ CAA Closure:☐ No response from owner. Closed due to elapsed time.
201410750	07/08/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	12 E	D	CTA	CESSNA	Reciprocating	1	Infringement of the East Midlands CTA (Class D) and the Doncaster Sheffield CTR (Class D) by a C152. Standard separation maintained. Traffic info and avoiding action given.	Whilst vectoring a C550 and a B737 inbound from the South a #3605 alt 2000ft was observed ENE of EGNX by 12nm . The contact continued to remain 12nm East on a southerly heading. EGXW advised the a/c details but said it was no longer on frequency. Both inbound a/c given tactical headings to remain 5nm clear of the contact . Director traced the contact to 20nm South of EGNX when the a/c called on 134.175 mhz and was identified, the pilot was advised that a report would be filed.☐ Supplementary 14/08/14:☐ I was vectoring an A320 inbound R/W02. The aircraft was heading 200 descending to 3500ft. I noticed an aircraft climbing in the Gamston ATZ passing 2100ft on a 3605 squawk. I turned the A320 early, but the 3605 continued climbing to 2400ft. I upgraded the A320 turn to an avoiding action turn. Then rang Wadington for traffic info. They weren't working the aircraft.. The Assistant rang Gamston who advised the aircraft was a C152. We then received a call advising this was a Student Pilot and the Instructor would speak to them. I advised we will be filing paper work as this was a CAS infringement
201410750	07/08/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	12 E	D	CTA	CESSNA	Turbofan	2	Infringement of the East Midlands CTA (Class D) and the Doncaster Sheffield CTR (Class D) by a C152. Standard separation maintained. Traffic info and avoiding action given.	Whilst vectoring a C550 and a B737 inbound from the South a #3605 alt 2000ft was observed ENE of EGNX by 12nm . The contact continued to remain 12nm East on a southerly heading. EGXW advised the a/c details but said it was no longer on frequency. Both inbound a/c given tactical headings to remain 5nm clear of the contact . Director traced the contact to 20nm South of EGNX when the a/c called on 134.175 mhz and was identified, the pilot was advised that a report would be filed.☐ Supplementary 14/08/14:☐ I was vectoring an A320 inbound R/W02. The aircraft was heading 200 descending to 3500ft. I noticed an aircraft climbing in the Gamston ATZ passing 2100ft on a 3605 squawk. I turned the A320 early, but the 3605 continued climbing to 2400ft. I upgraded the A320 turn to an avoiding action turn. Then rang Wadington for traffic info. They weren't working the aircraft.. The Assistant rang Gamston who advised the aircraft was a C152. We then received a call advising this was a Student Pilot and the Instructor would speak to them. I advised we will be filing paper work as this was a CAS infringement
201410750	07/08/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	12 E	D	CTA	BOEING	Turbofan	2	Infringement of the East Midlands CTA (Class D) and the Doncaster Sheffield CTR (Class D) by a C152. Standard separation maintained. Traffic info and avoiding action given.	Whilst vectoring a C550 and a B737 inbound from the South a #3605 alt 2000ft was observed ENE of EGNX by 12nm . The contact continued to remain 12nm East on a southerly heading. EGXW advised the a/c details but said it was no longer on frequency. Both inbound a/c given tactical headings to remain 5nm clear of the contact . Director traced the contact to 20nm South of EGNX when the a/c called on 134.175 mhz and was identified, the pilot was advised that a report would be filed.☐ Supplementary 14/08/14:☐ I was vectoring an A320 inbound R/W02. The aircraft was heading 200 descending to 3500ft. I noticed an aircraft climbing in the Gamston ATZ passing 2100ft on a 3605 squawk. I turned the A320 early, but the 3605 continued climbing to 2400ft. I upgraded the A320 turn to an avoiding action turn. Then rang Wadington for traffic info. They weren't working the aircraft.. The Assistant rang Gamston who advised the aircraft was a C152. We then received a call advising this was a Student Pilot and the Instructor would speak to them. I advised we will be filing paper work as this was a CAS infringement

201410757	07/08/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	Boundary of CTA and N864	D	CTA	CESSNA	Reciprocating	1	Infringement of the Liverpool CTA (Class D) by a C210 squawking 4601 at 3500ft. Separation lost with a/c inbound to Liverpool.	Whilst vectoring an E50P inbound from the South I noticed a 4601 squawk had entered CAS without permission. I immediately phoned Hawarden Radar as the squawk is their conspicuity code, they informed me that the aircraft had been told to remain outside CAS was working the tower and they would speak to them and call me back. Hawarden radar spoke to the pilot who apologised for infringing, he was not based in the area.☐ Supplementary 04/09/14:☐ I was on duty as the APS controller, with a U/T controller in the ADI position. I was working a military a/c inbound under a TS, and a number of other aircraft under BS inbound and transiting. C210 called inbound two hours early from the ETA printed on the strip. The pilot had a very strong foreign accent which made it hard to understand what he was saying. He requested a BS and due to the ADI controller being particularly busy, I asked if the pilot was familiar with Poulton (a VRP) with the intention of routing the aircraft there, rather than coordinating with the ADI controller to request a point to join the circuit. The pilot replied "negative" but then minutes later said he was familiar, and he was instructed to route there. Although he wasn't identified and was wearing the conspicuity squawk 4601, I observed the mode Charlie was indicating 3400 feet. At this point the radar contact that was 'believed' to be the C210 was around 9 miles SSE of Hawarden and outside CAS where the base is 4500 feet. I then instructed the pilot to contact Hawarden Tower and assumed as the pilot was inbound he was going to descend to remain outside CAS. My attention was then drawn back to the military a/c who was inbound from the WSW and under a TS, inbound to join the
201410757	07/08/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	Boundary of CTA and N864	D	CTA	EMBRAER	Turbofan	2	Infringement of the Liverpool CTA (Class D) by a C210 squawking 4601 at 3500ft. Separation lost with a/c inbound to Liverpool.	Whilst vectoring an E50P inbound from the South I noticed a 4601 squawk had entered CAS without permission. I immediately phoned Hawarden Radar as the squawk is their conspicuity code, they informed me that the aircraft had been told to remain outside CAS was working the tower and they would speak to them and call me back. Hawarden radar spoke to the pilot who apologised for infringing, he was not based in the area.☐ Supplementary 04/09/14:☐ I was on duty as the APS controller, with a U/T controller in the ADI position. I was working a military a/c inbound under a TS, and a number of other aircraft under BS inbound and transiting. C210 called inbound two hours early from the ETA printed on the strip. The pilot had a very strong foreign accent which made it hard to understand what he was saying. He requested a BS and due to the ADI controller being particularly busy, I asked if the pilot was familiar with Poulton (a VRP) with the intention of routing the aircraft there, rather than coordinating with the ADI controller to request a point to join the circuit. The pilot replied "negative" but then minutes later said he was familiar, and he was instructed to route there. Although he wasn't identified and was wearing the conspicuity squawk 4601, I observed the mode Charlie was indicating 3400 feet. At this point the radar contact that was 'believed' to be the C210 was around 9 miles SSE of Hawarden and outside CAS where the base is 4500 feet. I then instructed the pilot to contact Hawarden Tower and assumed as the pilot was inbound he was going to descend to remain outside CAS. My attention was then drawn back to the military a/c who was inbound from the WSW and under a TS, inbound to join the
201410785	06/08/2014	EGTT : London (FIR)	DTY	Approx 5-7nm West	A	Other	DIAMOND	Reciprocating	1	Infringement of the Daventry CTA (Class A) by an aircraft squawking 7000. Standard separation maintained.	At approximately 1310 an infringer entered TC COWLY airspace and reached 6.7A in an area where the base is 5.5A. Birmingham, Coventry and Oxford were contacted to find if either were working the aircraft, neither were. Oxford advised that the callsign was registered at Enstone Airfield. The aircraft remained inside controlled airspace for approximately 10 minutes before descending clear.☐ CAA Closure:☐ Pilot error. The instructor on board did not take control of the situation early enough. Poor pre flight planning. Instructor interviewed. On-line test failed. Flight with Staff FE.
201410819	09/08/2014	EGTT : London (FIR)	Beaconsfield	2nm South	A	CTR	BELL	Turboshaft	1	Infringement of the London CTR (Class A) by a Bell 206 squawking 7000.	CAIT informed us of a helicopter inside the CTR just South of Beaconsfield. Aircraft tracked East then NE then left the zone,and then called SVFR to say he was just leaving the CTR, had tried to contact 125.625, had failed (we never heard anything), and then took off. I pointed out that he could have phoned us, or he could have lifted into a low hover for better rt coverage.
201410824	07/08/2014	EGTT : London (FIR)	WELIN	NE	A	CTA	BEECH	Unknown	1	Infringement of the Daventry CTA (Class A) NE of Welin at an indicated 5000ft. Standard separation maintained.	10 miles NE of Welin, a 7000 squawk was observed at 5000 feet where the base is 4500 feet. The registration was confirmed. It was outbound from EGTK and appeared to descend in the EGXT area. We had no traffic to affect.

201410825	07/08/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D). Standard separation maintained.	At 0930, an unknown aircraft, squawking 7000 Mode A only entered Luton control zone in the North Eastern corner, tracked towards the airport, then turned away to leave the zone to the East. At 0950, the same unknown aircraft entered Luton control zone again and tracked southbound underneath a 7 mile final, before turning eastbound to leave the zone again. I made blind calls in case the aircraft was maintaining a listening watch on the frequency but this was to no avail. The unknown then started squawking 5023. Farnborough LARS were called and the aircraft ascertained to be a PA38. The aircraft was unsure of his position and trying to find Panshangar.
201410826	08/08/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	BRI Bearing Noth East Range 5nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a C172 squawking 5074. Traffic info given. Departures stopped. Separation lost. Aircraft subsequently landed with electrical failure.	I was operating as the Radar 2 controller with LARS traffic. The PSR was out of service but was being monitored to my left by a contractor. I had the PSR selected on my display for monitoring purposes as part of the PSR return to service programme but was not using the PSR for operational surveillance purposes. A helicopter, c/s xxx22 was providing frequent pleasure flights from a site to the NE of Bristol Airport as part of the International Balloon Fiesta taking place there. C172 departed at 1427 for a local flight to the North VFR. A police helicopter had been operating over the City landing back at Filton at 1447Z. I had made some transmissions to C172 as I had not observed the aircraft SSR return since seeing it in the area of the Severn Bridge VRP earlier, but was not unduly concerned at this point. At 1448 I was aware of a possible primary contact approximately 5nm NE of the airfield in close proximity to xxx22 and asked whether he could see another aircraft close to him; the response to this was negative. Whilst discussing this intermittent primary contact with the contractor I observed the SSR return from xxx22 'jump' to the potential primary return and back again. As the xxx22 could not see any other aircraft in his vicinity I considered that the SSR return was being seduced to clutter. Other LARS traffic was then calling me for services, including a display aircraft inbound to the Fiesta site. At 1450 I contacted the Tower controller to see if he could see any traffic to the NE inside CAS as I again was aware of a possible primary only contact which I suspected may have been the xxx22; However xxx22 advised me that he was on the ground at Ashton Court pending the arrival of the display aircraft. I then became involved with coordinating the display aircraft on a landline
201410826	08/08/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	BRI Bearing Noth East Range 5nm	D	CTR	EMBRAER	Turbofan	2	Infringement of the Bristol CTR (Class D) by a C172 squawking 5074. Traffic info given. Departures stopped. Separation lost. Aircraft subsequently landed with electrical failure.	I was operating as the Radar 2 controller with LARS traffic. The PSR was out of service but was being monitored to my left by a contractor. I had the PSR selected on my display for monitoring purposes as part of the PSR return to service programme but was not using the PSR for operational surveillance purposes. A helicopter, c/s xxx22 was providing frequent pleasure flights from a site to the NE of Bristol Airport as part of the International Balloon Fiesta taking place there. C172 departed at 1427 for a local flight to the North VFR. A police helicopter had been operating over the City landing back at Filton at 1447Z. I had made some transmissions to C172 as I had not observed the aircraft SSR return since seeing it in the area of the Severn Bridge VRP earlier, but was not unduly concerned at this point. At 1448 I was aware of a possible primary contact approximately 5nm NE of the airfield in close proximity to xxx22 and asked whether he could see another aircraft close to him; the response to this was negative. Whilst discussing this intermittent primary contact with the contractor I observed the SSR return from xxx22 'jump' to the potential primary return and back again. As the xxx22 could not see any other aircraft in his vicinity I considered that the SSR return was being seduced to clutter. Other LARS traffic was then calling me for services, including a display aircraft inbound to the Fiesta site. At 1450 I contacted the Tower controller to see if he could see any traffic to the NE inside CAS as I again was aware of a possible primary only contact which I suspected may have been the xxx22; However xxx22 advised me that he was on the ground at Ashton Court pending the arrival of the display aircraft. I then became involved with coordinating the display aircraft on a landline
201410826	08/08/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	BRI Bearing Noth East Range 5nm	D	CTR	AIRBUS	Turbofan	2	Infringement of the Bristol CTR (Class D) by a C172 squawking 5074. Traffic info given. Departures stopped. Separation lost. Aircraft subsequently landed with electrical failure.	I was operating as the Radar 2 controller with LARS traffic. The PSR was out of service but was being monitored to my left by a contractor. I had the PSR selected on my display for monitoring purposes as part of the PSR return to service programme but was not using the PSR for operational surveillance purposes. A helicopter, c/s xxx22 was providing frequent pleasure flights from a site to the NE of Bristol Airport as part of the International Balloon Fiesta taking place there. C172 departed at 1427 for a local flight to the North VFR. A police helicopter had been operating over the City landing back at Filton at 1447Z. I had made some transmissions to C172 as I had not observed the aircraft SSR return since seeing it in the area of the Severn Bridge VRP earlier, but was not unduly concerned at this point. At 1448 I was aware of a possible primary contact approximately 5nm NE of the airfield in close proximity to xxx22 and asked whether he could see another aircraft close to him; the response to this was negative. Whilst discussing this intermittent primary contact with the contractor I observed the SSR return from xxx22 'jump' to the potential primary return and back again. As the xxx22 could not see any other aircraft in his vicinity I considered that the SSR return was being seduced to clutter. Other LARS traffic was then calling me for services, including a display aircraft inbound to the Fiesta site. At 1450 I contacted the Tower controller to see if he could see any traffic to the NE inside CAS as I again was aware of a possible primary only contact which I suspected may have been the xxx22; However xxx22 advised me that he was on the ground at Ashton Court pending the arrival of the display aircraft. I then became involved with coordinating the display aircraft on a landline
201410829	09/08/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	13 SSE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by a C152. Standard separation maintained.	At 1121z a 7000 squawk was observed entering Birmingham airspace (CTA-2) indicating 2000ft unverified. A blind call was made with no reply. Telephone calls made to Coventry & Wellesbourne. Approx 30 seconds later C152 called & stated he believed he had infringed BB airspace at 2000ft and was descending. C152 instructed too squawk 0401 & was identified. I informed the pilot he had been inside CAS & to call WM upon landing at Leicester. The aircraft was then transferred to Coventry Radar clear of CAS. No aircraft arriving or departing Birmingham were affected by the infringement.☐ Supplementary 20/08/14:☐ The pilot was distracted due to a conversation with the student and a strong tailwind. He was discussing with the student the need to contact Coventry ATC and descend to 1400ft to avoid CAS but the student was slow to initiate the descent and because of the strong tailwind they entered CAS above 1500ft.

201410835	09/08/2014	EGTT : London (FIR)	POL	10 W	A	Other	AERO	Reciprocating	1	Infringement of Airway N57A (Class A) by an AT3. Standard separation maintained.	I was alerted by CAIT to an infringer West of POL on a EGNH 0450 conspicuity code. I contacted EGNH and they transmitted to the aircraft and he confirmed he was passing 8300ft (base 4500ft), I instructed EGNH to inform the aircraft to descend and turn West immediately, due pending EGNM departures. The aircraft continued to track East and started to descend. A EGNM departure was given a HDG of 180deg to keep clear. The highest observed level of the aircraft was FL86.
201410907	07/08/2014	EGTT : London (FIR)	EGSD : Great Yarmouth/ North Denes		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the North Denes ATZ (Class G) by an R44. Traffic info given. No RT comms.	R44 noted at a height of 1000ft. It crossed the extended centre line of R/W09 then turned left to land at the racecourse. Traffic info given to inbound A139.
201410937	31/07/2014	EGTT : London (FIR)	EG D125		G	Danger area	OTHER	Reciprocating	1	Infringement of active Danger Area EG D125 by a WT9.	A 3/A 1177 Squawk was seen to enter EG D125 Larkhill Danger Area W of Rushall VRP (SU128568) hdg WSW indicating 2000ft Mode C. The area was active with live artillery firing from SFC-30000ft and UAV operations were about to commence. We attempted to contact the aircraft via London Information, who advised us the pilot had been instructed to contact Boscombe Down Zone for a radar service, and the Squawk seen to change to 3/A7000. Boscombe ATC contacted us saying that the aircraft was being turned out of the danger area to the N. The aircraft's SSR return was now in the vicinity of Redhorn Vidette (SU060554) and seen to exit the area S of Urchfont and remained clear of SPTA. A checkfire was not called as it appeared the infringement was being controlled. Boscombe Down ATC advised us the pilot of the WT9, seemed unsure about the danger areas, had departed from Kemble this morning and was routing towards Bellegarde-Vouvray (LFHN).
201410958	11/08/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	19 SE	A	TMA	SLINGSBY	Reciprocating	1	Infringement of the LTMA (Class A) at 5700ft by a T67M. Traffic info and avoiding action given. Standard separation maintained.	At approximately 14:07 I observed a contact in the vicinity of Goodwood/Hayling Island at 5.4A, where the base was 5.5A, squawking 7004. DHC8 was seen on radar but not yet on my frequency, inbound to Southampton via GWC. I then saw the Mode C of the 7004 indicate 6.4A, but do not think it was inside CAS. I asked the coordinator to call LTC to ask if they knew about it, but during this call the DHC8 checked in on my frequency. I immediately issued a right turn and then when I saw the 7004 enter CAS at 5.7A issued avoiding action. I am unsure how long the 7004 was inside CAS as I was unable to monitor the Mode C due to other aircraft weather avoiding. The coordinator watched the aircraft descend towards Goodwood and called them to ask the details. ☐ Supplementary 20/08/14:☐ Aeros with breaks in cloud, cloud base 2,500 with tops generally 4,000 but higher in places. Opted for above cloud for noise, started S of Thorney and at 5,000 but ended slightly further North than intended at 6,000', still thought I was clear of CAS, though nearer than I would normally have operated due to cloud in the area, obviously not quite!
201410958	11/08/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	19 SE	A	TMA	DE HAVILLAND	Turboprop	2	Infringement of the LTMA (Class A) at 5700ft by a T67M. Traffic info and avoiding action given. Standard separation maintained.	At approximately 14:07 I observed a contact in the vicinity of Goodwood/Hayling Island at 5.4A, where the base was 5.5A, squawking 7004. DHC8 was seen on radar but not yet on my frequency, inbound to Southampton via GWC. I then saw the Mode C of the 7004 indicate 6.4A, but do not think it was inside CAS. I asked the coordinator to call LTC to ask if they knew about it, but during this call the DHC8 checked in on my frequency. I immediately issued a right turn and then when I saw the 7004 enter CAS at 5.7A issued avoiding action. I am unsure how long the 7004 was inside CAS as I was unable to monitor the Mode C due to other aircraft weather avoiding. The coordinator watched the aircraft descend towards Goodwood and called them to ask the details. ☐ Supplementary 20/08/14:☐ Aeros with breaks in cloud, cloud base 2,500 with tops generally 4,000 but higher in places. Opted for above cloud for noise, started S of Thorney and at 5,000 but ended slightly further North than intended at 6,000', still thought I was clear of CAS, though nearer than I would normally have operated due to cloud in the area, obviously not quite!

201410967	11/08/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool		D	CTR	GROB	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a Grob G115 squawking 7000. Traffic info given. Standard separation maintained.	Whilst mentoring a trainee operating on the Liverpool radar control position, a 7000 squawk was observed to enter CAS in the vicinity of the town of Tarvin and track towards the final approach for R/W27. At the time a B737 was on left base for R/W27 ILS approach. Due to the current track and the unknown intentions of the infringing a/c, B737 was instructed to continue on the Northbound heading and given traffic info. The 7000 squawk entered an orbit just South of the M56 motorway before tracking SE towards Oulton Park VRP. The a/c entered the Manchester Low Level Route and began squawking 7366 (Manchester listening watch). EGCC approach confirmed the identity of the a/c a G115 inbound to EGCB. I have not checked the radar or tape recordings but I do not believe that separation between the infringing aircraft and B737 was lost. Pilot was contacted. ☐ CAA Closure:☐ Pilot error. Lack of situational awareness. Warning letter sent.
201410967	11/08/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool		D	CTR	BOEING	Turbofan	2	Infringement of the Liverpool CTR (Class D) by a Grob G115 squawking 7000. Traffic info given. Standard separation maintained.	Whilst mentoring a trainee operating on the Liverpool radar control position, a 7000 squawk was observed to enter CAS in the vicinity of the town of Tarvin and track towards the final approach for R/W27. At the time a B737 was on left base for R/W27 ILS approach. Due to the current track and the unknown intentions of the infringing a/c, B737 was instructed to continue on the Northbound heading and given traffic info. The 7000 squawk entered an orbit just South of the M56 motorway before tracking SE towards Oulton Park VRP. The a/c entered the Manchester Low Level Route and began squawking 7366 (Manchester listening watch). EGCC approach confirmed the identity of the a/c a G115 inbound to EGCB. I have not checked the radar or tape recordings but I do not believe that separation between the infringing aircraft and B737 was lost. Pilot was contacted. ☐ CAA Closure:☐ Pilot error. Lack of situational awareness. Warning letter sent.
201410998	09/08/2014	EGTT : London (FIR)	Wycombe Air Park ATZ	N	G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 2014/140 - PA28 and a Jodel DR221 Northwest of Wycombe Air Park at 2000ft, in Class G airspace.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the PA28 pilot re-entering the Wycombe ATZ without informing ATC and flying into conflict with the Jodel DR221.
201410998	09/08/2014	EGTT : London (FIR)	Wycombe Air Park ATZ	N	G	ATZ	JODEL	Reciprocating	1	UK AIRPROX 2014/140 - PA28 and a Jodel DR221 Northwest of Wycombe Air Park at 2000ft, in Class G airspace.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the PA28 pilot re-entering the Wycombe ATZ without informing ATC and flying into conflict with the Jodel DR221.
201411066	13/08/2014	EGTT : London (FIR)	EGLC (LCY): London city	Bearing 085 Range 13nm	A	TMA	CESSNA	Reciprocating	1	Infringement of the London TMA (Class A) by a C152 squawking 4575 observed to climb to A2800. Traffic info given. Separation lost.	At approximately 1400UTC a contact showing the Southend conspicuity code 4575 appeared to enter the London TMA in the vicinity of Thurrock at A2600. The contact was subsequently observed to climb to A2800. At this time C560 was about 12nm East of LCY at A3000 on a closing heading to intercept the localiser for R/W27. Although within the prescribed lateral distance for proximity to unknown contacts I assessed the relative tracks and speeds of the two contacts and concluded that the safest option would be for C560 to continue its approach. I informed the pilot of the presence of the unknown traffic and advised him that it was not at present a problem. I also advised that I would give further advice if necessary. Co-incident with the above actions I called Southend Radar to enquire about the unknown contact. Southend advised that they would instruct the C152 to descend. ☐ CAA Closure:☐ The root cause of this incident was flying too close to CAS. The instructor became distracted and did not notice the student had inadvertently climbed, possibly due to thermic activity. The instructors at the ATO have been reminded of their responsibilities when they are PIC with a student.

201411066	13/08/2014	EGTT : London (FIR)	EGLC (LCY): London city	Bearing 085 Range 13nm	A	TMA	CESSNA	Turbofan	2	Infringement of the London TMA (Class A) by a C152 squawking 4575 observed to climb to A2800. Traffic info given. Separation lost.	At approximately 1400UTC a contact showing the Southend conspicuity code 4575 appeared to enter the London TMA in the vicinity of Thurrock at A2600. The contact was subsequently observed to climb to A2800. At this time C560 was about 12nm East of LCY at A3000 on a closing heading to intercept the localiser for R/W27. Although within the prescribed lateral distance for proximity to unknown contacts I assessed the relative tracks and speeds of the two contacts and concluded that the safest option would be for C560 to continue its approach. I informed the pilot of the presence of the unknown traffic and advised him that it was not at present a problem. I also advised that I would give further advice if necessary. Co-incident with the above actions I called Southend Radar to enquire about the unknown contact. Southend advised that they would instruct the C152 to descend. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> The root cause of this incident was flying too close to CAS. The instructor became distracted and did not notice the student had inadvertently climbed, possibly due to thermic activity. The instructors at the ATO have been reminded of their responsibilities when they are PIC with a student.
201411068	13/08/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted CTA		D	CTA	MORANE SAULNIER	Reciprocating	1	Two infringements of the Stansted CTA (Class D) one by an MS880B and also an unknown primary return.	I was working as the SS FIN controller. At 1044 a 0013 contact entered the CTA. I turned a B737 that was on a closing heading to establish on R/W22 right to avoid and passed traffic info. Both myself and SS INT tried to call the 0013. SS INT identified it as an MS880B. I updated the B737 and continued to vector him back round onto the localiser. In his right turn at 1046 there was then an unknown primary contact to his left which entered. I passed traffic to the B737 and considered the right turn he was already in towards the localiser was the best way to avoid that unknown traffic.
201411068	13/08/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted CTA		D	CTA	UNKNOWN	Unknown		Two infringements of the Stansted CTA (Class D) one by an MS880B and also an unknown primary return.	I was working as the SS FIN controller. At 1044 a 0013 contact entered the CTA. I turned a B737 that was on a closing heading to establish on R/W22 right to avoid and passed traffic info. Both myself and SS INT tried to call the 0013. SS INT identified it as an MS880B. I updated the B737 and continued to vector him back round onto the localiser. In his right turn at 1046 there was then an unknown primary contact to his left which entered. I passed traffic to the B737 and considered the right turn he was already in towards the localiser was the best way to avoid that unknown traffic.
201411068	13/08/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted CTA		D	CTA	BOEING	Turbofan	2	Two infringements of the Stansted CTA (Class D) one by an MS880B and also an unknown primary return.	I was working as the SS FIN controller. At 1044 a 0013 contact entered the CTA. I turned a B737 that was on a closing heading to establish on R/W22 right to avoid and passed traffic info. Both myself and SS INT tried to call the 0013. SS INT identified it as an MS880B. I updated the B737 and continued to vector him back round onto the localiser. In his right turn at 1046 there was then an unknown primary contact to his left which entered. I passed traffic to the B737 and considered the right turn he was already in towards the localiser was the best way to avoid that unknown traffic.
201411072	12/08/2014	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	14nm South East	D	CTA	BEECH	Reciprocating	1	Infringement of the Leeds CTA (Class D) by a BE36 squawking 2676 observed indicating A33 climbing. Traffic info given.	0737z BE36 contacts Leeds Radar just airborne from a private site near Garforth routing to EGBJ requesting a Basic Service. BE36 instructed Leeds QNH1001, Basic Service and to remain outside controlled airspace. Aircraft acknowledged basic service and to remain outside CAS. BE36 then instructed to squawk 2676 as it was believed his intended routing would be underneath Leeds CAS. I observed BE36 passing A2.5 climbing close to the eastern edge of CAS so I stopped the descent of inbound aircraft who was turning onto left base at 4A then passed traffic. Aircraft on left base then descended to 3A and turned left 350 to establish ILS. BE36 observed at A31 5nm south of Garforth (Base CAS 3A). BE36 then observed indicating A33 climbing, whilst directly underneath a 14nm final for runway 32. Aircraft asked to report level and confirmed A33. Aircraft informed of CAS infringement. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Pilot error. Interviewed. Failed on-line test. Retake PPL Air Law and Comms.

201411072	12/08/2014	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	14nm South East	D	CTA	UNKNOWN	Unknown		Infringement of the Leeds CTA (Class D) by a BE36 squawking 2676 observed indicating A33 climbing. Traffic info given.	0737z BE36 contacts Leeds Radar just airborne from a private site near Garforth routing to EGBJ requesting a Basic Service. BE36 instructed Leeds QNH1001, Basic Service and to remain outside controlled airspace. Aircraft acknowledged basic service and to remain outside CAS. BE36 then instructed to squawk 2676 as it was believed his intended routing would be underneath Leeds CAS. I observed BE36 passing A2.5 climbing close to the eastern edge of CAS so I stopped the descent of inbound aircraft who was turning onto left base at 4A then passed traffic. Aircraft on left base then descended to 3A and turned left 350 to establish ILS. BE36 observed at A31 5nm south of Garforth (Base CAS 3A). BE36 then observed indicating A33 climbing, whilst directly underneath a 14nm final for runway 32. Aircraft asked to report level and confirmed A33. Aircraft informed of CAS infringement.☐CAA Closure:☐Pilot error. Interviewed. Failed on-line test. Retake PPL Air Law and Comms.
201411112	14/08/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	Norther end of LLR	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 squawking 7000 between 1600 and 1800ft at the northern end of the LLR. Standard separation maintained.	At 1543, I noticed that a 7000 squawk had set off the AIW at the northern end of the LLR. The aircraft's level was showing as between 1600 and 1800ft. The Mode S information indicated the aircraft's callsign. I made a call to the aircraft twice on 118.575 but there was no response. I then called Barton to ask them that if the aircraft was on their frequency, that they get the aircraft to call me on 118.575 - so that I could 'identify' the aircraft. A few minutes later the aircraft called me with a 4366 squawk now on. I advised him that he had infringed CAS and that the max alt in the LLR was 1300 feet. He apologised for his actions and then said that he wished to change to Warton Radar - which I acknowledged. The aircraft appeared to be out of Barton, heading northwest, entering the northern end of the LLR from the Barton LFA. Also see Open 201410404 and 201409969.☐Supplementary 17/09/14:☐It was my first flight since passing and I was heading out of Barton to the NW. I did not realise I passed by 1300 in the LLR and I must have passed through the edge of it for just a few minutes.☐CAA Closure:☐Pilot error. Situational awareness. Failed on-line test. Warning letter.
201411190	15/08/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	9.9 N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2200ft. Standard separation maintained.	A 2650 squawk was observed tracking towards the Solent Control Area from the North, blind calls were made for a callsign on the Mode S. My coordinator telephoned a neighbouring military ATC unit, this traffic entered CAS bearing from SAM 010 D9.9D tracking SW, an a/c on a visual approach R/W02 was advised I may break him off the approach. After some time holding on the coordinator advised that the 2650 squawk was working the military unit and they were making him turn West bound to leave CAS. No loss of separation or delays but an increase in workload.☐Supplementary 27/09/14:☐Trying to stay clear of Middle Wallop ATZ and Boscombe MATZ and strayed just into Southampton CTA. Warned by Boscombe that I was infringing and turned away immediately.☐Supplementary 23/10/14:☐The a/c entered the Solent Control Area without a clearance, whilst in receipt of a 'Basic Service' from a military unit. The pilot's knowledge and awareness of the Solent CTA boundary in relation to the position of the Boscombe MATZ and Middle Wallop ATZ has been recorded to the operator of the a/c.
201411216	24/08/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	overhead			RUTAN	Reciprocating	1	Aircraft flown intentionally though CTR due to rough running engine.	At about 1650 the pilot of the aircraft experienced a rough running engine. He called his home airfield telling them he was intending to route direct track to them even though this would route him through the CTR. The FISO at the airfield immediately contacted GS (A) to coordinate this intention. At the same time I noticed the infringing aircraft (squawking 7010) and started to try and trace the aircraft whilst also asking the TWR to check any departures. In the end no aircraft were delayed. The GS (A) then came over explaining the conversation with the airfield. Together with him, airfield and the pilot, his squawk was checked and identification confirmed. The aircraft landed safely. A subsequent telephone call suggests that the pilot was aware of engine trouble before he had taken off again for this flight. The a/c when landing at its destination, allegedly suffered a "rough running engine" It was tinkered with and departed. An alleged landing was then made in a field where more tinkering was (allegedly performed). This all occurred before the infringement.☐CAA Closure:☐Due to the elapsed time since the event, no further investigation is practicable.
201411227	15/08/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ2	G	Other	BELL	Turboshaft	1	Infringement of the Stansted TMZ2 (Class G) by a Bell 206. Traffic info given.	B737(1) was being vectored for R/W04 at Stansted when an aircraft contact squawking 7000 was observed entering TMZ2 just North of North Weald airfield. The aircraft was not showing any level/Mode C reading. The aircraft was subsequently identified via Mode S, several attempts on frequencies 136.2 and 120.625 were made to establish two way contact unsuccessfully. I decided the safest course of action was to vector the B737(1) onto a short approach to keep away from the aircraft, 5nm separation was not maintained however traffic was passed to B737(1) and they maintained headings away from each other at all times. As a result of the Bell 206 the following inbound, a B737(2), was given extended vectoring also.

201411244	27/07/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ2	G	Other	OTHER	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a SkyRanger showing as a primary contact only.	Primary contact observed leaving the Hunsden Microlight Area (HMA) tracking SW. The contact turned right and returned to the HMA, however, the contact infringed the TMZ2 at least two more times. The contact appeared to land at Hunsden at 17:29. No other traffic was affected. The GS airports was advised, the GS airports contacted the microlight club at Hunsden and spoke to the chairperson. Aircraft identified. CFI will be speaking to the pilot.
201411258	16/08/2014	EGTT : London (FIR)	BPK	15 NE	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a DA40 at 2000ft. Traffic info and avoiding action given to a departing B737. Standard separation maintained.	Whilst working Stansted INT bandboxed I was confronted by an infringer Farnborough LARS had lost contact with at 2000 feet from the western side of TMZ 2. I initiated a check all but the tower seemed already committed with a CPT so I saw the traffic turning away releasing the CPT with an instruction to call immediately after departure. This traffic continued turning away and was a non-event. However shortly after a DA40 came into the SW CTA by North Weald at 2000 feet displaying a 4575 conspicuity code. I had to immediately give avoiding action on a B737 CPT outbound initiating a sharp turn onto 360deg. This all happened very fast resulting in a slight delay to the inbounds and two requests for check alls and traffic passed to the tower. The DA40 descended shortly after to 1600 feet continuing for a while due to the backlog of departures I launched freeflow but he then climbed again to 1700 feet. I let the tower know this with an instruction to pass traffic on the unknown contact for the next CPT if it remained at 1700 feet and qsy to me quickly. As it was the traffic descended again to 1600 feet and did not present a further confliction. EGMC was contacted for me at my request to get the unknown contacts details. Subsequently it was identified by Farnborough LARS on 5021. In the mean time I immediately got Stansted FIN back as the workload had increased rapidly with lots of developing scenarios to deal with.
201411258	16/08/2014	EGTT : London (FIR)	BPK	15 NE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a DA40 at 2000ft. Traffic info and avoiding action given to a departing B737. Standard separation maintained.	Whilst working Stansted INT bandboxed I was confronted by an infringer Farnborough LARS had lost contact with at 2000 feet from the western side of TMZ 2. I initiated a check all but the tower seemed already committed with a CPT so I saw the traffic turning away releasing the CPT with an instruction to call immediately after departure. This traffic continued turning away and was a non-event. However shortly after a DA40 came into the SW CTA by North Weald at 2000 feet displaying a 4575 conspicuity code. I had to immediately give avoiding action on a B737 CPT outbound initiating a sharp turn onto 360deg. This all happened very fast resulting in a slight delay to the inbounds and two requests for check alls and traffic passed to the tower. The DA40 descended shortly after to 1600 feet continuing for a while due to the backlog of departures I launched freeflow but he then climbed again to 1700 feet. I let the tower know this with an instruction to pass traffic on the unknown contact for the next CPT if it remained at 1700 feet and qsy to me quickly. As it was the traffic descended again to 1600 feet and did not present a further confliction. EGMC was contacted for me at my request to get the unknown contacts details. Subsequently it was identified by Farnborough LARS on 5021. In the mean time I immediately got Stansted FIN back as the workload had increased rapidly with lots of developing scenarios to deal with.
201411261	16/08/2014	EGTT : London (FIR)	SAM	Bearing 180 Range 11nm	D	CTA	PIPER	Reciprocating	1	Infringement of Southampton CTA (Class D) by a PA28 squawking 7000 at 2500ft. Traffic info and avoiding action given. Separation lost.	R/W20, QNH 1020, 9999, SCT042. At approximately 1518z I was operating as OJTI on Solent Radar with an ATCO returning to duty. Traffic levels were medium largely due to freecallers, FIN/Coord was in use. An inbound was approximately 8S SAM at Alt 4A heading 035deg DWL for R/W20. Both the ATCO and I noticed a primary return with associated 7000 squawk approximately 3.5nm South of the inbound aircraft heading eastbound towards Cowes, indicating Alt2A then Alt2.1A unverified in a portion of the Solent CTA with a base of Alt2A. Mode S indicated that the callsign might be a PA28. As it changed to Alt2.2A the ATCO issued avoiding action turn of 350deg to the inbound aircraft and passed traffic info. The inbound aircraft was approximately 3.5nm North of the unknown heading away, so a likely LOS. The unknown continued to climb eastbound indicating Alt2.5A unverified as it left the CTA. The ATCO and FIN ATCO put out blind calls but there was no reply. Shortly afterwards at 1527z, FIN noticed that the aircraft was overhead Portsmouth on a LF squawk 0452. The radar ATSA phoned LF LARS who provided the details as a PA28, HJ - TF and asked LF to relay a request for the pilot to phone Solent after landing. At time of writing, no phone call yet received. Inbound aircraft continued for a normal approach and landing. No other aircraft affected.☐ Supplementary 18/09/14:☐ PA28 entered CAS without a clearance (working Sandown Radio) causing a loss of separation with an inbound to Southampton. The controller issued Avoiding Action and Traffic Information to the inbound in a timely manner.☐
201411261	16/08/2014	EGTT : London (FIR)	SAM	Bearing 180 Range 11nm	D	CTA	BRITTEN NORMAN	Reciprocating	3	Infringement of Southampton CTA (Class D) by a PA28 squawking 7000 at 2500ft. Traffic info and avoiding action given. Separation lost.	R/W20, QNH 1020, 9999, SCT042. At approximately 1518z I was operating as OJTI on Solent Radar with an ATCO returning to duty. Traffic levels were medium largely due to freecallers, FIN/Coord was in use. An inbound was approximately 8S SAM at Alt 4A heading 035deg DWL for R/W20. Both the ATCO and I noticed a primary return with associated 7000 squawk approximately 3.5nm South of the inbound aircraft heading eastbound towards Cowes, indicating Alt2A then Alt2.1A unverified in a portion of the Solent CTA with a base of Alt2A. Mode S indicated that the callsign might be a PA28. As it changed to Alt2.2A the ATCO issued avoiding action turn of 350deg to the inbound aircraft and passed traffic info. The inbound aircraft was approximately 3.5nm North of the unknown heading away, so a likely LOS. The unknown continued to climb eastbound indicating Alt2.5A unverified as it left the CTA. The ATCO and FIN ATCO put out blind calls but there was no reply. Shortly afterwards at 1527z, FIN noticed that the aircraft was overhead Portsmouth on a LF squawk 0452. The radar ATSA phoned LF LARS who provided the details as a PA28, HJ - TF and asked LF to relay a request for the pilot to phone Solent after landing. At time of writing, no phone call yet received. Inbound aircraft continued for a normal approach and landing. No other aircraft affected.☐ Supplementary 18/09/14:☐ PA28 entered CAS without a clearance (working Sandown Radio) causing a loss of separation with an inbound to Southampton. The controller issued Avoiding Action and Traffic Information to the inbound in a timely manner.☐

201411274	19/08/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 330 Range 4nm	D	CTR	BELL	Turboshaft	1	Infringement of the Luton CTR (Class D) by a Bell 206 squawking 7000 at 1200ft. Traffic info given. Standard separation maintained. Departures were stopped.	I had noticed a 7000 squawk NW of GW Tracking South, outside CAS at this time. I called the tower as I had a feeling it was going to come into CAS and could they pre note any departures before hand, just in case. The 7000 had Mode S and I made a few blind transmissions but got no reply. It entered the GW zone NW of GW by about 4 miles tracking South at 1200 feet. I stopped all departures and advised my inbound B737 of the situation. I let him know I may have to extend him downwind but as long as the unknown left CAS to the South it would be OK but if the unknown did a U turn I would have to break him off the approach. The 7000 left the zone to the South and the B737 wasn't affected. Thames shouted to the GS airports they had his details. They had called Denham and asked if they were expecting the a/c, they said yes. He was a Jet Ranger helicopter. They explained what had happened and to advise the pilot reporting action was going to be taken. ☐ CAA Closure: ☐ Pilot error, loss of situational awareness. The pilot has subsequently passed the on-line test. Warning letter issued.
201411274	19/08/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 330 Range 4nm	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a Bell 206 squawking 7000 at 1200ft. Traffic info given. Standard separation maintained. Departures were stopped.	I had noticed a 7000 squawk NW of GW Tracking South, outside CAS at this time. I called the tower as I had a feeling it was going to come into CAS and could they pre note any departures before hand, just in case. The 7000 had Mode S and I made a few blind transmissions but got no reply. It entered the GW zone NW of GW by about 4 miles tracking South at 1200 feet. I stopped all departures and advised my inbound B737 of the situation. I let him know I may have to extend him downwind but as long as the unknown left CAS to the South it would be OK but if the unknown did a U turn I would have to break him off the approach. The 7000 left the zone to the South and the B737 wasn't affected. Thames shouted to the GS airports they had his details. They had called Denham and asked if they were expecting the a/c, they said yes. He was a Jet Ranger helicopter. They explained what had happened and to advise the pilot reporting action was going to be taken. ☐ CAA Closure: ☐ Pilot error, loss of situational awareness. The pilot has subsequently passed the on-line test. Warning letter issued.
201411275	19/08/2014	EGTT : London (FIR)	Banstead		A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C206 at 2000ft. Standard separation maintained.	I observed a 7047 squawk (EGKB conspicuity code) at altitude 2000ft heading towards Banstead looking as if it would penetrate the CTR. I called EGKB to advise them that a C206, identified on Mode S, was about to enter CAS, they advised me that it was a C206 survey aircraft. I heard the EGKB controller advise the C206 to turn left to leave CAS and hung up. The C206 made no attempt to leave the zone and continued on the previous track for 4 miles. I rang EGKB and told them to instruct the C206 to leave CAS. Finally the C206 left CAS and then came on frequency asking to make a run just inside the control zone at 1800ft for 15 miles East to West. I refused permission as I had no information on the survey and was unsure of the effect on EGLL departures.
201411281	17/08/2014	EGTT : London (FIR)	52 58N 02 32W		A	CTA	AMERICAN GENERAL	Reciprocating	1	Infringement of the Daventry CTA (Class A) by an AG5B at FL70. Standard separation maintained.	A CAIT return was seen at position 52 58N 02 32W at FL70. No ID was determined from Mode S. The next controller told me the aircraft went to Sleep. ☐ Supplementary 27/08/14: ☐ The pilot considers that the incident occurred whilst he was avoiding weather/cloud.
201411332	16/08/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Luton CTA (Class D) by a DR400 at 3800ft. Standard separation maintained.	I was working as OJTI on GW INT. At approx 1536Z, a 7000 squawk with mode C entered the Luton CTA, north of Luton airport between 3700ft and 3800ft (where the base is 3500ft). The aircraft tracked South West before turning North East and descending back below controlled airspace. Northbound departures were stopped (though there were none). Several blind calls were made on the frequency, with no response. The GSA contacted Dunstable Downs, who confirmed the aircraft was not one of theirs.

201411357	15/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	N	D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) on nine separate occasions by Redhill circuit traffic, resulting in losses of separation with inbound ILS a/c.	I was working Gatwick FIN and then Gatwick INT / FIN bandboxed and on 3 separate occasions Redhill R/W36 circuit traffic infringed the Gatwick CTZ. On each occasion I monitored the infringing a/c, and assessed they were not in an unsafe proximity after they had turned base leg. I did not therefore break off any Gatwick IFR inbound. On at least two occasions I believe separation was lost against inbound ILS a/c. On each occasion I called KR and advised them the a/c had infringed. The first two happened around 1200 - 1204, and were wearing 3767 squawk. The third happened at 1247, and was a primary only contact PA28. I do not think the Redhill R/W36 circuit is safe against Gatwick ILS inbound, due to the close proximity. The Redhill circuit traffic has very little time to make the base leg turn and remain in the Redhill LFA. This is obviously not helped by the Northerly winds, which is the reason for the use of the 36 runway. In addition Redhill 36 circuit traffic is a distraction to Gatwick FIN, as you need to do a lot of monitoring of the traffic, as we have regular infringers when 36 is in the runway in use at Redhill. ☐ Supplementary 27/11/14:☐ The METAR from Gatwick at the time of the infringements showed surface winds between 320 and 330deg at between 8 and 12kts. Most of the a/c in the Redhill circuit over this period flew a ground speed of around 90-100kts on the downwind leg. Several a/c flew in excess of 120kts on the downwind leg, a speed which reduced by 30-50kts when they turned on to the base leg. Most of the infringing a/c had groundspeeds in excess of 120kts as they approached the turn and therefore may not have been able to make a tight enough turn,
201411357	15/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	N	D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) on nine separate occasions by Redhill circuit traffic, resulting in losses of separation with inbound ILS a/c.	I was working Gatwick FIN and then Gatwick INT / FIN bandboxed and on 3 separate occasions Redhill R/W36 circuit traffic infringed the Gatwick CTZ. On each occasion I monitored the infringing a/c, and assessed they were not in an unsafe proximity after they had turned base leg. I did not therefore break off any Gatwick IFR inbound. On at least two occasions I believe separation was lost against inbound ILS a/c. On each occasion I called KR and advised them the a/c had infringed. The first two happened around 1200 - 1204, and were wearing 3767 squawk. The third happened at 1247, and was a primary only contact PA28. I do not think the Redhill R/W36 circuit is safe against Gatwick ILS inbound, due to the close proximity. The Redhill circuit traffic has very little time to make the base leg turn and remain in the Redhill LFA. This is obviously not helped by the Northerly winds, which is the reason for the use of the 36 runway. In addition Redhill 36 circuit traffic is a distraction to Gatwick FIN, as you need to do a lot of monitoring of the traffic, as we have regular infringers when 36 is in the runway in use at Redhill. ☐ Supplementary 27/11/14:☐ The METAR from Gatwick at the time of the infringements showed surface winds between 320 and 330deg at between 8 and 12kts. Most of the a/c in the Redhill circuit over this period flew a ground speed of around 90-100kts on the downwind leg. Several a/c flew in excess of 120kts on the downwind leg, a speed which reduced by 30-50kts when they turned on to the base leg. Most of the infringing a/c had groundspeeds in excess of 120kts as they approached the turn and therefore may not have been able to make a tight enough turn,
201411357	15/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	N	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) on nine separate occasions by Redhill circuit traffic, resulting in losses of separation with inbound ILS a/c.	I was working Gatwick FIN and then Gatwick INT / FIN bandboxed and on 3 separate occasions Redhill R/W36 circuit traffic infringed the Gatwick CTZ. On each occasion I monitored the infringing a/c, and assessed they were not in an unsafe proximity after they had turned base leg. I did not therefore break off any Gatwick IFR inbound. On at least two occasions I believe separation was lost against inbound ILS a/c. On each occasion I called KR and advised them the a/c had infringed. The first two happened around 1200 - 1204, and were wearing 3767 squawk. The third happened at 1247, and was a primary only contact PA28. I do not think the Redhill R/W36 circuit is safe against Gatwick ILS inbound, due to the close proximity. The Redhill circuit traffic has very little time to make the base leg turn and remain in the Redhill LFA. This is obviously not helped by the Northerly winds, which is the reason for the use of the 36 runway. In addition Redhill 36 circuit traffic is a distraction to Gatwick FIN, as you need to do a lot of monitoring of the traffic, as we have regular infringers when 36 is in the runway in use at Redhill. ☐ Supplementary 27/11/14:☐ The METAR from Gatwick at the time of the infringements showed surface winds between 320 and 330deg at between 8 and 12kts. Most of the a/c in the Redhill circuit over this period flew a ground speed of around 90-100kts on the downwind leg. Several a/c flew in excess of 120kts on the downwind leg, a speed which reduced by 30-50kts when they turned on to the base leg. Most of the infringing a/c had groundspeeds in excess of 120kts as they approached the turn and therefore may not have been able to make a tight enough turn,
201411375	18/08/2014	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster/Sheffield CTA (Class D) by a PA28 at 5000ft. Standard separation maintained.	No aircraft to separate. I tracked the aircraft and Leeds ascertained the identity as a PA28.
201411422	19/08/2014	EGTT : London (FIR)	Between EGKK and EGKR		A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 3767 observed at 1600ft and climbing to 1900ft. Separation lost.	I was operating on TC South-East bandboxed. A320 departed LL on a DVR @6A and was given a vector of 125 after EPM. B737 departed KK on a DVR departure and was identified and given climb to 5A under A320. I then observed on radar after CAIT was activated that PA28 (3767) was inside CAS without authorisation @ 1600ft (Base of CAS 1500ft). A320 was climbed to FL140 and was passing behind the infringing a/c, which was tracking to the West, with less than 5nm but separation increasing. I then observed PA28 climb up to 1900ft. During this time I had given B737 a heading 115deg and further climb to avoid PA28. I had to exercise caution on how far right I turned the B737 as it would be vectored into the KK RMA and would also be a potential confliction with other traffic departing KK. B737 had less than the prescribed separation against the unknown traffic infringing CAS. The KK approach controller then advised the South coordinator that although they weren't in contact with PA28, they had spoken to Redhill who had told the a/c to descend to leave CAS.☐ CAA Closure:☐ No response from owner. Closed due to elapsed time.

201411422	19/08/2014	EGTT : London (FIR)	Between EGKK and EGKR		A	TMA	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 3767 observed at 1600ft and climbing to 1900ft. Separation lost.	I was operating on TC South-East bandboxed. A320 departed LL on a DVR @6A and was given a vector of 125 after EPM. B737 departed KK on a DVR departure and was identified and given climb to 5A under A320. I then observed on radar after CAIT was activated that PA28 (3767) was inside CAS without authorisation @ 1600ft (Base of CAS 1500ft). A320 was climbed to FL140 and was passing behind the infringing a/c, which was tracking to the West, with less than 5nm but separation increasing. I then observed PA28 climb up to 1900ft. During this time I had given B737 a heading 115deg and further climb to avoid PA28. I had to exercise caution on how far right I turned the B737 as it would be vectored into the KK RMA and would also be a potential confliction with other traffic departing KK. B737 had less than the prescribed separation against the unknown traffic infringing CAS. The KK approach controller then advised the South coordinator that although they weren't in contact with PA28, they had spoken to Redhill who had told the a/c to descend to leave CAS.☐ CAA Closure:☐ No response from owner. Closed due to elapsed time.
201411422	19/08/2014	EGTT : London (FIR)	Between EGKK and EGKR		A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a PA28 squawking 3767 observed at 1600ft and climbing to 1900ft. Separation lost.	I was operating on TC South-East bandboxed. A320 departed LL on a DVR @6A and was given a vector of 125 after EPM. B737 departed KK on a DVR departure and was identified and given climb to 5A under A320. I then observed on radar after CAIT was activated that PA28 (3767) was inside CAS without authorisation @ 1600ft (Base of CAS 1500ft). A320 was climbed to FL140 and was passing behind the infringing a/c, which was tracking to the West, with less than 5nm but separation increasing. I then observed PA28 climb up to 1900ft. During this time I had given B737 a heading 115deg and further climb to avoid PA28. I had to exercise caution on how far right I turned the B737 as it would be vectored into the KK RMA and would also be a potential confliction with other traffic departing KK. B737 had less than the prescribed separation against the unknown traffic infringing CAS. The KK approach controller then advised the South coordinator that although they weren't in contact with PA28, they had spoken to Redhill who had told the a/c to descend to leave CAS.☐ CAA Closure:☐ No response from owner. Closed due to elapsed time.
201411425	19/08/2014	EGTT : London (FIR)	MAY	Bearing 030 Range 10nm	D	CTA	BOEING	Turbofan	2	Conflict between a B757 at 4000ft and a C152 10nm North East of MAY. Traffic info and avoiding action given. TCAS TA.	CAA Closure:☐ No response from PIC. Closed due to elapsed time.
201411425	19/08/2014	EGTT : London (FIR)	MAY	Bearing 030 Range 10nm	D	CTA	CESSNA	Reciprocating	1	Conflict between a B757 at 4000ft and a C152 10nm North East of MAY. Traffic info and avoiding action given. TCAS TA.	CAA Closure:☐ No response from PIC. Closed due to elapsed time.
201411464	20/08/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	3 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the East Midlands CTR (Class D) believed by a C172. Standard separation maintained.	B737 was turning downwind righthand when the pilot reported a light aircraft, highwing, that passed close to the aircraft. The aircraft was tracked to Tatenhill aerodrome; however, as there was more than one arrival at the same time, the identity of the infringing aircraft cannot be proven beyond doubt. The pilot of the most likely aircraft has been spoken to.

201411464	20/08/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	3 NW	D	CTR	BOEING	Turbofan	2	Infringement of the East Midlands CTR (Class D) believed by a C172. Standard separation maintained.	B737 was turning downwind righthand when the pilot reported a light aircraft, highwing, that passed close to the aircraft. The aircraft was tracked to Tatenhill aerodrome; however, as there was more than one arrival at the same time, the identity of the infringing aircraft cannot be proven beyond doubt. The pilot of the most likely aircraft has been spoken to.
201411466	20/08/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	6 SW	D	CTR	OTHER	Reciprocating	1	Infringement of Stansted CTR (Class D) by a Sports Cruiser at 1700ft. Standard separation maintained.	At approx 1011, I noticed a 7010 squawk enter the SS CTR to the SW of EGSS. The unknown traffic manoeuvred in this vicinity for a few minutes then left the zone to the South, while descending below CAS. I made a blind call on the frequency, however no reply was forthcoming. The traffic situation at the time was too busy to make attempts at raising the aircraft via other agencies, therefore SS departures were stopped for approx 5 minutes. I traced the traffic to EGSX, and tallied the landing time of 1020 with EGSX, who informed me of the aircrafts details.
201411467	20/08/2014	EGTT : London (FIR)	EGLC (LCY): London city		D	CTA	PIPER	Reciprocating	1	Infringement of the London City CTA (Class D) by a PA28R squawking 5021 at 2300ft. STCA activated. Separation lost.	I was working Thames Radar when a 5021 transponder code appeared at 2.3A NE of the 27 final approach within the EGLC CTA. The traffic was routing NW. EMB170 was established on the localiser, working EGLC tower and had been cleared to descend with the glide path. As the infringing aircraft appeared to be behind the landing EMB170 and moving away I decided to phone the tower on the priority line asked if they had the infringing aircraft in sight, which they did and we came to the conclusion even though the infringer was less than 5 nm from the E170 that EMB170 should be allowed to land as it was safer. Details of the infringing aircraft were passed by EGLF LARS EAST.☐ Supplementary 24/08/14:☐ I was working LARS N+E band boxed. Traffic loading was medium to heavy in terms of complexity and RT loading. PA28R had called me at time 0937 for a BS routing from EGKB to EGTR. I issued a 5021 squawk, and then proceeded to pick up other a/c calling on frequency. Approximately 3-5 mins after PA28R called me I noticed I was not picking up a squawk or even a primary return that could have been PA28R. I asked the pilot to recycle squawk 5021 with ident. Another aircraft called me at that moment, and as I took the details I observed the 5021 appear inside the EGLC CTA approx. 1.5nm West of EGML at 2300ft amsl. I immediately asked PA28R if he could accept a right turn and/or descent to leave CAS and saw that Thames Radar had inbound traffic to EGLC, I elected not to pass traffic info as PA28R was North of the conflict and continuing North, and felt it more imperative that I issue instructs to get PA28R outside CAS safely and quickly. As I was finishing the
201411467	20/08/2014	EGTT : London (FIR)	EGLC (LCY): London city		D	CTA	EMBRAER	Turbofan	2	Infringement of the London City CTA (Class D) by a PA28R squawking 5021 at 2300ft. STCA activated. Separation lost.	I was working Thames Radar when a 5021 transponder code appeared at 2.3A NE of the 27 final approach within the EGLC CTA. The traffic was routing NW. EMB170 was established on the localiser, working EGLC tower and had been cleared to descend with the glide path. As the infringing aircraft appeared to be behind the landing EMB170 and moving away I decided to phone the tower on the priority line asked if they had the infringing aircraft in sight, which they did and we came to the conclusion even though the infringer was less than 5 nm from the E170 that EMB170 should be allowed to land as it was safer. Details of the infringing aircraft were passed by EGLF LARS EAST.☐ Supplementary 24/08/14:☐ I was working LARS N+E band boxed. Traffic loading was medium to heavy in terms of complexity and RT loading. PA28R had called me at time 0937 for a BS routing from EGKB to EGTR. I issued a 5021 squawk, and then proceeded to pick up other a/c calling on frequency. Approximately 3-5 mins after PA28R called me I noticed I was not picking up a squawk or even a primary return that could have been PA28R. I asked the pilot to recycle squawk 5021 with ident. Another aircraft called me at that moment, and as I took the details I observed the 5021 appear inside the EGLC CTA approx. 1.5nm West of EGML at 2300ft amsl. I immediately asked PA28R if he could accept a right turn and/or descent to leave CAS and saw that Thames Radar had inbound traffic to EGLC, I elected not to pass traffic info as PA28R was North of the conflict and continuing North, and felt it more imperative that I issue instructs to get PA28R outside CAS safely and quickly. As I was finishing the
201411471	20/08/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	261 deg 11.9	D	CTA	GARDAN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a GY80 at 2900ft. Traffic info given. Standard separation maintained.	At approximately 0905z I was operating as OJTI in Solent Radar with an ATCO returning to duty. Traffic levels were high-end medium with several freecallers, as well as HI arrivals and HH departures. An additional ATCO was coordinating. A 2650 squawk was observed at STX, tracking SSE indicating Alt2.9A inside CAS in HH's delegated Area D. Whilst it could have been working HH, on its present track it would soon cross Forest Gate into Solent's airspace. The ATCO therefore put out a blind call for the 2650 squawk with no reply. AIW was not alarming. HH were then phoned and they said they had no details but seemed unconcerned. I therefore asked the coordinator to phone DM while the ATCO returning to duty tried a blind transmission again. This time the GY80 replied, was put on a 3676 squawk and was identified just approaching Forest Gate still SSE bound, Mode C in tolerance. GY80 was cleared to transit not above AL13A VFR then subsequently at Alt4A maintaining VFR so that an inbound a/c approximately 9SW SAM could be positioned DWR R/W02 descending to Alt3A.☐ Supplementary 02/12/14:☐ The foreign registered a/c entered the Solent Control Area without a clearance, whilst awaiting a response from Solent Radar to his initial transmission.

201411475	20/08/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	183deg 14nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28R (believed). Traffic info and avoiding action given. Standard separation maintained.	R/W02, R/W26, QNH1018. At approximately 1035z I was operating as OJTI in Solent Radar with an ATCO returning to duty. An ATSA and Coordinator were also present. A 7000 squawk with associated Mode C was seen approaching the CTA 14nm South of SAM indicating Alt2.3A climbing south-west bound, the CTA base in this area being Alt2A. Mode S indicted the a/c might be a PA28R. The ATCO returning to duty put out blind calls for the PA28R with no reply and shortly afterwards AIW alarmed. The a/c now indicated Alt2.4A. There was a FL80 overflight southbound - approximately 7 North of the infringing a/c and not knowing whether it might climb further we agreed to issue a precautionary avoiding action to the DA42 onto to heading 260 deg. The unknown a/c continued SW to leave the CTA at Alt2.3-2.4A. A VFR inbound, PA32, was given traffic info as their routes and levels would conflict. PA32 passed the unknown with less than a mile describing it as a dark painted PA28. The unknown then turned back onto a reciprocal track and re-entered the same portion of the CTA, NE bound. DHC8, mid DWR 02 at Alt4A was warned of the infringer and told avoiding action may become necessary shortly. However on checking, the DHC8 said they could continue visually and turned in quickly on a visual approach. By 1042z the unknown had left the CTA and was monitored by the coordinator until it disappeared overhead HN. After sometime trying to get a number for HN, the coordinator was able to contact them to ask the pilot to phone HI ATC. The pilot subsequently phoned advising his details as a PA28R, who had previously received a service from Solent. After leaving Solent he advises that he had contacted HN and was told there would be delays due a para drop.
201411475	20/08/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	183deg 14nm	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a PA28R (believed). Traffic info and avoiding action given. Standard separation maintained.	R/W02, R/W26, QNH1018. At approximately 1035z I was operating as OJTI in Solent Radar with an ATCO returning to duty. An ATSA and Coordinator were also present. A 7000 squawk with associated Mode C was seen approaching the CTA 14nm South of SAM indicating Alt2.3A climbing south-west bound, the CTA base in this area being Alt2A. Mode S indicted the a/c might be a PA28R. The ATCO returning to duty put out blind calls for the PA28R with no reply and shortly afterwards AIW alarmed. The a/c now indicated Alt2.4A. There was a FL80 overflight southbound - approximately 7 North of the infringing a/c and not knowing whether it might climb further we agreed to issue a precautionary avoiding action to the DA42 onto to heading 260 deg. The unknown a/c continued SW to leave the CTA at Alt2.3-2.4A. A VFR inbound, PA32, was given traffic info as their routes and levels would conflict. PA32 passed the unknown with less than a mile describing it as a dark painted PA28. The unknown then turned back onto a reciprocal track and re-entered the same portion of the CTA, NE bound. DHC8, mid DWR 02 at Alt4A was warned of the infringer and told avoiding action may become necessary shortly. However on checking, the DHC8 said they could continue visually and turned in quickly on a visual approach. By 1042z the unknown had left the CTA and was monitored by the coordinator until it disappeared overhead HN. After sometime trying to get a number for HN, the coordinator was able to contact them to ask the pilot to phone HI ATC. The pilot subsequently phoned advising his details as a PA28R, who had previously received a service from Solent. After leaving Solent he advises that he had contacted HN and was told there would be delays due a para drop.
201411475	20/08/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	183deg 14nm	D	CTA	DIAMOND	Reciprocating	2	Infringement of the Solent CTA (Class D) by a PA28R (believed). Traffic info and avoiding action given. Standard separation maintained.	R/W02, R/W26, QNH1018. At approximately 1035z I was operating as OJTI in Solent Radar with an ATCO returning to duty. An ATSA and Coordinator were also present. A 7000 squawk with associated Mode C was seen approaching the CTA 14nm South of SAM indicating Alt2.3A climbing south-west bound, the CTA base in this area being Alt2A. Mode S indicted the a/c might be a PA28R. The ATCO returning to duty put out blind calls for the PA28R with no reply and shortly afterwards AIW alarmed. The a/c now indicated Alt2.4A. There was a FL80 overflight southbound - approximately 7 North of the infringing a/c and not knowing whether it might climb further we agreed to issue a precautionary avoiding action to the DA42 onto to heading 260 deg. The unknown a/c continued SW to leave the CTA at Alt2.3-2.4A. A VFR inbound, PA32, was given traffic info as their routes and levels would conflict. PA32 passed the unknown with less than a mile describing it as a dark painted PA28. The unknown then turned back onto a reciprocal track and re-entered the same portion of the CTA, NE bound. DHC8, mid DWR 02 at Alt4A was warned of the infringer and told avoiding action may become necessary shortly. However on checking, the DHC8 said they could continue visually and turned in quickly on a visual approach. By 1042z the unknown had left the CTA and was monitored by the coordinator until it disappeared overhead HN. After sometime trying to get a number for HN, the coordinator was able to contact them to ask the pilot to phone HI ATC. The pilot subsequently phoned advising his details as a PA28R, who had previously received a service from Solent. After leaving Solent he advises that he had contacted HN and was told there would be delays due a para drop.
201411478	20/08/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	CTA	D	CTA	AVIONS ROBIN	Reciprocating	1	DR400 infringed the Stansted CTA (Class D). Standard separation maintained.	At 1440z I watched a 5024 Farnborough squawk enter the Stansted CTA just North of Audley End at 1900 feet tracking east bound. I immediately phoned Farnborough and the aircraft began descending to ultimately leave CAS. Farnborough identified the aircraft.☐ Supplementary 02/09/14:☐ After being given TMZ 1 transit not above 1400 feet the aircraft entered the Stansted CTA at 1900 feet, 4 miles NE of Audley end, tracking East. I told the aircraft to descend which he complied with immediately.
201411484	20/08/2014	EGTT : London (FIR)	EGSX : North Weald		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 1800ft. Standard separation maintained.	PA28 had called Essex at 1327. It was a PA28 SL to TR. The pilot also said they were a VFR PPL which led us to believe they may be newly valid. He was given a 7402 squawk and offered a basic service. I took over at 1330 and the previous controller mentioned that they may be newly valid so I kept an eye on him. At one point he looked like he was heading for SS and I asked him about this. He replied with something along the lines of picking up the 043 line to LAM. I can't remember the exact words. Once the PA28 was established towards LAM I suggested he free call SG as they had traffic. He squawked 7000 and went enroute. This was at 1339. At approx 1345 CAIT activated with his callsign SW on SS in the CTA at 1800 feet tracking NW. He entered CAS near SX. I stopped departures but I had a B737 already airborne on a CPT/BUZAD. I was happy for him to continue, I stopped all subsequent departures. He left my airspace to the West and I went free flow. I let Thames know about him as at one point he was heading in their direction.

201411486	20/08/2014	EGTT : London (FIR)	EGYD : Cranwell		G	ATZ	COMCO IKARUS	Reciprocating	1	Infringement of the Cranwell ATZ (Class G) by an Ikarus C42 squawking 7000 observed making a low approach to R/W26.	I was conducting the morning airfield inspection and had just entered R/W26 to inspect the threshold and lighting. As always, I checked to my right and left and noticed an a/c that appeared to be making an approach to R/W26. Given the fact that the airfield was closed and that I was in a bright yellow vehicle with a flashing orange light, I assumed that the a/c must be continuing the approach due to an emergency that involved a loss of comms and I vacated the runway immediately. I made a note of the a/c serial number and contacted the tower to record it. As the a/c passed my vehicle, it subsequently conducted a low approach to R/W26 descending to between 5 and 10ft, broke right, flew low level over the main ASP and then climbed for a left turn towards Sleaford. I radioed the tower and suggested that they try and contact the a/c on VHF guard to ascertain its intentions. This was attempted but the a/c did not respond and continued to fly around the local area squawking 7000. It appeared to land around 8nm South of RAF Coningsby. The a/c appeared to be carrying out its low approach regardless of my position on the main runway and had I not seen it and vacated, there could have been a risk of collision.☐ Supervisors Narrative:☐ I was the Supervisor and in the approach room when I was informed by the Local assistant that the controller conducting an airfield inspection had reported a light a/c making an approach to R/W26 whilst he was carrying out an inspection of that RWY. I was given the a/c registration and tried to contact the pilot on both 124.45 and 125.050. There was no response from the pilot. Calls were made to both Coningsby and Waddington regarding the
201411491	19/08/2014	EGTT : London (FIR)	EGCB : Manchester/Barton	5 NE	D	CTR	MOONEY	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Mooney 20. Traffic info and avoiding action given. Standard separation maintained.	DHC8 left MIRSI hdg 080, vectoring downwind for R/W23R. A 7000 squawk was observed NE of Barton climbing through 2200ft into CAS about 6nm ahead of the DHC8. I immediately issued avoiding action and gave traffic info on the unknown a/c. A lateral distance of 5nm was achieved. After coordination with Barton I identified the unknown a/c and vectored the DHC8 back into the circuit for a normal approach.
201411491	19/08/2014	EGTT : London (FIR)	EGCB : Manchester/Barton	5 NE	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Manchester CTR (Class D) by a Mooney 20. Traffic info and avoiding action given. Standard separation maintained.	DHC8 left MIRSI hdg 080, vectoring downwind for R/W23R. A 7000 squawk was observed NE of Barton climbing through 2200ft into CAS about 6nm ahead of the DHC8. I immediately issued avoiding action and gave traffic info on the unknown a/c. A lateral distance of 5nm was achieved. After coordination with Barton I identified the unknown a/c and vectored the DHC8 back into the circuit for a normal approach.
201411559	21/08/2014	EGTT : London (FIR)	EGVP : Middle wallop		G	ATZ	PIPER	Reciprocating	1	Infringement of the Middle Wallop ATZ (Class G) by a PA28. Traffic info given.	At 1141Z I noticed on the VRD a return squawking 2650 and indicating 1600ft QFE approximately 3nm SW of Middle Wallop tracking NE. I direct dialled Wallop Approach to see if they were aware of the aircrafts intentions. They were not however as the aircraft was wearing a Boscombe squawk the APP controller direct dialled Boscombe to gather information. The aircraft was observed on the VRD to continue NE before entering the Middle Wallop ATZ to the SW at 1142Z and 1600FT QFE. Traffic at Middle Wallop at the time of the infringement included 2 Grob Tutor aircraft, 1 in the visual circuit up to 1000FT QFE and 1 deadside, descending from 2000ft QFE to 1500ft QFE. Traffic info on the infringing aircraft was passed to the a/c who reported visual. The aircraft continued NE bound passing through the overhead until approximately 0.5NM NE of the airfield before turning to the East and departing. After the incident I received a call from Wallop Approach who had established the callsign and that the aircraft was working Boscombe Zone (126.700) at the time of the incident. The aircraft subsequently landed at Thruxton (EGHO) and contact with the pilot was made. The 1050Z weather report for Middle Wallop reported colour state blue, cloud few 3000FT, broken 5000FT and a prevailing visibility of 50KM.☐ Supplementary 02/09/14:☐ Leg Frome to Fordinbridge: Prior to the leg of the possible infringement of the Middle Wallop ATZ routing Frome to Fordinbridge I was receiving a Basic Service from Boscombe Radar. On two occasions I requested a change of frequency to Bournemouth LARS to ensure I would remain outside the Bournemouth CTR. On both occasions the controller refused
201411579	20/08/2014	EGTT : London (FIR)	EGXT : Wittering		G	ATZ	CESSNA	Reciprocating	1	UK AIRPROX 2014/153 - Grob G115 and a C150 in Class G airspace.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the C150 pilot entering the Wittering ATZ without obtaining clearance.

201411579	20/08/2014	EGTT : London (FIR)	EGXT : Wittering		G	ATZ	GROB	Reciprocating	1	UK AIRPROX 2014/153 - Grob G115 and a C150 in Class G airspace.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the C150 pilot entering the Wittering ATZ without obtaining clearance.
201411583	31/08/2014	EGTT : London (FIR)	HAZEL	12nm North West	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the London TMA (Class A) by a DR400 climbing through FL64 to FL75. Separation lost with two a/c as a result of this infringement.	A/c infringed CAS initially SW of CPT at FL64 but then went outside in the fillet of airspace to the West where the base is FL65. We were keeping an eye on the a/c and it then turned SE towards hazel and entered CAS again about 12nm NW of Hazel. The a/c then climbed to FL75. Neither EGLF or EGHI were providing a service to the a/c and when it appeared to be making an approach towards Sandown the OS called Sandown Radio to try and trace the a/c but the operator was too busy to speak to that OS. SW deps/OCK had become quite busy with SAM deps off of EGKK one of which I believe may have only had 4500' and 1nm.☐ Supplementary 05/09/14:☐ Flying with first time flyer passenger who was extremely nervous. I elected to fly above the cloud base as it was broken all the way to the coast. I was well aware of my position throughout the journey but allowed my concern for my passenger to override my airmanship in climbing into the upper CAS as the cloud was rising steadily. I was also trying to avoid Southampton's lower air space, and did not pay enough attention to the upper CAS levels. Thus, infringed the areas set at 4,500 base for the airspace. My reason for not descending through the many broken cloud gaps was that the turbulence created, would further stress my first time passenger. I could see the cloud base ending at the coast and knew I could descend gently across the sea in steady air.
201411583	31/08/2014	EGTT : London (FIR)	HAZEL	12nm North West	A	TMA	UNKNOWN	Unknown		Infringement of the London TMA (Class A) by a DR400 climbing through FL64 to FL75. Separation lost with two a/c as a result of this infringement.	A/c infringed CAS initially SW of CPT at FL64 but then went outside in the fillet of airspace to the West where the base is FL65. We were keeping an eye on the a/c and it then turned SE towards hazel and entered CAS again about 12nm NW of Hazel. The a/c then climbed to FL75. Neither EGLF or EGHI were providing a service to the a/c and when it appeared to be making an approach towards Sandown the OS called Sandown Radio to try and trace the a/c but the operator was too busy to speak to that OS. SW deps/OCK had become quite busy with SAM deps off of EGKK one of which I believe may have only had 4500' and 1nm.☐ Supplementary 05/09/14:☐ Flying with first time flyer passenger who was extremely nervous. I elected to fly above the cloud base as it was broken all the way to the coast. I was well aware of my position throughout the journey but allowed my concern for my passenger to override my airmanship in climbing into the upper CAS as the cloud was rising steadily. I was also trying to avoid Southampton's lower air space, and did not pay enough attention to the upper CAS levels. Thus, infringed the areas set at 4,500 base for the airspace. My reason for not descending through the many broken cloud gaps was that the turbulence created, would further stress my first time passenger. I could see the cloud base ending at the coast and knew I could descend gently across the sea in steady air.
201411583	31/08/2014	EGTT : London (FIR)	HAZEL	12nm North West	A	TMA	UNKNOWN	Unknown		Infringement of the London TMA (Class A) by a DR400 climbing through FL64 to FL75. Separation lost with two a/c as a result of this infringement.	A/c infringed CAS initially SW of CPT at FL64 but then went outside in the fillet of airspace to the West where the base is FL65. We were keeping an eye on the a/c and it then turned SE towards hazel and entered CAS again about 12nm NW of Hazel. The a/c then climbed to FL75. Neither EGLF or EGHI were providing a service to the a/c and when it appeared to be making an approach towards Sandown the OS called Sandown Radio to try and trace the a/c but the operator was too busy to speak to that OS. SW deps/OCK had become quite busy with SAM deps off of EGKK one of which I believe may have only had 4500' and 1nm.☐ Supplementary 05/09/14:☐ Flying with first time flyer passenger who was extremely nervous. I elected to fly above the cloud base as it was broken all the way to the coast. I was well aware of my position throughout the journey but allowed my concern for my passenger to override my airmanship in climbing into the upper CAS as the cloud was rising steadily. I was also trying to avoid Southampton's lower air space, and did not pay enough attention to the upper CAS levels. Thus, infringed the areas set at 4,500 base for the airspace. My reason for not descending through the many broken cloud gaps was that the turbulence created, would further stress my first time passenger. I could see the cloud base ending at the coast and knew I could descend gently across the sea in steady air.
201411641	23/08/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	10 SSE	D	CTA	OTHER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a Sportcruiser. Standard separation maintained.	CTA to the South of EGCC infringed by an aircraft climbing to 3000ft where the base is 2500ft. The aircraft was tracking West to East South of Manchester CTR, not in contact with ATC. No separation issues. Aircraft identification was taken from Mode S data.☐ Supplementary 02/09/14:☐ I was the STF/TNT controller at 1340 and the Sportscruiser was observed to set off CAIT indicating 2700A where the base is 2500A in the CC control zone in the☐ DAYNE vicinity. I stopped an inbound to DAYNE off and coordinated with CC APC who were aware of the aircraft.☐ Supplementary 11/09/14:☐ Take off from Trevett NI to local airfield Forwood Fm Nottinghamshire, we coasted in via Colwyn Bay and transited Hawarden ATZ at 2000 feet after exiting the zone we changed to en route frequency 129.825 and remained clear the Manchester CTA at 2000ft. As we approached Ashcroft airfield, I lost power to the GPS, I then proceeded to fix the problem eventually giving up. As I approached what I thought was the edge of the Manchester CTA, I started climb in order to remain clear of Danger D304 which was surface to 3500ft so proceeded to climb at the point. I was unaware of any infringement till receiving a letter from ATC, my passenger had his GPS working but we were unable to retrieve it when in flight, this did reveal we have encroached the edge of the CTA by 400ft for around 3 mins.

201411645	23/08/2014	EGTT : London (FIR)	REXAM	5 N	A	Other	HUGHES	Reciprocating	1	Infringement of Airway N864 (Class A) by a Hughes 369 at 5000ft. Standard separation maintained.	Hughes 369 on a 7000 squawk infringed the Wallasey sector airspace 5m north of REXAM initially at A50 tracking east and slowly descended until leaving CAS near WHI. Liverpool were informed and subsequently so were Manchester, neither had any traffic to effect, nor did any PC sectors. It was later ascertained that the aircraft was inbound to a private airfield near Crewe and the pilot was going to telephone W2 LAS after landing to discuss the infringement to prevent further occurrence.
201411647	26/08/2014	EGTT : London (FIR)	EGD406		G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area D406 by a PA28 at 5000ft.	
201411648	23/08/2014	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	SOCATA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a Socata TB10 at 2500ft. Standard separation maintained.	A 7000 squawk was observed infringing CAS South of Sandtoft airfield. Shortly after, TB10 called on frequency reporting departing from the Sandtoft circuit. The aircraft was given a squawk and identified as the previously observed 7000. The pilot was asked if he was aware he was already in CAS. The pilot replied that he was and I reminded him that in future he must obtain a clearance before entering CAS. No other traffic had been affected and the pilot was given a crossing clearance.
201411650	23/08/2014	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	12 SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by a C150.	A/c first called 5nm SE of Gamston at 2500ft tracking 110deg towards Gamston. This position and track did not seem right so I identified the aircraft on a Doncaster discrete squawk which placed the aircraft inside CAS to the East of Netherthorpe airfield. I was vectoring a DHC8 to R/W02 which was descending to 2500ft West of Gamston at the time. There was no immediate conflict but if the infringing aircraft was a couple of miles to the East it would have conflicted with the DHC8 at a similar level. The flight examiner reported that the original position was incorrect and he was now descending below CAS and returning to Hucknall. I spoke to the student on the telephone. He apologised and said he got overloaded as he was on a skills test and was given a practice diversion.
201411662	24/08/2014	EGTT : London (FIR)	Warrington	N	D	CTR	PIPER	Reciprocating	1	Possible infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000 at 1500ft. Aircraft identified as a PA28R. Traffic info given.	At 1515 I noticed a AIW on a 7000 squawk coming out of the Barton LFA into the LLR at 1500 feet. Mode S indicated the aircraft to be PA28R. Fin Dir phoned Barton for me to establish whether the aircraft was on their frequency. It was, so they asked PA28R to descend to not above 1300 - which it did shortly after. I gave a DHC8 a precautionary heading to ensure that separation was maintained and passed traffic info - though PA28R descended below CAS shortly after the DHC8 was given the heading.

201411662	24/08/2014	EGTT : London (FIR)	Warrington	N	D	CTR	DE HAVILLAND	Turboprop	2	Possible infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000 at 1500ft. Aircraft identified as a PA28R. Traffic info given.	At 1515 I noticed a AIW on a 7000 squawk coming out of the Barton LFA into the LLR at 1500 feet. Mode S indicated the aircraft to be PA28R. Fin Dir phoned Barton for me to establish whether the aircraft was on their frequency. It was, so they asked PA28R to descend to not above 1300 - which it did shortly after. I gave a DHC8 a precautionary heading to ensure that separation was maintained and passed traffic info - though PA28R descended below CAS shortly after the DHC8 was given the heading.
201411666	24/08/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	10 ENE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a C172 at 1300ft. Standard separation maintained.	7366 squawk (Manchester listening watch for aircraft operating below 1300' within the Manchester low level corridor) observed approaching the eastern side of the Liverpool CTZ boundary near the VRP Burton wood (10 miles NE of EGGP). I contacted Manchester ATC who were in turn able to establish contact with the subject aircraft. They identified the aircraft by allocating a discreet code (7350), by which point the aircraft had flown into the Liverpool CTZ. The Manchester radar controller advised the pilot of his position and issued an instruction to route back East until outside of the CTZ and within the Manchester low level corridor. Details of the aircraft obtained from Manchester ATC as the aircraft continued the flight. No aircraft within the Liverpool CTZ were affected by the infringement. □ WX @ EGGP: 0920Z 18004KT 9999 FEW030 14/10 Q1018
201411675	24/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 070 Range 18nm	A	TMA	JABIRU	Reciprocating	1	Possible infringement of the London TMA (Class A) by a Microlight observed at 2700ft unverified. Traffic info and avoiding action issued.	Aircraft on base leg to RWY 26L was turned away when aircraft observed at 2700 feet unverified on converging track to base leg traffic.
201411675	24/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 070 Range 18nm	A	TMA	UNKNOWN	Unknown		Possible infringement of the London TMA (Class A) by a Microlight observed at 2700ft unverified. Traffic info and avoiding action issued.	Aircraft on base leg to RWY 26L was turned away when aircraft observed at 2700 feet unverified on converging track to base leg traffic.
201411682	23/08/2014	EGTT : London (FIR)	BPK	3 SE	A	TMA	JODEL	Reciprocating	1	Alleged infringement of the LTMA (Class A) by a Jodel D120.	Whilst working as NE deps, I observed CAIT activate just NW LAM at 2600, on a 7000 squawk. The a/c dropped out of CAS and re-entered a couple of times, never above 2600' until 3nm SE BPK at time 1001, when it remained there until time 1004. It turned NE and continued to intermittently infringe as it tracked towards BKY. In this period I vectored one Stansted inbound to prevent the returns merging, a B737. Secondary contact was lost for around 1 minute SW BKY before returning, and the aircraft was observed to land at EGSU at 1020. A call to Duxford revealed the registration.

201411689	23/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 270 Range 10nm	D	CTA	OTHER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an aircraft squawking 1730 with Mode C indicating 2200ft. Gatwick departures were halted for more than 5mins.	Whilst mentoring a trainee, I saw a 1730 squawk enter the western portion of the Gatwick CTA. The mode C indicated 2200 but then disappeared a minute later. The aircraft was involved in a display at Dunsfold and was not given a clearance into CAS. I telephoned Farnborough but they had transferred the aircraft to Dunsfold. They also told me it was a formation of three aircraft. Gatwick departures were stopped for over five minutes. I eventually got through to Dunsfold Tower and they told the aircraft to finish the display. I believe there may have been a loss of separation with an aircraft on a Bogna SID.☐ CAA Closure:☐ Pilot did not realise he had infringed until he was interviewed and shown the evidence. Pilot error. Interviewed, passed on-line test and conducted a flight with a Staff Training Inspector.
201411691	24/08/2014	EGTT : London (FIR)	EGNJ (HUY): Humberside	2nm East	G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Humberside ATZ (Class G) on several occasions by a R22 squawking 7000. Traffic info given.	Appropriate CAA action is being taken as a result of this incident.
201411771	23/08/2014	EGTT : London (FIR)	Dawlish		G	Other	PIPER	Reciprocating	1	Infringement of the Dawlish Airshow NOTAMED area (Class G) by a PA28 (believed). Display a/c held off until area clear.	Whilst providing a VFR ATC service at the Dawlish airshow the controllers noticed a light aircraft (believed to be a PA28) flying SW to NE at approximately 2500-3000ft, infringing the NOTAM'd airspace established to protect displaying aircraft. The Jet Provost that was imminently due to display was instructed to hold off and appraised of the situation. Whilst one controller maintained visual contact on the infringing aircraft, the other rang Exeter ATC to see if they were in communication with it. They weren't and as a result the Display Director, in conjunction with Tac ATC held the Jet Provost off until satisfied that the conflicting aircraft was well clear. Once cleared back in the display continued with no further incident.
201411885	27/08/2014	EGTT : London (FIR)	EGKA (ESH): Shoreham		G	ATZ	DE HAVILLAND	Reciprocating	1	Infringement of the Shoreham ATZ (Class G) by a DH82A.	A Tiger Moth was observed passing South abeam the airfield along the coast routing eastbound, estimated at around 1000ft. Aircraft identified as a "Maroon and silver coloured Tiger Moth". A DA40 and PA28 in the Shoreham R/W07 circuit both sighted the aircraft as it flew opposite direction through the downwind leg of the R/W07RH circuit. PA28 pilot stated aircraft was within the ATZ. Pertinent traffic info was passed to circuit traffic and an IFR departure was held on the runway. The Tiger Moth did not appear to alter course or make contact with Shoreham on any of the published frequencies. Aircraft was subsequently traced as a Goodwood based aircraft flying to Audley End, apparently on a maintenance flight. METAR EGKA 271120Z 10014KT 5000 HZ BKN014 18/14 Q1014= METAR EGKA 271150Z 11012KT 4800 HZ SCT014 19/15 Q1014=.☐ Supplementary 28/08/14:☐ The pilot has since got in touch with the ATSU and apologised for the infringement. He stated that he had attempted to contact Shoreham but used the wrong frequency and therefore received no reply. He elected to call London Information for a service instead. This combined with a reduction in visibility and lowering cloudbase caused him to unknowingly enter the Shoreham ATZ. He was not aware of the infringement or his proximity to Shoreham until informed about it post flight.
201411901	02/09/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	DIAMOND	Reciprocating	1	Infringement of Luton CTR (Class D) by a cross-country solo student. Loss of separation.	At time 1250 a 7000 squawk was observed entering the Luton zone from the North on a south easterly direction. The tower broke of an a/c on the final approach to the North and all departures were stopped until the infringing a/c left the zone to the East.☐ Supplementary 12/12/14:☐ A loss of separation was caused when an a/c squawking 7000 (later identified as a DA40) infringed the Luton CTR bringing it in to confliction with an airliner on a short final approach to Luton. The incident was resolved when the airliner landed as the Luton INT controller deemed this the safest course of action. Luton INT informed Luton Tower of the infringing a/c in the CTR, and instructed another airliner to break off the approach.☐ CAA Closure:☐ Remedial training as determined by CFI.

201411901	02/09/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	UNKNOWN	Turbofan	2	Infringement of Luton CTR (Class D) by a cross-country solo student. Loss of separation.	At time 1250 a 7000 squawk was observed entering the Luton zone from the North on a south easterly direction. The tower broke of an a/c on the final approach to the North and all departures were stopped until the infringing a/c left the zone to the East.□ Supplementary 12/12/14:□ A loss of separation was caused when an a/c squawking 7000 (later identified as a DA40) infringed the Luton CTR bringing it in to confliction with an airliner on a short final approach to Luton. The incident was resolved when the airliner landed as the Luton INT controller deemed this the safest course of action. Luton INT informed Luton Tower of the infringing a/c in the CTR, and instructed another airliner to break off the approach.□ CAA Closure:□ Remedial training as determined by CFI.
201411903	15/08/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		D	CTR	GROB	Reciprocating	1	Infringement of East Midlands CAS (Class D) by an unknown a/c squawking 7000. A/c identified as a Grob G109.	A 7000 return was observed to enter the zone from the NE routing towards the EME then continuing SW leaving the zone South of the airfield, and routing to the West, then north of Birmingham and towards the direction of Shawbury. A call to Shawbury to see if he had called them was to the negative. A/c type identification was made from the tower and information for the callsign was obtained from the Multilat radar. A number of blind calls were made on 134.175, with no response. Fortunately at the time of the incident there was no inbound or outbound traffic to affect. However, if the infringement had taken place 15/20 minutes later or 10 minutes earlier, then the situation would have been a great deal more serious. Appropriate CAA action is to be taken as a result of this incident.
201411914	30/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		A	CTR	OTHER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) and LTMA (Class A) by a Sportsruiser at 2600ft. Standard separation maintained.	A/c airborne on 7000 sqk from EGTD climbed to Mode C 2700 in KK (1500') CTA. It tracked NW leaving CAS then called EGLF LARS. LF i/d on 0436 squawk. Some outbounds in the vicinity but no loss of separation. □ Supplementary 05/09/2014: □ The aircraft appeared on radar indicating at 0600ft and tracked East for about 5 sweeps climbing well, then turned North and infringed the CTA indicating up to 2600ft (base CAS 1500ft). The a/c then infringed the LTMA before descending beneath CAS and indicated receiving a service from FLARS (squawk 0436), which is how it was identified. I have it climbing at a maximum of +862ft/min within the CTA. The 2 outbound aircraft were firmly within the LTMA by the time they came into lateral conflict, but obviously there are concerns with an aircraft with this sort of performance becoming airborne where it did and subsequently infringing.□ CAA Closure:□ Pilot distraction by GPS usage. Use of unfamiliar equipment. Failed on-line test, retraining required.
201411914	30/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		A	TMA	OTHER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) and LTMA (Class A) by a Sportsruiser at 2600ft. Standard separation maintained.	A/c airborne on 7000 sqk from EGTD climbed to Mode C 2700 in KK (1500') CTA. It tracked NW leaving CAS then called EGLF LARS. LF i/d on 0436 squawk. Some outbounds in the vicinity but no loss of separation. □ Supplementary 05/09/2014: □ The aircraft appeared on radar indicating at 0600ft and tracked East for about 5 sweeps climbing well, then turned North and infringed the CTA indicating up to 2600ft (base CAS 1500ft). The a/c then infringed the LTMA before descending beneath CAS and indicated receiving a service from FLARS (squawk 0436), which is how it was identified. I have it climbing at a maximum of +862ft/min within the CTA. The 2 outbound aircraft were firmly within the LTMA by the time they came into lateral conflict, but obviously there are concerns with an aircraft with this sort of performance becoming airborne where it did and subsequently infringing.□ CAA Closure:□ Pilot distraction by GPS usage. Use of unfamiliar equipment. Failed on-line test, retraining required.
201412048	29/08/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	8 SSW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a C172 at 800ft. Standard separation maintained.	Whilst vectoring 3 aircraft inbound for runway 27, I observed a London information 1177 squawk 4 miles south of the control zone. The contact was between 700 and 1000ft slow moving. it continued into the Liverpool zone and was now at 800ft. None of my inbound traffic were affected. I telephoned London info NW and when the phone was answered he was also speaking to the zone infringer. The FIR controller said the pilot had stated he would remain outside CAS. FIR then transferred the aircraft to me and I changed his squawk to 4361 and provided a radar control service through the zone until he coasted out near Wallasey.

201412052	30/08/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate		D	CTR	PIPER	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a PA28. Traffic info given. Standard separation maintained.	Whilst operating Radar 1 & 2 combined, I observed a contact displaying a London Information transponder code (1177) approaching the Severn Bridges from the North, (my thoughts were that this was a good candidate for a zone crossing request). Mode S flight data indicated that it was a PA28. PA28 then attempted to call me on 125.65Mhz, but unfortunately we were unable to make two way communication during many attempts which included the instruction from me to remain outside CAS. Shortly following this 125.65Mhz became unusable due to what appeared to be interference or jamming. During this the following actions were completed whilst problem solving the situation, utilising Radar 2 and ATSA support: Transmitter & receiver changes (Main/STBY) / De-coupling of frequencies / TELS request to check RX/TX system / Adjacent unit coordination / Traffic management (Transfers / traffic acceptance). The ADC controller was advised of the potential infringement risk and to monitor the contact which was now transponding 7000 (and also heard pilot advising of selecting this on RTF); a 'Check All' was coordinated. At 0924, the contact entered CAS and passed 1nm West of BRI, exiting CAS in the vicinity of Cheddar VRP at 0931 at 2.2A. A B737 (an EXMOR arrival descending to FL070) was tactically vectored clear of the unknown target maintaining the required separation. During this situation another a/c had called, was advised to remain outside CAS, but was identified inside CTA-8 airspace as an infringement (Occurrence 201412058). Two commercial departures were delayed on the ground at Bristol due to the PA28. Direction finding traces indicated that the PA28 was the most likely cause of the jamming experienced on
201412056	07/09/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	SCHEIBE	Reciprocating	1	Infringement of the Luton CTR (Class D) by two motorgliders resulted in delays to commercial traffic.	I was on duty as Luton Radar controller. At approximately 1118 I noticed a primary radar return enter the NE corner of the Luton CTR. The return continued past the Graveley flying area and was heading towards a 3nm final for R/W26 at Luton. I advised the Tower and asked if they could get visual. I also told Essex Radar. Two a/c were given delaying holding vectors for about 8 minutes as a result of the intrusion. One a/c was held by Essex. The tower reported visual and said the intruder was a pair of motor gliders. PA28 out of EGLG requested CTR transit from North to South. VFR clearance was given which took the PA28 towards the unknown return. Traffic info was passed and I asked if he could help identify the intruding a/c. He acquired visual contact and subsequently got one of the registrations at an estimated altitude of 1200ft. By this time the intruders had passed through the extended centreline 3 1/2 nm East of Luton Airport and continued to leave the zone to the South at 1130. Departures from Luton Airport were stopped as a precaution from 1126-1131. Both motorgliders landed at North Weald at roughly 1155. Appropriate CAA action is being taken as a result of this incident.
201412056	07/09/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	SLINGSBY	Unknown	1	Infringement of the Luton CTR (Class D) by two motorgliders resulted in delays to commercial traffic.	I was on duty as Luton Radar controller. At approximately 1118 I noticed a primary radar return enter the NE corner of the Luton CTR. The return continued past the Graveley flying area and was heading towards a 3nm final for R/W26 at Luton. I advised the Tower and asked if they could get visual. I also told Essex Radar. Two a/c were given delaying holding vectors for about 8 minutes as a result of the intrusion. One a/c was held by Essex. The tower reported visual and said the intruder was a pair of motor gliders. PA28 out of EGLG requested CTR transit from North to South. VFR clearance was given which took the PA28 towards the unknown return. Traffic info was passed and I asked if he could help identify the intruding a/c. He acquired visual contact and subsequently got one of the registrations at an estimated altitude of 1200ft. By this time the intruders had passed through the extended centreline 3 1/2 nm East of Luton Airport and continued to leave the zone to the South at 1130. Departures from Luton Airport were stopped as a precaution from 1126-1131. Both motorgliders landed at North Weald at roughly 1155. Appropriate CAA action is being taken as a result of this incident.
201412058	30/08/2014	EGTT : London (FIR)	CTA-8		D	CTA	SOCATA	Reciprocating	1	Infringement of the Bristol CTA-8 (Class D) airspace by a TB20. Standard separation maintained.	At the time of this infringement, I was operating Radar 1 & 2 combined with support from ATCO RAD 2 position and ATSA, whilst dealing with another nfringement (Occ 201412052) and frequency jamming on 125.65Mhz. TB20 contacted me on, I believe to be 136.075Mhz whilst I was problem solving the above mentioned frequency jamming. The pilot was advised twice to remain outside CAS but was shortly identified approximately 2nms inside CTA-8 at FL050. (At the time of initial contact, I observed a 7000 transponder code entering CTA-8 at FL049). Once identified I cleared the aircraft to continue its planned track southbound through CAS VFR at FL050. There was no loss of separation or other traffic with-in CTA-8. EGGD WX 0920 26013KT 9999 SCT013 15/11 Q1016.☐ Supplementary 30/08/1☐ I was on a IFR flight and as I approached WOTAN I called Glos Approach for frequency change and called Bristol Radar on 125 65 as usual. It quickly became clear that there was a problem with that frequency and so I called Glos Approach again who called Bristol and then came back with alternative 136.075. I immediately established contact on this frequency and was given a squawk and told to ROCS. By this time I was very close and had expected a rapid clearance as usual. However it turned out that there was an infringer (unknown) and so controller workload was high. I began an orbit as a precaution, thinking I would be outside CAS routing over Colerne and asked the controller if he was happy for me to route that way at present altitude. Unfortunately I had forgotten about the wedge of CAS base 4500 to the North of the zone and so was already infringing. The controller quickly cleared me to track
201412065	30/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10N	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) and LTMA (Class A) by a PA28 indicating 2300ft. Loss of separation.	Supplementary 02/09/14:I apologise profusely for this error of navigational judgement and I am taking appropriate mitigation steps to ensure this does not happen again. ☐ Supplementary 15/12/14: Separation was lost at 14.20.58. The rate of closure between the two a/c was medium (155kts). Minimum separation occurred at 14.21.52. The KK FIN controller was not able to detect the conflict or formulate a plan because this was a CAS infringement by unknown traffic. The pilot of the PA28 made a navigational misjudgement. This resulted in the pilot inadvertently entering CAS by more than 800ft. The incident was resolved by the GS Airports (Group Supervisor Airports) telephoning Biggin Hill ATC, who in turn advised the pilot of the PA28 of his location within CAS, PA28 then turned left and began a descent, leading to separation being restored at 14.22.11.☐ CAA Closure: The pilot was not aware of local procedures at Biggin, the root cause of this incident being lack of situational awareness. Further training being undertaken to improve skills and situational awareness issues. ☐ Supplementary 27/01/2015: The KK FIN controller was not able to detect the conflict or formulate a plan because this was a controlled airspace infringement by unknown traffic. The pilot of the PA28 made a navigational misjudgement. This resulted in the pilot inadvertently entering controlled airspace by more than 800ft. The incident was resolved as the A320 continued the approach and lateral separation increased. The GS Airports (Group Supervisor Airports) telephoned Biggin Hill ATC, who in turn advised the pilot of PA28 of his location within controlled airspace, PA28 then turned left and began a descent, leading to

201412065	30/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10N	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) and LTMA (Class A) by a PA28 indicating 2300ft. Loss of separation.	Supplementary 02/09/14: I apologise profusely for this error of navigational judgement and I am taking appropriate mitigation steps to ensure this does not happen again. □ Supplementary 15/12/14: Separation was lost at 14.20.58. The rate of closure between the two a/c was medium (155kts). Minimum separation occurred at 14.21.52. The KK FIN controller was not able to detect the conflict or formulate a plan because this was a CAS infringement by unknown traffic. The pilot of the PA28 made a navigational misjudgement. This resulted in the pilot inadvertently entering CAS by more than 800ft. The incident was resolved by the GS Airports (Group Supervisor Airports) telephoning Biggin Hill ATC, who in turn advised the pilot of the PA28 of his location within CAS, PA28 then turned left and began a descent, leading to separation being restored at 14.22.11. □ CAA Closure: The pilot was not aware of local procedures at Biggin, the root cause of this incident being lack of situational awareness. Further training being undertaken to improve skills and situational awareness issues. □ Supplementary 27/01/2015: The KK FIN controller was not able to detect the conflict or formulate a plan because this was a controlled airspace infringement by unknown traffic. The pilot of the PA28 made a navigational misjudgement. This resulted in the pilot inadvertently entering controlled airspace by more than 800ft. The incident was resolved as the A320 continued the approach and lateral separation increased. The GS Airports (Group Supervisor Airports) telephoned Biggin Hill ATC, who in turn advised the pilot of PA28 of his location within controlled airspace, PA28 then turned left and began a descent, leading to
201412065	30/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10N	D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) and LTMA (Class A) by a PA28 indicating 2300ft. Loss of separation.	Supplementary 02/09/14: I apologise profusely for this error of navigational judgement and I am taking appropriate mitigation steps to ensure this does not happen again. □ Supplementary 15/12/14: Separation was lost at 14.20.58. The rate of closure between the two a/c was medium (155kts). Minimum separation occurred at 14.21.52. The KK FIN controller was not able to detect the conflict or formulate a plan because this was a CAS infringement by unknown traffic. The pilot of the PA28 made a navigational misjudgement. This resulted in the pilot inadvertently entering CAS by more than 800ft. The incident was resolved by the GS Airports (Group Supervisor Airports) telephoning Biggin Hill ATC, who in turn advised the pilot of the PA28 of his location within CAS, PA28 then turned left and began a descent, leading to separation being restored at 14.22.11. □ CAA Closure: The pilot was not aware of local procedures at Biggin, the root cause of this incident being lack of situational awareness. Further training being undertaken to improve skills and situational awareness issues. □ Supplementary 27/01/2015: The KK FIN controller was not able to detect the conflict or formulate a plan because this was a controlled airspace infringement by unknown traffic. The pilot of the PA28 made a navigational misjudgement. This resulted in the pilot inadvertently entering controlled airspace by more than 800ft. The incident was resolved as the A320 continued the approach and lateral separation increased. The GS Airports (Group Supervisor Airports) telephoned Biggin Hill ATC, who in turn advised the pilot of PA28 of his location within controlled airspace, PA28 then turned left and began a descent, leading to
201412065	30/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10N	D	TMA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) and LTMA (Class A) by a PA28 indicating 2300ft. Loss of separation.	Supplementary 02/09/14: I apologise profusely for this error of navigational judgement and I am taking appropriate mitigation steps to ensure this does not happen again. □ Supplementary 15/12/14: Separation was lost at 14.20.58. The rate of closure between the two a/c was medium (155kts). Minimum separation occurred at 14.21.52. The KK FIN controller was not able to detect the conflict or formulate a plan because this was a CAS infringement by unknown traffic. The pilot of the PA28 made a navigational misjudgement. This resulted in the pilot inadvertently entering CAS by more than 800ft. The incident was resolved by the GS Airports (Group Supervisor Airports) telephoning Biggin Hill ATC, who in turn advised the pilot of the PA28 of his location within CAS, PA28 then turned left and began a descent, leading to separation being restored at 14.22.11. □ CAA Closure: The pilot was not aware of local procedures at Biggin, the root cause of this incident being lack of situational awareness. Further training being undertaken to improve skills and situational awareness issues. □ Supplementary 27/01/2015: The KK FIN controller was not able to detect the conflict or formulate a plan because this was a controlled airspace infringement by unknown traffic. The pilot of the PA28 made a navigational misjudgement. This resulted in the pilot inadvertently entering controlled airspace by more than 800ft. The incident was resolved as the A320 continued the approach and lateral separation increased. The GS Airports (Group Supervisor Airports) telephoned Biggin Hill ATC, who in turn advised the pilot of PA28 of his location within controlled airspace, PA28 then turned left and began a descent, leading to
201412065	30/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10N	D	TMA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) and LTMA (Class A) by a PA28 indicating 2300ft. Loss of separation.	Supplementary 02/09/14: I apologise profusely for this error of navigational judgement and I am taking appropriate mitigation steps to ensure this does not happen again. □ Supplementary 15/12/14: Separation was lost at 14.20.58. The rate of closure between the two a/c was medium (155kts). Minimum separation occurred at 14.21.52. The KK FIN controller was not able to detect the conflict or formulate a plan because this was a CAS infringement by unknown traffic. The pilot of the PA28 made a navigational misjudgement. This resulted in the pilot inadvertently entering CAS by more than 800ft. The incident was resolved by the GS Airports (Group Supervisor Airports) telephoning Biggin Hill ATC, who in turn advised the pilot of the PA28 of his location within CAS, PA28 then turned left and began a descent, leading to separation being restored at 14.22.11. □ CAA Closure: The pilot was not aware of local procedures at Biggin, the root cause of this incident being lack of situational awareness. Further training being undertaken to improve skills and situational awareness issues. □ Supplementary 27/01/2015: The KK FIN controller was not able to detect the conflict or formulate a plan because this was a controlled airspace infringement by unknown traffic. The pilot of the PA28 made a navigational misjudgement. This resulted in the pilot inadvertently entering controlled airspace by more than 800ft. The incident was resolved as the A320 continued the approach and lateral separation increased. The GS Airports (Group Supervisor Airports) telephoned Biggin Hill ATC, who in turn advised the pilot of PA28 of his location within controlled airspace, PA28 then turned left and began a descent, leading to
201412065	30/08/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	10N	D	TMA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) and LTMA (Class A) by a PA28 indicating 2300ft. Loss of separation.	Supplementary 02/09/14: I apologise profusely for this error of navigational judgement and I am taking appropriate mitigation steps to ensure this does not happen again. □ Supplementary 15/12/14: Separation was lost at 14.20.58. The rate of closure between the two a/c was medium (155kts). Minimum separation occurred at 14.21.52. The KK FIN controller was not able to detect the conflict or formulate a plan because this was a CAS infringement by unknown traffic. The pilot of the PA28 made a navigational misjudgement. This resulted in the pilot inadvertently entering CAS by more than 800ft. The incident was resolved by the GS Airports (Group Supervisor Airports) telephoning Biggin Hill ATC, who in turn advised the pilot of the PA28 of his location within CAS, PA28 then turned left and began a descent, leading to separation being restored at 14.22.11. □ CAA Closure: The pilot was not aware of local procedures at Biggin, the root cause of this incident being lack of situational awareness. Further training being undertaken to improve skills and situational awareness issues. □ Supplementary 27/01/2015: The KK FIN controller was not able to detect the conflict or formulate a plan because this was a controlled airspace infringement by unknown traffic. The pilot of the PA28 made a navigational misjudgement. This resulted in the pilot inadvertently entering controlled airspace by more than 800ft. The incident was resolved as the A320 continued the approach and lateral separation increased. The GS Airports (Group Supervisor Airports) telephoned Biggin Hill ATC, who in turn advised the pilot of PA28 of his location within controlled airspace, PA28 then turned left and began a descent, leading to

201412095	31/08/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	7.9nm Bearing 342	D	CTA	VANS	Reciprocating	1	Infringement of Solent CTA (Class D) by a RV8 at 4300ft.	At 1643 I observed a contact inside CAS at 4300ft over Winchester. The Mode S indicated it was RV8. The a/c had been tracking towards CAS but as it was primary only I had believed it to be low level and below CAS. I put out multiple blind calls, the Finals ATCO put out multiple calls and we phoned Farnborough and Bournemouth but we were not able to establish two way communication with the a/c. The a/c remained inside CAS descending to 3800ft and leaving at the NW corner of the CTA. Appropriate CAA action is being taken as a result of this incident.
201412097	31/08/2014	EGTT : London (FIR)	SAM	Bearing 175 Range 11nm	D	CTA	ROCKWELL	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Rockwell 114 squawking 7000 indicating 2400ft. Traffic info and avoiding action given.	At 1625z I observed a contact at Cowes squawking 7000 tracking West indicating 2.4A. This a/c is believed to be a Rockwell 114 from Mode S. I put out multiple blind calls and received no response. The a/c entered CAS and then tracked SW at 2.2A until leaving at 1629. Inbound a/c from the South was issued avoiding action of heading 290, then continued the left turn until the infringer left CAS.☐ Supplementary 23/10/14:☐ The a/c entered the Solent Control Area without a clearance resulting in 'avoiding action' being passed promptly by the Solent Radar Controller to a commercial air transport a/c inbound to Southampton, which ensured there was no 'Loss of Separation'☐ CAA Closure:☐ Lack of situational awareness. Insufficient pre-flight preparation. Failed on-line test. Interviewed. Warning letter sent.
201412097	31/08/2014	EGTT : London (FIR)	SAM	Bearing 175 Range 11nm	D	CTA	BRITTEN NORMAN	Reciprocating	3	Infringement of the Solent CTA (Class D) by a Rockwell 114 squawking 7000 indicating 2400ft. Traffic info and avoiding action given.	At 1625z I observed a contact at Cowes squawking 7000 tracking West indicating 2.4A. This a/c is believed to be a Rockwell 114 from Mode S. I put out multiple blind calls and received no response. The a/c entered CAS and then tracked SW at 2.2A until leaving at 1629. Inbound a/c from the South was issued avoiding action of heading 290, then continued the left turn until the infringer left CAS.☐ Supplementary 23/10/14:☐ The a/c entered the Solent Control Area without a clearance resulting in 'avoiding action' being passed promptly by the Solent Radar Controller to a commercial air transport a/c inbound to Southampton, which ensured there was no 'Loss of Separation'☐ CAA Closure:☐ Lack of situational awareness. Insufficient pre-flight preparation. Failed on-line test. Interviewed. Warning letter sent.
201412110	30/08/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C172 at 2500ft. Standard separation maintained.	C172 out of LG entered the zone to the SE climbing 2500 feet. The Essex controller called LG for me and advised them of this and they said the aircraft in question was going to TR.
201412112	31/08/2014	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by DR400 at 2800ft. Traffic info given. Standard separation maintained.	DR400 entered CTA2 class D from the west wearing 1177 squawk, no Mode C. London Info stated that they had lost R/T contact with the aircraft and didn't know its height. VFR traffic was being vectored for a right hand ILS 02 and was given traffic on what was believed to be aircraft below controlled airspace. I spoke to EGNE to see if they were working the aircraft they stated that aircraft was at alt 2.8. I gave updated traffic to the aircraft being vectored who stated they were visual. No separation was lost as traffic were VFR but the closest they came were 2 miles with 1 aircraft not on frequency.

201412113	31/08/2014	EGTT : London (FIR)	EGNR : Hawarden		G	ATZ	VANS	Reciprocating	1	Alleged infringement of the Hawarden ATZ (Class G) by a formation of 3 RV7 a/c, a fourth remained outside of the ATZ.	Three primary contacts were observed on the ATM to the SE of Hawarden, tracking NW. One aircraft was squawking 7000 with a Mode C indication of 1600'. A blind transmission was made on 124.950 to see if the aircraft were listening, there was no answer. All three were observed from the VCR and appeared to be RV7 type aircraft. The ATM indicated that the aircraft transited the 22 climb out lane at a range of approximately one and a half miles and an altitude of 1600'. A fourth primary contact was observed by the radar controller passing further to the SW, outside of the ATZ.. Following a telephone conversation with ATC at Sywell (EGBK), four RV7 aircraft had departed there at 1010z, destination Newtownards (EGAD).
201412113	31/08/2014	EGTT : London (FIR)	EGNR : Hawarden		G	ATZ	VANS	Reciprocating	1	Alleged infringement of the Hawarden ATZ (Class G) by a formation of 3 RV7 a/c, a fourth remained outside of the ATZ.	Three primary contacts were observed on the ATM to the SE of Hawarden, tracking NW. One aircraft was squawking 7000 with a Mode C indication of 1600'. A blind transmission was made on 124.950 to see if the aircraft were listening, there was no answer. All three were observed from the VCR and appeared to be RV7 type aircraft. The ATM indicated that the aircraft transited the 22 climb out lane at a range of approximately one and a half miles and an altitude of 1600'. A fourth primary contact was observed by the radar controller passing further to the SW, outside of the ATZ.. Following a telephone conversation with ATC at Sywell (EGBK), four RV7 aircraft had departed there at 1010z, destination Newtownards (EGAD).
201412113	31/08/2014	EGTT : London (FIR)	EGNR : Hawarden		G	ATZ	VANS	Reciprocating	1	Alleged infringement of the Hawarden ATZ (Class G) by a formation of 3 RV7 a/c, a fourth remained outside of the ATZ.	Three primary contacts were observed on the ATM to the SE of Hawarden, tracking NW. One aircraft was squawking 7000 with a Mode C indication of 1600'. A blind transmission was made on 124.950 to see if the aircraft were listening, there was no answer. All three were observed from the VCR and appeared to be RV7 type aircraft. The ATM indicated that the aircraft transited the 22 climb out lane at a range of approximately one and a half miles and an altitude of 1600'. A fourth primary contact was observed by the radar controller passing further to the SW, outside of the ATZ.. Following a telephone conversation with ATC at Sywell (EGBK), four RV7 aircraft had departed there at 1010z, destination Newtownards (EGAD).
201412113	31/08/2014	EGTT : London (FIR)	EGNR : Hawarden		G	ATZ	VANS	Reciprocating	1	Alleged infringement of the Hawarden ATZ (Class G) by a formation of 3 RV7 a/c, a fourth remained outside of the ATZ.	Three primary contacts were observed on the ATM to the SE of Hawarden, tracking NW. One aircraft was squawking 7000 with a Mode C indication of 1600'. A blind transmission was made on 124.950 to see if the aircraft were listening, there was no answer. All three were observed from the VCR and appeared to be RV7 type aircraft. The ATM indicated that the aircraft transited the 22 climb out lane at a range of approximately one and a half miles and an altitude of 1600'. A fourth primary contact was observed by the radar controller passing further to the SW, outside of the ATZ.. Following a telephone conversation with ATC at Sywell (EGBK), four RV7 aircraft had departed there at 1010z, destination Newtownards (EGAD).
201412116	05/09/2014	EGTT : London (FIR)	Manchester		D	CTA	PIPER	Reciprocating	1	Infringement of Manchester CTA (Class D) by a PA28.	I was operating as the Approach South controller during busy (but not particularly complex) traffic conditions, 7 on a 1-10 scale for traffic loading, 4 for complexity. I was vectoring IFR traffic from all three stacks as well as having a Cat A transiting the CTR approx 2nm to the West of the airfield. At approximately 11:40 hours I saw an AIW alert for an aircraft in the Barton low flying area that appeared to be climbing through 2500ft (7000 squawk, unverified). At this time RT loading was high and there were two aircraft North of it, having left MIRSI on an Easterly heading. The first was a A321, the second A320 both at or near FL60. Due to the fact that the Barton area was very busy the AIW alert was garbled with a number of other returns and so I could not be certain which aircraft was subject to the alert. I turned both the A321 and A320 onto a heading of approximately 060 whilst I tried to access which aircraft was the subject of the AIW alert. This immediately increased the distance between the IFR aircraft and the unknown traffic. At the same time my colleague in final director was calling Barton in order to ascertain the identity of the aircraft. Scottish also called me to check that I had seen the alert and informed me that Mode S data. I did not issue avoiding action because I deemed the risk to passenger safety during an emergency avoiding action turn greater than the risk caused by the unknown aircraft. Equally when I first clicked on the return of the AIW subject and then used the ERBM to ascertain distance it appeared to be 6nm (albeit this may have been one of the other returns garbling in the area) and either was certain that there was no chance of a collision. I believe at least 5nm separation existed at all times. Shortly afterwards the pilot of the PA28 called on frequency

201412132	29/08/2014	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 at 2000ft.	PA28 called on the BZN Zone frequency 119.0 at 1424z, he was told to remain outside CAS and standby, while I gave Redlands Para clearance to procedurally climb into CAS. PA28 was asked to pass his details. At this point the DF led me to believe that he may be just inside the CTR and I asked him to squawk 3701 to confirm. I also questioned him if he was aware if he was inside the CTR, he responded at the same time as squawking that he wasn't sure and if he was would turn away immediately. He was at 2000' just inside so I turned him on to North and asked him to climb to 2300', obtained a clearance from the RA controller and then gave him a BZN CTR VFR crossing clearance.
201412175	07/09/2014	EGTT : London (FIR)	Farnborough	2nm NW	G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 2014/163 - Tecnam P2002 and a PA28, 2nm Northwest of Farnborough in Class G airspace.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was due to the PA28 pilot flying close enough to cause the Tecnam P2002 pilot concern. Contributory Factor: The PA28 pilot inadvertently entered the Blackbushe ATZ without permission.
201412175	07/09/2014	EGTT : London (FIR)	Farnborough	2nm NW	G	ATZ	TECNAM	Reciprocating	1	UK AIRPROX 2014/163 - Tecnam P2002 and a PA28, 2nm Northwest of Farnborough in Class G airspace.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was due to the PA28 pilot flying close enough to cause the Tecnam P2002 pilot concern. Contributory Factor: The PA28 pilot inadvertently entered the Blackbushe ATZ without permission.
201412194	04/09/2014	EGTT : London (FIR)	EGSC (CBG): Cambridge		G	ATZ	GROB	Reciprocating	1	Infringement of the Cambridge ATZ (Class G) by a Grob G115 squawking 7001 indicating an altitude of 500ft.	Appropriate CAA action is being taken as a result of this incident.☐ Supplementary 14/10/14:☐ The incident happened at the end of a navigation sortie. Towards the end of the sortie the route was planned to fly to the E of the Cambridge ATZ from a point 6nms to the SE of Cambridge heading roughly 350deg, then once clear of the ATZ to track to the WNW direct to Wyton. The weather was good with excellent visibility. After landing at Wyton I was informed by Wyton operations that I had been observed by Cambridge to have infringed their ATZ. I tried to phone Cambridge ATC at 1620Z to discuss the matter but there was no reply as ATC were closed. At the following mornings met briefing I publicly confessed my mistake to make a learning point to our students and to make our staff aware of the incident. After the briefing I phoned Cambridge ATC at 0730Z to "own-up" and discussed the incident with one of the Cambridge ATC staff. As to why it happened, well there was excellent visibility and Cambridge was clearly visible so I was eyeballing my distance from Cambridge rather than using GPS to get an accurate range and I was confident that I would remain outside the ATZ and I could see that Cambridge had no traffic at the time and so I did not see the need to give them a call. With hindsight a quick call and/or the use of GPS in near airport mode would have prevented the infringement.
201412222	07/09/2014	EGTT : London (FIR)	EGSL : Andrewsfield	3 NE	G	Restricted area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) possibly by a PA22.	At 1417 an unknown radar contact squawking 7000 conspicuity but without any altitude readout entered the Stansted Transponder Mandatory Area (1) 3nm NE of Andrewsfield tracking NW. No R/T contact from the pilot, therefore Mode 'C' altitude is mandatory. About 1 minute later the transponder squawk disappeared altogether leaving a primary only contact. Blind calls to see if the pilot was listening out on the Essex Radar frequency were unsuccessful. The aircraft left the TMZ 2nm West of VRP Haverhill and continued on a Northerly track passing to the East of Cambridge Airport.

201412224	09/09/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	6 W	D	CTR	SCHLEICHER	Reciprocating	1	A/c apparently about to infringe the Luton CTR (Class D) led to controllers giving traffic info and avoiding action to Luton inbound traffic.	At 15.20z an unknown aircraft entered Luton CTR North of Dunstable tracking in a southerly direction. Secondary Cait provided us with the callsign of an ASH 25 glider. A Falcon 2000 was established on the ILS at 7 miles and still on GW INT frequency. Avoiding action was given twice and the a/c took the avoiding action on second attempt and turned right heading 250deg. It was told to maintain 3A but started to climb to 5A, which put it into conflict with a CPT departure. The a/c was told to maintain 4A. CL300 was downwind for R/W08 and had to be taken outside CAS due to potential conflicts with further inbounds and outbound traffic if I had given it a turn. A Traffic Service was given. A GLF5, also downwind for 08, was given extended vectors. The unknown a/c landed at Dunstable gliding club. We attempted to establish contact with the gliding club but there was no answer on the phone. After the unknown aircraft had landed the inbounds were repositioned for an approach.☐ Supplementary 12/09/14:☐ Dunstable had been given the airspace (SFC-3500'). The ASH 25 remained within the confines of the gliding area and did not infringe the Luton CTR. As the glider displayed the characteristics of an aircraft possibly about to infringe CAS (foreign registration, Mode S displayed, g120kts, tracked on a constant heading from well outside Luton Airspace), the GW INT controller took defensive controlling action. Therefore, under the circumstances of this report, the controllers actions were prompt, affective and appropriate. London Gliding Club were contacted and the GM/CFI reported that the pilot had become aware of the infringement once on the ground and was "mortified and embarrassed". It transpired the pilot
201412224	09/09/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	6 W	D	CTR	DASSAULT	Turbofan	2	A/c apparently about to infringe the Luton CTR (Class D) led to controllers giving traffic info and avoiding action to Luton inbound traffic.	At 15.20z an unknown aircraft entered Luton CTR North of Dunstable tracking in a southerly direction. Secondary Cait provided us with the callsign of an ASH 25 glider. A Falcon 2000 was established on the ILS at 7 miles and still on GW INT frequency. Avoiding action was given twice and the a/c took the avoiding action on second attempt and turned right heading 250deg. It was told to maintain 3A but started to climb to 5A, which put it into conflict with a CPT departure. The a/c was told to maintain 4A. CL300 was downwind for R/W08 and had to be taken outside CAS due to potential conflicts with further inbounds and outbound traffic if I had given it a turn. A Traffic Service was given. A GLF5, also downwind for 08, was given extended vectors. The unknown a/c landed at Dunstable gliding club. We attempted to establish contact with the gliding club but there was no answer on the phone. After the unknown aircraft had landed the inbounds were repositioned for an approach.☐ Supplementary 12/09/14:☐ Dunstable had been given the airspace (SFC-3500'). The ASH 25 remained within the confines of the gliding area and did not infringe the Luton CTR. As the glider displayed the characteristics of an aircraft possibly about to infringe CAS (foreign registration, Mode S displayed, g120kts, tracked on a constant heading from well outside Luton Airspace), the GW INT controller took defensive controlling action. Therefore, under the circumstances of this report, the controllers actions were prompt, affective and appropriate. London Gliding Club were contacted and the GM/CFI reported that the pilot had become aware of the infringement once on the ground and was "mortified and embarrassed". It transpired the pilot
201412224	09/09/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	6 W	D	CTR	GULFSTREAM	Turbofan	2	A/c apparently about to infringe the Luton CTR (Class D) led to controllers giving traffic info and avoiding action to Luton inbound traffic.	At 15.20z an unknown aircraft entered Luton CTR North of Dunstable tracking in a southerly direction. Secondary Cait provided us with the callsign of an ASH 25 glider. A Falcon 2000 was established on the ILS at 7 miles and still on GW INT frequency. Avoiding action was given twice and the a/c took the avoiding action on second attempt and turned right heading 250deg. It was told to maintain 3A but started to climb to 5A, which put it into conflict with a CPT departure. The a/c was told to maintain 4A. CL300 was downwind for R/W08 and had to be taken outside CAS due to potential conflicts with further inbounds and outbound traffic if I had given it a turn. A Traffic Service was given. A GLF5, also downwind for 08, was given extended vectors. The unknown a/c landed at Dunstable gliding club. We attempted to establish contact with the gliding club but there was no answer on the phone. After the unknown aircraft had landed the inbounds were repositioned for an approach.☐ Supplementary 12/09/14:☐ Dunstable had been given the airspace (SFC-3500'). The ASH 25 remained within the confines of the gliding area and did not infringe the Luton CTR. As the glider displayed the characteristics of an aircraft possibly about to infringe CAS (foreign registration, Mode S displayed, g120kts, tracked on a constant heading from well outside Luton Airspace), the GW INT controller took defensive controlling action. Therefore, under the circumstances of this report, the controllers actions were prompt, affective and appropriate. London Gliding Club were contacted and the GM/CFI reported that the pilot had become aware of the infringement once on the ground and was "mortified and embarrassed". It transpired the pilot
201412224	09/09/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	6 W	D	CTR	BOMBARDIER	Turbofan	2	A/c apparently about to infringe the Luton CTR (Class D) led to controllers giving traffic info and avoiding action to Luton inbound traffic.	At 15.20z an unknown aircraft entered Luton CTR North of Dunstable tracking in a southerly direction. Secondary Cait provided us with the callsign of an ASH 25 glider. A Falcon 2000 was established on the ILS at 7 miles and still on GW INT frequency. Avoiding action was given twice and the a/c took the avoiding action on second attempt and turned right heading 250deg. It was told to maintain 3A but started to climb to 5A, which put it into conflict with a CPT departure. The a/c was told to maintain 4A. CL300 was downwind for R/W08 and had to be taken outside CAS due to potential conflicts with further inbounds and outbound traffic if I had given it a turn. A Traffic Service was given. A GLF5, also downwind for 08, was given extended vectors. The unknown a/c landed at Dunstable gliding club. We attempted to establish contact with the gliding club but there was no answer on the phone. After the unknown aircraft had landed the inbounds were repositioned for an approach.☐ Supplementary 12/09/14:☐ Dunstable had been given the airspace (SFC-3500'). The ASH 25 remained within the confines of the gliding area and did not infringe the Luton CTR. As the glider displayed the characteristics of an aircraft possibly about to infringe CAS (foreign registration, Mode S displayed, g120kts, tracked on a constant heading from well outside Luton Airspace), the GW INT controller took defensive controlling action. Therefore, under the circumstances of this report, the controllers actions were prompt, affective and appropriate. London Gliding Club were contacted and the GM/CFI reported that the pilot had become aware of the infringement once on the ground and was "mortified and embarrassed". It transpired the pilot
201412225	07/09/2014	EGTT : London (FIR)	BNN	10nm NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTA (Class D) by a C152 in climb to 3300ft. Traffic info given.	Zone infringement by C152 causing delays on the ground a precautionary turn and a monitored SID departure. 26 in use. At 1703 C152 infringed the Luton CTA to the NE of Halton climbing to 3300 feet I immediately warned TC NW as they had traffic. At the same time after putting a check on I worked a CPT departure, an A319. I took a precautionary turn onto 170 climbing to 5000 feet as separation was not compromised-shortly back to 260deg straight to London. Then the offender left CAS only to re-enter I put a check all on as a CLN was rotating. I did not want to give avoiding action as the CLN was below terrain safe levels and the SID took it away from the contact so I let the tower keep and kept them on the phone. The separation was 6 miles so I decided to QSY to LONDON when turning away (6 miles separation maintained throughout). I kept everything on the ground until C152 definitely tracked away. I did have a request on a CPT to get radar vectors after departure which I refused planning to take it over the top of the field as a left turn out. However shortly after C152 went back to intended destination.

201412225	07/09/2014	EGTT : London (FIR)	BNN	10nm NW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Luton CTA (Class D) by a C152 in climb to 3300ft. Traffic info given.	Zone infringement by C152 causing delays on the ground a precautionary turn and a monitored SID departure. 26 in use. At 1703 C152 infringed the Luton CTA to the NE of Halton climbing to 3300 feet I immediately warned TC NW as they had traffic. At the same time after putting a check on I worked a CPT departure, an A319. I took a precautionary turn onto 170 climbing to 5000 feet as separation was not compromised-shortly back to 260deg straight to London. Then the offender left CAS only to re-enter I put a check all on as a CLN was rotating. I did not want to give avoiding action as the CLN was below terrain safe levels and the SID took it away from the contact so I let the tower keep and kept them on the phone. The separation was 6 miles so I decided to QSY to LONDON when turning away (6 miles separation maintained throughout). I kept everything on the ground until C152 definitely tracked away. I did have a request on a CPT to get radar vectors after departure which I refused planning to take it over the top of the field as a left turn out. However shortly after C152 went back to intended destination.
201412326	02/09/2014	EGTT : London (FIR)	D129		G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area D129 (Class G) by a PA32 at FL42.	I was the Lower Airspace Radar Service controller when the Oxford Approach controller phoned through to notify me of an a/c, squawking 7000 who was about to fly through D129 (Weston-on-the-Green) in the direction of RAF Brize Norton. He stated that he was not controlling the ac however Mode S indicated that the callsign. I was working without SSR so couldn't observe the squawk or Mode C information however did observe a primary contact which matched the position and heading given by the Oxford controller. D129 had been notified earlier as active up to FL80 with the paradrop a/c departing RAF Brize Norton and working Brize App whilst airborne. At this time, the a/c was believed to be on the ground. Shortly after the phone call from Oxford, the PA32 called on the LARS frequency (124.725) requesting a Traffic Service at 4500ft AMSL. SSR was now showing but hadn't been officially handed back as serviceable so I assigned a squawk of 3717 and using the turn method I identified the PA32 as the previously primary-only contact which had flown through D129, now showing FL042- on Mode C. On being informed on frequency that he had infringed on D129, the pilot of the PA32 replied that he had been working Cranfield and they hadn't told him it was active. After a short pause, he then asked if the paradrop a/c was even airborne, before following up by stating that he had made multiple blind calls on the drop zone safety frequency with no reply.
201412349	13/09/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	8	D	CTA	BAC	Unknown	1	Infringement of Stansted CTA (Class D) and TMZ (Glass G) by a Jet Provost climbing through 1500ft to 1800ft.	At approximately 1635 an unknown contact was observed squawking 7010 climbing through 1500 to 1800 feet in CAS. I was vectoring B737 downwind for R/W04. I turned the inbound towards the ILS which kept it clear of the 7010 infringer and passed traffic info. The infringer descended but then switched off the transponder so it was now infringing the TMZ. I spoke to North Weald as the infringer had departed from their zone and they believed the traffic could be the Jet Provost enroute to Duxford. The infringing aircraft was observed to join the circuit at Duxford.☐ CAA Closure:☐ Pilot had turned off transponder en-route. Pilot error. Interviewed, passed on-line test and flight with Staff Training Inspector.
201412349	13/09/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	8	D	CTA	BOEING	Turbofan	2	Infringement of Stansted CTA (Class D) and TMZ (Glass G) by a Jet Provost climbing through 1500ft to 1800ft.	At approximately 1635 an unknown contact was observed squawking 7010 climbing through 1500 to 1800 feet in CAS. I was vectoring B737 downwind for R/W04. I turned the inbound towards the ILS which kept it clear of the 7010 infringer and passed traffic info. The infringer descended but then switched off the transponder so it was now infringing the TMZ. I spoke to North Weald as the infringer had departed from their zone and they believed the traffic could be the Jet Provost enroute to Duxford. The infringing aircraft was observed to join the circuit at Duxford.☐ CAA Closure:☐ Pilot had turned off transponder en-route. Pilot error. Interviewed, passed on-line test and flight with Staff Training Inspector.
201412350	02/09/2014	EGTT : London (FIR)	EG D036		G	Danger area	OTHER	Reciprocating	1	Infringement of Danger Area EG D036 by a Foxbat.	I was controlling on LARS East. An aircraft on a 7377 (Bournemouth conspicuity) squawk Mode C 037, was seen tracking toward D036. I called Bournemouth and they said they would put out a blind call as they were not sure who the a/c might be. They said it might be a Foxbat, that they had sent to London Info. I asked London Info if they were working the aircraft and they said they were, so I requested they to send it to my VHF frequency. We later received a call from London Info saying that they were having trouble raising the a/c. The 7377 squawk entered D036 at approximately 1540 in position 50 22 N 001 22 W and exited at 1555 position 50 00 N 001 22 W, appearing to following the VFR route that goes through D036. At the time there was an exercise taking place in the Portsmouth Danger Areas with 2 Falcons. Traffic info was passed to the a/c by the TAC controller.

201412386	02/09/2014	EGTT : London (FIR)	EGXT : Wittering		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Wittering ATZ (Class G) by an R44.	Following the the incident I spoke to the student pilot of the R44 who explained the course of events from his point of view, leading up to his airspace infringement. The student pilot had been under a BS from RAF Wittering as he transited from Leics to Peterborough. Believing that he was overhead Deenethorpe (an old RAF airfield approx 8nms SW of Wittering) he had called changing frequency to Peterborough Conington. This call to RAF Wittering ATC confirmed that he was outside of the MATZ and the Wittering controller told the R44 to freecall Conington. The R44 had infact misidentified his location and was in fact overhead Spanhoe, (an old RAF airfield approx 6 nms WSW of Wittering) and under the western stub of the Wittering MATZ. Having called Peterborough Conington and informing them of his intentions, the R44 started to make his approach to Wittering R/W26 believing it was Conington. On final approach R44 noticed that he was not at Conington and turned North climbing to 2000'. He flew East to West, North of the Wittering centreline and proceeded to Rutland Water where he regained his bearings and then set out for Peterborough Conington again. He was contacted on arrival at Conington. The R44 operator has been procative in regard to this incident. □ Supplementary 16/09/14:□ A full and comprehensive report has been received from the students instructor which states that distraction due to readability issues and overconfidence could have been factors in this incident.
201412388	13/09/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	CESSNA	Reciprocating	1	Infringement of Luton CTR (Class D) by a C152.	An a/c squawking 7000 without Mode C infringed the Luton control zone three times. The pilot of an inbound a/c identified the infringer as a C172 or similar flying low level.□ Supplementary 07/10/14:□ This was the fourth and last flight of the day. I used the same route in all of my previous flights that day, but on different airplanes which were not equipped with GPS. I simply took a southerly track on South of Hemel Hempsted. During this flight I probably relied too much on the GPS and simply thought my position to be the SouthWesterly corner of Luton CTA(2500-3500), this along with my lack of thorough knowledge of the local area, (as I had just started to work in Elstree) lead to this infringement.□ CAA Closure:□ Pilot error. Failed on-line test. Interviewed, will be observed conducting ground navigation training by Staff FE.
201412456	08/09/2014	EGTT : London (FIR)	EGLD : Denham	4nm SW	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by an unknown aircraft squawking 7000. Aircraft identified as a C172. Departures were stopped. C172 was partial RT fail during the occurrence and mistakenly used the hijack squawk. Standard separation maintained.	At approx 1403, I noticed a 7000 squawk leaving the Denham ATZ, tracking westbound. Initially, I expected the traffic to leave the zone to the NW, without further incident, however it became apparent that the infringement was more serious. I contacted Denham to try to identify the traffic, and after an initial mis-ident, it was established that the aircraft was a C172 and known to Denham. C172 was partial RT fail and not receiving Denham's transmissions. C172 entered a left hand orbit, within CAS and therefore departures were stopped, with a northbound departure being taken off the SID, straight ahead. NW deps were notified of this. Departures were stopped between 1405 and 1412. During the event, C172 squawked HIJACK, possibly mistakenly instead of RTFAIL. C172 was eventually seen to enter the LD LFT, and therefore departures. were resumed. C172 was positively identified by Denham as the subject aircraft. □ CAA Closure:□ Pilot became distracted and the infringement occurred. Pilot debriefed by Staff FE, pilot has decided to stop flying.
201412488	05/09/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	NE	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 3767 at 2300ft. Inbound aircraft broken off approach. Separation lost.	Whilst working KK INT / FIN bandboxed CAIT alerted me to the presence of a 3767 squawk (Redhill conspicuity), in the KK CTA at 2.3A (above the KR LFA). I called KR to see if they were working the aircraft. KR controller advised he was unsure if it was on frequency. I therefore broke off the inbound A319. I do not believe separation was lost. The 3767 squawk was observed to descend into the KR LFA, and I continued vectoring aircraft to the 26L ILS. KR later advised the identity of the aircraft. LTCC subsequently confirmed that a loss of separation had been recorded. □ Supplementary 12/09/14:□ The pilot subsequently rang Redhill ATC and apologised, stating that he had not set the DI with compass before departure.□ CAA Closure:□ No response from aircraft owner. Closed due to elapsed time.
201412488	05/09/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	NE	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 3767 at 2300ft. Inbound aircraft broken off approach. Separation lost.	Whilst working KK INT / FIN bandboxed CAIT alerted me to the presence of a 3767 squawk (Redhill conspicuity), in the KK CTA at 2.3A (above the KR LFA). I called KR to see if they were working the aircraft. KR controller advised he was unsure if it was on frequency. I therefore broke off the inbound A319. I do not believe separation was lost. The 3767 squawk was observed to descend into the KR LFA, and I continued vectoring aircraft to the 26L ILS. KR later advised the identity of the aircraft. LTCC subsequently confirmed that a loss of separation had been recorded. □ Supplementary 12/09/14:□ The pilot subsequently rang Redhill ATC and apologised, stating that he had not set the DI with compass before departure.□ CAA Closure:□ No response from aircraft owner. Closed due to elapsed time.

201412493	04/09/2014	EGTT : London (FIR)	EGLC (LCY): London city	E	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2700ft, resulting in loss of separation with an outbound HS125. Aircraft identified as an SR22. Traffic info and avoiding action given.	HS125 departed Rwy 09 on a LYD 5U, 6000ft was coordinated with north and early climb given. An unknown aircraft entered controlled airspace east of London city up to 2700ft. Avoiding action had to been given to HS125 to try and achieve 5nm. Departures were ceased by SVFR. The infringing aircraft subsequently left controlled airspace and contacted Farnborough LARS east where details were followed up and the altitude verified.☐ CAA Closure:☐ SR22 pilot advised that he entered cloud shortly after take-off and engaged the autopilot, which did not act as expected due to previous pilot reversing the route. The pilot was distracted for a short period while he re-programmed the autopilot and, during this time, the aircraft briefly climbed above 2500ft. The aircraft's transponder tends to over-read by approximately 100ft, so the pilot suspects that he was not as high as 2700ft. On realising the situation, the pilot descended immediately to 2300ft to remain below the LTMA. Pilot has learnt from the incident, apologised for any inconvenience caused and will be more vigilant in future.
201412493	04/09/2014	EGTT : London (FIR)	EGLC (LCY): London city	E	A	TMA	HAWKER SIDDELEY	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2700ft, resulting in loss of separation with an outbound HS125. Aircraft identified as an SR22. Traffic info and avoiding action given.	HS125 departed Rwy 09 on a LYD 5U, 6000ft was coordinated with north and early climb given. An unknown aircraft entered controlled airspace east of London city up to 2700ft. Avoiding action had to been given to HS125 to try and achieve 5nm. Departures were ceased by SVFR. The infringing aircraft subsequently left controlled airspace and contacted Farnborough LARS east where details were followed up and the altitude verified.☐ CAA Closure:☐ SR22 pilot advised that he entered cloud shortly after take-off and engaged the autopilot, which did not act as expected due to previous pilot reversing the route. The pilot was distracted for a short period while he re-programmed the autopilot and, during this time, the aircraft briefly climbed above 2500ft. The aircraft's transponder tends to over-read by approximately 100ft, so the pilot suspects that he was not as high as 2700ft. On realising the situation, the pilot descended immediately to 2300ft to remain below the LTMA. Pilot has learnt from the incident, apologised for any inconvenience caused and will be more vigilant in future.
201412501	05/09/2014	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington		G	ATZ	PIPER	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by a PA28 at 1600ft.	Whilst on duty as the Oxford Radar controller, at time 1015 I observed an aircraft squawking 7000, NW of EGTK tracking toward the ATZ. The aircraft was identified on Mode S and several blind transmissions were made on 127.750 (Oxford Radar) and 125.325 (Oxford Director) in an attempt to establish two way communication. I advised the tower controller of the aircraft and he also attempted to make contact with the aircraft on 133.425 (Oxford Tower). The aircraft entered the Oxford ATZ at 1017 at 1600ft (based on QNH of 1017) and was then observed to slowly climb to 2200ft before disappearing into the radar overhead. Traffic information was passed to a PA34 in the OX hold at 3500ft due to being seen to climb in the overhead. The aircraft continued to track south east, was again seen to descend and eventually was seen to squawk 3602 apparently having called Benson Zone. Cotswold RPS 1013. EGTK 050950Z 35006KT 320V030 8000 FEW008 16/14 Q1017=.
201412502	05/09/2014	EGTT : London (FIR)	KEGUN	3 S	A	TMA	CESSNA	Reciprocating	1	Infringement of the TMA (Class A) by a C182 at 3600ft. Standard separation maintained.	A 7000 squawk was observed 3nm south of Kegan at 3600ft therefore infringing the delegated Class A airspace. At that point the C182 called on frequency reporting his position, indicating that he was the 7000 squawk. The aircraft was identified and the pilot informed that he had infringed Class A controlled airspace and that the base was 3000ft. The pilot reported that he would descend below CAS. No other traffic was affected.
201412510	05/09/2014	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington		G	ATZ	UNKNOWN	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by two microlights at 2000ft.	At 1524 I observed two non squawking contacts, apparently in formation, NW of Enstone aerodrome aircraft tracking SE toward the Oxford ATZ. As the contacts passed 5nm from EGTK, I attempted to establish two way communication with the aircraft on the Oxford primary frequency of 127.750 (Oxford Radar) and our "as directed" frequency of 125.325 (Oxford Director) due to numerous recent episodes of pilots calling on the incorrect frequency. I advised the tower controller of a possible ATZ infringement and continued attempts to establish two way communication. The contacts crossed the ATZ Boundary at 1529 and the tower controller subsequently reported visual with two flexwing microlights tracking SE at approximately 2000ft. As The contacts appeared to be tracking toward the Brize CTR, I warned the Brize zone controller of the observed track of the aircraft and that they were not in contact with us. At the time, a DA42 had recently completed an IFR approach using the NDB(I)/DME 099 procedure, through which the contacts had flown and Brize were vectoring a large transport aircraft in the eastern part of their CTR. The contacts were seen to track SE along the Eastern edge of the Brize CTR before fading from radar in the vicinity of Compton VOR. EGTK 051520 32005kt 290v350 9999 ovc042 20/14 q1015=.

201412510	05/09/2014	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington		G	ATZ	UNKNOWN	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by two microlights at 2000ft.	At 1524 I observed two non squawking contacts, apparently in formation, NW of Enstone aerodrome aircraft tracking SE toward the Oxford ATZ. As the contacts passed 5nm from EGTK, I attempted to establish two way communication with the aircraft on the Oxford primary frequency of 127.750 (Oxford Radar) and our "as directed" frequency of 125.325 (Oxford Director) due to numerous recent episodes of pilots calling on the incorrect frequency. I advised the tower controller of a possible ATZ infringement and continued attempts to establish two way communication. The contacts crossed the ATZ Boundary at 1529 and the tower controller subsequently reported visual with two flexwing microlights tracking SE at approximately 2000ft. As The contacts appeared to be tracking toward the Brize CTR. I warned the Brize zone controller of the observed track of the aircraft and that they were not in contact with us. At the time, a DA42 had recently completed an IFR approach using the NDB(I)/DME 099 procedure, through which the contacts had flown and Brize were vectoring a large transport aircraft in the eastern part of their CTR. The contacts were seen to track SE along the Eastern edge of the Brize CTR before fading from radar in the vicinity of Compton VOR. EGTK 051520 32005kt 290v350 9999 ovc042 20/14 q1015=.
201412513	04/09/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	7.9nm Bearing 348deg	D	CTA	BEECH	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Beech 36 at 2600ft. Traffic info given. Standard separation maintained.	I had just taken over the Solent Radar position when the off going controller pointed out a 7000 squawk approaching the NW boundary of CAS indicating 2600ft. The contact entered the CTA bearing 345/8nm SAM at 2600ft where the base of CAS is 2000ft, AIW alarmed. The contact then turned the right and shortly left the CTA. Blind calls were made using the callsign provided by Mode S, but no reply was forthcoming. The contact subsequently changed to a Bournemouth squawk permitting confirmation of the callsign.□ Supplementary 16/09/14:□ This is a route I fly a lot and I believe the reason for the infringement was routing to close to Southampton CTA and then drifting into Southampton CTA because of concentrating on changing iPad function and not on my position. □ Supplementary 23/10/14:□ The a/c entered the northern extremity of the Solent Control Area without clearance.The pilot acknowledged the infringement and apologised for the incident, which he feels was caused by his distraction as he was preparing for an instrument approach at Bournemouth. However, he was unable to explain why he would not contact Solent Radar for a service when operating so close to the CTA boundary.
201412527	06/09/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	9 SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a C182 at 1100ft. Standard separation maintained.	A 7000 squawk was observed inside controlled airspace approximately 2nm North/North West of the Oulton Park VRP at altitude 1,100ft. At the same time C182 called. He was instructed to squawk 4362 and identified as the zone infringer. C182 was informed he had entered controlled airspace without authorisation but was cleared to continue on track. No other aircraft were affected at the time.
201412528	06/09/2014	EGTT : London (FIR)	Haydock VRP	2 W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a C182 at 800ft. Standard separation maintained.	A 7000 squawk was observed 2nm West of Haydock Park VRP. C182 called on frequency. He was instructed to squawk 4366 and was identified as the zone infringer. C182 was informed he had entered CAS without authorisation but was cleared to continue on track. No other aircraft were affected at the time.
201412540	07/09/2014	EGTT : London (FIR)	DTY	4 W	A	CTA	SLINGSBY	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a Slingsby T67 at 5000ft. Standard separation maintained.	At 1012z the AIW was activated by a 4520 squawk at 5000ft to the West of DTY VOR, tracking NE. I telephoned TC to advise them of the infringer & to stop the next inbound at FL100 to maintain 5000ft separation. TC were aware of the infringer as the traffic had routed through the Hinton parachuting area which was active. Mode S identified the aircraft. A telephone call was made to Oxford to advise them that the aircraft was inside CAS. Oxford stated they would tell the aircraft to descend below CAS, which it did shortly afterwards.

201412582	07/09/2014	EGTT : London (FIR)	London CTR		A	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class A) by a PA28. Standard separation maintained.	I had recently plugged in on LARS West, the frequency was busy. PA28 called on frequency at 1431, at the time I was providing a Traffic Service to another aircraft inbound to Windsor and my scan was concentrated to the SE quadrant of the radar screen. I had also been in the process of getting information from Farnborough Approach on inbound LF traffic that affected the other aircraft. The AIW had activated, I did not notice it immediately as it had been constantly activating for different alerts mostly non LF related. This is not unusual and has sanitised the alert to most LF controllers over the summer. SVFR called and highlighted the traffic now wearing my squawk inside the London CTZ. I scanned ahead of the aircraft and turned it West informing the pilot that he was inside CAS I providing the pilot with a RCS whilst inside the zone. The pilot exited CAS and continued his flight outside CAS.
201412609	07/09/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate		D	CTA	CESSNA	Reciprocating	1	Infringement of the Bristol CTA 6 (Class D) by an unknown aircraft with a FIS squawk, indicating 5000ft. Aircraft identified as a C182. Standard separation maintained.	Acting as Rad 1 with Rad 2 open I spotted a FIS squawk approaching CTA6 from the East indicating F050. I pointed this out to Rad 2 and asked the ATSA to ring FIR South and ask them for information and to put the aircraft to us on 125.650. The aircraft finally called Rad 2 when inside CAS at A050 and was informed that he had infringed and asked to ring back at a later date.☐ CAA Closure:☐ Pilot error, spatial awareness issue. Warning letter sent. German LBA advised.
201412611	08/09/2014	EGTT : London (FIR)	TOBID	5 SW	A	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Daventry CTA (Class A) by an EV-97 Eurostar at 5400ft. Standard separation maintained.	An unidentified aircraft was seen at an indicate altitude of 5400ft about 5nm or so SW of TOBID. The return was magenta which highlighted the infringement and the aircraft registration was indicated as an EV-97. No other aircraft under my control were anywhere near the infringer at the time. The aircraft appeared to be tracking toward EGBT and left CAS about 5 minutes or so after I became aware of the infringement.
201412615	06/09/2014	EGTT : London (FIR)	Warrington	NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a C172 at 1500ft. Standard separation maintained.	Manchester Approach Controller advised the 7351 squawk entering CAS NW of Warrington. The Manchester controller was extremely busy so I told him to free call the a/c across. I had no traffic in the area at the time, so thought this was the best option. The C172 called on frequency and advised he was weather avoiding. He continued north bound and returned towards the low level corridor. I contacted Perth aerodrome and requested the Pilot contact me after landing. I spoke to the pilot, he was avoiding weather. The cloud base was low and he was concerned about the high ground further North. I told him he could have requested a zone transit. I spoke to Manchester Tower supervisor. The Controller was busy at the time hence the late call to me. I hadn't had time to call them as I was focused on a climb through to the West of the field.
201412632	08/09/2014	EGTT : London (FIR)	EGVA (FFD): Fairford	NNW 4nm	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C42. Standard separation maintained.	C42 requested a Basic Service on the LARS frequency at 1438z, routing from Kemble to Windrush Airfield. I gave him a Basic Service and asked him to squawk 3714. I then noticed a 7000 squawking a/c just entering the Brize CTR 4nm NNW of Fairford airfield. As the C42 hadn't yet put the 3714 sqk on I began to ask his exact position, at the same time 3714 appeared on the CTR infringer. I then informed the a/c that he was in the CTR and suggested a northerly track to exit, which he took and then apologised about the infringement. He had been trying to route via North Leach VRP so I passed him traffic info on the VRP in relation to him and confirmed he now was aware of his position. There was no other traffic around him to affect.

201412637	18/09/2014	EGTT : London (FIR)	LON	10nm W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft showing as a primary contact only resulted in loss of separation against multiple aircraft. ATC initiated a go-around to a B777. Aircraft identified as a PA28, who was lost. Traffic info given.	I was working as FIN controller when I observed a primary CAIT contact to the north of final approach. I then received a phone call from SVFR informing me that they were also tracking the contact. I asked an aircraft on final approach if they could see anything, and they replied saying that they couldn't. B777 was on final approach approximately 3-4 miles from the contact and they were going to pass very close to one another. I decided that the sensible course of action was to discontinue the approach of the B777 and reposition the aircraft. I told the aircraft to stop descent and turn right heading 180. This was acknowledged by the aircrew but no action took place for a period of time. I then asked the B777 to confirm that they were turning south as the radar returns were getting very close to merging. I did notice that the B777 had stopped descending at 2500', and I had also passed traffic information. The B777 then commenced a turn to the south just ahead of the primary CAIT, I climbed the aircraft back up to 3000' and turned it to the SW to stay ahead of the contact. I then repositioned the aircraft downwind and commenced a normal approach. I was later informed the primary CAIT was an aircraft and had been operating at 1500'. Supplementary 19/09/14: I was working as the SVFR controller at the time of the incident. At approximately 1515 a primary return, showing as magenta was spotted southbound in the north west portion of the CTR. It was steadily moving south towards the 09L approach. The wind was 090deg and I felt the potential of the return to be an actual aircraft to be high. I called FIN to highlight them to the return, further monitoring showed a slight deviation but nothing major and the return
201412637	18/09/2014	EGTT : London (FIR)	LON	10nm W	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft showing as a primary contact only resulted in loss of separation against multiple aircraft. ATC initiated a go-around to a B777. Aircraft identified as a PA28, who was lost. Traffic info given.	I was working as FIN controller when I observed a primary CAIT contact to the north of final approach. I then received a phone call from SVFR informing me that they were also tracking the contact. I asked an aircraft on final approach if they could see anything, and they replied saying that they couldn't. B777 was on final approach approximately 3-4 miles from the contact and they were going to pass very close to one another. I decided that the sensible course of action was to discontinue the approach of the B777 and reposition the aircraft. I told the aircraft to stop descent and turn right heading 180. This was acknowledged by the aircrew but no action took place for a period of time. I then asked the B777 to confirm that they were turning south as the radar returns were getting very close to merging. I did notice that the B777 had stopped descending at 2500', and I had also passed traffic information. The B777 then commenced a turn to the south just ahead of the primary CAIT, I climbed the aircraft back up to 3000' and turned it to the SW to stay ahead of the contact. I then repositioned the aircraft downwind and commenced a normal approach. I was later informed the primary CAIT was an aircraft and had been operating at 1500'. Supplementary 19/09/14: I was working as the SVFR controller at the time of the incident. At approximately 1515 a primary return, showing as magenta was spotted southbound in the north west portion of the CTR. It was steadily moving south towards the 09L approach. The wind was 090deg and I felt the potential of the return to be an actual aircraft to be high. I called FIN to highlight them to the return, further monitoring showed a slight deviation but nothing major and the return
201412637	18/09/2014	EGTT : London (FIR)	LON	10nm W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft showing as a primary contact only resulted in loss of separation against multiple aircraft. ATC initiated a go-around to a B777. Aircraft identified as a PA28, who was lost. Traffic info given.	I was working as FIN controller when I observed a primary CAIT contact to the north of final approach. I then received a phone call from SVFR informing me that they were also tracking the contact. I asked an aircraft on final approach if they could see anything, and they replied saying that they couldn't. B777 was on final approach approximately 3-4 miles from the contact and they were going to pass very close to one another. I decided that the sensible course of action was to discontinue the approach of the B777 and reposition the aircraft. I told the aircraft to stop descent and turn right heading 180. This was acknowledged by the aircrew but no action took place for a period of time. I then asked the B777 to confirm that they were turning south as the radar returns were getting very close to merging. I did notice that the B777 had stopped descending at 2500', and I had also passed traffic information. The B777 then commenced a turn to the south just ahead of the primary CAIT, I climbed the aircraft back up to 3000' and turned it to the SW to stay ahead of the contact. I then repositioned the aircraft downwind and commenced a normal approach. I was later informed the primary CAIT was an aircraft and had been operating at 1500'. Supplementary 19/09/14: I was working as the SVFR controller at the time of the incident. At approximately 1515 a primary return, showing as magenta was spotted southbound in the north west portion of the CTR. It was steadily moving south towards the 09L approach. The wind was 090deg and I felt the potential of the return to be an actual aircraft to be high. I called FIN to highlight them to the return, further monitoring showed a slight deviation but nothing major and the return
201412643	09/09/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	110 Deg 8.8nm	D	CTA	VANS	Reciprocating	1	Infringement of the Solent CTA (Class D) by an RV9 at 3000ft. Standard separation maintained.	The AIW alerted 8nm E of EGHI as a London FIS squawk was showing 3A. I phoned them immediately and they advised of an a/c that it could be which was at 2.8A. I asked if I could work it as not only was it just below CAS, it was going to infringe on its track into the 2.5A portion of the CTA. The a/c did infringe and then called as it left CAS at which time I identified it and provided it with a BS. Supplementary 24/12/14: The a/c entered the Solent Control Area without a clearance, after departing a private site close to the Solent CTA. The pilot has acknowledged that it would have been beneficial for the a/c to contact Solent Radar for a service after departure.
201412664	09/09/2014	EGTT : London (FIR)	Glossop		D	CTR	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown a/c squawking 7000. Aircraft identified as an EV97. Traffic info given. Standard separation maintained.	At 10.12 UTC an a/c squawking 7000, no altitude information available, was observed close to the Eastern edge of the CTR. The a/c entered the CTR in the Glossop area, tracking to the SW. No Mode S information was available to identify it, and attempts to raise the a/c on the Approach frequency were unsuccessful. IFR inbound a/c were vectored around the infringer to maintain 5nm separation. No avoiding action was given. The a/c then left the CTR to the South. Subsequently, an a/c - in the vicinity squawking 7366 - was asked to help identify the infringer, and reported the a/c callsign as an EV97.. Supplementary 04/10/14: I am both shocked and ashamed to discover that I have infringed the Manchester CTR airspace. On 09/09/2014 I was routing from Crossland Moor Airfield to Ashcroft airfield. When I left Crossland Moor the cloud base was 3,000ft and as I proceeded along my planned route I encounter another layer of intermittent cloud down to 2,250ft in places. Due to the lowered base I started to pick my way around the higher hill peaks. At one point I was aligned with the A628 just North of High Peak routing in a South South Westerly direction to avoid the High Peak themselves. It was at this point I believe that the extra workload caused me to take my focus off the GPS and pay more attention to actually negotiating my way through the hills. Several times I considered turning back to get clear of the hills but conditions didn't appear to be much better behind me. Ne xt time I fly I shall give more consideration to what an appropriate Minimum Safe Altitude should be for my intended and also consider the possibility and implications of encountering an additional layer of cloud

201412664	09/09/2014	EGTT : London (FIR)	Glossop		D	CTR	FLIGHT DESIGN	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown a/c squawking 7000. Aircraft identified as an EV97. Traffic info given. Standard separation maintained.	At 10.12 UTC an a/c squawking 7000, no altitude information available, was observed close to the Eastern edge of the CTR. The a/c entered the CTR in the Glossop area, tracking to the SW. No Mode S information was available to identify it, and attempts to raise the a/c on the Approach frequency were unsuccessful. IFR inbound a/c were vectored around the infringer to maintain 5nm separation. No avoiding action was given. The a/c then left the CTR to the South. Subsequently, an a/c - in the vicinity squawking 7366 - was asked to help identify the infringer, and reported the a/c callsign as an EV97.☐ Supplementary 04/10/14:☐ I am both shocked and ashamed to discover that I have infringed the Manchester CTR airspace. On 09/09/2014 I was routing from Crossland Moor Airfield to Ashcroft airfield. When I left Crossland Moor the cloud base was 3,000ft and as I proceeded along my planned route I encounter another layer of intermittent cloud down to 2,250ft in places. Due to the lowered base I started to pick my way around the higher hill peaks. At one point I was aligned with the A628 just North of High Peak routing in a South South Westerly direction to avoid the High Peak themselves. It was at this point I believe that the extra workload caused me to take my focus off the GPS and pay more attention to actually negotiating my way through the hills. Several times I considered turning back to get clear of the hills but conditions didn't appear to be much better behind me. Ne xt time I fly I shall give more consideration to what an appropriate Minimum Safe Altitude should be for my intended and also consider the possibility and implications of encountering an additional layer of cloud
201412691	08/09/2014	EGTT : London (FIR)	SAM	6.1nm bearing 148deg	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown a/c showing as a primary contact only, squawking 7000. A/c identified as a PA28. Standard separation maintained.	At approx 1345 a primary contact was observed approaching the CTR 5 miles SE SAM. Blind transmissions were made but no reply was heard. The a/c had no Mode C but was squawking #7000. The a/c continued SW then tracked East to leave CAS. The coordinator spoke to Lee-On-Solent and managed to get the a/c to squawk #3677.☐ Supplementary 20/09/14:☐ I believe the primary cause of this incident was rushed pre-flight planning both on my part, as instructor, and my student. This resulted in a high workload locating the airfield in poor visibility (requiring orbits - at which point we drifted into the CTR). Furthermore, the reliance on map reading and deduced reckoning alone without utilising navigation aids at the time of infringement (again due to inadequate planning) contributed to the incident. I would like to apologise for this lapse on my part.☐ Supplementary 23/10/14:☐ The a/c entered the Southampton Class D Control Zone without a clearance, whilst navigating and trying to locate and identify Lee-on-Solent aerodrome. The pilot admitted that the flight planning has been rushed and had not been completed thoroughly to make use all navigational aids or air traffic services available. The pilot apologised for the incident and any inconvenience that it may have caused.☐ CAA Closure:☐ Instructor error. Rushed pre-flight planning. Passed on-line test. The Director of Flight Training at the School involved has conducted extensive remedial training with the FI.
201412720	09/09/2014	EGTT : London (FIR)	LLANON		G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area D201 (Class G) by a PA28 at 1000ft, with no impact to Danger Area activity.	I was operating as Radar 1 at Aberporth when, during my normal radar scan, I spotted a 7000 squawk with No Mode C approaching the Dovey estuary from the East. I maintained a watch on the aircraft's track as part of my defensive controlling techniques. The a/c turned left at the Dovey estuary to track southbound along the West Wales coast. As the a/c continued to track South I assessed that if he continued on his course he would infringe D201 so I made 2 blind transmissions on 119.650 to try and raise the a/c with no success. In the vicinity of Aberaeron the a/c appeared to turn South briefly but he quickly resumed his course southbound along the coast. At this point I called the admin office and requested another ATCO join me in the Ops room to help trace the a/c. I then called London Info to try and ascertain the a/c type and callsign but they had no knowledge of the a/c. I made 1 further blind transmission on 119.650 with no response and the unknown a/c entered D201 overhead Llanon in the South Eastern Corner of the Danger Area at 1129Z. The a/c continued on its track down the coast when I received a transmission from the PA28, on 119.650, requesting to cross Danger Area D202. I requested the a/c to squawk 4530 and provided a Basic Service. The squawk of the unknown a/c was observed to change and he was positively identified as the infringing a/c, a PA28 routeing from Hawarden to Haverfordwest. I provided a crossing service of D202 and the a/c left the frequency on leaving the Danger Area. No trials were taking place at the time and there was no impact to MOD activity. Before leaving the frequency the pilot was advised of his infringement and requested to call Aberporth Radar on landing.☐
201412780	10/09/2014	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C152. Traffic info given. Standard separation maintained.	Aircraft observed departing and routeing North East bound believed to be at 0.8ft (but mode C unverified) initially routeing below controlled airspace in Doncaster Sheffield CTA 2. Aircraft then turned North towards Haxey VRP entering controlled airspace. I had 2 other aircraft being vectored one IFR on climb out runway 20 (on a training missed approach) and a JS31 established on ILS 20. As the IFR climbed out I gave traffic on the unknown aircraft but no avoiding action was needed as the unknown didn't get within 5 miles. When the JS31 was on 5 mile final the unknown aircraft was 5 miles east of the runway continuing away from the runway. I kept the JS31 on radar frequency and advised the pilot of the unknown aircraft and advised the pilot that if the aircraft turns towards the approach I would need to break him of the approach. JS31 remained on my frequency until he was on the ground. Whilst trying to identify the unknown aircraft I spoke to Netherthorpe and Humberside as they have Mode S.☐ CAA Closure:☐ Pilot error. Spatial awareness. Warning letter sent.
201412780	10/09/2014	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	BAE	Turboprop	2	Infringement of the Doncaster Sheffield CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C152. Traffic info given. Standard separation maintained.	Aircraft observed departing and routeing North East bound believed to be at 0.8ft (but mode C unverified) initially routeing below controlled airspace in Doncaster Sheffield CTA 2. Aircraft then turned North towards Haxey VRP entering controlled airspace. I had 2 other aircraft being vectored one IFR on climb out runway 20 (on a training missed approach) and a JS31 established on ILS 20. As the IFR climbed out I gave traffic on the unknown aircraft but no avoiding action was needed as the unknown didn't get within 5 miles. When the JS31 was on 5 mile final the unknown aircraft was 5 miles east of the runway continuing away from the runway. I kept the JS31 on radar frequency and advised the pilot of the unknown aircraft and advised the pilot that if the aircraft turns towards the approach I would need to break him of the approach. JS31 remained on my frequency until he was on the ground. Whilst trying to identify the unknown aircraft I spoke to Netherthorpe and Humberside as they have Mode S.☐ CAA Closure:☐ Pilot error. Spatial awareness. Warning letter sent.

201412807	11/09/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	5 N	D	CTR	BELL	Turboshaft	1	Infringement of the Manchester CTR (Class D) by a UH1.	<p>I was vectoring an Airbus straight in on 23R from the East when I noticed a 7000sq just South of Barton heading East. It was about to enter the CTR. The Director checked with Barton and they had been speaking to it. I checked the callsign via the 'info' on the Radar and free called the helicopter. The pilot responded and I requested his intentions. He informed me he was routing via Sale Water Park to Glossop. I gave him a squawk and requested his altitude. I instructed him to turn left to leave the CTR to the North. He appeared to be heading towards the restricted area so I gave him instructions to remain clear until I was able to give him a proper VFR clearance through the zone. He routed to the North of the restricted area and I cleared him to set course for Glossop initially not above 1500ft. When he was over the city centre I gave him not above 2000ft VFR. He transited without further event. ☐</p> <p>Supplementary 18/09/2014:☐</p> <p>There is no excuse for this infringement given, I was aware of my position at all times throughout the flight and familiar with this airspace. The circumstances of the incident are as follows:- The leg from Burtonwood to Sail Park is close to Barton airspace but does not require entry, if however a call is made directly to Manchester on leaving Liverpool the usual response from Manchester is" have you called Barton". As this was an exceptionally nice evening Barton circuit was very busy and it took some time to get two-way with them and when I did they complained of poor clarity on the box, that had been working well from Ireland and later worked with Manchester! On realising my incursion into CAS I terminated</p>
201412846	12/09/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ2	G	Other	OTHER	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by an unknown aircraft.	<p>I was working as the SS INT controller. At approximately 0917 I observed a primary only contact enter the TMZ 2 stub. I kept a close watch on it as I had traffic downwind for runway 04. I told the A321 downwind that there was unknown traffic and I may have to give delaying vectors to avoid it. As the A321 was nearing a base leg turn I updated the pilot on the unknown traffic and asked if he was happy to continue being vectored behind it as I judged the unknown traffic to be tracking well away and continuing to track away and felt it best to continue vectoring the A321 onto final approach. The primary contact then set 0013. I made a transmission to raise the traffic, I asked Luton to do the same. It was listening out on the Luton frequency.</p>
201412849	11/09/2014	EGTT : London (FIR)	EGD406		G	Danger area	ZENAIR	Reciprocating	1	Infringement of Danger Area EGD406 (Class G) by a Zenair.	
201412859	12/09/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		D	CTR	CESSNA	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by a C152 at 2300ft. Standard separation maintained.	<p>A 7000 squawk was observed in EGNX CTR 2 miles NW of the airfield indicating 2.3A mode C. Several transmissions were made to ascertain if the aircraft was on frequency with no response. No inbound aircraft were affected by the infringer, departures were stopped as a precaution. It was eventually established through a phone call the pilot was a student pilot on a navigational exercise in a C152 on Birmingham frequency 118.050. The pilot was told to call East Midlands radar on 134.175 which he duly did and was told to squawk 4552. By this time the pilot had left controlled airspace and was clearly lost. He was transferred to Director on 120.125 as radar was very busy. The pilot was then given navigational assistance and transit back through the CTR towards his home airfield of Leicester (EGBG). Visibility was 9999, cloud base of 3300ft, QNH 1024.</p>
201412914	13/09/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	17 NE	D	CTA	OTHER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a microlight at 3400ft. Standard separation maintained.	<p>I became aware of an AIW alert just North of DESIG [Class D airspace, MAN CTA-3, 3000-3500'], traffic squawking 7000 and indicating 3400' north-westbound. I suspected it might have been a microlight, who had called previously and was under a Basic Service. The pilot had been instructed to remain outside CAS, and had read this back - at that point the a/c was below radar cover in the Pennines area. In response to the AIW alert, I issued the microlight with a squawk of 7351 - shortly afterwards this confirmed the infringing aircraft. I checked his level and the pilot confirmed he was at 3400' on our QNH of 1028. I informed him that he was actually inside CAS, but as there was no other traffic to affect him, cleared him to transit CAS not above altitude 3500', and placed him under a Radar Control Service. This was read back and complied with. Shortly afterwards the aircraft left CAS to the north-eastern corner of our zone. I issued another position report to the pilot and downgraded his service to a Basic Service. Shortly thereafter he requested a change to London Information, and left the frequency. There was no impact upon operations (apart from a slight increase in controller workload whilst resolving the situation) and no loss of separation.</p>

201412915	14/09/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		G	Other	VANS	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by an RV9. Traffic info given.	Whilst performing my duties as the Essex Radar/Stansted Director, I observed an unknown aircraft penetrate the Stansted TMZ 2 without a corresponding Mode A/C. I immediately stopped vectoring 2 aircraft downwind for RWY04 and informed the pilots of the reason why. It was discovered by conversation with North Weald Tower that the offending aircraft was an RV9, inbound to, and in communication with North Weald. The pilot reported to North Weald that he had forgotten to switch on his SSR which he then duly did. On observing the SSR of the RV9, I recommenced vectoring the inconvenienced aircraft to RWY04.
201412916	13/09/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ2	G	Other	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft. Traffic info given.	At approximately 1742 as I was turning an A319 onto a closing heading for R/W04 and I noticed a 7010 with no Mode C. I passed traffic to the A319 and kept it coming inbound to final approach as the heading I gave took it away from the unknown traffic which was passing behind the A319. The 7010 then left the TMZ 2 to the West. At 1748 the SS FIN controller then observed another 7010 with no Mode C. This did not affect operations. FIN called SX to see if they were still working it. But it then switched to 7000. The callsign for this unknown traffic given by SX.
201412918	14/09/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	PIPER	Reciprocating	1	Possible infringement of the Stansted CTA (Class D) by a PA28R, indicating 2100ft. Standard separation maintained.	Whilst performing my duties as the Stansted Final Director I observed a PA28R, identified by Mode S, enter the southerly Stansted CTA with an indicated Mode C of 2100ft. CAA Closure: Pilot error. The root cause of this incident was lack of spatial awareness. The infringement test has been passed. Warning letter sent.
201412924	13/09/2014	EGTT : London (FIR)	EGNR : Hawarden	12nm W	A	Other	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of Airway N864 (Class A) by an Ikarus C42 at 3400ft. Standard separation maintained.	I was the duty ADI controller when Ikarus C42 called at 1042 for a Basic Service. The pilot reported approximately 12nm West of Hawarden and all additional details from the aircraft were obtained and as the aircraft had reported at Alt 3700ft, I reminded the pilot to remain outside controlled airspace (ROCAS) and informed him that the base of CAS in the vicinity of Hawarden was Alt 3000ft - the pilot acknowledged this. A 7000 SSR Code matching the position of the pilots report was unofficially observed on the ATM with no mode C displayed. At approx 1049 I asked the pilot what his current altitude was and he reported that he was at Alt 3400ft. I asked him his position and he replied that his GPS was indicating 4 miles SSW of Hawarden. I responded by informing him that based on his position and altitude report I believed he was inside CAS and that the current cloud base was BKN010. The pilot responded by informing me that he was descending accordingly and subsequently reported at Alt 1000ft approx 3 mins later. Liverpool radar was subsequently informed of the aircraft details. The weather at the time was 16009 9000 BKN010 16/13 Q1029.
201412925	14/09/2014	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	17 S	A	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Leeds CTR (Class D) by an R2160 at an indicated FL55. Standard separation maintained.	At 1720Z Leeds phoned me (the North and East combined Planner) and mentioned a 7000 squawk just 17 miles South of Leeds airfield, and displayed as a CAIT infringer on the radar, at FL50, where the base was 3.5A. Neither us or Leeds Radar knew about that traffic. The traffic continued to move North and climbing very slowly to FL55, then he turned to the NE penetrating the Leeds Area, and shortly after heading towards its destination, as later found, Sherburn-in-Elmet. The traffic was an R2160.

201412930	14/09/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	11nm 060deg	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 3400ft. Standard separation maintained.	At time 1413 a 7000 squawk indicating 3400 feet was observed tracking towards the Solent CTA to the NE of Bishops Waltham. I made several blind calls to this traffic with no reply, as it entered CAS bearing 060deg from SAM at 11nm, and tracked southbound. Farnborough Radar telephoned my ATSA as the infringement occurred and asked whether that particular a/c had called us, as it was an a/c that they had been working and had asked to call Solent Radar. The aircraft's details were passed as a PA28 routing EGTB to EGHA. After the a/c left CAS I was too busy to continue to track it, however that particular callsign did call me later, wishing to track under CAS westbound. No operational impact. □ Supplementary 19/09/14: □ The route has been flown approx six previous occasions over the past five years. This was the first time with an easterly wind. I was looking into the sun in slightly hazy conditions. Due to this and a warning from Farnborough Radar of intense glider activity at Lasham, I changed course to fly West (downwind) of Lasham, the opposite side from normal. Thereafter, I applied 10deg correction to my course plus 10deg of drift for the forecast wind as per F214. Since my nav is normally very accurate, I was not at all worried about this deviation to plan. However, it did mean that features that I would normally use to confirm my track (Petersfield and the A3 dual carriageway) were not available to me. But the approaching coastline looked "normal". The sun and slight haze meant that precise features on the coastline (ie more than just land and water) were identified much later than would normally be expected. At this stage I realised I was lined up with Southsea Island instead of
201412940	14/09/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	NW	D	CTR	BEECH	Reciprocating	1	Infringement of the London CTR (Class D) by a Beech 36. Standard separation maintained.	Beech 36 was seen to infringe the London Control Zone setting off CAIT. Beech 36 penetrated the north west corner of the CTR tracking east with no Mode C height information. After tracking east for a while he eventually turned to the north and left the zone before landing at Denham (EGLD). I had an inbound on frequency at FL80 in the vicinity of the Beech 36 and turned him away to ensure the contacts didn't merge.
201412943	14/09/2014	EGTT : London (FIR)	EGNE : Repton/Gamston	4 NNE	D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by a PA28 at 2000ft. Standard separation maintained.	A 7000 squawk was observed entering CAS North of GAM at 2000ft in the portion that has a base of 1500ft. The a/c tracked towards Daneshill Lake VRP and then left CAS. EGNE were contacted as the a/c appeared to have departed from them, they said it could possibly have been a PA28. A VFR zone transit was given traffic info against the infringer. The 7000 was observed changing to a Waddington squawk, Waddington were contacted and confirmed the a/c was a PA28 that had departed EGNE. The pilot then called to apologise on the frequency.
201413064	10/09/2014	EGTT : London (FIR)	EGBO : WOLVERHAMPTON		G	ATZ	OTHER	Turboshaft	1	Infringement of the Halfpenny Green ATZ (Class G) by a military helicopter.	Circuit active, traffic info given by ATC. No RT call received. Pilot later phoned to apologise. Wx 9kms in HZ.
201413066	09/09/2014	EGTT : London (FIR)	EGHO : Thruxton		G	ATZ	GROB	Reciprocating	1	Infringement of the Thruxton ATZ (Class G) by a G115.	

201413073	16/09/2014	EGTT : London (FIR)	BPK	065 15nm	G	Other	EUROCOPTER	Turboshaft	1	Infringement of the Stansted TMZ2 (Class G) by an EC120. Traffic info given.	I was mentoring when we noticed a 7000 contact with no Mode Charlie exiting the North Weald traffic zone and tracking through TMZ2. Trainee took an effective precautionary turn on a B737 to avoid this traffic and went downwind right hand with an appropriate check initiated with the tower controller. Farnborough LARS were contacted once the 5020 transponder was observed and confirmed they were talking to the traffic with no Mode Charlie.
201413127	17/09/2014	EGTT : London (FIR)	EGD406		G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area EGD406 (Class G) by a PA28 at 300ft.	
201413158	18/09/2014	EGTT : London (FIR)	EGLM : White waltham	3nm S	D	CTR	NORD	Reciprocating	1	Infringement of the Heathrow CTR (Class D) by an unknown a/c squawking 7000 indicating 1100ft, resulting in losses of separation with Heathrow inbounds. A/c identified as a Nord 1002.	An a/c was observed on a 7000 squawk infringing the London CTR SE of White Waltham. It was on a southerly track indicating altitude 1100 ft. The a/c changed to a Farnborough LARS squawk 0430 and details of the flight were gained from phoning them.☐ Supplementary 24/09/14:☐ Nord 1002 observed to leave the White Waltham LFA tracking SSW and subsequently infringed the London CTR, with Mode C indicating 1,100 feet unverified. As the a/c was already South of and tracking away from 09L final approach no action was taken with inbounds on 09L final. The infringing a/c was subsequently observed to leave the London CTR.☐ Supplementary 25/09/14:☐ I was the Trainee Controller under the supervision of my OJTI 10 minutes after plugging in to console. I was working Farnborough Approach and Farnborough LARS West positions bandboxed working towards my Level 3 check. Whilst working light traffic, a pilot called up on the Farnborough LARS West frequency requesting a Basic Service who was currently squawking 7000 at 1.4A just departed White Waltham. Upon looking at the Radar around the White Waltham area, there was one a/c in the vicinity squawking 7000 at 1.4A about 2 miles inside the Heathrow Control Zone tracking South. Based on no other a/c being in the area at the time, I was confident that this was the a/c who had requested a service from Farnborough LARS. I informed the pilot that I believed he was inside CAS and to track West immediately in order to be outside CAS. When the radar return suggested the pilot was now
201413158	18/09/2014	EGTT : London (FIR)	EGLM : White waltham	3nm S	D	CTR	BOEING	Turbofan	4	Infringement of the Heathrow CTR (Class D) by an unknown a/c squawking 7000 indicating 1100ft, resulting in losses of separation with Heathrow inbounds. A/c identified as a Nord 1002.	An a/c was observed on a 7000 squawk infringing the London CTR SE of White Waltham. It was on a southerly track indicating altitude 1100 ft. The a/c changed to a Farnborough LARS squawk 0430 and details of the flight were gained from phoning them.☐ Supplementary 24/09/14:☐ Nord 1002 observed to leave the White Waltham LFA tracking SSW and subsequently infringed the London CTR, with Mode C indicating 1,100 feet unverified. As the a/c was already South of and tracking away from 09L final approach no action was taken with inbounds on 09L final. The infringing a/c was subsequently observed to leave the London CTR.☐ Supplementary 25/09/14:☐ I was the Trainee Controller under the supervision of my OJTI 10 minutes after plugging in to console. I was working Farnborough Approach and Farnborough LARS West positions bandboxed working towards my Level 3 check. Whilst working light traffic, a pilot called up on the Farnborough LARS West frequency requesting a Basic Service who was currently squawking 7000 at 1.4A just departed White Waltham. Upon looking at the Radar around the White Waltham area, there was one a/c in the vicinity squawking 7000 at 1.4A about 2 miles inside the Heathrow Control Zone tracking South. Based on no other a/c being in the area at the time, I was confident that this was the a/c who had requested a service from Farnborough LARS. I informed the pilot that I believed he was inside CAS and to track West immediately in order to be outside CAS. When the radar return suggested the pilot was now
201413158	18/09/2014	EGTT : London (FIR)	EGLM : White waltham	3nm S	D	CTR	BOEING	Turbofan	2	Infringement of the Heathrow CTR (Class D) by an unknown a/c squawking 7000 indicating 1100ft, resulting in losses of separation with Heathrow inbounds. A/c identified as a Nord 1002.	An a/c was observed on a 7000 squawk infringing the London CTR SE of White Waltham. It was on a southerly track indicating altitude 1100 ft. The a/c changed to a Farnborough LARS squawk 0430 and details of the flight were gained from phoning them.☐ Supplementary 24/09/14:☐ Nord 1002 observed to leave the White Waltham LFA tracking SSW and subsequently infringed the London CTR, with Mode C indicating 1,100 feet unverified. As the a/c was already South of and tracking away from 09L final approach no action was taken with inbounds on 09L final. The infringing a/c was subsequently observed to leave the London CTR.☐ Supplementary 25/09/14:☐ I was the Trainee Controller under the supervision of my OJTI 10 minutes after plugging in to console. I was working Farnborough Approach and Farnborough LARS West positions bandboxed working towards my Level 3 check. Whilst working light traffic, a pilot called up on the Farnborough LARS West frequency requesting a Basic Service who was currently squawking 7000 at 1.4A just departed White Waltham. Upon looking at the Radar around the White Waltham area, there was one a/c in the vicinity squawking 7000 at 1.4A about 2 miles inside the Heathrow Control Zone tracking South. Based on no other a/c being in the area at the time, I was confident that this was the a/c who had requested a service from Farnborough LARS. I informed the pilot that I believed he was inside CAS and to track West immediately in order to be outside CAS. When the radar return suggested the pilot was now

201413212	02/09/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	13 SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an unknown aircraft at 3000ft. Traffic info given. Standard separation maintained.	Unverified 7000 squawk was observed to enter Birmingham CTA at 3000ft tracking northbound. At approx 7 DME from Birmingham airport the aircraft made a left turn to leave CAS. A phone call to Wellesbourne Mountford suggested that the aircraft may be a PA28 operating out of Bideford. The aircraft was tracked & after operating around Stratford made an approach to Wellsbourne. A phone call was again made to Wellesbourne who confirmed the aircraft's identity.
201413233	21/09/2014	EGTT : London (FIR)	BHD		A	Other	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of Airway N862 (Class A) by an unknown a/c squawking 7000 at 9700ft. A/c identified as an EV97. Standard separation maintained.	S6/9/36 reported an a/c in the vicinity of BHD infringing CAS. I asked D&D to track the a/c. It was subsequently identified by using the Mode S identifier as an EV97. The a/c initially headed S/SW and left CAS and then turned N/NE and infringed CAS once again. The a/c then left CAS to the NE.□ CAA Closure:□ Pilot error, loss of spatial/situational awareness. Warning letter issued.
201413291	21/09/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	7.4nm bearing 063	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA38 showing as a primary contact only. Standard separation maintained.	A primary contact was observed east of BWFA tracking northbound. The contact gradually turned NW and infringed CAS. The a/c was squawking 7000. Several blind calls were made but no answer. My coordinator phoned various units to see if they were working it but they were not.□ Supplementary 01/10/14:□ Decided to fly back home visual with map as an exercise old school ?? □ Supplementary 23/10/14:□ The a/c entered the Southampton Control Zone without a clearance, which was caused by a map reading error and adjusting the aircraft's track approximately 4 miles earlier than planned.
201413294	21/09/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	220 10nm	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) and TMZ2 (Class G) by a C172. Standard separation maintained.	Primary return was observed in EGSS TMZ2. Looked like it may have departed EGSX, so called them, but they had no traffic known in that direction. While on the phone to them, a Farnborough LARS squawk was selected by the a/c which also showed a Mode-C response indicating the a/c was inside EGSS CAS. I then spoke to Farnborough who identified the a/c, who they were instructing to descend immediately. No EGSS traffic was in the area at the time, so no action had to be taken to avoid the infringement.
201413294	21/09/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	220 10nm	D	Other	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) and TMZ2 (Class G) by a C172. Standard separation maintained.	Primary return was observed in EGSS TMZ2. Looked like it may have departed EGSX, so called them, but they had no traffic known in that direction. While on the phone to them, a Farnborough LARS squawk was selected by the a/c which also showed a Mode-C response indicating the a/c was inside EGSS CAS. I then spoke to Farnborough who identified the a/c, who they were instructing to descend immediately. No EGSS traffic was in the area at the time, so no action had to be taken to avoid the infringement.

201413324	19/09/2014	EGTT : London (FIR)	EGDY (YEO): Yeovilton	R/W04	G	ATZ	EUROCOPTER	Turboshaft	2	UK AIRPROX 2014/180 - EC135 and a Gardan GY80 at Yeovilton, in Class G airspace. Missed approach initiated by Gardan GY80.	CAA Closure:☐ This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the EC135 pilot flying into conflict with the Gardan GY80. Contributory Factors: 1. The EC135 pilot flew into a promulgated and active ATZ without ATC permission. 2. The EC135 pilot did not call on Yeovilton Tower frequency. A recommendation has been raised as a result of this AIRPROX.
201413324	19/09/2014	EGTT : London (FIR)	EGDY (YEO): Yeovilton	R/W04	G	ATZ	GARDAN	Reciprocating	1	UK AIRPROX 2014/180 - EC135 and a Gardan GY80 at Yeovilton, in Class G airspace. Missed approach initiated by Gardan GY80.	CAA Closure:☐ This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the EC135 pilot flying into conflict with the Gardan GY80. Contributory Factors: 1. The EC135 pilot flew into a promulgated and active ATZ without ATC permission. 2. The EC135 pilot did not call on Yeovilton Tower frequency. A recommendation has been raised as a result of this AIRPROX.
201413329	19/09/2014	EGTT : London (FIR)	Danger Area EGD036		G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area EG D036 (Class G) by a PA28 squawking 7000 at 3500ft.	I was controlling an a/c conducting a target tow within the Portsmouth Danger Areas D036, 037, 038, 039 & 040 up to 8000ft Portland QNH. I noticed a 7000 squawk crossing the FIR boundary at position 5003.47N00121.12W. At the same time I received a phone call from London Info informing me that they had received a call from the a/c stating he had crossed the FIR boundary and requested clearance to cross D036, upon realising he required clearance from Plymouth Mil he then called me on VHF. Initial reactions were to climb him to a safe altitude and give him a steer of 270 to clear the DA immediately. At the time the military a/c was NW of his position at a distance of approx' 26nm therefore I was content there was no immediate risk of collision. The PA28 was continuously monitored whilst inside D036 and vacated at 1133L at position 5012.57N 00134.46W.
201413367	21/09/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool		D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a PA28 at 1400ft. Standard separation maintained.	At 1025 a 7000 squawk was observed tracking west across the northern section of the Manchester LLR (Ashton area); its Mode C briefly indicated altitude 1400 which caused the AIW alert to trigger. Mode S data indicated the traffic to be a PA28. Shortly afterwards the squawk changed to 7366, and as the aircraft continued tracking west towards (and within a mile of) the Liverpool CTR, I called blind and obtained contact with the pilot. I advised him that his track was taking him towards the Liverpool zone, and suggested a right turn towards the north. No acknowledgement was received, but shortly afterwards the aircraft was observed to turn left and enter the Liverpool CTR. I advised the pilot that he had entered the Liverpool CTR and amended his squawk to 7356, at which point the aircraft was observed to continue the left turn to leave the Liverpool CTR back into the LLR. The aircraft entered CAS by approximately 1 mile. The squawk confirmed the aircraft ident. I telephoned Liverpool to advise them of the infringement; they advised that they had no traffic to affect. I was vectoring inbound IFR traffic from ROSUN - I kept this at FL60 to assist with separation, which based on the QNH of 1026hPa, was achieved with in excess of 5000'. The PA28 then continued (correctly) south through the LLR, before leaving and changing to Shawbury radar.
201413369	21/09/2014	EGTT : London (FIR)	MCT	Bearing 300 Range 15nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a PA28 initially squawking 7366 at 1300ft. Standard separation maintained.	At 1025 a 7000 squawk was observed tracking West across the northern section of the Manchester LLR (Ashton area); its Mode C briefly indicated altitude 1400 which caused the AIW alert to trigger. Mode S data indicated the traffic to be a PA28. Shortly afterwards the squawk changed to 7366, and as the a/c continued tracking West towards (and within a mile of) the Liverpool CTR, I called blind and obtained contact with the pilot. I advised him that his track was taking him towards the Liverpool zone, and suggested a right turn towards the North. No acknowledgement was received, but shortly afterwards the a/c was observed to turn left and enter the Liverpool CTR. I advised the pilot that he had entered the Liverpool CTR and amended his squawk to 7356, at which point the a/c was observed to continue the left turn to leave the Liverpool CTR back into the LLR. The a/c entered CAS by approximately 1 mile. The squawk confirmed the a/c ident. I telephoned Liverpool to advise them of the infringement; they advised that they had no traffic to affect. I was vectoring inbound IFR traffic from ROSUN - I kept this at FL60 to assist with separation, which based on the QNH of 1026hPa, was achieved with in excess of 5000'. A/c then continued (correctly) South through the LLR, before leaving and changing to Shawbury radar.

201413396	21/09/2014	EGTT : London (FIR)	EGKB (BQH): Biggin hill		G	ATZ	JODEL	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a Jodel D140 squawking 7000 with no Mode C. Departures from R/W03 were stopped.	A/c was seen to enter ATZ from the East without any radio calls or permission to enter. It then routed out of the ATZ to the NW. All departures on R/W03 were stopped. The a/c showed SSR code 7000 on ATM, with no Mode C. The a/c then changed heading and routed towards EGKR and changed SSR to EGKR code. EGKR were telephoned to get a/c details.
201413427	21/09/2014	EGTT : London (FIR)	MCT	Bearing 306 Range 12nm	D	CTA	CESSNA	Reciprocating	1	Possible infringement of Manchester CTA (Class D) by a C172 squawking 7000 with Mode C indicating 2600ft. Standard separation maintained.	The AIW alert activated on a 7000 squawk which was observed to be entering CAS North of Manchester (MAN CTA-1, Class D, 2500'-3500'). The Mode C indicated an altitude of 2600' and the a/c was observed to be descending slowly towards Barton. No Mode S registration data was available, and blind calls to the traffic were made without success. I telephoned the PC WAL sector who were working an outbound a/c on a WAL1S departure, about 6 or 7 miles South of this 7000 squawk, but was advised that no AIW/CAIT alert was activating there. During the course of this call, PC advised that AIW briefly activated as the unknown traffic then appeared to enter the Manchester control zone (CTR Class D, 2000'-3500' over the Barton local flying area) indicating 2100' but descending. By this time it appeared that 5 miles separation (and increasing) had been achieved and WAL required to take no avoiding action / traffic info. I telephoned Barton and requested they allocate squawk 7350 to inbound traffic working them from the North - this was observed, and confirmed the identity as a C172. The pilot subsequently telephoned the Manchester Watch Manager to apologise for his error - however it should be noted that, allowing for +/- 200' Mode C tolerance, the a/c may have been considered to be just below CAS throughout. No loss of separation occurred and there was very little impact on controller workload.
201413427	21/09/2014	EGTT : London (FIR)	MCT	Bearing 306 Range 12nm	D	CTA	UNKNOWN	Turbofan		Possible infringement of Manchester CTA (Class D) by a C172 squawking 7000 with Mode C indicating 2600ft. Standard separation maintained.	The AIW alert activated on a 7000 squawk which was observed to be entering CAS North of Manchester (MAN CTA-1, Class D, 2500'-3500'). The Mode C indicated an altitude of 2600' and the a/c was observed to be descending slowly towards Barton. No Mode S registration data was available, and blind calls to the traffic were made without success. I telephoned the PC WAL sector who were working an outbound a/c on a WAL1S departure, about 6 or 7 miles South of this 7000 squawk, but was advised that no AIW/CAIT alert was activating there. During the course of this call, PC advised that AIW briefly activated as the unknown traffic then appeared to enter the Manchester control zone (CTR Class D, 2000'-3500' over the Barton local flying area) indicating 2100' but descending. By this time it appeared that 5 miles separation (and increasing) had been achieved and WAL required to take no avoiding action / traffic info. I telephoned Barton and requested they allocate squawk 7350 to inbound traffic working them from the North - this was observed, and confirmed the identity as a C172. The pilot subsequently telephoned the Manchester Watch Manager to apologise for his error - however it should be noted that, allowing for +/- 200' Mode C tolerance, the a/c may have been considered to be just below CAS throughout. No loss of separation occurred and there was very little impact on controller workload.
201413436	23/09/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class D) by a C152 at 1000ft. Traffic info given. Standard separation maintained.	At approximately 14:45z, the C152 was seen on radar to enter the north-western corner of the London Class D Zone at 1100ft. An R44 helicopter from EGTF was approximately 8miles South of the C152 and was told about the traffic and that it was infringing CAS and was asked if he was happy to continue his routing northbound. The pilot of the R44 reported the traffic in sight and confirmed the a/c was approximately 100ft below. Northolt Radar then informed me that the C152 had called D&D reporting he was lost. D&D then provided assistance in returning the a/c to its intended landing aerodrome of EGLD. Although I had informed EGLL Tower Supervisor of the situation, I advised him that the a/c was far enough away that separation against departures was not an issue but to monitor the traffic in case he started to route towards Heathrow.
201413444	21/09/2014	EGTT : London (FIR)	EGKB (BQH): Biggin hill		G	ATZ	SUPERMARINE	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) and subsequent runway incursion by a Spitfire squawking 7000.	Aircraft make repeated attempts to establish 2 way communications on 129.400 however, the aircraft was suffering a receiver failure. As the pilot had not been given joining instructions it was expected that the aircraft would divert as the Airport Regulations as shown in the AIP state: "not available to aircraft unable to communicate with ATC" and the MATS Part 2 also indicates the same. The pilot then announced joining from the deadside although no mention of the runway in which he was joining for or the circuit direction was mentioned. 2 way communications was then briefly established after the aircraft had already entered the ATZ, the runway in use and QFE was passed to the pilot, at this time the pilot made mention that he had been unable to contact anyone else prior to me. The pilot was then given a "land after" as he had turned tight behind another aircraft but this was not read back as the receiver had failed again and the pilot had not heard this but landed anyway with an aircraft still on the runway. The aircraft then landed and taxied towards A4. Measures were underway to locate a ground vehicle to escort the aircraft across runway 11/29 as it was expected the pilot would not cross a runway without a clearance. The aircraft then crossed runway 11/29 without a clearance before the ground vehicle arrived. There was ample opportunity that the pilot could have shut down off of the taxiway without crossing a runway and then a vehicle could have been provided in order to escort the aircraft to its parking position or towed. At no stage was transponder code changed from 7000 to 7600 to indicate a radio failure.

201413447	21/09/2014	EGTT : London (FIR)	EGKB (BQH): Biggin hill		G	ATZ	PIPER	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by a PA28 at 1500ft.	The pilot made his first transmission passing altitude 1,500ft and climbing whilst already inside the ATZ. The historical track of the aircraft as shown on the ATM indicates that the aircraft had flown through the climbout runway 03/ final approach runway 21. The pilot appeared oblivious to the error.
201413501	27/09/2014	EGTT : London (FIR)	Hinton-in-the Hedges		G		MONNETT	Reciprocating	1	A/c flew through Hinton-in-the-Hedges parachute drop zone underneath two parachutists.	CAA Closure:☐ Pilot error. The root cause of this incident was poor airmanship. The pilot has been interviewed and has passed the on-line test. Warning letter sent.
201413519	24/09/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		D	CTR	OTHER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Steen Skybolt at 1800ft. Standard separation maintained.	Steen Skybolt infringed the top of the LLR at altitude 1800' from the North before turning toward EGCB. No other traffic was affected.☐ Supplementary 06/10/14:☐ I had been on a local aerobatic flight around Winterhill area at between 2,500ft and 3500ft and was returning to base at 1800ft QNH. Spontaneously realising that there was still a reasonable amount of daylight left before last landings, a decision was made to detour to the West via the overhead of a farm strip called Kenyon Hall Farm (which is situated just inside the low level route). A temporary loss of concentration caused me to forget that KHF is inside the LLR and so it never occurred to me to descend to 1300ft before entry into the low level corridor. On arrival back at EGCB I was asked if I would call Manchester ATC, I immediately realised what I had done.
201413521	24/09/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTA	CESSNA	Reciprocating	1	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.
201413521	24/09/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTA	AIRBUS	Turbofan	2	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.

201413525	24/09/2014	EGTT : London (FIR)	EGLF (FAB): Farnborough civil		Other	Other	PIPER	Reciprocating	1	Infringement of Farnborough CAS-T by a PA28R at 1300ft.	Investigations indicate that the pilot was unaware of CAS(T) having failed to check NOTAMS thoroughly before flight. ☐ CAA Closure: ☐ The pilot will mark CAS(T) on charts in the area of intended flight. The on line test has been taken and passed. A warning letter has been sent.
201413525	24/09/2014	EGTT : London (FIR)	EGLF (FAB): Farnborough civil		Other	Other	CANADAIR	Turbofan	2	Infringement of Farnborough CAS-T by a PA28R at 1300ft.	Investigations indicate that the pilot was unaware of CAS(T) having failed to check NOTAMS thoroughly before flight. ☐ CAA Closure: ☐ The pilot will mark CAS(T) on charts in the area of intended flight. The on line test has been taken and passed. A warning letter has been sent.
201413533	25/09/2014	EGTT : London (FIR)	BKY	3 NW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA/CTR (Class D) and by a C152 at 3500ft. Traffic info and avoiding action given. Standard separation maintained.	At 0853 an aircraft wearing a 7000 squawk entered the SS CTA at 3500ft indicated in the BKY area. Luton radar took avoiding action with an A319 who was in the vicinity at the time. I was acting as an OJT1 and my trainee dealt with the situation. The aircraft had Mode S and from that we obtained the registration. Blind calls were made on the Essex frequency to no avail. Check All was imposed. The aircraft then infringed the SS CTR at 1900 at Audley End and changed squawk to 7010. We called Andrewsfield and they confirmed he was inbound and on their frequency. We advised Andrewsfield of the position of the C152 and requested the aircraft leave the zone to the NE not above 1400ft. The aircraft tracked North but maintained 1600/1700ft. Inbound SS traffic received extended vectors to avoid. ☐ Supplementary 25/09/2014: ☐ I had received control of an A319 early from Essex radar. The a/c was level at 5000ft and I had turned it onto a closing heading for R/W26. At 08:53 an unknown a/c activated CAIT by entering CAS to the NW of the inbound, on a converging track. The unknown was indicating 3500ft where the base of CAS is 2500ft, with Mode S giving the callsign. I issued an avoiding action turn to the A319 and passed traffic info. The pilot stated they had the aircraft on TCAS, indicating 1600ft below. The unknown went on to further infringe the SS CTR, before eventually landing at Andrewsfield at 09:11.
201413533	25/09/2014	EGTT : London (FIR)	BKY	3 NW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA/CTR (Class D) and by a C152 at 3500ft. Traffic info and avoiding action given. Standard separation maintained.	At 0853 an aircraft wearing a 7000 squawk entered the SS CTA at 3500ft indicated in the BKY area. Luton radar took avoiding action with an A319 who was in the vicinity at the time. I was acting as an OJT1 and my trainee dealt with the situation. The aircraft had Mode S and from that we obtained the registration. Blind calls were made on the Essex frequency to no avail. Check All was imposed. The aircraft then infringed the SS CTR at 1900 at Audley End and changed squawk to 7010. We called Andrewsfield and they confirmed he was inbound and on their frequency. We advised Andrewsfield of the position of the C152 and requested the aircraft leave the zone to the NE not above 1400ft. The aircraft tracked North but maintained 1600/1700ft. Inbound SS traffic received extended vectors to avoid. ☐ Supplementary 25/09/2014: ☐ I had received control of an A319 early from Essex radar. The a/c was level at 5000ft and I had turned it onto a closing heading for R/W26. At 08:53 an unknown a/c activated CAIT by entering CAS to the NW of the inbound, on a converging track. The unknown was indicating 3500ft where the base of CAS is 2500ft, with Mode S giving the callsign. I issued an avoiding action turn to the A319 and passed traffic info. The pilot stated they had the aircraft on TCAS, indicating 1600ft below. The unknown went on to further infringe the SS CTR, before eventually landing at Andrewsfield at 09:11.
201413533	25/09/2014	EGTT : London (FIR)	BKY	3 NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTA/CTR (Class D) and by a C152 at 3500ft. Traffic info and avoiding action given. Standard separation maintained.	At 0853 an aircraft wearing a 7000 squawk entered the SS CTA at 3500ft indicated in the BKY area. Luton radar took avoiding action with an A319 who was in the vicinity at the time. I was acting as an OJT1 and my trainee dealt with the situation. The aircraft had Mode S and from that we obtained the registration. Blind calls were made on the Essex frequency to no avail. Check All was imposed. The aircraft then infringed the SS CTR at 1900 at Audley End and changed squawk to 7010. We called Andrewsfield and they confirmed he was inbound and on their frequency. We advised Andrewsfield of the position of the C152 and requested the aircraft leave the zone to the NE not above 1400ft. The aircraft tracked North but maintained 1600/1700ft. Inbound SS traffic received extended vectors to avoid. ☐ Supplementary 25/09/2014: ☐ I had received control of an A319 early from Essex radar. The a/c was level at 5000ft and I had turned it onto a closing heading for R/W26. At 08:53 an unknown a/c activated CAIT by entering CAS to the NW of the inbound, on a converging track. The unknown was indicating 3500ft where the base of CAS is 2500ft, with Mode S giving the callsign. I issued an avoiding action turn to the A319 and passed traffic info. The pilot stated they had the aircraft on TCAS, indicating 1600ft below. The unknown went on to further infringe the SS CTR, before eventually landing at Andrewsfield at 09:11.

201413533	25/09/2014	EGTT : London (FIR)	BKY	3 NW	D	CTR	AIRBUS	Turbofan	2	Infringement of the Stansted CTA/CTR (Class D) and by a C152 at 3500ft. Traffic info and avoiding action given. Standard separation maintained.	At 0853 an aircraft wearing a 7000 squawk entered the SS CTA at 3500ft indicated in the BKY area. Luton radar took avoiding action with an A319 who was in the vicinity at the time. I was acting as an OJTI and my trainee dealt with the situation. The aircraft had Mode S and from that we obtained the registration. Blind calls were made on the Essex frequency to no avail. Check All was imposed. The aircraft then infringed the SS CTR at 1900 at Audley End and changed squawk to 7010. We called Andrewsfield and they confirmed he was inbound and on their frequency. We advised Andrewsfield of the position of the C152 and requested the aircraft leave the zone to the NE not above 1400ft. The aircraft tracked North but maintained 1600/1700ft. Inbound SS traffic received extended vectors to avoid.☐ Supplementary 25/09/2014:☐ I had received control of an A319 early from Essex radar. The a/c was level at 5000ft and I had turned it onto a closing heading for R/W26. At 08:53 an unknown a/c activated CAIT by entering CAS to the NW of the inbound, on a converging track. The unknown was indicating 3500ft where the base of CAS is 2500ft, with Mode S giving the callsign. I issued an avoiding action turn to the A319 and passed traffic info. The pilot stated they had the aircraft on TCAS, indicating 1600ft below. The unknown went on to further infringe the SS CTR, before eventually landing at Andrewsfield at 09:11.
201413544	23/09/2014	EGTT : London (FIR)	EGHF : Lee-On-Solent	7.9nm bearing 133deg	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a DR400 squawking 7000 at 2800ft. Traffic info and avoiding action given.	At approx 1310z I observed a #7000 1nm North of EGHF tracking northbound indicating 2.3A and climbing. I tried on a number of occasions to raise this a/c on the frequency but no reply was gained. The a/c continued northbound and climbing. A DHC8 was airborne on a GWC departure. I issued an avoiding action heading of 110 to pass behind the unknown traffic as it appeared to climb to 2.8A unverified and continue northbound. When able I then replied to the DHC8 that the avoiding action was due to unknown traffic inside CAS. The unknown traffic turned South and left CAS. London TC gave the DHC8 a coordinated climb of FL80 and DCT OCK. The a/c was tracked and believed to have recovered to EGHF. No further details were confirmed.☐ Supplementary 26/09/14:☐ Whilst towing glider tug a/c infringed Solent CTA just North of Fareham. ☐ Supplementary 23/10/14:☐ The a/c entered the Solent Class D Control Area without a clearance whilst on a local flight from Lee-on-Solent. The infringement was caused by poor manual handling and a navigational error.The pilot apologised for the airspace infringement.
201413544	23/09/2014	EGTT : London (FIR)	EGHF : Lee-On-Solent	7.9nm bearing 133deg	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a DR400 squawking 7000 at 2800ft. Traffic info and avoiding action given.	At approx 1310z I observed a #7000 1nm North of EGHF tracking northbound indicating 2.3A and climbing. I tried on a number of occasions to raise this a/c on the frequency but no reply was gained. The a/c continued northbound and climbing. A DHC8 was airborne on a GWC departure. I issued an avoiding action heading of 110 to pass behind the unknown traffic as it appeared to climb to 2.8A unverified and continue northbound. When able I then replied to the DHC8 that the avoiding action was due to unknown traffic inside CAS. The unknown traffic turned South and left CAS. London TC gave the DHC8 a coordinated climb of FL80 and DCT OCK. The a/c was tracked and believed to have recovered to EGHF. No further details were confirmed.☐ Supplementary 26/09/14:☐ Whilst towing glider tug a/c infringed Solent CTA just North of Fareham. ☐ Supplementary 23/10/14:☐ The a/c entered the Solent Class D Control Area without a clearance whilst on a local flight from Lee-on-Solent. The infringement was caused by poor manual handling and a navigational error.The pilot apologised for the airspace infringement.
201413557	23/09/2014	EGTT : London (FIR)	East of Tamworth Mast		D	CTA	JODEL	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Jodel DR1050 squawking 0402 at 1700ft. Standard separation maintained.	Before takeoff I had looked at the 1/2 mill chart and decided that if I took off on R/W33 and turned right to pass North and East of the mast adjacent to the airfield, the mast being on the 1500/2000' CTA boundary. I would be NE of the 1500' section of CTA before getting to that level.....I was wrong. Fortunately I was using the 'listening squawk' procedure for Birmingham and they were able to call me and get me to descend. That said I believe I must have only just been above 1500' passing the CTR/CTA boundary. ☐ Supplementary 04/10/14:☐ 0010 squawk got airborne at 12:21 East of the Tamworth Mast (out of Shenstone) climbed 1700 feet. He was listening out and after called him identified and give him a service. He admitted the mistake and left the zone to the East and when arrived to his destination he called in with his details. Watch Manager on duty sent out questionnaire survey.
201413564	25/09/2014	EGTT : London (FIR)	Oulton Park	2nm West	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a R44 squawking 7356 indicating 1200ft. Standard separation maintained. Pilot apologised.	7356 (Manchester ATC discreet code) squawk observed crossing the southern boundary of the Liverpool CTR approx 8n SSE of Liverpool Airport indicating 1200ft. Manchester ATC called on the direct telephone line as soon as the squawk appeared and advised that the aircraft would be turning eastbound towards the Manchester Low Level route in order to vacate the Liverpool CTR. I advised them that I had no traffic to affect the routing. Manchester ATC identified the aircraft as an R44 routeing to Blackpool who had made a navigational error. No other aircraft affected. ☐ Supplementary 03/10/14:☐ Aircraft established contact south of the Low Level Route with the intention of transiting. I subsequently lost radar contact and tried blind transmissions to ascertain his position. The squawk appeared again just inside the Liverpool zone 2 nm west of Oulton Park. I managed to re-establish communication with the pilot and instructed him to route east to enter the LLR. I asked him to call the WM on landing at Blackpool. He was very apologetic:☐ Supplementary 10/10/14:☐ Bad weather caused re-routing and incorrect re-programming of GPS noted as contributory factors.

201413565	26/09/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	7nm SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) and Stansted TMZ 2 (Class G) by a PA28 indicating 1900ft. PA28 entered TMZ 2 showing as a primary contact only and subsequently appeared as an RT fail. Standard separation maintained.	PA28 squawking 0013 entered CAS at the SW corner of Stansted Zone indicating 1900ft, tracking South. CHECK WEST established. PA28 continued South for 2nm entering TMZ 2 and then turned off the transponder and thus became a primary contact, once the contact was clear of the TMZ 2 the transponder appeared as a 7000 for a few moments. Next PA28 then appeared as an RT fail and orbited 3nm South of BPK. PA28 landed at destination at 16:06. Further details were given by Elstree via GS airports. Blind transmissions made by myself and Luton INT. PA28 identified using Mode S.
201413602	26/09/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ1	G	Other	SCOTTISH AVIATION	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by a Bulldog.	7010 squawk which was identified using Mode S entered TMZ 1 without any Mode C indication. Aircraft was tracking NE.
201413606	26/09/2014	EGTT : London (FIR)	EGCB : Manchester/Barton		D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA28 squawking 7000, indicating 2300. AIW activated. Standard separation maintained.	At approximately time 1440Z the AIW alarmed in the vicinity of Barton with a return indicating 2300A and climbing. I called Barton, but due to the numerous returns in the vicinity was unable to click on the a/c to let them know its registration. DIR informed me it was PA28 and Barton said they would speak to him. The return continued to climb in the section of CTA with base 2500ft and converted to a Warton squawk. I phoned Warton and asked if they were working PA28. They were, and after a confirmation of QNH and the indicated altitude the return began to descend below 2000ft and below CAS. On coordination afterwards Warton said the pilot believed he was at 1800ft.☐ Supplementary 03/10/14:☐ A/c flying directly to me at 2,000 ft so I moved left (West) and climbed to give a good separation. I did not realise I was still in the Manchester CTA.
201413637	27/09/2014	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by an unknown aircraft squawking 4520, indicating 1500ft. Aircraft identified as a PA32. Standard separation maintained.	I observed an a/c with SSR Code 4520 (Oxford conspicuity) Mode C indicating 1500ft enter the CTR and track on an easterly heading remaining inside the CTR for approximately 3 miles towards Oxford airport. I requested traffic info from Oxford and they requested that the a/c, vacate the CTR. ☐ Supervisors Narrative:☐ I was the controller involved and ATCO IC. I requested traffic info from Oxford and they requested the a/c vacate the airspace. The a/c callsign was PA32. There were no other a/c inside the CTR at the time of this occurrence.☐ CAA Closure:☐ Pilot error, spatial awareness issue. Warning letter sent, on-line test passed.
201413649	28/09/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	15.7nm bearing 195deg	D	CTA	EUROPA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a Europa at 2700ft. Traffic info and avoiding action given. Standard separation maintained.	At approximately time 1035 I saw a 7000 squawk indicating 2700 feet heading for CAS, SW of Cowes. I pointed this out to the Solent Radar controller, who tried calling it with no success. As the contact entered, bearing 195 from SAM at 15nm, I gave avoiding action and traffic info to the DHC8 who was inbound to Southampton from the South, and do not believe that separation was lost. I also tried blind calling the traffic with no success. Bournemouth Radar were contacted but were not working the traffic. The contact left bearing 180 from SAM at 13nm, and was tracked for a short while tracking East along the coast. DHC8 inbound delayed by approximately 2 minutes due to the avoiding action.☐ Supplementary 09/10/14:☐ Failed to see line on chart indicating lowering of lower height limit from 3500 to 2000 ft. Change of chosen destination caused a lack of thorough flight planning. ☐ Supplementary 23/10/14:☐ The a/c entered the Solent Control Area without a clearance, which was caused by a map reading error in relation the base of the CTA.

201413649	28/09/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	15.7nm bearing 195deg	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by a Europa at 2700ft. Traffic info and avoiding action given. Standard separation maintained.	At approximately time 1035 I saw a 7000 squawk indicating 2700 feet heading for CAS, SW of Cowes. I pointed this out to the Solent Radar controller, who tried calling it with no success. As the contact entered, bearing 195 from SAM at 15nm, I gave avoiding action and traffic info to the DHC8 who was inbound to Southampton from the South, and do not believe that separation was lost. I also tried blind calling the traffic with no success. Bournemouth Radar were contacted but were not working the traffic. The contact left bearing 180 from SAM at 13nm, and was tracked for a short while tracking East along the coast. DHC8 inbound delayed by approximately 2 minutes due to the avoiding action.☐ Supplementary 09/10/14:☐ Failed to see line on chart indicating lowering of lower height limit from 3500 to 2000 ft. Change of chosen destination caused a lack of thorough flight planning. ☐ Supplementary 23/10/14:☐ The a/c entered the Solent Control Area without a clearance, which was caused by a map reading error in relation the base of the CTA.
201413650	28/09/2014	EGTT : London (FIR)	LON	18nm W	A	TMA	DIAMOND	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, climbing to 3000ft, resulting in loss of separation with three inbound aircraft. Infringer identified as a DA40. Traffic info given.	I was operating as the FIN controller when my INT S colleague pointed out to me that there was an infringer on about an 18mile final. A380 was going to be in conflict, so I turned it away and gave traffic info. I then vectored A380 around the infringer and made sure I kept it in CAS. I updated the traffic info as the situation developed. I am unsure if the a/c before the A380 lost separation as I had not seen the CAIT indication.☐ Additional information 30/09/14:☐ As a consequence of this event, separation was lost against three inbound a/c and a/c had to be vectored away and delayed. DA40 was identified as the aircraft involved using Mode S data. Radar pictures show DA40 within the LTMA with Mode C initially indicating 2600' (base CAS 2500'), but climbing to 3000' (initially evident as a 7000 squawk).☐ Supplementary 30/09/14:☐ I entered the EGTB QFE, but while I was looking out for other a/c around the circuit and lining up for a possible straight in approach, I failed to realise that the a/c, which was still on autopilot, was climbing due to the entering of the QFE and the fact that EGTB is Alt 510 ft. This in effect took me from just under 2500ft and clear of airspace up to 3,000 ft and into the LTMA. There was no instrument warning on the GPS. After I guess 2 minutes, still on autopilot, I reset for 1500 ft and began a 500 ft per minute descent. Neither I not my co pilot had any ideas we had infringed airspace at this time.
201413650	28/09/2014	EGTT : London (FIR)	LON	18nm W	A	TMA	AIRBUS	Turbofan	4	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, climbing to 3000ft, resulting in loss of separation with three inbound aircraft. Infringer identified as a DA40. Traffic info given.	I was operating as the FIN controller when my INT S colleague pointed out to me that there was an infringer on about an 18mile final. A380 was going to be in conflict, so I turned it away and gave traffic info. I then vectored A380 around the infringer and made sure I kept it in CAS. I updated the traffic info as the situation developed. I am unsure if the a/c before the A380 lost separation as I had not seen the CAIT indication.☐ Additional information 30/09/14:☐ As a consequence of this event, separation was lost against three inbound a/c and a/c had to be vectored away and delayed. DA40 was identified as the aircraft involved using Mode S data. Radar pictures show DA40 within the LTMA with Mode C initially indicating 2600' (base CAS 2500'), but climbing to 3000' (initially evident as a 7000 squawk).☐ Supplementary 30/09/14:☐ I entered the EGTB QFE, but while I was looking out for other a/c around the circuit and lining up for a possible straight in approach, I failed to realise that the a/c, which was still on autopilot, was climbing due to the entering of the QFE and the fact that EGTB is Alt 510 ft. This in effect took me from just under 2500ft and clear of airspace up to 3,000 ft and into the LTMA. There was no instrument warning on the GPS. After I guess 2 minutes, still on autopilot, I reset for 1500 ft and began a 500 ft per minute descent. Neither I not my co pilot had any ideas we had infringed airspace at this time.
201413650	28/09/2014	EGTT : London (FIR)	LON	18nm W	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, climbing to 3000ft, resulting in loss of separation with three inbound aircraft. Infringer identified as a DA40. Traffic info given.	I was operating as the FIN controller when my INT S colleague pointed out to me that there was an infringer on about an 18mile final. A380 was going to be in conflict, so I turned it away and gave traffic info. I then vectored A380 around the infringer and made sure I kept it in CAS. I updated the traffic info as the situation developed. I am unsure if the a/c before the A380 lost separation as I had not seen the CAIT indication.☐ Additional information 30/09/14:☐ As a consequence of this event, separation was lost against three inbound a/c and a/c had to be vectored away and delayed. DA40 was identified as the aircraft involved using Mode S data. Radar pictures show DA40 within the LTMA with Mode C initially indicating 2600' (base CAS 2500'), but climbing to 3000' (initially evident as a 7000 squawk).☐ Supplementary 30/09/14:☐ I entered the EGTB QFE, but while I was looking out for other a/c around the circuit and lining up for a possible straight in approach, I failed to realise that the a/c, which was still on autopilot, was climbing due to the entering of the QFE and the fact that EGTB is Alt 510 ft. This in effect took me from just under 2500ft and clear of airspace up to 3,000 ft and into the LTMA. There was no instrument warning on the GPS. After I guess 2 minutes, still on autopilot, I reset for 1500 ft and began a 500 ft per minute descent. Neither I not my co pilot had any ideas we had infringed airspace at this time.
201413650	28/09/2014	EGTT : London (FIR)	LON	18nm W	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, climbing to 3000ft, resulting in loss of separation with three inbound aircraft. Infringer identified as a DA40. Traffic info given.	I was operating as the FIN controller when my INT S colleague pointed out to me that there was an infringer on about an 18mile final. A380 was going to be in conflict, so I turned it away and gave traffic info. I then vectored A380 around the infringer and made sure I kept it in CAS. I updated the traffic info as the situation developed. I am unsure if the a/c before the A380 lost separation as I had not seen the CAIT indication.☐ Additional information 30/09/14:☐ As a consequence of this event, separation was lost against three inbound a/c and a/c had to be vectored away and delayed. DA40 was identified as the aircraft involved using Mode S data. Radar pictures show DA40 within the LTMA with Mode C initially indicating 2600' (base CAS 2500'), but climbing to 3000' (initially evident as a 7000 squawk).☐ Supplementary 30/09/14:☐ I entered the EGTB QFE, but while I was looking out for other a/c around the circuit and lining up for a possible straight in approach, I failed to realise that the a/c, which was still on autopilot, was climbing due to the entering of the QFE and the fact that EGTB is Alt 510 ft. This in effect took me from just under 2500ft and clear of airspace up to 3,000 ft and into the LTMA. There was no instrument warning on the GPS. After I guess 2 minutes, still on autopilot, I reset for 1500 ft and began a 500 ft per minute descent. Neither I not my co pilot had any ideas we had infringed airspace at this time.

201413661	28/09/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	9 NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a PA28 at 1500ft. Standard separation maintained.	PA28 from Barton to Caernarfon. Given a Basic Service in the Low Level Corridor but no clearance to cross CAS as I was busy with 3 IFR inbounds, Co-ordination with Hawarden on training traffic and other VFR flights. When I got back to the PA28 I noticed a primary contact orbiting NW of St Helens 3 miles inside CAS. This was identified. He was informed he had entered CAS and was given a clearance to cross not above 1500ft VFR. No other traffic was affected.
201413664	26/09/2014	EGTT : London (FIR)	R153 Hinkley Point		G	Restrict ed area	TAYLORCRAFT	Reciprocating	1	Infringement of R153 by a Taylorcraft F22A.	A/c was routing from EGHA to EGFH. The a/c called Cardiff in the Burnham-on-Sea area requesting to transit Cardiff CAS to Nash point at approx altitude 2000ft. This transit was not possible due to the proximity of this track to the R/W30 final approach and 12 climbout with pending IFR movements. The pilot was advised and alternative routings suggested either North via Cardiff City and the M4 or to the South of Cardiff CAS, remaining outside of CAS. The pilot elected to route South. The a/c was placed under a Basic Service and instructed to remain outside of CAS. At approx 1648 the DAIW safety net provided an alert that the a/c was approaching R153 (Hinkley Point) at altitude 1800ft. R153 is notified upto 2000ft altitude Wessex Regional (1021hpa). I advised the pilot and he acknowledged. However, the pilot did not appear to take corrective action and entered R153. I advised the pilot he was now inside R153 and repeatedly suggested corrective action.☐ Supplementary 08/10/14:☐ The incident will be included in the briefings to the local GA community this winter. The infringement email will be sent to the pilot.
201413785	30/09/2014	EGTT : London (FIR)	EGLC (LCY): London city	4NE	D	CTR	BEAGLE	Reciprocating	1	Infringement of London City CTR (Class D) by a B121 that lost separation with an a/c inbound to LHR and an a/c inbound to Biggin. London City departures stopped.	Unknown primary contact which had previously infringed the London City zone was 3 miles East of Brands Hatch when I took over Thames Radar. The contact made a 180deg turn and started to track back on the reciprocal route. I phoned EGLC and the AIR controller said he could see it on the ATM. The primary contact was identified by a LF LARS East aircraft as being a PA28 type at approximately 800ft. The a/c then re entered the London City zone on the Eastern edge abeam the KB 8nm ILS marker and tracked towards Belmarsh prison. As it entered CAS I confirmed departures had been stopped at EGLC and the SVFR controller applied a Check All. The contact turned North and tracked up the Eastern side of the Belmarsh Restricted Area before tracking NNE to leave the zone. EGLC confirmed it was a PA28 as it passed through final approach 2nm East of EGLC. Approximately 2nm South of EGSG the a/c turned and tracked East before turning North again. The contact was eventually lost South of EG SX. A primary contact reappeared briefly on the same track as the infringer before disappearing again approximately 1nm West of EG SX.☐ Appropriate CAA action is to be taken as a result of this incident.
201413785	30/09/2014	EGTT : London (FIR)	EGLC (LCY): London city	4NE	D	CTR	UNKNOWN	Unknown		Infringement of London City CTR (Class D) by a B121 that lost separation with an a/c inbound to LHR and an a/c inbound to Biggin. London City departures stopped.	Unknown primary contact which had previously infringed the London City zone was 3 miles East of Brands Hatch when I took over Thames Radar. The contact made a 180deg turn and started to track back on the reciprocal route. I phoned EGLC and the AIR controller said he could see it on the ATM. The primary contact was identified by a LF LARS East aircraft as being a PA28 type at approximately 800ft. The a/c then re entered the London City zone on the Eastern edge abeam the KB 8nm ILS marker and tracked towards Belmarsh prison. As it entered CAS I confirmed departures had been stopped at EGLC and the SVFR controller applied a Check All. The contact turned North and tracked up the Eastern side of the Belmarsh Restricted Area before tracking NNE to leave the zone. EGLC confirmed it was a PA28 as it passed through final approach 2nm East of EGLC. Approximately 2nm South of EGSG the a/c turned and tracked East before turning North again. The contact was eventually lost South of EG SX. A primary contact reappeared briefly on the same track as the infringer before disappearing again approximately 1nm West of EG SX.☐ Appropriate CAA action is to be taken as a result of this incident.
201413785	30/09/2014	EGTT : London (FIR)	EGLC (LCY): London city	4NE	D	CTR	BEECH	Turboprop	2	Infringement of London City CTR (Class D) by a B121 that lost separation with an a/c inbound to LHR and an a/c inbound to Biggin. London City departures stopped.	Unknown primary contact which had previously infringed the London City zone was 3 miles East of Brands Hatch when I took over Thames Radar. The contact made a 180deg turn and started to track back on the reciprocal route. I phoned EGLC and the AIR controller said he could see it on the ATM. The primary contact was identified by a LF LARS East aircraft as being a PA28 type at approximately 800ft. The a/c then re entered the London City zone on the Eastern edge abeam the KB 8nm ILS marker and tracked towards Belmarsh prison. As it entered CAS I confirmed departures had been stopped at EGLC and the SVFR controller applied a Check All. The contact turned North and tracked up the Eastern side of the Belmarsh Restricted Area before tracking NNE to leave the zone. EGLC confirmed it was a PA28 as it passed through final approach 2nm East of EGLC. Approximately 2nm South of EGSG the a/c turned and tracked East before turning North again. The contact was eventually lost South of EG SX. A primary contact reappeared briefly on the same track as the infringer before disappearing again approximately 1nm West of EG SX.☐ Appropriate CAA action is to be taken as a result of this incident.

201413799	30/09/2014	EGTT : London (FIR)	EGUW : Wattisham	22.6nm SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C152 flown by a student pilot who had been unsure of their position. Radar based navigational assistance was given until C152 pilot reported visual with intended airfield. Avoiding action given.	Student Pilot - Unsure of Position Approaching CAS. I was the radar controller at Wattisham when I received a telephone call from Earls Colne at approx. 12:40 informing me that they had a student on frequency, C152, on a navex that was unsure of his position and they would like me to provide radar-based navigational assistance. The pilot called at 12:41 and was identified on the Wattisham 247/22.6 at 1500', just inside of the Stansted CTR on the extended centreline of their runway. The a/c was turned immediately East and descended with his own terrain, to clear CAS. A telephone call was initiated to Essex Radar to confirm my actions and details of the a/c were passed, which were confirmed on a subsequent call. The a/c was vectored to the overhead of intended airfield and the airfield's position was called several times. Permission to enter the intended airfields ATZ at 1400' was granted. In the overhead of intended airfield, the pilot reported visual with the airfield and was transferred to freq 122.425. The 1150Z weather at Wattisham was giving 230/8, 20Km, nil, few/2000' with a 2000' wind 270/20.
201413833	29/09/2014	EGTT : London (FIR)	EGCB : Manchester/Barton	2 NNE	D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA28 at 2800ft. Standard separation maintained.	AIW NNE of EGCB northbound. Mode S identified the a/c as a PA28, climbed to A28. Telephoned EGCB and asked them to instruct a/c to descend. A/c descending as it left CAS. No inbounds or outbounds affected.☐ CAA Closure:☐ Pilot error, lack of situational awareness. A warning letter has been issued.
201413834	01/10/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	5.5 W	D	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class D) by a PA24 showing as a primary contact only. Separation lost.	Shortly after taking over the position, my trainee, noticed a primary contact just South of Burnham tracking South. He alerted Heathrow tower who advised they had also noticed it and during the conversation with them they advised that they had visual contact with an a/c in that location. Departures were suspended and the a/c tracked. Attempts were made to identify it through Fairoaks. White Waltham and Denham. D&D were also informed and a blind transmission was made. The a/c at various times was East of Ascot left the zone near White Waltham, re-entered, Northbound departures suspended again and flew towards Northolt who also tried to identify the a/c before eventually leaving again to the East of Denham. Luton was informed and advised of its position. Following tracing action, I was informed by the W/S of the identity of the a/c.☐ Supplementary 02/10/14:☐ A/c on take off flew in a very erratic manner before flying through the London CTR and allegedly landing wheels up at his destination. ☐ Supplementary 01/10/14: I was the VCR Supervisor when the the Air N departures controller brought to my attention a primary contact about 6nm to the West of Heathrow. The contact seemed to be tracking South following the Burnham Ascot low level route. Departures were stopped and coordination with TC and SVFR ensued. Two flights were turned early on northbound departures. I obtained visual contact with the traffic, it appeared to be a fast moving, low level, low wing light a/c. It then turned northbound and exited the zone eventually near White Waltham. Departures resumed temporarily and were then stopped
201413834	01/10/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	5.5 W	D	CTR	UNKNOWN	Unknown		Infringement of the London CTR (Class D) by a PA24 showing as a primary contact only. Separation lost.	Shortly after taking over the position, my trainee, noticed a primary contact just South of Burnham tracking South. He alerted Heathrow tower who advised they had also noticed it and during the conversation with them they advised that they had visual contact with an a/c in that location. Departures were suspended and the a/c tracked. Attempts were made to identify it through Fairoaks. White Waltham and Denham. D&D were also informed and a blind transmission was made. The a/c at various times was East of Ascot left the zone near White Waltham, re-entered, Northbound departures suspended again and flew towards Northolt who also tried to identify the a/c before eventually leaving again to the East of Denham. Luton was informed and advised of its position. Following tracing action, I was informed by the W/S of the identity of the a/c.☐ Supplementary 02/10/14:☐ A/c on take off flew in a very erratic manner before flying through the London CTR and allegedly landing wheels up at his destination. ☐ Supplementary 01/10/14: I was the VCR Supervisor when the the Air N departures controller brought to my attention a primary contact about 6nm to the West of Heathrow. The contact seemed to be tracking South following the Burnham Ascot low level route. Departures were stopped and coordination with TC and SVFR ensued. Two flights were turned early on northbound departures. I obtained visual contact with the traffic, it appeared to be a fast moving, low level, low wing light a/c. It then turned northbound and exited the zone eventually near White Waltham. Departures resumed temporarily and were then stopped
201413834	01/10/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	5.5 W	D	CTR	UNKNOWN	Unknown		Infringement of the London CTR (Class D) by a PA24 showing as a primary contact only. Separation lost.	Shortly after taking over the position, my trainee, noticed a primary contact just South of Burnham tracking South. He alerted Heathrow tower who advised they had also noticed it and during the conversation with them they advised that they had visual contact with an a/c in that location. Departures were suspended and the a/c tracked. Attempts were made to identify it through Fairoaks. White Waltham and Denham. D&D were also informed and a blind transmission was made. The a/c at various times was East of Ascot left the zone near White Waltham, re-entered, Northbound departures suspended again and flew towards Northolt who also tried to identify the a/c before eventually leaving again to the East of Denham. Luton was informed and advised of its position. Following tracing action, I was informed by the W/S of the identity of the a/c.☐ Supplementary 02/10/14:☐ A/c on take off flew in a very erratic manner before flying through the London CTR and allegedly landing wheels up at his destination. ☐ Supplementary 01/10/14: I was the VCR Supervisor when the the Air N departures controller brought to my attention a primary contact about 6nm to the West of Heathrow. The contact seemed to be tracking South following the Burnham Ascot low level route. Departures were stopped and coordination with TC and SVFR ensued. Two flights were turned early on northbound departures. I obtained visual contact with the traffic, it appeared to be a fast moving, low level, low wing light a/c. It then turned northbound and exited the zone eventually near White Waltham. Departures resumed temporarily and were then stopped

201413876	02/10/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		D	CTR	PIPER	Reciprocating	1	Infringement of Manchester CTA (Class D) by a PA28 at 2400ft. The a/c was observed to enter Manchester TMA (Class A) at 3500-3600ft (base 3500ft).	At 1440z a 7000 squawk was seen setting off the AIW system on the radar indicating 2100ft just North of Barton airfield. The a/c continued to climb to indicate 2400ft. Mode S gave the a/c as a PA28 and I advised Barton to pass on not above altitude 2000ft on Manchester QNH at the time this had no effect on the a/c. No IFR a/c were affected by the infringement. At 1447 the same a/c had moved North and set off the AIW near Rosun indicating 3500ft/3600ft after the previous infringement I turned an Embraer left 10deg to keep well clear of the PA28. I coordinated this turn with North P and advised them of the reason for it. WM was informed and EGCB were asked to get the pilot of the PA28 to call the WM after they had landed too. ☐ Supplementary 03/10/14: ☐ Normally (95% of the time) Barton operates from R/W09/27 and on this day R/W27 was indicated as in operation while preparing for the flight at Barton. Once in the a/c my initial radio call indicated that R/W20 was now in operation. R/W20 at Barton is very rarely used and I have not used this runway for many years. As R/W20 meant an initial departure to the South this placed me further South than normal so causing me to misjudge the time at which I could climb from below 2000ft to below 2500ft. ☐ CAA Closure: ☐ Pilot error, spatial awareness issue. Warning letter sent.
201413886	02/10/2014	EGTT : London (FIR)	EGSX : North Weald	270 3nm	G	Other	PIPER	Reciprocating	1	Infringement of the Stansted TMZ2 (Class G) by a PA24.	At 13.38 I became aware of a primary contact 3 miles West of EGSX tracking West. The contact was just inside TMZ2 which it left at 13.41. It was then 3.5 miles from BPK bearing 105deg. The contact then began to squawk 5020, which is a Farnborough LARS code. Farnborough informed me that the a/c was a PA24 routing EGSX to Hardwick. The infringement of TMZ2 had no effect on operations.
201413915	02/10/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	10nm North East	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a PA18 squawking 4360 at 1300ft. Standard separation maintained.	Manchester Radar called us to advise that an a/c that they were providing a service to may have drifted into the Liverpool CTR in the vicinity of Warrington (approximately 10 miles NE of Liverpool, (near the Burtonwood VRP). The a/c was identified as a PA18 on a photographic survey. We elected to have the a/c contact us for the remainder of the detail, but the a/c had already completed the westernmost part of the photo survey and spent the remainder of the time on frequency outside of the Liverpool zone. No other a/c were affected.
201413953	30/09/2014	EGTT : London (FIR)	Wethersfield				CESSNA	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a C152 indicating 1700ft. Traffic info given.	Working as Essex Radar bandboxed, at approx 1238 I spotted C152 in TMZ1 near Wethersfield indicating 1700 feet. I called him several times and asked Farnborough LARS and SS tower to do the same but to no avail. B737 was on a left base for R/W22 but had to be turned away from the ☐ infringing a/c. The a/c continued SW bound towards the Final Approach. At approx 1242, I noticed the a/c on a Wattisham squawk and was ☐ subsequently called by them. It was a student pilot who was unaware of their position. UW turned the a/c east bound to leave the zone.
201413953	30/09/2014	EGTT : London (FIR)	Wethersfield				BOEING	Turbofan	2	Infringement of the Stansted TMZ1 (Class G) by a C152 indicating 1700ft. Traffic info given.	Working as Essex Radar bandboxed, at approx 1238 I spotted C152 in TMZ1 near Wethersfield indicating 1700 feet. I called him several times and asked Farnborough LARS and SS tower to do the same but to no avail. B737 was on a left base for R/W22 but had to be turned away from the ☐ infringing a/c. The a/c continued SW bound towards the Final Approach. At approx 1242, I noticed the a/c on a Wattisham squawk and was ☐ subsequently called by them. It was a student pilot who was unaware of their position. UW turned the a/c east bound to leave the zone.

201413961	03/10/2014	EGTT : London (FIR)	Stansted TMZ 2		G	Restricted area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an unknown a/c. A/c identified as a C172.	At approximately 1435 an unknown contact entered TMZ 2 SW of North Weald. I put a check all on. I called North Weald to see if they were speaking to the unknown traffic which they said no. The unknown contact entered the CTR and then turned eastbound. It then showed 7010 with Mode C. I called North Weald to get the a/c callsign and type. No other traffic was affected.
201413962	03/10/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 280 Range 12nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C150 squawking 7000 at 2300ft. CAIT activated. Check all restriction placed on Luton outbounds. Standard separation maintained.	At approximately 1556 I saw a 7000/C return approach the north western zone boundary at 2300 feet. Shortly afterwards, the a/c entered CAS and. CAIT activated. I placed a Check All restriction on the Luton outbounds and gave traffic info to the tower. I also agreed a course of action in the event of the a/c on final to R/W26 carrying out a missed approach. The infringing a/c stayed inside CAS for about 7 minutes, eventually leaving to the West. I had made several blind calls using the aircraft's mode S ident to no avail. My colleague telephoned Halton, as he recognised the ident, and the a/c was transferred to me. I identified it (using a 4670 code and mode S) and after ensuring he knew his present position I suggested he returned to the Halton frequency. CAA Closure: Pilot error. Pilot focussing too much on the lesson to the detriment of navigation. Extensive debrief with Staff FE. Passed on-line test, warning letter sent.
201413965	07/10/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm South East	A	TMA	CESSNA	Reciprocating	1	Possible infringement of the Stansted CTR, CTA (Class D) and London TMA (Class A) by a C152 indicating 3600ft. CLN freeflows were suspended. See investigation under 201411066.	C152 indicating 3600' and turned magenta. As coordinator on NORTH I suspended CLN freeflow as a precautionary measure.The aircraft descended clear of CAS after SS tried a blind transmission on their frequency. A EGCL CLN departure was co-ordinated on a heading against this return however shortly after this was co-ordinated the infringing aircraft descended clear of CAS. No departures were delayed, and it didn't affect any other aircraft in the sector.
201413988	03/10/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	175 12nm	D	CTA	ZENAIR	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a Zenair CH601 (believed) at 4300ft. Standard separation maintained.	At 1012 observed a 7000 at 4300 feet North of Snitterfield (12nm S of EGBB) infringing the airspace. After several transmissions nobody contacted us and it was negative Mode C. Coventry and Wellesbourne haven't talked with it either. I was working another OCAS traffic in close proximity who confirmed that it is a low wing single engine aircraft. We observed the traffic, but went below radar coverage several time, so we lost his route and destination.
201413999	02/10/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6nm North East	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28 at 1300ft. Separation lost with B787 on a SAM departure.	PA28 entered the Redhill zone from the North at 2300ft. Redhill was informed and the a/c was asked to descend. A check on Gatwick right turn out departures was placed. A/c continued to track southeast bound at 1300ft . At this time SAM departure B787 was just getting airborne. B787 was instructed to be given to Gatwick FIN on 118.950 and also Redhill was asked to transfer PA28 to 118.950. All other Gatwick departures were stopped until the PA28 left the Gatwick zone. Supplementary 16/10/14: Bad visibility, low cloud and mist. Interference on the radio at Redhill. CAA Closure: Pilot error, spatial awareness. Passed on-line test, interviewed, flight with Staff FE.

201413999	02/10/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6nm North East	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a PA28 at 1300ft. Separation lost with B787 on a SAM departure.	PA28 entered the Redhill zone from the North at 2300ft. Redhill was informed and the a/c was asked to descend. A check on Gatwick right turn out departures was placed. A/c continued to track southeast bound at 1300ft . At this time SAM departure B787 was just getting airborne. B787 was instructed to be given to Gatwick FIN on 118.950 and also Redhill was asked to transfer PA28 to 118.950. All other Gatwick departures were stopped until the PA28 left the Gatwick zone.☐ Supplementary 16/10/14:☐ Bad visibility, low cloud and mist. Interference on the radio at Redhill. ☐ CAA Closure:☐ Pilot error, spatial awareness. Passed on-line test, interviewed, flight with Staff FE.
201414002	04/10/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	295 11nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 indicating 1900ft. Standard separation maintained.	A/c squawking 7000 infringed CTR in vicinity of Warrington (LLR) 1900ft. Mode S indicated a PA28. No traffic in vicinity, no response to blind call, Barton informed.☐ Supplementary 09/10/14:☐ I have completed this flight/route many times and usually maintain a listening watch on Manchester while squawking 7366 for identification purposes. Once I have reached Warrington town centre using the church as a land mark I then turn easterly onto a track of approximately 050 depending on wind conditions to head for Barton. Then once clear of the low level route climb to 1800 on Barton QFE to do a overhead join at Barton. I was advised by ATC that I had climbed to 1900 just to the East of Warrington. ATC also advised that there was no conflict with any other traffic. I do not recall going that high, I believe I climbed to 1800 QFE heading for Barton. I have done this many times with no issues and I am unclear as to how this happened. I do know I will take more care in future flights.
201414026	05/10/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	007 Deg 11.1nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA32. Traffic info given. Standard separation maintained.	At approximately 1441 I noticed a 0433 squawk outside CAS to the North of the Solent CTA but on a track which would shortly infringe. I telephoned Farnborough and they advised that they would transfer the traffic to me. The contact infringed at 1442. No call was received from any a/c and so I telephoned Farnborough again, who gave me the aircraft's details and advised that they had attempted to transfer it to me. The a/c eventually called while still inside the CTA. ☐ Supplementary 24/12/14:☐ The a/c entered the Solent Class D Control Area whilst in receipt of a service from Farnborough LARS West, although at the time it would appeared the a/c was not in two-way contact with the unit. The pilot reports a GPS failure, which may have been a contributory factor towards the infringement.
201414031	05/10/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	DIAMOND	Reciprocating	1	Infringement of the Luton CTR (Class D) by a DA40 at 2000ft. Separation lost.	A7000 indicating C1900/2000ft altitude entered EGGW zone in the SW corner. The contact made two orbits and then left CAS to the South. I was acting as an OJTl at the time.☐ Supplementary 27/1/2015: The rate of closure between the two aircraft was medium (110kts). The loss of separation was caused when DA40 infringed the Luton CTA bringing it in to confliction with AHO468K on approach to Luton. The controller was therefore unable to detect the potential conflict, formulate and execute a plan. The pilot contacted Coventry ATC to request navigational assistance. The incident was resolved by a/c(2) turning on to the final approach track away from the DA40.
201414031	05/10/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by a DA40 at 2000ft. Separation lost.	A7000 indicating C1900/2000ft altitude entered EGGW zone in the SW corner. The contact made two orbits and then left CAS to the South. I was acting as an OJTl at the time.☐ Supplementary 27/1/2015: The rate of closure between the two aircraft was medium (110kts). The loss of separation was caused when DA40 infringed the Luton CTA bringing it in to confliction with AHO468K on approach to Luton. The controller was therefore unable to detect the potential conflict, formulate and execute a plan. The pilot contacted Coventry ATC to request navigational assistance. The incident was resolved by a/c(2) turning on to the final approach track away from the DA40.

201414034	05/10/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	VANS	Reciprocating	1	infringement of the Luton CTR (Class D) by a Vans RV6 at 1900ft. Standard separation maintained.	At 1344 I was on duty as GW INT U/T with my instructor. I noticed a 7000 sqk enter the SW corner of the Luton CTR at A1.9. I called the tower to check departures. One was lined up on the runway but was held due to the check all. The 7000 sqk tracked east before realising its mistake and headed south to leave the CTR. When it left the CTR freeflow was resumed. No separation was lost and no inbounds were delayed. It was traced to EGML and landed at 1401.
201414036	05/10/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	210 8nm	D	CTA	SCHEIBE	Reciprocating	1	Infringement of the Bristol CTA (Class D) by an SF25 at 4600ft. Standard separation maintained.	Halesland Block A was active up to 4000ft. The SF25 infringed Bristol CAS between 4000ft and 4600ft approximately 1-2nm SW of Cheddar reservoir whilst towing gliders on a 7000 squawk. The Bristol Radar 2 controller made contact with the a/c on 125.650 and asked the pilot to call the Bristol ATC Watch manager after landing. No other a/c were affected.☐ Supplementary 14/10/14:☐ While aero-towing a glider to a pre-requested release height of 5000 QNH (Block "A" having been opened by our duty instructor) we climbed directly overhead Halesland Airfield in a westerly direction. I appreciated we were apporoaching the western limit of block "A" and turned onto a reciprocal easterly heading (via South) , navigation was a little compounded by the glider doing various exercises behind the tow, which put additional responsabilites on me. After leveling the wings I heard the Bristol ATC requesting identification of an a/c in my position and at my height. I responded to that request, for although I was monitoring the frequency I do not hold a radio licence. I contacted Bristol ATC on landing.
201414037	05/10/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	184 Deg 12.6nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 at 2000ft. Standard separation maintained.	AIW alarmed for a 0452 squawk indicating 2000ft West of Cowes by 4nm. I contacted EGLF to check the level and intentions of the 0452. The EGLF ATCO confirmed that the 0452 squawk had been validated and verified and was at 2000ft. I advised the EGLF ATCO that at 2000ft the a/c was inside the Solent CTA. The EGLF ATCO said he could not see it. I asked for the details of the a/c. The 0452 squawk continued east bound and left the Solent CTA before climbing further.☐ Supplementary 09/10/14:☐ The day following my flight, I was asked to contact Southampton regarding an infringement. The conversation I had revealed to me that: When returning to Fair Oaks from the Needles, along the North coast of the IoW, approximately 1.5 to 1 nm West of Cowes, I climbed to a height of approximately 2100 feet, breaking the 2000 restriction by some 100 feet. I am aware of the restriction, and thought I was clear of the Solent CTA as I approached Cowes. Having had time to reflect on my error, I can only think I allowed myself to become distracted by another a/c - I think a PA-28 - flying below and in my 2 o'clock position, I think he was circuiting Cowes. I watched this a/c as it flew underneath and behind me, northwards towards Lee-on-Solent. I should think he was flying at around the 500 feet level, but I can't be sure. He was certainly not a problem to me; nevertheless, I wanted to keep an eye on him. This circumstance may offer some reason as to why I broke the 2000 feet restriction when approaching Cowes. I was unaware of this until my conversation with Southampton. Needless to say, I am very sorry for it. ☐
201414040	05/10/2014	EGTT : London (FIR)	EGCB : Manchester/Barton		D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA24 at 2200ft. Standard separation maintained.	At approximately time 1515Z the AIW indicated a return squawking 7000 leaving Barton from the north indicating A22 and climbing. Barton were phoned immediately and when able we identified the a/c. Barton instructed the a/c he had infringed CAS at which point he began to descend to remain beneath CAS.
201414084	05/10/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	Bearing 080 Range 6nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR by a C182. Check all put in place and A319 broken off approach. Traffic info and avoiding action given.	Working as OJT1 on Radar 1 I noticed a primary only contact approaching the CTR from the East tracking Westbound which I pointed out to my trainee to ensure that he was aware of a possible zone infringement. A 'check all' was put in place with the Tower and they were asked to look out for the traffic☐ once it had infringed to see if they could make out an a/c type. A blind transmission was made to ascertain whether or not the a/c was on listening out on RAD 1 frequency and a phone call made to Coventry to find out if they were working the a/c. When the a/c infringed an A319 had just turned onto the ILS which was broken off at 3000 feet and vectored out to the West along with an EMB170. The infringing a/c continued to fly towards the airfield and when SE by 2 miles looked as though it may make an approach to R/W33, however the a/c orbited and started tracking toward Coventry. An inbound A321 was inbound to Honiley and was given vectors to remain at least 5 miles away from the infringer. Coventry rang to say that the infringer had called them and was a C182 and the a/c proceeded to Coventry. Check All was lifted and inbounds vectored for approaches. Delay to the A319 and EMB170 was approximately 10 minutes, but minimal to the A321.

201414084	05/10/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	Bearing 080 Range 6nm	D	CTR	AIRBUS	Turbofan	2	Infringement of the Birmingham CTR by a C182. Check all put in place and A319 broken off approach. Traffic info and avoiding action given.	Working as OJTI on Radar 1 I noticed a primary only contact approaching the CTR from the East tracking Westbound which I pointed out to my trainee to ensure that he was aware of a possible zone infringement. A 'check all' was put in place with the Tower and they were asked to look out for the traffic: once it had infringed to see if they could make out an a/c type. A blind transmission was made to ascertain whether or not the a/c was on listening out on RAD 1 frequency and a phone call made to Coventry to find out if they were working the a/c. When the a/c infringed an A319 had just turned onto the ILS which was broken off at 3000 feet and vectored out to the West along with an EMB170. The infringing a/c continued to fly towards the airfield and when SE by 2 miles looked as though it may make an approach to R/W33, however the a/c orbited and started tracking toward Coventry. An inbound A321 was inbound to Honiley and was given vectors to remain at least 5 miles away from the infringer. Coventry rang to say that the infringer had called them and was a C182 and the a/c proceeded to Coventry. Check All was lifted and inbounds vectored for approaches. Delay to the A319 and EMB170 was approximately 10 minutes, but minimal to the A321.
201414084	05/10/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	Bearing 080 Range 6nm	D	CTR	EMBRAER	Turbofan	2	Infringement of the Birmingham CTR by a C182. Check all put in place and A319 broken off approach. Traffic info and avoiding action given.	Working as OJTI on Radar 1 I noticed a primary only contact approaching the CTR from the East tracking Westbound which I pointed out to my trainee to ensure that he was aware of a possible zone infringement. A 'check all' was put in place with the Tower and they were asked to look out for the traffic: once it had infringed to see if they could make out an a/c type. A blind transmission was made to ascertain whether or not the a/c was on listening out on RAD 1 frequency and a phone call made to Coventry to find out if they were working the a/c. When the a/c infringed an A319 had just turned onto the ILS which was broken off at 3000 feet and vectored out to the West along with an EMB170. The infringing a/c continued to fly towards the airfield and when SE by 2 miles looked as though it may make an approach to R/W33, however the a/c orbited and started tracking toward Coventry. An inbound A321 was inbound to Honiley and was given vectors to remain at least 5 miles away from the infringer. Coventry rang to say that the infringer had called them and was a C182 and the a/c proceeded to Coventry. Check All was lifted and inbounds vectored for approaches. Delay to the A319 and EMB170 was approximately 10 minutes, but minimal to the A321.
201414084	05/10/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	Bearing 080 Range 6nm	D	CTR	AIRBUS	Turbofan	2	Infringement of the Birmingham CTR by a C182. Check all put in place and A319 broken off approach. Traffic info and avoiding action given.	Working as OJTI on Radar 1 I noticed a primary only contact approaching the CTR from the East tracking Westbound which I pointed out to my trainee to ensure that he was aware of a possible zone infringement. A 'check all' was put in place with the Tower and they were asked to look out for the traffic: once it had infringed to see if they could make out an a/c type. A blind transmission was made to ascertain whether or not the a/c was on listening out on RAD 1 frequency and a phone call made to Coventry to find out if they were working the a/c. When the a/c infringed an A319 had just turned onto the ILS which was broken off at 3000 feet and vectored out to the West along with an EMB170. The infringing a/c continued to fly towards the airfield and when SE by 2 miles looked as though it may make an approach to R/W33, however the a/c orbited and started tracking toward Coventry. An inbound A321 was inbound to Honiley and was given vectors to remain at least 5 miles away from the infringer. Coventry rang to say that the infringer had called them and was a C182 and the a/c proceeded to Coventry. Check All was lifted and inbounds vectored for approaches. Delay to the A319 and EMB170 was approximately 10 minutes, but minimal to the A321.
201414264	08/10/2014	EGTT : London (FIR)	EGLC (LCY): London city	315 6nm	D	CTA	PIPER	Reciprocating	1	Infringement of the London City CTA (Class D) by a PA28 at 2000ft.	On duty as LL SVFR when I noticed a EGLF LARS North a/c squawking 5020 and indicating 2000 feet on Mode turning South very close to the northern boundary of the EGLC CTA. This a/c then entered the EGLC CTA causing CAIT to activate. I rang EGLF LARS North immediately who advised that the a/c was being instructed to turn northbound to leave CAS as well as stopping departures from EGLC R/W 27 as a precaution until I had verified that the infringing a/c was under positive control and had left CAS. At the time of infringement a EGLC departure was airborne but was north of EGLC and heading away from the conflicting traffic. Supplementary 08/10/2014: I was working as the LARS North Controller on a quiet bandboxed LARS North and East Sector. PA28 was handed over to me from the LARS West controller at 1312z passing EGTB Eastbound. I changed the aircraft's squawk to 5020 and gave him the London QNH of 994HPa. The pilot informed me that he was going to be routing along the top of the London Zone and I acknowledged this. On passing EGTR the pilot told me that he was going to be turning in 3 minutes and if this was ok. I cannot remember if he mentioned a direction of turn. I replied affirm, assuming he would be turning North towards Duxford - his destination. The pilot called me again a few minutes later to say that he would be turning right towards a beacon. I asked if it was the BPK as this was the VOR to the North of him enroute to Duxford. He replied no, a gave me a 5 letter beacon that I was not familiar with. I assumed that this Beacon he wanted to turn towards was to the North on the way to Duxford so
201414267	07/10/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	14nm N	D	CTA	CESSNA	Reciprocating	1	Possible infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000, indicating 3700ft. Aircraft identified as a C172.	A7000 indicating C3700ft tracking East infringed Luton CAS where the base is 3500ft. The contact was tracked and seen to land at time 16:53 and the details of the a/c were obtained from landing airfield.

201414290	13/09/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	270 10nm	D	CTR	SCOTTISH AVIATION	Unknown		Infringement of the London CTR (Class D) by a pair of ex military training a/c. Traffic info given.	I was in position as LL FIN Mentor. I became aware of pCAIT activation just South of the LW LFA. At this point, an a/c was established and descending on the ILS at about 10DME. I passed traffic info, but considered that the pCAIT return's track presented no risk to the a/c and for it to continue approach. The subsequent a/c (callsign not recalled) was advised of the traffic and that they would be broken off the approach, and to maintain 4A. Whilst coordinating with INT N and INT S as to which way to break traffic off, the pCAIT return tracked West outside the CTR and deactivated. I called the traffic to the subsequent a/c, and they reported visual, identified the traffic as a 'pair of RAF trainers, well below' and they were happy to continue approach. I continued to vector LL inbound traffic on to final approach, and advised all of the actual/potential (depending on their position at the time) traffic. A subsequent a/c reported visual with the traffic, which appeared to be flying an extended circuit at LW, again , 'well below, a pair of (ex) RAF bulldogs'. They were all happy to continue the approach. Further to the pCAIT activation, there was another CAIT activation on a light a/c doing a similar thing - flying what appeared to be large circuits at LW. I assessed the implications of all activations of CAIT and took what I considered appropriate action. If I had broken every a/c off on every single activation, the situation with LL inbounds would have been chaotic, particularly with a need to avoid the LONPARA drop area too. Support/supervisory staff endeavoured throughout to contact LW regarding the traffic.
201414290	13/09/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	270 10nm	D	CTR	SCOTTISH AVIATION	Reciprocating	1	Infringement of the London CTR (Class D) by a pair of ex military training a/c. Traffic info given.	I was in position as LL FIN Mentor. I became aware of pCAIT activation just South of the LW LFA. At this point, an a/c was established and descending on the ILS at about 10DME. I passed traffic info, but considered that the pCAIT return's track presented no risk to the a/c and for it to continue approach. The subsequent a/c (callsign not recalled) was advised of the traffic and that they would be broken off the approach, and to maintain 4A. Whilst coordinating with INT N and INT S as to which way to break traffic off, the pCAIT return tracked West outside the CTR and deactivated. I called the traffic to the subsequent a/c, and they reported visual, identified the traffic as a 'pair of RAF trainers, well below' and they were happy to continue approach. I continued to vector LL inbound traffic on to final approach, and advised all of the actual/potential (depending on their position at the time) traffic. A subsequent a/c reported visual with the traffic, which appeared to be flying an extended circuit at LW, again , 'well below, a pair of (ex) RAF bulldogs'. They were all happy to continue the approach. Further to the pCAIT activation, there was another CAIT activation on a light a/c doing a similar thing - flying what appeared to be large circuits at LW. I assessed the implications of all activations of CAIT and took what I considered appropriate action. If I had broken every a/c off on every single activation, the situation with LL inbounds would have been chaotic, particularly with a need to avoid the LONPARA drop area too. Support/supervisory staff endeavoured throughout to contact LW regarding the traffic.
201414367	26/09/2014	EGTT : London (FIR)	Not specified		D	CTA	AVIONS ROBIN	Reciprocating	1	Alleged infringement of Southampton CTA (Class D) by a HR200 squawking 7377 at 2200ft.	The pilot had set the incorrect QNH (approx 3mb set incidentally too high) on the return leg which meant that he was slightly higher than the planned flight at 1900ft. He was informed by Bournemouth Radar to expedite his descent down to below 2000ft and he had infringed the Southampton CTA. Pilot was allowed to continue his flight at below 2000ft. His rate of descent meant that he was down to below 2000ft in a matter of 15secs.
201414404	11/10/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	10nm Southwest	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a R44 squawking 7000. Traffic info and avoiding action given to B737. Standard separation maintained.	Avoiding action was given to the B737 due to an unknown a/c squawking 7000 which had entered Liverpool control zone. The B737 was descending to 2000ft down wind left hand for R/W27. It was given a turn onto North and was instructed to stop his descent at 3000ft to avoid the unknown a/c. Manchester Radar was able to provide information on the unknown a/c which they believed to be a R44, as it was previously squawking their listening watch squawk. After further investigation the a/c is believed to operate out of City Airport Manchester. A message was left at the aero club for the pilot to contact Liverpool ATC.☐ Supplementary 12/10/14:☐ Whilst downwind left hand for R/W27 B737 was given avoiding action due to an unknown infringing a/c to the West of the Oulton Park VRP. B737 was vectored to the North and instructed to stop his descent at 3000ft. As the infringing a/c was previously displaying #7366 (Manchester listening watch), I rang Manchester to find out any details they had, they believed it to be a R44. After further investigation the a/c operates out of City Airport Manchester, a message was left with the flying club for the pilot to ring.☐ CAA Closure:☐ Pilot error. Situational Awareness. Failed on-line test, retraining letter sent.
201414404	11/10/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	10nm Southwest	D	CTR	BOEING	Turbofan	2	Infringement of the Liverpool CTR (Class D) by a R44 squawking 7000. Traffic info and avoiding action given to B737. Standard separation maintained.	Avoiding action was given to the B737 due to an unknown a/c squawking 7000 which had entered Liverpool control zone. The B737 was descending to 2000ft down wind left hand for R/W27. It was given a turn onto North and was instructed to stop his descent at 3000ft to avoid the unknown a/c. Manchester Radar was able to provide information on the unknown a/c which they believed to be a R44, as it was previously squawking their listening watch squawk. After further investigation the a/c is believed to operate out of City Airport Manchester. A message was left at the aero club for the pilot to contact Liverpool ATC.☐ Supplementary 12/10/14:☐ Whilst downwind left hand for R/W27 B737 was given avoiding action due to an unknown infringing a/c to the West of the Oulton Park VRP. B737 was vectored to the North and instructed to stop his descent at 3000ft. As the infringing a/c was previously displaying #7366 (Manchester listening watch), I rang Manchester to find out any details they had, they believed it to be a R44. After further investigation the a/c operates out of City Airport Manchester, a message was left with the flying club for the pilot to ring.☐ CAA Closure:☐ Pilot error. Situational Awareness. Failed on-line test, retraining letter sent.

201414406	12/10/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28. Standard separation maintained.	Whilst operating on 05L single runway operations, PA28 infringed the control zone from the SW, and then continued northbound approximately 1nm East of the control zone boundary. While still infringing the zone, the pilot of PA28 called up on 118.575 having realised his error. As a result of the infringement, Director had to issue delaying instructions to two inbounds. APP'S' turned another a/c back towards the DAYNE hold. No avoiding action was necessary.☐ Supplementary 16/10/14:☐ We were on track at Ashcroft entering the corridor from the South. In hindsight Northwich was in cloud shadow so not highlighting the track drift to the East. Once we saw the lakes at Great Budworth 3 miles ahead we realised that we were East of not West of Northwich. We immediately turned to the WNW and attempted to call Man Radar, who first responded to another a/c and then a further a/c called. As we reached the E. edge of the LLC we did make contact with Radar, who passed us the Squawk and instructed us to remain on frequency. This we did until we requested change to Lpl Radar for transit through their zone back to Chester.
201414415	12/10/2014	EGTT : London (FIR)	ROSUN				CYCLONE AIRSPORTS	Reciprocating	1	Possible infringement of the Manchester TMA (Class A) by an unknown aircraft squawking 7000, at 3600ft. Aircraft identified as a microlight.	Infringement of Manchester TMA and Control Area. Unknown traffic observed climbing into the Manchester TMA 5nm northwest of ROSUN heading south. Unknown target had intermittent code A7000, mode C peaked at 3600Alt and mode S hex code 4013A6 (which if correct correlates to microlight). TMA North and Air1 controllers advised/warned. One inbound aircraft vectored around unknown target resulting in 5nm extra track miles to touch down. Adjacent units not in contact with microlight.
201414450	21/09/2014	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C152 at 2000ft.	Unknown a/c transited through Brize CTR from North to SE at 2000 feet. This a/c then called Brize Radar asking for a Basic Service, ending the message with the fact that she was completely unaware of her position. The pilot introduced herself as a student and was the only person on board. Brize Supervisor number was given and she was told to get an instructor to call when she had touched down. Keeping in mind Northampton Sywell was NE from her current position a heading had to be given because the pilot started to head NW. I was the ATCO/IC at the time working Approach, Director and Zone. At the time there was very little traffic and I noticed a Coventry Squawk tracking towards Brize indicating 2000ft. It took several attempts to get through to someone at Coventry, however once contact was gained, I was informed that they had been working the track and that because of the altitude, they were finding it difficult to regain comms with the pilot. I asked that once contact was gained, to transfer the a/c to ourselves. The a/c then tracked out of the CTR and then SE of Oxford by 5nm, at which point the pilot contacted the LARs controller. I asked him to inform the pilot to call the supervisor on landing. I later received a phone call from the instructor of the pilot and explained the situation.
201414475	12/10/2014	EGTT : London (FIR)	EGCB : Manchester/Bar ton	7 N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a C172 at 2800ft. Standard separation maintained.	AIW set off by 7000 squawk NNE of EGCB indicating 2800ft in CTA. No Mode S information. Rang EGCB and they were talking to a C172 and instructed him to descend. A/c descended into the EGCB LFA. One inbound downwind from ROSUN for 05 at FL70. No action taken.☐ Supplementary 30/10/14:☐ Called EGCB to join the circuit at Reebok VRP. I was advised to look out for another a/c who had call at Reebok for joining. Circuit direction was then changed from R/W27 RH to R/W09 LH. So considering all those things happening at the time when I should have been starting the descent under MAN CTA, I delayed my descent by mistake while looking out for the trafic as advised by FISO. After speaking to the ATC watch officer I found that i was 300 above the upper limits at alt2500. I never intended to infringe the CAS as the Mode C was on. In the Email the investigator has given my position NNE of EGCB. But iam sure I was NNW of EGCB. Nevertheless I was above the upper limit and being PIC it was my duty to stay away from CAS. So please accept my apology.
201414704	17/10/2014	EGTT : London (FIR)	THRED	Abeam	A	Other	PIPER	Reciprocating	1	Infringement of Airway Q41 (Class A) by an unknown aircraft squawking 7000, indicating FL51. Aircraft identified as a PA32. Traffic info given. Standard separation maintained.	Whilst operating as the S19-22 T I observed an aircraft squawking 7000 infringe the eastern boundary of Q41 maintaining an indicated FL51. I issued a turn to a southbound aircraft to ensure adequate separation would exist should the infringement persist. The aircraft the changed squawk to a solent radar code, who subsequently identified the track as a PA32.

201414719	17/10/2014	EGTT : London (FIR)	TABEN		A	Other	GROB	Reciprocating	1	Infringement of Airway Q41 by a G115. Avoiding action and traffic info given. Standard separation maintained.	Operating a OJT1 I observed a 2671 squawk West of Q41 at FL82. This contact tracked north-eastbound toward CPT. I made the trainee aware of the position and level of the 2671 squawk and advised that we may need to take action if the 2671 tracks any closer to Q41. Trainee issued avoiding action to a DHC8, turning left heading 120deg. As the 2671 squawk enters Q41 indicating FL083 West abeam TABEN, I measured the minimum distance to be 5.5nm. Solent coordinator coordinated with LTC and Middle Wallop.☐ Supplementary 17/10/14:☐ This MOR is being filed in response to a report from Solent Radar that they were filing an Airspace Infringement on a G115. I was the Approach controller at the time of the incident, at 12:21.50 I warned the a/c about getting close to CAS, AA turn left heading 270 to which the pilot replied turning left, returning South. Then at 12:23.51 I warned the G115 CAS 1/2m East, at this point Solent Radar rang to say they had taken avoiding action and would be filing an MOR. At no time on my Radar overlay did the a/c appear to be inside CAS.☐ Supplementary 21/10/14:☐ En route descent via PEPIS & shortly after checking in to Solent Radar were instructed to turn left immediately for avoiding actions. The autopilot was disconnected & were informed that separation of greater than 5 miles was maintained. The flight was continued without further incident.
201414719	17/10/2014	EGTT : London (FIR)	TABEN		A	Other	DE HAVILLAND	Turboprop	2	Infringement of Airway Q41 by a G115. Avoiding action and traffic info given. Standard separation maintained.	Operating a OJT1 I observed a 2671 squawk West of Q41 at FL82. This contact tracked north-eastbound toward CPT. I made the trainee aware of the position and level of the 2671 squawk and advised that we may need to take action if the 2671 tracks any closer to Q41. Trainee issued avoiding action to a DHC8, turning left heading 120deg. As the 2671 squawk enters Q41 indicating FL083 West abeam TABEN, I measured the minimum distance to be 5.5nm. Solent coordinator coordinated with LTC and Middle Wallop.☐ Supplementary 17/10/14:☐ This MOR is being filed in response to a report from Solent Radar that they were filing an Airspace Infringement on a G115. I was the Approach controller at the time of the incident, at 12:21.50 I warned the a/c about getting close to CAS, AA turn left heading 270 to which the pilot replied turning left, returning South. Then at 12:23.51 I warned the G115 CAS 1/2m East, at this point Solent Radar rang to say they had taken avoiding action and would be filing an MOR. At no time on my Radar overlay did the a/c appear to be inside CAS.☐ Supplementary 21/10/14:☐ En route descent via PEPIS & shortly after checking in to Solent Radar were instructed to turn left immediately for avoiding actions. The autopilot was disconnected & were informed that separation of greater than 5 miles was maintained. The flight was continued without further incident.
201414746	18/10/2014	EGTT : London (FIR)	Luton		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C150.	At approx 1525, an unknown radar contact squawking 7000 conspicuity code but without 'Mode C' altitude readout, entered the Luton Control Zone 5nm NW of the Bovingdon VOR tracking SE in the vicinity of Berkhamstead. No R/T contact. Shortly after leaving CAS the contact reversed course and infringed the zone again crossing the southern zone boundary on the reciprocal track. Shortly after leaving CAS the contact again reversed course and entered the zone 5nm NW of the Bovingdon VOR tracking SE as previously. Transmissions on the Luton Approach frequency 129.550 to see if the pilot was listening out proved fruitless and the pilot was not in contact with Farnborough LARS. The a/c did not show an a/c identity from 'Mode S' data. The radar contact briefly manoeuvred in the vicinity of Hemel Hempstead and then proceeded to the Elstree area where the a/c was identified on radar 1nm North of their airfield by using Luton Approach squawk 4670 relayed via the Elstree radio operator who also supplied the aircraft's details.☐ CAA Closure:☐ Pilot failed to remain outside CAS. Over-familiarity with route. Failed on-line test. To be observed teaching ground navigation training by Staff FE.
201414950	22/10/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	167 8.6nm	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C172 at 2500ft. Traffic info and avoiding action given. Standard separation maintained.	A contact was observed passing EGHF tracking West indicating 2.5A. This was monitored then blind calls were made with no response. Mode S indicated a callsign, which also gave no response. The a/c infringed near 8.6nm SE of SAM and continued tracking West. Avoiding action was given to an ATR72, however this was at FL70 so no actual loss occurred. EGHH were called and they advised the C172 had just called them. They advised it to leave CAS and call us which it eventually did.☐ Supplementary 27/10/14:☐ During the flight planning stage I made the error of intending to obtain a clearance for Solent airspace via the Bournemouth LARS as it was my intention to overfly Bournemouth airspace. In-flight I was in communication with Bournemouth LARS and was given the Solent frequency. It was at this point that my error became apparent and I began investigating my planning error during flight. This led me to become distracted and make a late initial call to the Solent ATSU in the vicinity of Cowes, where I was informed that I had infringed their airspace without clearance. ☐ Supplementary 24/12/14:☐ The a/c entered the Solent Control Area without a clearance due to incorrect flight planning and failure to recognise the requirement to obtain an entry clearance into CAS from the appropriate ATSU. The pilot's pre-flight briefing in respect of weather and flight planned route including a diversion route was also a contributory factor established during the investigation. ☐
201414950	22/10/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	167 8.6nm	D	CTA	ATR	Turboprop	2	Infringement of the Solent CTA (Class D) by a C172 at 2500ft. Traffic info and avoiding action given. Standard separation maintained.	A contact was observed passing EGHF tracking West indicating 2.5A. This was monitored then blind calls were made with no response. Mode S indicated a callsign, which also gave no response. The a/c infringed near 8.6nm SE of SAM and continued tracking West. Avoiding action was given to an ATR72, however this was at FL70 so no actual loss occurred. EGHH were called and they advised the C172 had just called them. They advised it to leave CAS and call us which it eventually did.☐ Supplementary 27/10/14:☐ During the flight planning stage I made the error of intending to obtain a clearance for Solent airspace via the Bournemouth LARS as it was my intention to overfly Bournemouth airspace. In-flight I was in communication with Bournemouth LARS and was given the Solent frequency. It was at this point that my error became apparent and I began investigating my planning error during flight. This led me to become distracted and make a late initial call to the Solent ATSU in the vicinity of Cowes, where I was informed that I had infringed their airspace without clearance. ☐ Supplementary 24/12/14:☐ The a/c entered the Solent Control Area without a clearance due to incorrect flight planning and failure to recognise the requirement to obtain an entry clearance into CAS from the appropriate ATSU. The pilot's pre-flight briefing in respect of weather and flight planned route including a diversion route was also a contributory factor established during the investigation. ☐

201415090	25/10/2014	EGTT : London (FIR)	Not specified		A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown a/c squawking 7000, indicating 2800ft. A/c identified as a DR400. CAIT activated. Traffic info and avoiding action given to inbound a/c. Standard separation maintained.	Whilst working as FIN, I was alerted to the presence of an infringing a/c by CAIT. The infringing a/c was squawking 7000, and indicating Mode C of 2.8A. The infringing a/c was heading for the 26L base leg traffic. A319(1) was on base leg, descending to altitude 3A. I initially turned A319(1) left 20 deg, and stopped the descent at 4A. I advised the reason for the turn, and passed traffic info. I considered A319(1) would pass safely in front of the infringing a/c, and therefore did not issue avoiding action, and allowed A319(1) to continue on a base leg for runway 26L. I did not stop A319(1)'s descent above 4A, as I did not want to risk an unstable approach. I believe separation was lost between the 7000 and A319(1). INT was working A319(2) downwind, and this a/c was given avoiding action and was repositioned. The GS tracked the infringing a/c, and it was believed to have landed. Having spoken to believed landing airport, the GS received a phone call from a person, advising he may have been the pilot. ☐ Supplementary 28/10/14:☐ ATC instruction to turn right 90deg in order to take immediate avoiding action. While we downwind for R/W26L, being radar vectored towards final, ATC told us to take avoiding action by turning right heading 180deg immediately. the reason was due to a infringement by another a/c altitude unknown. We were in VMC conditions above a cloud layer and stopped our descent. We did not see an a/c in close proximity and after extended vectors, landed normally.
201415090	25/10/2014	EGTT : London (FIR)	Not specified		A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by an unknown a/c squawking 7000, indicating 2800ft. A/c identified as a DR400. CAIT activated. Traffic info and avoiding action given to inbound a/c. Standard separation maintained.	Whilst working as FIN, I was alerted to the presence of an infringing a/c by CAIT. The infringing a/c was squawking 7000, and indicating Mode C of 2.8A. The infringing a/c was heading for the 26L base leg traffic. A319(1) was on base leg, descending to altitude 3A. I initially turned A319(1) left 20 deg, and stopped the descent at 4A. I advised the reason for the turn, and passed traffic info. I considered A319(1) would pass safely in front of the infringing a/c, and therefore did not issue avoiding action, and allowed A319(1) to continue on a base leg for runway 26L. I did not stop A319(1)'s descent above 4A, as I did not want to risk an unstable approach. I believe separation was lost between the 7000 and A319(1). INT was working A319(2) downwind, and this a/c was given avoiding action and was repositioned. The GS tracked the infringing a/c, and it was believed to have landed. Having spoken to believed landing airport, the GS received a phone call from a person, advising he may have been the pilot. ☐ Supplementary 28/10/14:☐ ATC instruction to turn right 90deg in order to take immediate avoiding action. While we downwind for R/W26L, being radar vectored towards final, ATC told us to take avoiding action by turning right heading 180deg immediately. the reason was due to a infringement by another a/c altitude unknown. We were in VMC conditions above a cloud layer and stopped our descent. We did not see an a/c in close proximity and after extended vectors, landed normally.
201415090	25/10/2014	EGTT : London (FIR)	Not specified		A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by an unknown a/c squawking 7000, indicating 2800ft. A/c identified as a DR400. CAIT activated. Traffic info and avoiding action given to inbound a/c. Standard separation maintained.	Whilst working as FIN, I was alerted to the presence of an infringing a/c by CAIT. The infringing a/c was squawking 7000, and indicating Mode C of 2.8A. The infringing a/c was heading for the 26L base leg traffic. A319(1) was on base leg, descending to altitude 3A. I initially turned A319(1) left 20 deg, and stopped the descent at 4A. I advised the reason for the turn, and passed traffic info. I considered A319(1) would pass safely in front of the infringing a/c, and therefore did not issue avoiding action, and allowed A319(1) to continue on a base leg for runway 26L. I did not stop A319(1)'s descent above 4A, as I did not want to risk an unstable approach. I believe separation was lost between the 7000 and A319(1). INT was working A319(2) downwind, and this a/c was given avoiding action and was repositioned. The GS tracked the infringing a/c, and it was believed to have landed. Having spoken to believed landing airport, the GS received a phone call from a person, advising he may have been the pilot. ☐ Supplementary 28/10/14:☐ ATC instruction to turn right 90deg in order to take immediate avoiding action. While we downwind for R/W26L, being radar vectored towards final, ATC told us to take avoiding action by turning right heading 180deg immediately. the reason was due to a infringement by another a/c altitude unknown. We were in VMC conditions above a cloud layer and stopped our descent. We did not see an a/c in close proximity and after extended vectors, landed normally.
201415098	26/10/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	N	D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Gatwick CTA (Class D) by a PA28. Traffic info and avoiding action given.	I was working as KK INT / FIN bandboxed, when CAIT alerted me to an infringement of the KK CTA. I cannot recall the squawk the infringer was wearing, but I think it may have been a LF LARS squawk. The Mode S of the infringer showed it to be a PA28. I believe the PA28 was indicating 1.7A. As it looked like the PA28 may have been on a base leg for KR, I called KR but they were not working the traffic. I then called LF LARS and they were not working the traffic. An A320 was on final approach, and I broke it off the localiser with a turn onto 180deg, and passed traffic. I then upgraded the turn to avoiding action. LF LARS then called me and advised they were working the traffic. At this point the PA28 had turned away from CAS and turned away from the Gatwick final approach. A320 was repositioned and completed an approach to KK. LF LARS called the GS and advised that the a/c was a PA28, from Fair Oaks to Headcorn.☐ Supplementary 27/10/14:☐ I was working as the LARS West controller on a busy sector having taken over the position at the start of my shift at 1354. At about 1357 I advised a PA28, who was from Fair Oaks to Headcorn squawking 0431 and at this time North of Dorking, that he had no further level restrictions remaining outside CAS and asked him if he was routing South of Biggin Hill. The pilot replied that he was routing South of Biggin. He was tracking Eastbound well to the North of the KK CTA, so I saw no need to remind him about CAS to the South of him. He was at 1900ft at this time I believe. At about 1400 I told the PA28 to "report his squawk on first contact to Farnborough LARS East on 123.225". The pilot acknowledged this and left
201415098	26/10/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	N	D	CTA	AIRBUS	Turbofan	2	Alleged infringement of the Gatwick CTA (Class D) by a PA28. Traffic info and avoiding action given.	I was working as KK INT / FIN bandboxed, when CAIT alerted me to an infringement of the KK CTA. I cannot recall the squawk the infringer was wearing, but I think it may have been a LF LARS squawk. The Mode S of the infringer showed it to be a PA28. I believe the PA28 was indicating 1.7A. As it looked like the PA28 may have been on a base leg for KR, I called KR but they were not working the traffic. I then called LF LARS and they were not working the traffic. An A320 was on final approach, and I broke it off the localiser with a turn onto 180deg, and passed traffic. I then upgraded the turn to avoiding action. LF LARS then called me and advised they were working the traffic. At this point the PA28 had turned away from CAS and turned away from the Gatwick final approach. A320 was repositioned and completed an approach to KK. LF LARS called the GS and advised that the a/c was a PA28, from Fair Oaks to Headcorn.☐ Supplementary 27/10/14:☐ I was working as the LARS West controller on a busy sector having taken over the position at the start of my shift at 1354. At about 1357 I advised a PA28, who was from Fair Oaks to Headcorn squawking 0431 and at this time North of Dorking, that he had no further level restrictions remaining outside CAS and asked him if he was routing South of Biggin Hill. The pilot replied that he was routing South of Biggin. He was tracking Eastbound well to the North of the KK CTA, so I saw no need to remind him about CAS to the South of him. He was at 1900ft at this time I believe. At about 1400 I told the PA28 to "report his squawk on first contact to Farnborough LARS East on 123.225". The pilot acknowledged this and left

201415163	27/10/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	090 14nm	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an R22. Outbound A319 given traffic info and avoiding action. Standard separation maintained.	Whilst working on Stansted INT I noticed a 7000 contact entering the SW'ly portion near North Weald indicating 1900 to 2000 feet altitude-unverified. At that point an A319 was airborne on a BUZAD departure off runway 22. I gave precautionary avoiding action onto 360 degrees with clear traffic information and called when clear of conflict. Separation was not lost.
201415163	27/10/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	090 14nm	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by an R22. Outbound A319 given traffic info and avoiding action. Standard separation maintained.	Whilst working on Stansted INT I noticed a 7000 contact entering the SW'ly portion near North Weald indicating 1900 to 2000 feet altitude-unverified. At that point an A319 was airborne on a BUZAD departure off runway 22. I gave precautionary avoiding action onto 360 degrees with clear traffic information and called when clear of conflict. Separation was not lost.
201415165	27/10/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C152 (believed) showing as a primary contact only. Standard separation maintained.	At 1420 I noticed a PCait activation 6nm SW Luton airport. The contact was tracking towards the airport so I called up the tower and imposed a 'Check All.' Aircraft was ready to depart on a MATCH but I had to keep in on the ground. The unknown contact, after about 3 miles, turned right to take up a southerly track to leave the control zone. I made a blind call on the frequency and also called Farnborough LARS to no avail. I watched the contact track down to Elstree, at which point Farnborough called me up to say they were fairly sure it was the C152, as one of 2 aircraft inbound to Elstree (the other of which they had been working). The contact was however, not positively identified.
201415177	27/10/2014	EGTT : London (FIR)	Syerston		G	ATZ	BELL	Turboshaft	1	Infringement of the Syerston ATZ (Class G) by a Bell 206 at 700ft.	Just before operations commenced a Jet Ranger helicopter was seen flying through the ATZ at an estimated 700ft heading 170. A radio call was transmitted on 125.425 asking the helicopter to identify, there was no response to this call. The Waddington Zone controller informed me that the a/c was a Jetranger operating between Wickenby and Leicester working East Midlands Radar. I contacted the Leicester AG Radio Operator and requested that the pilot contacted me when the helicopter had landed. When the pilot called he informed me he had seen the NOTAM about reduced radio activity at RAF Syerston and as such he had tried calling when just South of Darlton and again before entering the ATZ, as he had not had any response he continued and carried on giving Traffic Information 'blind' calls. He did not hear the call from myself asking him to identify.
201415185	26/10/2014	EGTT : London (FIR)	Netherthorpe	Overhead	D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a C172 at 3000ft. Standard separation maintained.	7000 squawk observed departing the Netherthorpe ATZ NE bound climbed to 3000ft. Aircraft traced via Mode S and tracked back into Netherthorpe. Pilot contacted and was aware on the error.

201415208	28/10/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	5nm ENE	D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown aircraft at 1800ft. Aircraft identified as a gyroplane. CAIT activated. Avoiding action and traffic info given to an inbound CL300.	At 1045z I took over control as Luton Radar. At 1150z the CAIT function highlighted that an unidentified aircraft (gyroplane) had entered the Luton Control Zone without a clearance. The aircraft's transponder showed 0013 indicating it was listening out on either Luton Radar's or Essex Radar's frequency. After us both making blind calls the aircraft turned out to be on Essex Radar's frequency. The aircraft was then transferred to my frequency in order to identify it. Also on my frequency at the time was CL300 and A320, both IFR inbounds inbound to runway 26. Avoiding action and traffic information were given to CL300 and I believe separation was lost with a minimum of 4 miles between both CL300 and the gyroplane. Once the gyroplane arrived on my frequency I was able to identify it and continue the approaches for both inbounds on frequency. The gyroplane then left controlled airspace to the east and continued to his destination. I believe inbounds still being worked by Essex Radar were also delayed as a result of this infringement.☐ CAA Closure:☐ Pilot error and poor pre-flight planning. Warning letter sent, on-line test passed.
201415208	28/10/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	5nm ENE	D	CTR	BOMBARDIER	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown aircraft at 1800ft. Aircraft identified as a gyroplane. CAIT activated. Avoiding action and traffic info given to an inbound CL300.	At 1045z I took over control as Luton Radar. At 1150z the CAIT function highlighted that an unidentified aircraft (gyroplane) had entered the Luton Control Zone without a clearance. The aircraft's transponder showed 0013 indicating it was listening out on either Luton Radar's or Essex Radar's frequency. After us both making blind calls the aircraft turned out to be on Essex Radar's frequency. The aircraft was then transferred to my frequency in order to identify it. Also on my frequency at the time was CL300 and A320, both IFR inbounds inbound to runway 26. Avoiding action and traffic information were given to CL300 and I believe separation was lost with a minimum of 4 miles between both CL300 and the gyroplane. Once the gyroplane arrived on my frequency I was able to identify it and continue the approaches for both inbounds on frequency. The gyroplane then left controlled airspace to the east and continued to his destination. I believe inbounds still being worked by Essex Radar were also delayed as a result of this infringement.☐ CAA Closure:☐ Pilot error and poor pre-flight planning. Warning letter sent, on-line test passed.
201415208	28/10/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	5nm ENE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown aircraft at 1800ft. Aircraft identified as a gyroplane. CAIT activated. Avoiding action and traffic info given to an inbound CL300.	At 1045z I took over control as Luton Radar. At 1150z the CAIT function highlighted that an unidentified aircraft (gyroplane) had entered the Luton Control Zone without a clearance. The aircraft's transponder showed 0013 indicating it was listening out on either Luton Radar's or Essex Radar's frequency. After us both making blind calls the aircraft turned out to be on Essex Radar's frequency. The aircraft was then transferred to my frequency in order to identify it. Also on my frequency at the time was CL300 and A320, both IFR inbounds inbound to runway 26. Avoiding action and traffic information were given to CL300 and I believe separation was lost with a minimum of 4 miles between both CL300 and the gyroplane. Once the gyroplane arrived on my frequency I was able to identify it and continue the approaches for both inbounds on frequency. The gyroplane then left controlled airspace to the east and continued to his destination. I believe inbounds still being worked by Essex Radar were also delayed as a result of this infringement.☐ CAA Closure:☐ Pilot error and poor pre-flight planning. Warning letter sent, on-line test passed.
201415215	28/10/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6nm ENE	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an unknown a/c showing as a primary contact only, resulting in loss of separation with an airliner on final approach. Infringer identified as a PA28.	At approximately 1320 I observed a primary contact entering the CTR 6 miles to the East of Gatwick travelling in an opposite direction to the wind. I contacted the tower to ask if they could see anything. They could not. I called the GS over and we watched the contact travel East bound and leave the CTR. Shortly after this the contact displayed a transponder code 7000, then switched to 1737 for Farnborough. The GS contacted Farnborough and positively identified the a/c as PA28. Investigation under 201413999☐ Supplementary 29/10/14:☐ I can confirm that, having reviewed the radar, that a loss of separation occurred against a Gatwick arrival on final approach.
201415215	28/10/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6nm ENE	D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) by an unknown a/c showing as a primary contact only, resulting in loss of separation with an airliner on final approach. Infringer identified as a PA28.	At approximately 1320 I observed a primary contact entering the CTR 6 miles to the East of Gatwick travelling in an opposite direction to the wind. I contacted the tower to ask if they could see anything. They could not. I called the GS over and we watched the contact travel East bound and leave the CTR. Shortly after this the contact displayed a transponder code 7000, then switched to 1737 for Farnborough. The GS contacted Farnborough and positively identified the a/c as PA28. Investigation under 201413999☐ Supplementary 29/10/14:☐ I can confirm that, having reviewed the radar, that a loss of separation occurred against a Gatwick arrival on final approach.

201415237	15/10/2014	EGTT : London (FIR)	EGVO (ODH): Odiham		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Odiham ATZ (Class G) by an R44 at 800ft.	A civilian R44 free called Odiham Approach for a LARS transit to Hook. Due to Odiham working primary radar only the Approach controller freecalled the aircraft to Farnborough (FBO) LARS on 125.25 to provide a better service. The R44 then free called Approach five minutes later stating it was in the ATZ at 800' QNH. The aircraft was not approved by either Odiham App or FBO App to penetrate the ATZ. The App controller rang VCR to ensure there was no aircraft in the CCT, the Supervisor rang Farnborough App to check if they were working the aircraft. FBO stated that London were last working the aircraft known to be a R44. The aircraft was instructed to remain outside of the ATZ and they changed en route to a different frequency. An R44 freecalled Odiham ICF requesting transit south of Odiham. As the routing would not have affected Odiham traffic, the ac was instructed to freecall FBO who provide a LARS service. Two minutes later, a primary contact was observed routing east to west through the Odiham ATZ 1nm south of the overhead. I called FBO to ascertain if they were working the aircraft and they informed me that the aircraft was working London Information. Whilst the landline was open, the FBO controller then advised that R44 then freecalled FBO LARS. FBO gave traffic information of the ac as being an R44 believed to be at 800 ft (FBO QNH) 1nm south west of the Odiham overhead. No clearance had been requested for an ATZ penetration. At the time of the infringement, Odiham was working primary radar only, with two ac in the RTC. There was no risk of conflict introduced by the R44.
201415239	28/10/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C182. Standard separation maintained.	At 16:39 an unknown aircraft squawking 7000 activated SCAIT as it entered the GW CTR about 5nm NW of BNN. It had no mode C selected, and 2 blind calls to the callsign shown from Mode S went unanswered. The aircraft proceeded towards Dunstable Downs gliding site before turning left and away to leave the CTR. A "Check All" was already in place due to a LD inbound that I was vectoring through GW airspace, and I monitored the unknown to ensure it did not come into unsafe proximity with this aircraft. Avoiding action and/or traffic information were not required. C182 was observed to land at Meppershall at 16:48.
201415246	28/10/2014	EGTT : London (FIR)	EGMC (SEN): Southend	13 N	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by an HR200 at 3900ft. Standard separation maintained.	Thames Radar called to enquire if Southend Radar was working a/c squawking 7000, 12nm North of EGMC. At this point a blind transmission was made to which the Robin responded. A/c was instructed to squawk 5064 and advised to descend immediately due to the belief that he was the infringing a/c. A/c was subsequently identified and Mode C verified. Thames Radar were informed of the a/c details.
201415308	28/10/2014	EGTT : London (FIR)	EGBP : KEMBLE		G	ATZ	PIPER	Reciprocating	1	Infringement of the Kemble ATZ (Class G) by a PA28.	PA28 entered ATZ without notification or obtaining relevant traffic info for join. Approximately 16.00z PA28 entered the ATZ and joined the circuit pattern without making any RT calls to enter an ATZ or obtain airfield/traffic info. The a/c was seen close behind another flying school a/c, PA28 on final. 210/10 9999 Few018 +17/10 QFE 995 QNH 1010.
201415350	30/10/2014	EGTT : London (FIR)	EGLF (FAB): Farnborough civil		G	ATZ	UNKNOWN	Reciprocating	1	Infringement of the Farnborough ATZ (Class G) by an unknown a/c at approx 1000ft. Traffic info given.	Possible ATZ Infringement. Working as Tower ATCO at night, visibility 7 km cloud few 1300, R/W24. Two LARS tracks were looking to enter ATZ and orbit North of the field before returning South to North. APP was working one 0450 and I was working the second 0451 as it was likely to conflict with inbound BAe146. On a routine scan of the windows to get visual with traffic I noticed there were three a/c in close proximity of the a/d. I ascertained which one I believed not in radio contact and monitored its track. It was very low level and appeared to be following one of the a/c although further South, the a/c turned toward the tower at one point before veering away again. The a/c silhouette appeared to be of a single engine piston a/c and was about 1.0A. I informed APP who stated they would pass T1 to inbound and then give me the traffic so I could monitor the situation (the infringing a/c was not painting on radar). I orbited the 0451 to S of the field to provide some room should I deem a risk of collision occurring with the infringing a/c and inbound. The infringing a/c began to climb away on a more NE track as the BAe146 was around 4nm from t/d, I continued to monitor and was satisfied that the infringing a/c had left the ATZ by the time the BAe146 was at 3nm.

201415350	30/10/2014	EGTT : London (FIR)	EGLF (FAB): Farnborough civil		G	ATZ	BAE	Turbofan	4	Infringement of the Farnborough ATZ (Class G) by an unknown a/c at approx 1000ft. Traffic info given.	Possible ATZ Infringement. Working as Tower ATCO at night, visibility 7 km cloud few 1300, R/W24. Two LARS tracks were looking to enter ATZ and orbit North of the field before returning South to North. APP was working one 0450 and I was working the second 0451 as it was likely to conflict with inbound BAe146. On a routine scan of the windows to get visual with traffic I noticed there were three a/c in close proximity of the a/d. I ascertained which one I believed not in radio contact and monitored its track. It was very low level and appeared to be following one of the a/c although further South, the a/c turned toward the tower at one point before veering away again. The a/c silhouette appeared to be of a single engine piston a/c and was about 1.0A. I informed APP who stated they would pass T1 to inbound and then give me the traffic so I could monitor the situation (the infringing a/c was not painting on radar). I orbited the 0451 to S of the field to provide some room should I deem a risk of collision occurring with the infringing a/c and inbound. The infringing a/c began to climb away on a more NE track as the BAe146 was around 4nm from t/d, I continued to monitor and was satisfied that the infringing a/c had left the ATZ by the time the BAe146 was at 3nm.
201415384	31/10/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm N	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown a/c squawking 7000, indicating 4000ft, resulting in loss of separation with an inbound B737. Aircraft identified as a PA28 flown by a student pilot had become lost. Traffic info given.	At approximately 1420-1425 a 7000 squawk contact was observed entering CAS approximately 12 miles North of Stansted indicating 4000ft. B737 was downwind right for R/W22 when this occurred and was turned right to be positioned downwind left. The pilot was informed of the infringing a/c with minimum separation of about 3 miles and 3500ft. The infringing a/c manoeuvred around the Audley End area for a few minutes before heading off to the NW. Four airliners were delayed as a result. The contact was tracked and at 1438 was observed changing to a 6177 squawk. Cambridge were called and the a/c was identified as PA28. We were informed that the pilot was a student who had got lost. He was not informed of his infringement so as not to distract him from the rest of his flight.☐ Supplementary 17/11/14:☐ I was conducting a student training flight from Wellesbourne to the overhead of Cambridge. The weather was clear and the wind 230/30 kts at 2000 feet. The flight had gone smoothly and I made my fix South of Poddington as expected. However I then climbed to better see in the clear weather and in doing so feel I must have rolled off course. On levelling out I believe that I misidentified Sandy as St Neots. The remainder of the leg then began to compound my error as Duxford arrived at around the time I expected Cambridge to appear but the lay out was different to my expectation. I decided to fly the remainder of my leg to the time planned. Once I had reached the time on leg I realised that I had made an error. At this point I circled and turned back toward Grafham Water to relocate myself. I then decided to return to Wellesbourne. ☐
201415384	31/10/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm N	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an unknown a/c squawking 7000, indicating 4000ft, resulting in loss of separation with an inbound B737. Aircraft identified as a PA28 flown by a student pilot had become lost. Traffic info given.	At approximately 1420-1425 a 7000 squawk contact was observed entering CAS approximately 12 miles North of Stansted indicating 4000ft. B737 was downwind right for R/W22 when this occurred and was turned right to be positioned downwind left. The pilot was informed of the infringing a/c with minimum separation of about 3 miles and 3500ft. The infringing a/c manoeuvred around the Audley End area for a few minutes before heading off to the NW. Four airliners were delayed as a result. The contact was tracked and at 1438 was observed changing to a 6177 squawk. Cambridge were called and the a/c was identified as PA28. We were informed that the pilot was a student who had got lost. He was not informed of his infringement so as not to distract him from the rest of his flight.☐ Supplementary 17/11/14:☐ I was conducting a student training flight from Wellesbourne to the overhead of Cambridge. The weather was clear and the wind 230/30 kts at 2000 feet. The flight had gone smoothly and I made my fix South of Poddington as expected. However I then climbed to better see in the clear weather and in doing so feel I must have rolled off course. On levelling out I believe that I misidentified Sandy as St Neots. The remainder of the leg then began to compound my error as Duxford arrived at around the time I expected Cambridge to appear but the lay out was different to my expectation. I decided to fly the remainder of my leg to the time planned. Once I had reached the time on leg I realised that I had made an error. At this point I circled and turned back toward Grafham Water to relocate myself. I then decided to return to Wellesbourne. ☐
201415434	31/10/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	020 7.5nm	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified as a R22, flown by a solo student pilot Standard separation maintained.	A primary only radar contact was observed approaching the northern CTR boundary on a southerly track. Blind transmissions were made but no response was received. The primary contact eventually entered the CTR north of Winchester and continued on a south easterly track towards Bishop's Waltham. The Lower Upham AG operator telephoned the Solent controller and stated the traffic may be SFU88 (Saints 88) inbound to Lower Upham from the Chilbolton area. Blind transmissions were made using this callsign but no response was received. The Lower Upham AG operator also tried to call SFU88 to try and assist with identifying the aircraft. The operator stated he would go outside and see if they could see the traffic. Further blind transmissions were made in respect of track and geographical position. The Southampton aerodrome ATCO & ATSA were advised of the situation and the ATSA later reported the contact as a small helicopter. A helicopter inbound to Southampton airport from the east operating VFR was provided with traffic information, but did not report visual with the unknown aircraft. An inbound from the south was initially positioning for a left hand circuit for runway 20 but due to the unknown traffic the circuit direction was changed to right and kept at FL070 for a period of time before descent was given. Departing traffic from runway 20 was delayed whilst the unknown aircraft was inside the CTR. A SSR mode A code (7000) appeared as the aircraft passed Bishop's Waltham but without mode C. After the unknown aircraft left the CTR, departures were re-instated. Southampton METAR: 15005KT CAVOK 20/12 1016. The aircraft was tracked and eventually identified with the assistance of Goodwood Information (AFISO) issuing a Southampton transponder code
201415448	02/11/2014	EGTT : London (FIR)	Stretton	SSE	D	CTR	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7366. Aircraft identified as an EV97. Standard separation maintained.	At time 1255z an aircraft was seen entering the zone wearing squawk 7366. I immediately broadcast if this aircraft was on frequency, to which EV97 responded stating he was in that area but "in the low level route". I cross checked with the mode S info box that it was indeed the EV97. He was informed that he was 2-3nm within CAS and that he should turn NW to leave. He did so without delay and apologised. On leaving he stated his intentions were to turn north and return to destination at which point he was giving the approximate bearing to intended destination.☐ CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, warning letter sent.

201415487	25/10/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	Thelwall	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C182. Standard separation maintained.	I observed the AIW function activate near Thelwall viaduct and saw a 7000 squawk had entered the Manchester Control Zone. I phoned Air 1 to advise them of this, it should have been Air 2 as we were dual, the information was passed to the Air 2 controller who took avoiding action with their departure. Staffa sector asked if I was working the traffic which I advised them I wasn't. The subject aircraft then left the zone and displayed a Liverpool squawk. I traced the aircraft through Mode S and Liverpool and it was a local banner towing flight from Stretton to Stretton.
201415506	03/11/2014	EGTT : London (FIR)	MALBY	4nm South East	A	Other	PIPER	Reciprocating	1	Possible infringement of Airway L9 by a PA28 at FL67 by squawking 7000.	Bristol rang to say they noticed an a/c SSR 7000 at FL67, 4nm SE MALBY that they believed was talking to Shawbury at 1446Z. The a/c called Bristol radar at 1450Z and they told the pilot he was infringing L9 and to descend. The pilot believed the base was FL75, he was also flying on QNH, not 1013mb. The base of L9 in that location is FL65.
201415518	31/10/2014	EGTT : London (FIR)	Andrewsfield		G	Other	PIPER	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a PA22. Traffic info given to an inbound B737.	I observed an aircraft squawking 7000 without mode C enter Stansted TMZ 1. As I was preoccupied with another task, I was late detecting the infringer. A B737 was on a heading to intercept the localiser. Since its track was always going to keep it clear of the unknown contact, I asked the pilot if he wished to continue the approach which he did. I passed traffic information and made a blind transmission but got no reply. The infringer then turned final for Duxford, so I called them and got the aircraft's details.
201415562	04/11/2014	EGTT : London (FIR)	EGNR : Hawarden	9 WSW	A	RVSM	OTHER	Turbojet	1	Infringement of Airway N864 (Class A) by a military aircraft at 5700ft. Standard separation maintained.	Aircraft called Hawarden Radar frequency inbound for an ILS. I instructed the pilot to squawk 4602 and to remain outside controlled airspace. The aircraft was identified 9 miles WSW of Hawarden, given a traffic service and asked to report his altitude; he informed me that he was at 4200ft. I instructed the aircraft to turn on a heading of 220 degrees and then the Mode Charlie was observed to indicate 5700ft. I told the pilot the base of controlled airspace in his position was 4500ft and to remain outside controlled airspace. The mode Charlie was then seen to descend back to 4200 feet.
201415585	05/11/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate		D	CTR	GROB	Reciprocating	1	Infringement of Bristol CTA-8 (Class D) by a Grob G115.	The reporting officer was acting as the LARS controller during the incident. A Grob Tutor, called outbound from Colene, requesting a Traffic Service for a period of GH. The a/c was identified and placed under a Traffic Service, with a request of levels required for GH. The a/c reported levels of 7500ft (Alt) with a lower level of approx 4000ft agl. The a/c was asked to report commencing general handling and reminded to remain clear of CAS due to the close proximity of the area to Bristol. Approximately 10 minutes into GH, a phone call was received from the Bristol supervisor requesting traffic info on an a/c that had penetrated CAS. The a/c was observed to be at a displayed 6500ft, inside CAS, having transited North of the area where GH originally commenced. This had taken the a/c approx 2 miles inside CAS with a base level of 4500ft. Until the call had been received from Bristol, the LARS controller had not observed the airspace infringement, having been in the process of taking a handover of an Oxford departure joining CAS with confliction, and a second a/c under TS entering confliction. The LARS controller informed Bristol that the a/c would vacate CAS immediately, and the a/c was informed of CAS penetration. A/c vacated CAS to the North and resumed GH, subsequently being reminded of the levels of CAS in close proximity. No conflicting traffic was observed during the period of airspace infringement. Supervisors Narrative: I did not witness the incident, but was informed of it shortly afterwards. Due to the distraction of a handover, the LARS controller did not spot that the a/c had manoeuvred into CAS. There were no other a/c in the vicinity inside CAS.☐ Supplementary 06/11/14:☐

201415592	05/11/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	S	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmigham CTA-2 (Class D) by a PA28. D & D Rep: Lost pilot.	PA28 called D&D on 121.5 saying he was lost and requested a position fix and a steer back to Wellsbourne Mountford (EGBW) but didn't state if it was an actual or practice. There was only 1 line of DF so the D&D controller requested the a/c sqk 3305 and had to confirm if this was a practice or actual. The pilot stated it was an actual lost and once the controller located the a/c on radar the a/c was given a steer to EGBW and his altitude was checked. The a/c was found to be inside the Birmingham zone so was instructed to sqk 7700 and descended to 1500ft. A second D&D controller contacted Birmingham to inform them and they had no traffic to affect. PA28 reported visual with Wellsbourne and was instructed to sqk 7000 and change to Wellsbourne freq.
201415643	03/11/2014	EGTT : London (FIR)	UPTON	270 10nm	A	Other	DIAMOND	Reciprocating	1	Infringement of Airway L475/Manchester CTA 10nm West of Upton at FL49. Standard separation maintained.	I as the East Planner on OP30D. At 1100 I observed a CAIT return 10nm to the West of Upton on a 6160 squawk with an a/c ID at FL49. I called Doncaster, who told me the a/c was on a Basic Service, with them and they would tell him to descend. We had no traffic affected.□ Supplementary 12/11/14:□ I confess I was very much pre-occupied with remaining clear of obstacles on route across the Pennines to the extent that I failed to observe the Class A -3500 on the map. I was told by Doncaster that in order to remain clear of CAS that I should descend immediately to fl 3500 which I did. When I levelled of at fl 3500 I was told to contact Manchester which I did and then was advised by Manchester that I was at fl 3600 and needed to descend to remain clear. Thats when I realised that the Barometric setting on the autopilot was 2 Mb incorrectly set and descended immediately to fl 3500 on the correct Baro setting and resumed en-route to POL HIL VOR. □ Supplementary 12/11/14:□ Once airborne from Gamston I was pre-occupied with maintaining a good separation from the high obstacles that sit on top of the Pennines directly on route and also conscious of the the small Huddersfield gap between Manchester and the Leeds control zones through which I planned to fly. At the expence of good airmanship I completely overlooked the 3500ft max height in that area. I also had a warm feeling of being under a 'Basic Service' from Doncaster at the time who requested I descend to remain clear of CAS which I did
201415731	03/11/2014	EGTT : London (FIR)	LON	10nm W	D	CTR	OTHER	Reciprocating	1	Infringement of the London CTR (Class D) by a Cruiser at 1000ft. Heathrow departures were stopped for approx 1min. Standard separation maintained.	A/c entered the London Class D CTR East of White Waltham. Heathrow departures were stopped for approximately 1min while the a/c turned westbound and left CAS, landing back at destination.
201415732	05/11/2014	EGTT : London (FIR)	EGLC (LCY): London city		D	CTA	DIAMOND	Reciprocating	1	Infringement of the London City CTA (Class D) by an unknown a/c squawking 7000 at 1700ft. A/c identified as a DA40. Traffic info given. Standard separation maintained.	DA40 infringing the London City CTA. An a/c squawking 7000 infringed the EGLC CTA at 1700ft, resulting in a longer routing for an EMB170 at 3000ft inbound EGLC. Details of the infringing a/c were passed to us by Biggin Hill as they had worked it previously.
201415732	05/11/2014	EGTT : London (FIR)	EGLC (LCY): London city		D	CTA	EMBRAER	Turbofan	2	Infringement of the London City CTA (Class D) by an unknown a/c squawking 7000 at 1700ft. A/c identified as a DA40. Traffic info given. Standard separation maintained.	DA40 infringing the London City CTA. An a/c squawking 7000 infringed the EGLC CTA at 1700ft, resulting in a longer routing for an EMB170 at 3000ft inbound EGLC. Details of the infringing a/c were passed to us by Biggin Hill as they had worked it previously.

201415760	09/11/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	10NW	D	CTR	CESSNA	Reciprocating	1	Infringement of LHR CTR (Class D) by a C152 squawking 3717. ATC Brize LARS instructed the a/c to leave the CTR. Heathrow departures were stopped for 3 minutes.	CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, retraining required.
201415761	09/11/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	136 Deg 7.1nm	D	CTA	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Solent CTA (Class D) by a C42 at 2700ft.	Supplementary 11/11/2014 : ☐ Outbound from CTA. Commenced climb too soon from 2300ft inside CTA border to 3000ft for safe altitude to cross Solent Water to Isle of Wight. Using more appropriate ground reference points, pilot to ensure that a/c is well beyond CTA boundary before commencing climb to 3000ft.☐ Supplementary 24/12/14:☐ An a/c operating of a private airfield inside the Southampton CTR entered Solent CTA without a clearance whilst en-route to Sandown (Isle of Wight). The incident was caused by the pilot commencing a climb earlier than planned caused by a concern to climb to higher altitude due to a nervous passenger. The pilot apologised for his mistake.
201416194	18/11/2014	EGTT : London (FIR)	EGGW (LTN): London/Luton	12 W	D	CTR	BELL	Turboshaft	1	Infringement of the Luton CTR (Class D) by a Bell 206 at 1400ft. Traffic info given. Standard separation maintained.	I was working as the GW controller. I had vectored an A319 onto the ILS 08. I then observed a 7000 turn magenta but inside the Dunstable Downs gliding area. It indicated 1000'. It was only a secondary return but as tugs use this airspace at that level I initial ignored the traffic. I then concentrated on the downwind left traffic against a WCO release I had been given. On looking back at the A319 on final I noticed the 7000 now climbing to 1.3 and moving South. It had initial very slowly moved East towards Dunstable. I immediately stopped the descent of the A319, gave traffic and explained avoiding action left or right simply wouldn't help. I explained that I simply had to fly him over the top. The A319 stopped at 3.5, the infringer now 1.4 but unverified. The A319 reported he had it on TCAS and was happy. I reported that he was going to pass behind the infringing traffic who was now South of the extended centre line. Coordination with the tower and other agencies was taking place all the time. I then climbed the A319 to 5,000 and re positioned him downwind left for 08.
201416198	17/11/2014	EGTT : London (FIR)	EGD406		G	Danger area	CESSNA	Reciprocating	1	Infringement of Danger Area EGD406 (Class G) by a C150.	A light aircraft was observed to TWICE infringe the active Danger Area EGD406. Range staff reacted to the incursion by immediately ceasing all hazardous operations until the aircraft had cleared. MOD Eskmeals does not have any air surveillance equipment and so all sightings are made visual by range staff. Additional information was obtained from Warton ATC who held the aircraft on their radar. Warton ATC confirmed aircraft in the area.
201416257	26/10/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham	170 10nm	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Birmingham CTA-2 (Class D) by an R44 at 2200ft. Standard separation maintained.	AIW activated by a 7000 squawk at 1600ft to the South West of HON VOR tracking southbound. The infringer continued to climb to 2200ft before leaving CAS in the vicinity of Warwick services. I had not observed a contact transiting underneath CAS before the AIW alert, so I believed it may have departed from a location underneath the CTZ. Mode S indicated that the a/c was an R44. A call was made to Wellesbourne who confirmed they were talking to the a/c.☐ Supplementary 28/10/14: ☐ Flying as safety pilot with recently qualified student. On arrival at the site we had been very careful to avoid the 1500' CTA immediately above the hotel. On departure from a confined area, the student was focussed on being above 2000' so as to be able to request an overhead transit of Wellesbourne, a waypoint with which he was familiar. Though competent on the radio, he lacks confidence, so we were rehearsing the call. During this process, I failed to notice his enthusiastic rate of climb, and we infringed the 1500' CTA. We should have called Birmingham on lifting.

201416395	23/11/2014	EGTT : London (FIR)	EGCB : Manchester/Barton	1 S	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 at 1500ft. Standard separation maintained.	PA28 contacted EGCC APC for a service to operate in the EGCB overhead at 1.5A. I advised him that the airspace was delegated to EGCB and to free call EGCB for traffic info. I also advised him to remain clear of the EGCC CTR at all times to which he acknowledged. At time 1243z the AIW activated and radar derived information told me that the PA28 had infringed the EGCC CTR by approx' 1nm due South of EGCB. I immediately telephoned Barton Information and asked them to turn the PA28 North to leave the CTR. Scottish Walsy sector telephoned to query the AIW and I confirmed that the a/c was low level VFR and leaving the CTR to the North. The EGCC supervisor was also informed.☐ Supplementary 26/11/14: ☐ Passing overhead Barton with Southerly direction and then too late initiated right turn towards Irlam VRP to stop entering Manchester CTR.
201416487	23/11/2014	EGTT : London (FIR)	Burtonwood VRP		D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a PA18 at 1500ft. Standard separation maintained.	A 7350 squawk was observed routing westbound just to the south of the Burtonwood VRP indicating 1500ft. We spoke to Manchester via the direct line who informed us that the aircraft was now turning eastbound. The aircraft continued westbound further into the Liverpool Zone, Manchester subsequently called back to say that as the aircraft wished to remain there we would be better working it.
201416547	23/11/2014	EGTT : London (FIR)	EGBB (BHX): Birmingham		D	CTA	PIPER	Reciprocating	1	Alleged infringement of the Birmingham CTR (Class D) by a PA28 at 2500ft. Due to Mode C tolerance of +/- 200ft, a positive infringement of CAS cannot be established.	A320 inbound had left HON heading 285 descending to altitude 6000 feet. As it got to approximate 5miles West of HON I turned it heading 145 downwind, when I noticed an AIW warning of an a/c about 7 miles South of the A320 position indicating 2,500feet climbing. Base of CAS in that sector is 2500feet. I immediately turned the a/c North onto 330deg as he hadn't started his turn South yet. I did not issue avoiding action at that time as the distance was always increasing. The unknown a/c was observed turning South and descending thereafter. There was no Mode S information on the infringing a/c. My assistant called EGBW to see if they knew of any a/c operating North of them as it was seen to be heading in that direction. The FISO at EGBW that took the call is a retired EGBB ATCO and said the he knew of no a/c there but that a PA28 had just flown through the EGBW overhead at approximate 1800ft without speaking to them. Once the situation was normal and the A320 resuming vectors for an ILS to R/W33 I went back to a PA28 an inbound a/c from EGBO who I had told to stand by due to being busy and issued the squawk 0401 and the a/c we had been tracking as the infringer assigned that code.
201416552	25/11/2014	EGTT : London (FIR)	EGNR : Hawarden	7nm SE	A	Other	FLIGHT DESIGN	Reciprocating	1	Infringement of Airway N864 (Class A) by a Flight Design at 3200ft.	Unauthorised Penetration of CAS. Flight Design calls at 1120 leaving the Manchester low level corridor routing to destination, stating they would be passing SW climbing to altitude 4000ft and would be 15nm SW before reaching 4000ft. Aircraft initially given a 4601 (SSR code), a basic service and instructed to ROCAS. Aircraft was observed climbing through 3000ft, pilot was advised and positively identified using SSR code 4602. The pilot immediately descended below CAS. Both PC WAL and Liverpool ATC advised.
201416707	29/11/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		D	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class D) by an unknown aircraft at 1300ft, resulting in loss of separation with inbound traffic. Aircraft identified as a C172. Traffic info given.	Soon after I took over the FIN position I noticed an infringer start to track in to the zone from the White Waltham LFA. At the time I had fltnum 3R on a base leg from the North for RWY 09L and had just turned fltnum 333P from the South on to a northerly base leg. Having seen the infringer start to track towards the East I decided to take the fltnum 3R through the LOC and turned the fltnum 333P on to a NW heading to accommodate this. Unfortunately even though the fltnum 333P read back this instruction they needed confirmation some time later and the rate of turn was very slow. As this was now going to be an issue with the fltnum 3R going through the LOC opposite direction I told fltnum 333P to stop descent and maintain 4700' which they did and separation between them at least was maintained. I received confirmation from Thames that they had received confirmation from White Waltham that they were in contact with the infringing aircraft and that it would be tracking SW to leave the zone, I therefore started to vector for 09L again.☐ Supplementary 13/01/15: After getting airborne on runway 07, I planned to stay North of M4 until at visual reference on M4 then to track 1900 towards Blackbushe, remaining clear of controlled airspace. Prior to clearing with Waltham Radio to establish two way communications with Blackbushe and permission to transit Blackbushe ATZ. Once obtained to clear Waltham Radio and use freed up box to contact Farnborough. After departure I obviously mistook the visual reference point and turned towards Blackbushe, crossing the M4 putting me just inside the North West corner of the London CTR. I saw the wide body aircraft on approach to Heathrow and was well clear of them. Prior to departure I set the

201416707	29/11/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		D	CTR	UNKNOWN	Turbofan		Infringement of the London CTR (Class D) by an unknown aircraft at 1300ft, resulting in loss of separation with inbound traffic. Aircraft identified as a C172. Traffic info given.	Soon after I took over the FIN position I noticed an infringer start to track in to the zone from the White Waltham LFA. At the time I had fltnum 3R on a base leg from the North for RWY 09L and had just turned fltnum 333P from the South on to a northerly base leg. Having seen the infringer start to track towards the East I decided to take the fltnum 3R through the LOC and turned the fltnum 333P on to a NW heading to accommodate this. Unfortunately even though the fltnum 333P read back this instruction they needed confirmation some time later and the rate of turn was very slow. As this was now going to be an issue with the fltnum 3R going through the LOC opposite direction I told fltnum 333P to stop descent and maintain 4700' which they did and separation between them at least was maintained. I received confirmation from Thames that they had received confirmation from White Waltham that they were in contact with the infringing aircraft and that it would be tracking SW to leave the zone, I therefore started to vector for 09L again.☐ Supplementary 13/01/15: After getting airborne on runway 07, I planned to stay North of M4 until at visual reference on M4 then to track 1900 towards Blackbushe, remaining clear of controlled airspace. Prior to clearing with Waltham Radio to establish two way communications with Blackbushe and permission to transit Blackbushe ATZ. Once obtained to clear Waltham Radio and use freed up box to contact Farnborough. After departure I obviously mistook the visual reference point and turned towards Blackbushe, crossing the M4 putting me just inside the North West corner of the London CTR. I saw the wide body aircraft on approach to Heathrow and was well clear of them. Prior to departure I set the
201416707	29/11/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		D	CTR	UNKNOWN	Unknown		Infringement of the London CTR (Class D) by an unknown aircraft at 1300ft, resulting in loss of separation with inbound traffic. Aircraft identified as a C172. Traffic info given.	Soon after I took over the FIN position I noticed an infringer start to track in to the zone from the White Waltham LFA. At the time I had fltnum 3R on a base leg from the North for RWY 09L and had just turned fltnum 333P from the South on to a northerly base leg. Having seen the infringer start to track towards the East I decided to take the fltnum 3R through the LOC and turned the fltnum 333P on to a NW heading to accommodate this. Unfortunately even though the fltnum 333P read back this instruction they needed confirmation some time later and the rate of turn was very slow. As this was now going to be an issue with the fltnum 3R going through the LOC opposite direction I told fltnum 333P to stop descent and maintain 4700' which they did and separation between them at least was maintained. I received confirmation from Thames that they had received confirmation from White Waltham that they were in contact with the infringing aircraft and that it would be tracking SW to leave the zone, I therefore started to vector for 09L again.☐ Supplementary 13/01/15: After getting airborne on runway 07, I planned to stay North of M4 until at visual reference on M4 then to track 1900 towards Blackbushe, remaining clear of controlled airspace. Prior to clearing with Waltham Radio to establish two way communications with Blackbushe and permission to transit Blackbushe ATZ. Once obtained to clear Waltham Radio and use freed up box to contact Farnborough. After departure I obviously mistook the visual reference point and turned towards Blackbushe, crossing the M4 putting me just inside the North West corner of the London CTR. I saw the wide body aircraft on approach to Heathrow and was well clear of them. Prior to departure I set the
201416782	29/11/2014	EGTT : London (FIR)	SAM	113 Deg 5.1nm	D	CTR	MAULE	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown a/c squawking 7000, indicating 2100ft. A/c identified as a Maule MX7. Traffic info given. Standard separation maintained.	7000 squawk infringes CTR. At approx 1330, whilst in the process of handing over the Solent Radar position, a 7000 squawk indicating 2100ft was observed entering the CTR. The a/c entered CAS by about 1 mile, before turning eastbound to leave the CTR. I made blind calls to the a/c, with no response. No IFR a/c were affected, however traffic info was given to a SportCruiser flying VFR approx 5nm South SAM routing south-eastbound). The oncoming ATCO took over the position after the infringer had left CAS.☐ Supplementary 03/12/14:☐ Training flight. Easterly wind, approx 10 knots. 7 km vis in strong haze, with little cloud but low altitude sun causing considerable glare. Student was having some issues with holding precise height during turns and requested to practice additional medium level and steep turns as part of the licence revalidation flight. With an easterly wind pushing us towards Southampton CAS, I asked the student where she thought we were after several turns. Student thought we were near Chichester harbour, I had spotted Fawley chimney to the SW and suggested we were much further West so immediately took up an easterly heading to avoid getting any closer to Southampton. At this stage I thought we were just clear of Solent airspace and did consider making a call to Solent Radar (we were currently still working Goodwood AFIS), but had not realised we had infringed due to the hazy conditions restricting visibility in that area. On return to destination I realised we had infringed Solent when Goodwood AFIS requested a 36xx squawk and verification of altitude at 2000ft. on QNH. I rang Southampton as suggested once back at destination and was made aware of
201416782	29/11/2014	EGTT : London (FIR)	SAM	113 Deg 5.1nm	D	CTR	OTHER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown a/c squawking 7000, indicating 2100ft. A/c identified as a Maule MX7. Traffic info given. Standard separation maintained.	7000 squawk infringes CTR. At approx 1330, whilst in the process of handing over the Solent Radar position, a 7000 squawk indicating 2100ft was observed entering the CTR. The a/c entered CAS by about 1 mile, before turning eastbound to leave the CTR. I made blind calls to the a/c, with no response. No IFR a/c were affected, however traffic info was given to a SportCruiser flying VFR approx 5nm South SAM routing south-eastbound). The oncoming ATCO took over the position after the infringer had left CAS.☐ Supplementary 03/12/14:☐ Training flight. Easterly wind, approx 10 knots. 7 km vis in strong haze, with little cloud but low altitude sun causing considerable glare. Student was having some issues with holding precise height during turns and requested to practice additional medium level and steep turns as part of the licence revalidation flight. With an easterly wind pushing us towards Southampton CAS, I asked the student where she thought we were after several turns. Student thought we were near Chichester harbour, I had spotted Fawley chimney to the SW and suggested we were much further West so immediately took up an easterly heading to avoid getting any closer to Southampton. At this stage I thought we were just clear of Solent airspace and did consider making a call to Solent Radar (we were currently still working Goodwood AFIS), but had not realised we had infringed due to the hazy conditions restricting visibility in that area. On return to destination I realised we had infringed Solent when Goodwood AFIS requested a 36xx squawk and verification of altitude at 2000ft. on QNH. I rang Southampton as suggested once back at destination and was made aware of
201416835	02/12/2014	EGTT : London (FIR)	EGNF : NETHERTHORPE	East	D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by a PA28 squawking 7000 at 2500ft. Standard separation maintained.	7000 squawk observed departing EGNF to the East then southbound climbed to 2500ft inside CAS. Pilot contacted and was aware of his error. He was flying on the QFE at the time.

201416861	03/12/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	10 WSW	D	CTA	PIPER	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a PA28R. Separation lost with a B737. Traffic info and avoiding action given.	I was on duty as the East Midlands Radar Controller. Whilst vectoring a B737 for an ILS approach from the South, an unknown contact squawking 7000 was observed approaching the control area at 2400 northbound. A blind transmission was made to the a/c to ascertain whether the pilot was on frequency or not. No response was received. B737 was turned further right to increase the separation and traffic info was passed on traffic possibly about to infringe the CAS. The 7000 was observed a short while later indicating 2100ft, very slowly descending, entering the CTA. Further blind calls were made without success. B737 was routed through the extended centreline at 5000ft as a result of the infringement. The 7000 continued to descend, albeit very slowly, and did not leave the CAS until approximately 0.25nms South of the extended centreline. Once the traffic was observed outside CAS, the B737 was vectored to establish on the ILS from the North. A telephone call to Nottingham Tollerton revealed the a/c was from Goodwood.
201416861	03/12/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	10 WSW	D	CTA	BOEING	Turbofan	2	Infringement of the East Midlands CTA (Class D) by a PA28R. Separation lost with a B737. Traffic info and avoiding action given.	I was on duty as the East Midlands Radar Controller. Whilst vectoring a B737 for an ILS approach from the South, an unknown contact squawking 7000 was observed approaching the control area at 2400 northbound. A blind transmission was made to the a/c to ascertain whether the pilot was on frequency or not. No response was received. B737 was turned further right to increase the separation and traffic info was passed on traffic possibly about to infringe the CAS. The 7000 was observed a short while later indicating 2100ft, very slowly descending, entering the CTA. Further blind calls were made without success. B737 was routed through the extended centreline at 5000ft as a result of the infringement. The 7000 continued to descend, albeit very slowly, and did not leave the CAS until approximately 0.25nms South of the extended centreline. Once the traffic was observed outside CAS, the B737 was vectored to establish on the ILS from the North. A telephone call to Nottingham Tollerton revealed the a/c was from Goodwood.
201416864	31/10/2014	EGTT : London (FIR)	D 510		G	Danger area	BELL	Turboshaft	1	Infringements of the Spadeadam Danger Area EGD 510 by a Bell 205.	I was the DATCO working a military a/c within the confines of D510 operating surface to altitude 2000 feet. At approximately 0920 I observed a SSR return (squawk 1730) within D510 tracking SE. A Bell 205 had been operating within D510 on occasions throughout the week in the vicinity of the observation of the SSR code. I tried to call the a/c on VHF and also asked D&D to make a call on guard frequency but no reply was received. I also tried to contact the company by telephone but there was no answer. The nearest the 2 a/c got in relation to one another was 6nm and an indicated 500 feet separation.☐ Second report:☐ Bell 205 infringed D510 airspace on several occasions whilst carrying out operations on the Eastern edge of the Danger Area. The pilot had contacted Spadeadam Operations by landline at the beginning of the week to make them aware of his intentions. He was assigned a squawk, and a frequency to contact whilst carrying out his task. This was fulfilled on the first day, but thereafter the pilot operated autonomously. He retained the squawk throughout, but there were no two way communications with Spadeadam ATM. There was a military a/c conducting operations within the range at the same time. This meant that the military pilot had to be given frequent updates of traffic info which otherwise could have been omitted if ATM had both a/c on freq and had them procedurally separated.
201416864	31/10/2014	EGTT : London (FIR)	D 510		G	Danger area	OTHER	Turboprop	4	Infringements of the Spadeadam Danger Area EGD 510 by a Bell 205.	I was the DATCO working a military a/c within the confines of D510 operating surface to altitude 2000 feet. At approximately 0920 I observed a SSR return (squawk 1730) within D510 tracking SE. A Bell 205 had been operating within D510 on occasions throughout the week in the vicinity of the observation of the SSR code. I tried to call the a/c on VHF and also asked D&D to make a call on guard frequency but no reply was received. I also tried to contact the company by telephone but there was no answer. The nearest the 2 a/c got in relation to one another was 6nm and an indicated 500 feet separation.☐ Second report:☐ Bell 205 infringed D510 airspace on several occasions whilst carrying out operations on the Eastern edge of the Danger Area. The pilot had contacted Spadeadam Operations by landline at the beginning of the week to make them aware of his intentions. He was assigned a squawk, and a frequency to contact whilst carrying out his task. This was fulfilled on the first day, but thereafter the pilot operated autonomously. He retained the squawk throughout, but there were no two way communications with Spadeadam ATM. There was a military a/c conducting operations within the range at the same time. This meant that the military pilot had to be given frequent updates of traffic info which otherwise could have been omitted if ATM had both a/c on freq and had them procedurally separated.
201416885	03/12/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 150 Range 10nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 3763 at 2300ft. Standard separation maintained.	Whilst mentoring my student I saw a 3763 code approaching the Gatwick CTA southern boundary. As it entered the CTA I brought it to my student's attention. A check all was implemented and we telephoned Shoreham Approach who were working the a/c. A/c contacted us as it vacated CAS. No other a/c were affected by the infringement. The a/c was initially identified using Mode S and then by Mode A code 3750.

201416909	04/12/2014	EGTT : London (FIR)	EGKB (BQH): Biggin hill		A	TMA	CIRRUS	Reciprocating	1	SR22 climbed to 3000ft instead of cleared altitude 2400ft, infringing the LTMA (Class A). Standard separation maintained.	Level Bust. SR22 was given a clearance via APP to route DET at 2400ft from runway 21 which turns right back to the overhead before routing to DET. On departure SR22 was observed to climb into controlled airspace to 3000ft. No traffic as in the vicinity to effect, therefore SR22 was allowed to maintain 3000ft until further climb could be given.
201416946	03/12/2014	EGTT : London (FIR)	Clevedon		D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by an unknown a/c squawking 7000 at 2900ft. A/c identified as a PA28. Traffic info given. Standard separation maintained.	Whilst acting as the OJT I an unknown 7000 squawk was seen entering CAS in the Clevedon area. The a/c routed towards Weston-super-Mare and then turned back North on a reciprocal track. The maximum altitude observed was 2900ft. One inbound IFR training flight was held off because of the infringement. The Mode S transponder of the unknown a/c gave the callsign PA28. Several blind transmissions and calls to other units were made but no contact was made with the a/c. We found out the a/c was outbound and on their return they were asked to contact Bristol ATC. On initial contact with Kemble ATC they believed that PA28 was on their frequency. However, they were unable to contact the a/ct the time of the infringement. ADC were informed about the infringement and became visual with the a/c. In their opinion they believed that the Mode C data from the a/c was correct.☐ CAA Closure:☐ Pilot error. Poor planning and situational awareness. Failed on-line test, retraining required.
201416946	03/12/2014	EGTT : London (FIR)	Clevedon		D	CTA	PIPER	Reciprocating	2	Infringement of the Bristol CTA (Class D) by an unknown a/c squawking 7000 at 2900ft. A/c identified as a PA28. Traffic info given. Standard separation maintained.	Whilst acting as the OJT I an unknown 7000 squawk was seen entering CAS in the Clevedon area. The a/c routed towards Weston-super-Mare and then turned back North on a reciprocal track. The maximum altitude observed was 2900ft. One inbound IFR training flight was held off because of the infringement. The Mode S transponder of the unknown a/c gave the callsign PA28. Several blind transmissions and calls to other units were made but no contact was made with the a/c. We found out the a/c was outbound and on their return they were asked to contact Bristol ATC. On initial contact with Kemble ATC they believed that PA28 was on their frequency. However, they were unable to contact the a/ct the time of the infringement. ADC were informed about the infringement and became visual with the a/c. In their opinion they believed that the Mode C data from the a/c was correct.☐ CAA Closure:☐ Pilot error. Poor planning and situational awareness. Failed on-line test, retraining required.
201416951	05/12/2014	EGTT : London (FIR)	EGHI (SOU): Southampton	181deg 13.2nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 indicating 2900ft. Standard separation maintained.	I had recently taken over the sector when I noticed that PA28 was indicating at 2900 ft at a point 4nm SW of Cowes where the base of the CTA is 2500ft. I challenged the a/c and he confirmed that the Mode C was correct. I informed the a/c that it had entered CAS and advised him of the declared base. The a/c then replied that it was descending to 2500ft. ☐ Supplementary 09/12/14:☐ Changed planned flight due to delay in cloud clearing. Decided instead on a local flight to circumnavigate Isle of Wight. Due to the late change of plan did not plan this flight properly with reference to map and pre-planned altitudes. Therefore forgot about the CTA above 2000ft in the North-Western corner of the Isle of Wight and ascended into this from below. Suggested actions to prevent a recurrence: 1. Plan all flights, no matter how short / local, with reference to the chart and fly a properly filled-out PLOG including pre-determined altitudes. 2. Ensure I check GPS map regularly during flight, since this shows CAS. Focus on improving situational awareness. 3. Was using a portable system running on an iPad. However airspace warnings were not audible due to noise. Have now taken measures to ensure these warnings are audible.☐ Supplementary 24/12/14:☐ The a/c entered the Solent Control Area whilst in receipt of a Basic Service from Solent Radar. The pilot inadvertently climbed the a/c above the base of the CTA after a change in intended route without correct flight planning taking place.
201416968	06/12/2014	EGTT : London (FIR)	EGLC (LCY): London city	Bearing E Range 14nm	A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA18 squawking 4575 observed climbing up to 2800ft. Traffic info and avoiding action given. Separation lost.	A/c infringed CAS approx 14nm East of London City Airport, tracking SW, by climbing up to 2800ft altitude. Fltnum1YG was established on final approach to R/W27 to the West of the a/c so no action was taken. Fltnum74F was on heading 315 to intercept the 27 LOC and was SE of the infringing a/c. Fltnum74F was given vectors 335 and 350 to go approx 5 miles behind it. The pilot reported visual with PA18. A/c was wearing a 4575 Southend Radar squawk, so I contacted Southend Radar and they instructed the a/c to descend. I ascertained the details of the flight from Southend Radar. The a/c was under a Basic Service.☐ CAA Closure:☐ Pilot error. Lapse in concentration whilst trying to identify destination grass strip. Remedial training with CFI undertaken.

201416968	06/12/2014	EGTT : London (FIR)	EGLC (LCY): London city	Bearing E Range 14nm	A	TMA	UNKNOWN	Unknown		Infringement of the London TMA (Class A) by a PA18 squawking 4575 observed climbing up to 2800ft. Traffic info and avoiding action given. Separation lost.	A/c infringed CAS approx 14nm East of London City Airport, tracking SW, by climbing up to 2800ft altitude. Fltnum1YG was established on final approach to R/W27 to the West of the a/c so no action was taken. Fltnum74F was on heading 315 to intercept the 27 LOC and was SE of the infringing a/c. Fltnum74F was given vectors 335 and 350 to go approx 5 miles behind it. The pilot reported visual with PA18. A/c was wearing a 4575 Southend Radar squawk, so I contacted Southend Radar and they instructed the a/c to descend. I ascertained the details of the flight from Southend Radar. The a/c was under a Basic Service.☐ CAA Closure:☐ Pilot error. Lapse in concentration whilst trying to identify destination grass strip. Remedial training with CFI undertaken.
201416968	06/12/2014	EGTT : London (FIR)	EGLC (LCY): London city	Bearing E Range 14nm	A	TMA	UNKNOWN	Unknown		Infringement of the London TMA (Class A) by a PA18 squawking 4575 observed climbing up to 2800ft. Traffic info and avoiding action given. Separation lost.	A/c infringed CAS approx 14nm East of London City Airport, tracking SW, by climbing up to 2800ft altitude. Fltnum1YG was established on final approach to R/W27 to the West of the a/c so no action was taken. Fltnum74F was on heading 315 to intercept the 27 LOC and was SE of the infringing a/c. Fltnum74F was given vectors 335 and 350 to go approx 5 miles behind it. The pilot reported visual with PA18. A/c was wearing a 4575 Southend Radar squawk, so I contacted Southend Radar and they instructed the a/c to descend. I ascertained the details of the flight from Southend Radar. The a/c was under a Basic Service.☐ CAA Closure:☐ Pilot error. Lapse in concentration whilst trying to identify destination grass strip. Remedial training with CFI undertaken.
201416969	06/12/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	TMA	A	TMA	GROB	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a G115 at 4500ft. CAIT activated. Standard separation maintained.	Whilst on duty as Wal/IoM/S29 combined T&P I noticed a Cait alert in the area between KOLID & CROFT which indicated G115 was infringing CAS at 4.5A where the base is 3.5A. Liverpool also phoned to alert me to the infringer. I had C560 on frequency inbound descending to FL60 own nav to WAL. I turned the C560 onto heading 235 away from the infringer to maintain more than 5nm. The infringer was very slow moving and in a tight orbit approx 1nm inside CAS. When I was satisfied the C560 was clear of the traffic I resumed its nav to WAL and transferred to GP radar. The infringer then left CAS back into the woodvale fillet area. Approx 5 mins after the event the LAS phoned military ATC (who confirmed they were working G115) and advised PC would be filing an MOR. It was agreed military ATC would speak to the pilot at a suitable time and advise them of the location of the event and reinforce the proximity of the Manchester TMA to their operating area.☐ Supplementary 10/12/14:☐ Infringement of CAS. Whilst undertaking turning exercises with a student NW Chorley 4000 to 4500 ft QNH in good VMC above SCT cloud with a strong W/NW wind the pilot inadvertently infringed the northern edge of CAS. No other a/c was in the vicinity. Scottish ATC notified military tower and they advised the pilot of the infringement. He was unaware that an infringement had occurred until receipt of this message from ATC.
201416969	06/12/2014	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	TMA	A	TMA	CESSNA	Turbofan	2	Infringement of the Manchester TMA (Class A) by a G115 at 4500ft. CAIT activated. Standard separation maintained.	Whilst on duty as Wal/IoM/S29 combined T&P I noticed a Cait alert in the area between KOLID & CROFT which indicated G115 was infringing CAS at 4.5A where the base is 3.5A. Liverpool also phoned to alert me to the infringer. I had C560 on frequency inbound descending to FL60 own nav to WAL. I turned the C560 onto heading 235 away from the infringer to maintain more than 5nm. The infringer was very slow moving and in a tight orbit approx 1nm inside CAS. When I was satisfied the C560 was clear of the traffic I resumed its nav to WAL and transferred to GP radar. The infringer then left CAS back into the woodvale fillet area. Approx 5 mins after the event the LAS phoned military ATC (who confirmed they were working G115) and advised PC would be filing an MOR. It was agreed military ATC would speak to the pilot at a suitable time and advise them of the location of the event and reinforce the proximity of the Manchester TMA to their operating area.☐ Supplementary 10/12/14:☐ Infringement of CAS. Whilst undertaking turning exercises with a student NW Chorley 4000 to 4500 ft QNH in good VMC above SCT cloud with a strong W/NW wind the pilot inadvertently infringed the northern edge of CAS. No other a/c was in the vicinity. Scottish ATC notified military tower and they advised the pilot of the infringement. He was unaware that an infringement had occurred until receipt of this message from ATC.
201416971	06/12/2014	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	North West Corner	D	CTA	OTHER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a CTWSW at 2200ft. SAM and BOG departures suspended.	A/c was observed to have infringed the NW corner of the EGKK CTA at altitude 2200ft for approx 2mins at 1237 UTC. As the a/c was wearing a squawk from EGKR, I called them to take action but although they said the a/c was on their frequency they could not contact him. I then called EGKK TWR to suspend SAM and BOG deps as I felt there may be an issue with the infringer if they were allowed to continue. After approx 3 mins, a/c was observed descending rapidly below the CTA and turning left to exit to the West.

201416977	06/12/2014	EGTT : London (FIR)	EGMC (SEN): Southend	8nm NNW	A	TMA	UNKNOWN	Unknown		Infringement of the Southend RMZ (Class G) and the LTMA (Class A) by an unknown a/c squawking 7000 at 4000ft. Traffic info given. Standard separation maintained.	Infringement Southend RMZ. Possible infringement LTMA Class A airspace. WX Southend 1250z 28006kt 250v320 CAVOK 06/M00 Q1027 (Regional pressure not available at time of writing). 1253:24 unknown a/c return appeared tracking eastbound. The Mode Charlie then indicated 3600'. The unknown contact was observed manoeuvring in tight patterns East of Stow Maries Airfield up to altitude 4000' indicated. Thames Radar were informed by Southend Director of the infringement, but not in contact with Southend ATC. Several blind transmissions made on 128.950 MHz (Southend Director) and 130.775MhZ (Southend Radar) North Weald Aerodrome contacted for potential tracing action. A transiting PA28 passed West abeam the contact at a similar indicated altitude reported the a/c as either an Me109 or a Spitfire. Traffic info passed to inbound A319 R/W24 under a Deconfliction Service, but deconfliction minima maintained. Thames Radar had no traffic affected.
201416977	06/12/2014	EGTT : London (FIR)	EGMC (SEN): Southend	8nm NNW	A	TMA	PIPER	Reciprocating	1	Infringement of the Southend RMZ (Class G) and the LTMA (Class A) by an unknown a/c squawking 7000 at 4000ft. Traffic info given. Standard separation maintained.	Infringement Southend RMZ. Possible infringement LTMA Class A airspace. WX Southend 1250z 28006kt 250v320 CAVOK 06/M00 Q1027 (Regional pressure not available at time of writing). 1253:24 unknown a/c return appeared tracking eastbound. The Mode Charlie then indicated 3600'. The unknown contact was observed manoeuvring in tight patterns East of Stow Maries Airfield up to altitude 4000' indicated. Thames Radar were informed by Southend Director of the infringement, but not in contact with Southend ATC. Several blind transmissions made on 128.950 MHz (Southend Director) and 130.775MhZ (Southend Radar) North Weald Aerodrome contacted for potential tracing action. A transiting PA28 passed West abeam the contact at a similar indicated altitude reported the a/c as either an Me109 or a Spitfire. Traffic info passed to inbound A319 R/W24 under a Deconfliction Service, but deconfliction minima maintained. Thames Radar had no traffic affected.
201416977	06/12/2014	EGTT : London (FIR)	EGMC (SEN): Southend	8nm NNW	A	TMA	AIRBUS	Turbofan	2	Infringement of the Southend RMZ (Class G) and the LTMA (Class A) by an unknown a/c squawking 7000 at 4000ft. Traffic info given. Standard separation maintained.	Infringement Southend RMZ. Possible infringement LTMA Class A airspace. WX Southend 1250z 28006kt 250v320 CAVOK 06/M00 Q1027 (Regional pressure not available at time of writing). 1253:24 unknown a/c return appeared tracking eastbound. The Mode Charlie then indicated 3600'. The unknown contact was observed manoeuvring in tight patterns East of Stow Maries Airfield up to altitude 4000' indicated. Thames Radar were informed by Southend Director of the infringement, but not in contact with Southend ATC. Several blind transmissions made on 128.950 MHz (Southend Director) and 130.775MhZ (Southend Radar) North Weald Aerodrome contacted for potential tracing action. A transiting PA28 passed West abeam the contact at a similar indicated altitude reported the a/c as either an Me109 or a Spitfire. Traffic info passed to inbound A319 R/W24 under a Deconfliction Service, but deconfliction minima maintained. Thames Radar had no traffic affected.
201416982	05/12/2014	EGTT : London (FIR)	BEL	7.5nm ENE	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Aldergrove CTR (Class D) by an R44 squawking 7000.	At approx 1505, whilst working in the INT position, ADC advised of a helicopter just east of the CTR and wishing to fly through. The a/c had initially called the Unit on ADC's frequency and was told to remain outside CAS by them. As the a/c was about to cross the boundary into Class D airspace and hadn't called, I made a blind call to it with no response. Pilot called approx 7.5nm from BEL, inside the Aldergrove CTR.
201416993	05/12/2014	EGTT : London (FIR)	BNN	SE	A	TMA	CIRRUS	Reciprocating	1	Possible infringement of the LTMA (Class A) by an SR22.	SR22 infringes CAS SE of BNN. At approximately T1645, SR22 was observed to infringe CAS, SE of BNN, at 2.7A. The aircraft maintained that level for a short while before descending and leaving CAS. The aircraft infringed CAS again afterwards, but for a shorter period of time. At the time of the first infringement, Falcon 2000 (on a CPT departure) was given a right turn off the SID to ensure the aircraft maintained separation.

201416993	05/12/2014	EGTT : London (FIR)	BNN	SE	A	TMA	DASSAULT	Turbofan	2	Possible infringement of the LTMA (Class A) by an SR22.	SR22 infringes CAS SE of BNN. At approximately T1645, SR22 was observed to infringe CAS, SE of BNN, at 2.7A. The aircraft maintained that level for a short while before descending and leaving CAS. The aircraft infringed CAS again afterwards, but for a shorter period of time. At the time of the first infringement, Falcon 2000 (on a CPT departure) was given a right turn off the SID to ensure the aircraft maintained separation.
201417022	08/12/2014	EGTT : London (FIR)	SAM	7nm NW	D	CTA	OTHER	Turboshaft	1	Infringement of the Solent CTA (Class D) by an unknown a/c squawking 2676, indicating 2300ft. AIW activated. Infringer identified as a military a/c. Traffic info and avoiding action given to an inbound DHC8. Standard separation maintained.	Infringement by 2676 squawk. R/W02, QNH 1020, WX 9999 FEW020. At 1137 I was operating as Solent Radar when I noticed a 2676 squawk approximately 7nm NW of SAM eastbound approaching CAS, indicating Alt2.2 climbing. Mode S indicated the Callsign might be military a/c, so I put out a blind call using the Callsign, geographical position and level. There was no reply so I tried again stating the squawk. With no reply I tried the VP line but it flagged up as u/s. I therefore continued with a further blind call whilst asking the radar ATSA to try phoning VP instead. At approximately 1138, the 2676 squawk entered CAS climbing I believe to Alt2.3A and causing AIW to alarm. An inbound DHC8 was on a heading of 180deg maintaining FL70, SE of PEPIS and was told to maintain the heading for avoiding action. No LOS. The radar ATSA established contact with VP who said although the 2676 was not identified to them, they believed it was military a/c and would get it to turn away to the North. Shortly afterwards the 2676 squawk slowly turned to the North and had left by 1140. DHC8 continued for the F/D02 and made a normal approach and landing.□ Supplementary 18/12/14:□ Whilst on duty as Wallop Approach I received a phone call from Southampton who asked me if I was controlling fltnum703. I replied he was under a Basic Service from me but didn't know his position as I was not monitoring him. They informed me he was about to enter their airspace and asked if I could turn him North so I complied with the request. On the R/T I said to 703 I believe you're about to enter Southampton Airspace turn left onto North, as far as I remember. I observed a 2676 Squawk, which I believed to be 703 clip the edge of
201417022	08/12/2014	EGTT : London (FIR)	SAM	7nm NW	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA (Class D) by an unknown a/c squawking 2676, indicating 2300ft. AIW activated. Infringer identified as a military a/c. Traffic info and avoiding action given to an inbound DHC8. Standard separation maintained.	Infringement by 2676 squawk. R/W02, QNH 1020, WX 9999 FEW020. At 1137 I was operating as Solent Radar when I noticed a 2676 squawk approximately 7nm NW of SAM eastbound approaching CAS, indicating Alt2.2 climbing. Mode S indicated the Callsign might be military a/c, so I put out a blind call using the Callsign, geographical position and level. There was no reply so I tried again stating the squawk. With no reply I tried the VP line but it flagged up as u/s. I therefore continued with a further blind call whilst asking the radar ATSA to try phoning VP instead. At approximately 1138, the 2676 squawk entered CAS climbing I believe to Alt2.3A and causing AIW to alarm. An inbound DHC8 was on a heading of 180deg maintaining FL70, SE of PEPIS and was told to maintain the heading for avoiding action. No LOS. The radar ATSA established contact with VP who said although the 2676 was not identified to them, they believed it was military a/c and would get it to turn away to the North. Shortly afterwards the 2676 squawk slowly turned to the North and had left by 1140. DHC8 continued for the F/D02 and made a normal approach and landing.□ Supplementary 18/12/14:□ Whilst on duty as Wallop Approach I received a phone call from Southampton who asked me if I was controlling fltnum703. I replied he was under a Basic Service from me but didn't know his position as I was not monitoring him. They informed me he was about to enter their airspace and asked if I could turn him North so I complied with the request. On the R/T I said to 703 I believe you're about to enter Southampton Airspace turn left onto North, as far as I remember. I observed a 2676 Squawk, which I believed to be 703 clip the edge of
201417329	13/12/2014	EGTT : London (FIR)	Elstree	3nm NW	A	TMA	VANS	Reciprocating	1	UK AIRPROX 2014/228 - Vans RV6 and a PA28, 3nm NW of Elstree in Class G airspace. Vans RV6 infringed the LTMA (Class A) due to taking aggressive avoiding action.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by a late sighting by the Vans RV6 pilot and effectively a non-sighting by the PA28 pilot.
201417329	13/12/2014	EGTT : London (FIR)	Elstree	3nm NW	A	TMA	PIPER	Reciprocating	1	UK AIRPROX 2014/228 - Vans RV6 and a PA28, 3nm NW of Elstree in Class G airspace. Vans RV6 infringed the LTMA (Class A) due to taking aggressive avoiding action.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by a late sighting by the Vans RV6 pilot and effectively a non-sighting by the PA28 pilot.

201417340	12/12/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	9nm SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) and Manchester CTR (Class D) by an unknown aircraft squawking 7000 at 1400ft. Aircraft identified as a PA28. Standard separation maintained.	7000sq spotted infringing Liverpool CTR 9 miles SE of Liverpool tracking southwest bound at A014. Aircraft then did a 180 and infringed again going in the opposite direction. Aircraft then Infringed Manchester CTR. No other aircraft affected. Tried to blind call the aircraft. Aircraft finally called in on Manchester frequency and identified as (PA28). 1220Z 250/09KT 9999 SHGS FEW011 SCT020CB 05/01 Q0994.
201417352	13/12/2014	EGTT : London (FIR)	EGGP (LPL): Liverpool	15nm NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Liverpool CTA (Class D) by a PA28 at 2600ft. Standard separation maintained.	PA28 infringement of Liverpool controlled airspace. PA28 was on a basic service and had reported at 1.3A, the routing and altitude would keep the aircraft below controlled airspace. The aircraft was later observed at 2.6A inside CAS, 15nm NW of Liverpool. The pilot was asked to confirm his altitude, the reply was 1.3A. The pilot was asked to reset, the pilot then replied that he had been reading his altimeter wrong and was now descending. The pilot was advised he had infringed CAS but by this point was back below CAS again so no clearance was given. No other aircraft were affected.
201417393	13/12/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm SSE	D	CTA	OTHER	None	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7010, indicating 1900ft. Aircraft identified as a gyroplane.	7010 observed 10nm South of Stansted indicating 1900ft, the contact landed at intended destination. 'Check All' used and B737 on a CLN departure turned early. Gyroplane identified using mode S.
201417393	13/12/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm SSE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7010, indicating 1900ft. Aircraft identified as a gyroplane.	7010 observed 10nm South of Stansted indicating 1900ft, the contact landed at intended destination. 'Check All' used and B737 on a CLN departure turned early. Gyroplane identified using mode S.
201417395	13/12/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	14nm NE	A	TMA	OTHER	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 3700ft. CAIT activated. Aircraft identified as a Pioneer 300.	A7000 indicating 3700ft infringed CAS 14nm NE of Stansted, CAIT activated, the contact later climbed to 4000ft. Pioneer 300 was tracking SE and then turned East. Two inbound a/c were delayed as a result. Pioneer 300 was identified using mode S.

201417466	13/12/2014	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ	D	CTA	JODEL	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) and CTA (Class D) at Andrewsfield by an unknown aircraft showing as a primary contact only. Aircraft identified as a Jodel D150.	Working as FIN. A primary contact entered TMZ 2 south west of North Weald at 1257. Target proceeded through North Weald circuit, and continued NE parallel to the Stansted CTA boundary. I managed to keep tabs on it, and as it was approaching Andrewsfield rang them to warn of potential infringement. I rang North Weald to ask if a/c had called them, they said negative, they just saw a white C42 microlight fly through. As primary target made turns in Andrewsfield circuit I rang them again to see if they had a microlight in the circuit. They had three so was unable to identify the one I had followed. At time 1309 a 7000 squawk indicating 2000 entered the North Weald circuit from the East. I rang North Weald who said Jodel D150 (the callsign displayed on the data block on my radar) had just called.
201417497	15/12/2014	EGTT : London (FIR)	Gamston	5nm W	D	CTR	CESSNA	Reciprocating	1	Possible infringement of the Doncaster CTR (Class D) by a C182. Traffic info given.	Civil Aircraft infringement of Doncaster controlled airspace. C182 called Waddington LARS for a basic service. Believed to be departing Netherthorpe ATZ to the east. Reported climbing to 1800ft. C182 was instructed to squawk 3603 and remain clear of controlled airspace. The Airspace above the region the aircraft was believed to be in has a base of 2000ft based on Doncaster QNH. C182 was then given the regional Barnsley pressure of 1004Hpa and asked to confirm altitude, which was reported as 2200ft. The Doncaster QNH was 1011Hpa. C182 was advised that it was inside controlled Airspace and was suggested to descend immediately and track south to leave controlled airspace as soon as possible, which they complied with. The suggested turn to the south also kept the aircraft clear of Gamston ATZ which it was heading towards. Once safely clear of Controlled Airspace the Callsign, Squawk and Type and time of infringement was passed to Doncaster ATC. Supervisors Narrative I witnessed the above incident and am content that the report above is accurate.
201417540	16/12/2014	EGTT : London (FIR)	WOD		A	TMA	PIPER	Reciprocating	1	Possible infringement of the LTMA (Class A) by an unknown a/c squawking 0442, indicating 2700ft. A/c identified via Farnborough as a PA28. Standard separation maintained.	I was working at the GS South when it was reported to me that an a/c had infringed the base of CAS in the WOD area. The base is A2500ft and the a/c was showing at A2700ft. The TC SW controller turned fltnum 135 onto a heading of 245deg in order to avoid the area of the infringer. The a/c called Farnborough who then turned and descended it clear. The a/c was identified by Farnborough as a PA28.
201417576	16/12/2014	EGTT : London (FIR)	HON	2-3nm SW	D	CTR	DIAMOND	Reciprocating	1	Infringement of the Birmingham CTR (Class D) by an unknown a/c at 1300ft. Aircraft identified as a DA40 flown by a solo student pilot who subsequently accepted vectors for a visual recovery to intended destination. Standard separation maintained.	I was operating as the APS controller at Coventry when at approximately 13:55 my ATSA was alerted by Birmingham ATC to an a/c on our conspicuity squawk entering the Birmingham CTR approximately 2 - 3 nm SW of HON VOR. At the time I was busy taking the details of multiple transit flights requesting services from Coventry. When I was able to take the information about the infringement from my ATSA I guessed that the most likely of the local flights I had at the time to be the subject a/c was a DA40. I asked the pilot (a solo student) his position, which he believed to be 5 mile SW of Leamington Spa. However the VDF trace indicated that he was in fact West of Coventry airfield and corresponded with the subject a/c. I instructed the pilot that I believed he was just entering CAS SW of Honiley and to turn South immediately. I then instructed the pilot to squawk 4363. Once positively radar identified the pilot was informed of his exact position which was now approx. 4 nm WSW of HON VOR at 1300' Alt. and again instructed him to turn South immediately as he had not yet initiated a turn as observed on the radar display. Once the a/c was clear of the Birmingham CTR I offered the pilot vectors towards their intended airfield for a visual recovery, which he accepted. He was vectored towards a downwind left hand position and passed his position in terms of prominent ground features on the way. The pilot got intended airfield in sight when about 6 nm SW and continued on his own navigation towards the downwind join for R/W23 and landed without further incident. Birmingham ATC were passed the a/c details and they requested the pilot and/or instructor contacted them. Flight training company were passed details of the infringement and were requested to contact Birmingham ATC.☐
201417603	16/12/2014	EGTT : London (FIR)	EGBE (CVT): Coventry	3nm S	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA 2 and 8 (Class D) by an unknown a/c squawking 7000, indicating 2500ft. A/c identified as a PA28 on a cross country qualifier who had become lost and called D&D.	Working as Radar 1, R/W33 Ops, a 7000 squawk was observed Northbound from South of Coventry indicating 2500. As the a/c approached Coventry Airport and infringed CTA2 Coventry were called to see if the a/c was working them. It was not but a further call indicated that the a/c was a PA28. As the a/c continued into CTA8 it descended slowly. On leaving CAS to the NE of Coventry the a/c squawked 3305, a D&D squawk. The a/c was PA28 on a cross country qualifier and had become lost, calling D&D once the pilot realised. No other traffic was affected, a precautionary check South was placed whilst the a/c was in the CTA. The pilot subsequently called Birmingham ATC, was thanked for calling D&D once lost. ☐ Supplementary 22/12/14:☐ Winds lighter than forecast. Some drift from desired track. Last positively check point identified = Chipping Norton. Key check point (Banbury) mis identified probably due to reading map to ground, causing significant further variation from intended track. Not aware lost until in the vicinity of EGBE. Pan: 121.5 called immediately. ☐ Supplementary 24/12/14:☐ At 1342 PA28 declared a PAN on 121x5 Mhz advising that he was lost and requesting a position fix and assistance to Sywell. Utilising DF he was given his position as overhead Coventry and a steer for Sywell. PA28 was offered a radar service until he was comfortable with his position and was identified and placed under TS. Navigational assistance was provided until he reported happy to continue visual at Sywell Lakes. The a/c was transferred

201417611	16/12/2014	EGTT : London (FIR)	WOD		A	TMA	PIPER	Reciprocating	1	Possible infringement of the LTMA (Class A) by a PA28, indicating 2700ft.	Infringement of the London TMA by PA28. I was working as the Approach and LARS West Controller bandboxed as there was no approach traffic in the next 20 minutes and medium LARS traffic. At 1236, a PA28 called on frequency. I gave him the squawk 0442, the QNH 1016 and a Basic Service. He was subsequently validated and verified. During my scan at about 1244 I noted that PA28 was about 4nm West of WOD at 2500ft tracking North East but did not consider that he was a risk at that time. Approximately 1 minute later the AIW sounded and I saw the PA28 was about 1nm West of WOD indicating 2700ft. I asked PA28 to confirm his altitude on the QNH 1016 and he replied 2600ft. I then told him to descend immediately to 2400ft and turn westbound as he was infringing controlled airspace. The pilot complied in a timely manner and I informed him when he had left controlled airspace and reminded him of the airspace base in the vicinity of WOD.
201417622	10/12/2014	EGTT : London (FIR)	EGWU (NHT): Northolt		D	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class D) by an unknown aircraft squawking 7000, indicating unverified 1500ft. Aircraft identified as a C152. Standard separation maintained.	Northolt - London Class D infringement. I was working solo as Northolt Approach bandboxed when I witnessed a 7000 squawk depart Denham ATZ and track westbound into the London Class D airspace. I contacted Denham ATC to attempt to identify the aircraft and provide a solution, Denham identified the aircraft as C152 and the pilot was told to route northbound immediately, which they did. The aircraft tracked approximately 3 miles west of Denham and 2 Miles south of Beaconsfield before the instruction to turn was given, the highest altitude witnessed from the Mode C was 1500' unverified.☐ CAA Closure:☐ Pilot error, situational awareness. Passed on-line test, warning letter sent.
201417670	16/12/2014	EGTT : London (FIR)	BHX	12nm S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an unknown a/c squawking 7000 at 3000ft. A/c identified as a C152. STCA and AIW activated. Traffic info given. Standard separation maintained.	I was OJTI to a trainee with 200+ hours training on Radar. PA34(1) had completed a LOC/DME approach and Go Around to R/W33 and had been placed on its own navigation to destination at 3000' with the condition that the a/c would turn no further left than hdg 150. As the PA34(1) would be leaving CAS traffic info was given on a 7000 contact to the South. The PA34(1) pilot reported visual. The STCA alert was flashing. As the a/c got closer it was confirmed again that the pilot was still visual. The 7000 infringed CAS (the AIW warning was initially missed due to the STCA already flashing) and the PA34(1) passed behind. At the same time clearance had been given for a non-transponding a/c to cross Birmingham CAS and 2 a/c were being vectored inbound. The second inbound was a PA34(2) who was given hdg 340 as the 7000 continued to penetrate CAS eastbound.☐ Supplementary 19/12/14:☐ Take off with QFE = 1012, QNH = 1015, R/W18 right hand. Freq 124.025. Straight climb out past noise abatement then right turn out to follow planned route. Climbed to 2500' on QFE then changed to QNH and climbed to 3000'. I turned late and further North of Worcester than usual, tracking me more northerly but on a parallel course. My usual landmarks were not visible and I decided to check my heading using the VOR facility which I have used as a back up in the past for information only. The VOR was already set to Daventry on 116.400 so I changed the OBS to fix a radial of 090. The needle immediately swung to the left and the 'TO' flag showed. I was surprised as it suggested I was too far South. I assumed winds aloft may have drifted me although there was nothing on the ground to confirm this (smoke
201417670	16/12/2014	EGTT : London (FIR)	BHX	12nm S	D	CTA	PIPER	Reciprocating	2	Infringement of the Birmingham CTA (Class D) by an unknown a/c squawking 7000 at 3000ft. A/c identified as a C152. STCA and AIW activated. Traffic info given. Standard separation maintained.	I was OJTI to a trainee with 200+ hours training on Radar. PA34(1) had completed a LOC/DME approach and Go Around to R/W33 and had been placed on its own navigation to destination at 3000' with the condition that the a/c would turn no further left than hdg 150. As the PA34(1) would be leaving CAS traffic info was given on a 7000 contact to the South. The PA34(1) pilot reported visual. The STCA alert was flashing. As the a/c got closer it was confirmed again that the pilot was still visual. The 7000 infringed CAS (the AIW warning was initially missed due to the STCA already flashing) and the PA34(1) passed behind. At the same time clearance had been given for a non-transponding a/c to cross Birmingham CAS and 2 a/c were being vectored inbound. The second inbound was a PA34(2) who was given hdg 340 as the 7000 continued to penetrate CAS eastbound.☐ Supplementary 19/12/14:☐ Take off with QFE = 1012, QNH = 1015, R/W18 right hand. Freq 124.025. Straight climb out past noise abatement then right turn out to follow planned route. Climbed to 2500' on QFE then changed to QNH and climbed to 3000'. I turned late and further North of Worcester than usual, tracking me more northerly but on a parallel course. My usual landmarks were not visible and I decided to check my heading using the VOR facility which I have used as a back up in the past for information only. The VOR was already set to Daventry on 116.400 so I changed the OBS to fix a radial of 090. The needle immediately swung to the left and the 'TO' flag showed. I was surprised as it suggested I was too far South. I assumed winds aloft may have drifted me although there was nothing on the ground to confirm this (smoke
201417670	16/12/2014	EGTT : London (FIR)	BHX	12nm S	D	CTA	PIPER	Reciprocating	2	Infringement of the Birmingham CTA (Class D) by an unknown a/c squawking 7000 at 3000ft. A/c identified as a C152. STCA and AIW activated. Traffic info given. Standard separation maintained.	I was OJTI to a trainee with 200+ hours training on Radar. PA34(1) had completed a LOC/DME approach and Go Around to R/W33 and had been placed on its own navigation to destination at 3000' with the condition that the a/c would turn no further left than hdg 150. As the PA34(1) would be leaving CAS traffic info was given on a 7000 contact to the South. The PA34(1) pilot reported visual. The STCA alert was flashing. As the a/c got closer it was confirmed again that the pilot was still visual. The 7000 infringed CAS (the AIW warning was initially missed due to the STCA already flashing) and the PA34(1) passed behind. At the same time clearance had been given for a non-transponding a/c to cross Birmingham CAS and 2 a/c were being vectored inbound. The second inbound was a PA34(2) who was given hdg 340 as the 7000 continued to penetrate CAS eastbound.☐ Supplementary 19/12/14:☐ Take off with QFE = 1012, QNH = 1015, R/W18 right hand. Freq 124.025. Straight climb out past noise abatement then right turn out to follow planned route. Climbed to 2500' on QFE then changed to QNH and climbed to 3000'. I turned late and further North of Worcester than usual, tracking me more northerly but on a parallel course. My usual landmarks were not visible and I decided to check my heading using the VOR facility which I have used as a back up in the past for information only. The VOR was already set to Daventry on 116.400 so I changed the OBS to fix a radial of 090. The needle immediately swung to the left and the 'TO' flag showed. I was surprised as it suggested I was too far South. I assumed winds aloft may have drifted me although there was nothing on the ground to confirm this (smoke

201417736	19/12/2014	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	SW CTR	D	CTR	CESSNA	Reciprocating	1	Infringement of the Heathrow CTR (Class D) by a C182 at 2400ft. AIW activated. Standard separation maintained.	At 1154z C182 called on frequency requesting a basic service. The pilot was issued with a squawk of 0435 and given the QNH and a basic service. A primary contact was observed North of Blackbushe still inside the ATZ and I believed this to be C182 resetting the squawk. The first time I saw the 0435 squawk was when the AIW warning alerted me to the infringement and C182 was issued with an immediate turn to the West to leave CAS. Once clear of the CTR C182 was given his position in relation to the WOD NDB and he confirmed that he was happy to continue with his own navigation. On my next scan I noticed that his current track looked likely to infringe the North West corner of the CTR and so I suggested a left turn of 10 degrees to remain clear. Whilst in the process of handing over position C182 reported that he would like to continue on a heading of 360 degrees, I acknowledged this and informed him that the Wycombe Air Park ATZ was ahead by 5NM, C182 replied that he would request a change to Wycombe Air Park soon. Whilst still handing over I then observed that C182 was about to enter the Wycombe Air Park ATZ and so I transferred him to the Wycombe Air Park frequency.
201417751	19/12/2014	EGTT : London (FIR)	LCY	4nm SW			AEROSPATIALE	Turboshaft	1	Infringement of the London City CTR/CTA (Class D) by an unknown a/c squawking 7000. A/c identified as an AS350. CAIT activated. Standard separation maintained.	At approximately 1319hrs I observed a 7000 contact tracking NE towards the City Control Zone. The contact was travelling at a reasonable speed and shortly afterwards entered the Zone on a track towards the Isle of Dogs and London City Airport activating the CAIT tool. City were operating on R/W27 so I contacted the Tower and informed them to stop departures. Whilst this conversation was taking place the contact was observed to make a left turn onto a south Westerly track. Shortly afterwards the contact appeared to manoeuvre in the vicinity of the CTR boundary and AS350 came onto my frequency requesting a joining clearance. I asked the pilot if he had just been inside the Control Zone but I did not fully understand his reply, (he made some reference to Farnborough LARS instructing him to 'continue', but I could not ascertain the full context). I issued AS350 with a clearance to enter CAS and made the necessary coordination with City Tower. AS350 proceeded to Helicopter Landing Site and departed on a reciprocal track about 15 minutes later.
201417756	20/12/2014	EGTT : London (FIR)	LOREL		A	TMA	DIAMOND	Reciprocating	1	Infringement of the Stansted CTA (Class D) and the LTMA (Class A) by a DA40 at 3000ft. AIW activated. Standard separation lost. Avoiding action and traffic info given to a B737.	Infringement of CAS near LOREL. I was working LARS North (LARS East split) with about 12 a/c on a busy frequency. DA40 called at 1200 requesting a Basic Service which was agreed and was instructed to squawk 5030. Shortly afterwards the Airspace Infringement alarm went off and I observed a 5020 squawk indicating 3000ft in the TMA near LOREL where the base is 2500ft. I advised the corresponding aircraft to descend before realising it was DA40 on the wrong squawk and then advised him to descend below CAS. During this time my colleague on LARS East phoned Luton Radar to let them know the details and advised them that the a/c was now leaving CAS.☐ Supplementary 23/12/14:☐ At time 1202 an unknown contact entered CAS at 3000ft around the BKY area travelling East. A B737 was on an westerly track travelling through the Luton gate. The B737 was given avoiding action to the North. The unknown contact shortly afterwards displayed a Farnborough squawk who were contacted and the infringing a/c was identified.☐ Supplementary 26/05/2015:☐ The a/c was observed to enter the SS CTA at 3.0A. B737 was out of 6.5A in the descent to 5.0A the LF LARS controller reported that:☐ DA40 called at 12:00 requesting a Basic Service which was agreed and was instructed to squawk 5030. Shortly afterwards the Airspace Infringement alarm went off and I observed a 5020 squawk indicating 3000ft in the TMA near LOREL where the base is 2500ft. I advised the corresponding aircraft to descend before realising it was the DA40 on the wrong squawk
201417756	20/12/2014	EGTT : London (FIR)	LOREL		A	TMA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) and the LTMA (Class A) by a DA40 at 3000ft. AIW activated. Standard separation lost. Avoiding action and traffic info given to a B737.	Infringement of CAS near LOREL. I was working LARS North (LARS East split) with about 12 a/c on a busy frequency. DA40 called at 1200 requesting a Basic Service which was agreed and was instructed to squawk 5030. Shortly afterwards the Airspace Infringement alarm went off and I observed a 5020 squawk indicating 3000ft in the TMA near LOREL where the base is 2500ft. I advised the corresponding aircraft to descend before realising it was DA40 on the wrong squawk and then advised him to descend below CAS. During this time my colleague on LARS East phoned Luton Radar to let them know the details and advised them that the a/c was now leaving CAS.☐ Supplementary 23/12/14:☐ At time 1202 an unknown contact entered CAS at 3000ft around the BKY area travelling East. A B737 was on an westerly track travelling through the Luton gate. The B737 was given avoiding action to the North. The unknown contact shortly afterwards displayed a Farnborough squawk who were contacted and the infringing a/c was identified.☐ Supplementary 26/05/2015:☐ The a/c was observed to enter the SS CTA at 3.0A. B737 was out of 6.5A in the descent to 5.0A the LF LARS controller reported that:☐ DA40 called at 12:00 requesting a Basic Service which was agreed and was instructed to squawk 5030. Shortly afterwards the Airspace Infringement alarm went off and I observed a 5020 squawk indicating 3000ft in the TMA near LOREL where the base is 2500ft. I advised the corresponding aircraft to descend before realising it was the DA40 on the wrong squawk
201417756	20/12/2014	EGTT : London (FIR)	LOREL		A	CTR	DIAMOND	Reciprocating	1	Infringement of the Stansted CTA (Class D) and the LTMA (Class A) by a DA40 at 3000ft. AIW activated. Standard separation lost. Avoiding action and traffic info given to a B737.	Infringement of CAS near LOREL. I was working LARS North (LARS East split) with about 12 a/c on a busy frequency. DA40 called at 1200 requesting a Basic Service which was agreed and was instructed to squawk 5030. Shortly afterwards the Airspace Infringement alarm went off and I observed a 5020 squawk indicating 3000ft in the TMA near LOREL where the base is 2500ft. I advised the corresponding aircraft to descend before realising it was DA40 on the wrong squawk and then advised him to descend below CAS. During this time my colleague on LARS East phoned Luton Radar to let them know the details and advised them that the a/c was now leaving CAS.☐ Supplementary 23/12/14:☐ At time 1202 an unknown contact entered CAS at 3000ft around the BKY area travelling East. A B737 was on an westerly track travelling through the Luton gate. The B737 was given avoiding action to the North. The unknown contact shortly afterwards displayed a Farnborough squawk who were contacted and the infringing a/c was identified.☐ Supplementary 26/05/2015:☐ The a/c was observed to enter the SS CTA at 3.0A. B737 was out of 6.5A in the descent to 5.0A the LF LARS controller reported that:☐ DA40 called at 12:00 requesting a Basic Service which was agreed and was instructed to squawk 5030. Shortly afterwards the Airspace Infringement alarm went off and I observed a 5020 squawk indicating 3000ft in the TMA near LOREL where the base is 2500ft. I advised the corresponding aircraft to descend before realising it was the DA40 on the wrong squawk

201417756	20/12/2014	EGTT : London (FIR)	LOREL		A	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) and the LTMA (Class A) by a DA40 at 3000ft. AIW activated. Standard separation lost. Avoiding action and traffic info given to a B737.	Infringement of CAS near LOREL. I was working LARS North (LARS East split) with about 12 a/c on a busy frequency. DA40 called at 1200 requesting a Basic Service which was agreed and was instructed to squawk 5030. Shortly afterwards the Airspace Infringement alarm went off and I observed a 5020 squawk indicating 3000ft in the TMA near LOREL where the base is 2500ft. I advised the corresponding aircraft to descend before realising it was DA40 on the wrong squawk and then advised him to descend below CAS. During this time my colleague on LARS East phoned Luton Radar to let them know the details and advised them that the a/c was now leaving CAS. □ Supplementary 23/12/14: □ At time 1202 an unknown contact entered CAS at 3000ft around the BKY area travelling East. A B737 was on an westerly track travelling through the Luton gate. The B737 was given avoiding action to the North. The unknown contact shortly afterwards displayed a Farnborough squawk who were contacted and the infringing a/c was identified. □ Supplementary 26/05/2015: □ The a/c was observed to enter the SS CTA at 3.0A. B737 was out of 6.5A in the descent to 5.0A the LF LARS controller reported that: □ DA40 called at 12:00 requesting a Basic Service which was agreed and was instructed to squawk 5030. Shortly afterwards the Airspace Infringement alarm went off and I observed a 5020 squawk indicating 3000ft in the TMA near LOREL where the base is 2500ft. I advised the corresponding aircraft to descend before realising it was the DA40 on the wrong squawk
201417757	20/12/2014	EGTT : London (FIR)	EGVN (BZZ): Brize norton	W	A	Other	SCHLEICHER	Reciprocating	1	Infringement of Airway L9 (Class A) by a glider at FL92. Standard separation maintained.	Airspace infringement during glider flight in wave. During a recreational soaring flight the aircraft was in touch with Brize Norton Approach while searching for lift in wave above cloud. The aircraft entered L9 airway for approximately 2min 30s to a maximum of 350m due to pilot error. When the penetration was noticed the airspace was vacated without delay. The flight continued to the West of this position, close but outside L9 which was continually monitored on the GPS flight instruments. This was a temporary loss of concentration by two experienced pilots, both of whom express their sincere apology and regret for the infringement and any inconvenience caused. □ Supplementary 22/12/14: □ Glider penetrated L9. Working as the S23T between 1100 and 1210 my planner pointed out a trail that was apparently a glider that Brize Norton had lost contact with and was last known at FL80. We watched it for all of the session that we were plugged in with no issues. Later in the shift working as the S23P (between 1240 and 1330) this trail which was squawking 3737 came inside L9 at about 1255 indicating FL92 and was approximately 4nm north of MALBY. This was on WKS 345, as it travelled further west Bristol were informed the info we had on it. At 1318 it was seen inside L9 at the edge of the LACC and Bristol airspace at FL83 (base is FL75 here). AT 1321 Bristol rang to say they were now speaking with the glider and they would get the pilots info in case we required it, they changed its squawk to 5063. □ Supplementary 16/01/2015: I was controlling in Approach band boxing Zone, when an ac free called the Approach frequency callsign Glider 13 requesting a BS. The ac was
201417759	20/12/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	11nm ENE	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA-3 (Class D) by a PA28 at 2700ft. Standard separation maintained.	On duty as RAD1 working one inbound A319 from EXMOR downwind LH for R/W27. I noticed a Bristol 5065 squawk entering Bristol CAS 11nm ENE of the BRI, tracking SW with Mode C A027 - base of CAS at that point A020. I alerted the RAD2 ATCO who advised the pilot and the a/c left CAS with a left turn to the SE. At the time I noticed the infringement I turned the inbound A319 slightly to the right downwind as a precaution but as the infringer was known traffic, the relative distance was approximately 9nm and only descending to 4000'alt I did not consider avoiding action to be necessary at that stage. The infringing a/c left CAS before a base leg turn was commenced and there was no loss of separation. □ Supplementary 22/12/14: □ I had just taken over on the Radar 2 position and at the time the a/c in question PA28 was on a navigation exercise and was manoeuvring outside of CAS to the North of Bath racecourse VRP. At time 1402 I was attempting to transfer communication for another a/c which was experiencing radio problems. I then was called by an a/c departing Bristol VFR to the South and replied to his call. My colleague on Radar 1 who was vectoring an a/c downwind for R/W27 alerted me to the fact that PA28 had by now entered CAS by about half a mile but was at 2700ft, the base in that part of the CTA is 2000ft. I then instructed the a/c to remain outside of CAS and that he appeared to be just inside at 2600ft. The pilot confirmed that he would remain outside CAS and was turning towards Bath. The a/c was seen to turn onto a south-easterly course. I restated that he should remain outside CAS and that traffic was being vectored downwind for R/W27. The a/c then continued away from the
201417759	20/12/2014	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	11nm ENE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Bristol CTA-3 (Class D) by a PA28 at 2700ft. Standard separation maintained.	On duty as RAD1 working one inbound A319 from EXMOR downwind LH for R/W27. I noticed a Bristol 5065 squawk entering Bristol CAS 11nm ENE of the BRI, tracking SW with Mode C A027 - base of CAS at that point A020. I alerted the RAD2 ATCO who advised the pilot and the a/c left CAS with a left turn to the SE. At the time I noticed the infringement I turned the inbound A319 slightly to the right downwind as a precaution but as the infringer was known traffic, the relative distance was approximately 9nm and only descending to 4000'alt I did not consider avoiding action to be necessary at that stage. The infringing a/c left CAS before a base leg turn was commenced and there was no loss of separation. □ Supplementary 22/12/14: □ I had just taken over on the Radar 2 position and at the time the a/c in question PA28 was on a navigation exercise and was manoeuvring outside of CAS to the North of Bath racecourse VRP. At time 1402 I was attempting to transfer communication for another a/c which was experiencing radio problems. I then was called by an a/c departing Bristol VFR to the South and replied to his call. My colleague on Radar 1 who was vectoring an a/c downwind for R/W27 alerted me to the fact that PA28 had by now entered CAS by about half a mile but was at 2700ft, the base in that part of the CTA is 2000ft. I then instructed the a/c to remain outside of CAS and that he appeared to be just inside at 2600ft. The pilot confirmed that he would remain outside CAS and was turning towards Bath. The a/c was seen to turn onto a south-easterly course. I restated that he should remain outside CAS and that traffic was being vectored downwind for R/W27. The a/c then continued away from the
201417933	24/12/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	080 10nm	D	CTA	VANS	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a Vans RV7. Avoiding action given to inbound B737.	During the final stages of vectoring the B737 for the ILS I observed an unknown contact outside CAS bearing 060deg from EGNX, range 12nm and indicating 2,200ft. It was squawking 7000 with Mode C and heading on a south-westerly track. I thought the traffic might be inbound to Tollerton but I continued to monitor its progress and warning the B737 about the traffic and advised them I may have to break them off the approach. I then noticed the unknown contact turn onto a southerly track. I immediately warned the B737 and gave avoiding action, issuing a left turn onto 180deg and an instruction for him to maintain 3000ft (a/c had been cleared down to 2000ft). I then observed the unknown contact enter CAS, CTA 2 (base 1500ft) without a clearance, on a bearing of 080deg, a range of 10nm and indicating 1800ft descending. The a/c was not in contact with East Midlands Radar and therefore not receiving a service from East Midlands. At time 1050 I received a call from the RV7. The D/F matched the bearing of the unknown contact so I immediately issued a squawk to try and identify the a/c. The a/c was finally identified and left CAS on a bearing of 110deg range 14nm, indicating 1700ft.

201417933	24/12/2014	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	080 10nm	D	CTA	BOEING	Turbofan	2	Infringement of the East Midlands CTA (Class D) by a Vans RV7. Avoiding action given to inbound B737.	During the final stages of vectoring the B737 for the ILS I observed an unknown contact outside CAS bearing 060deg from EGNX, range 12nm and indicating 2,200ft. It was squawking 7000 with Mode C and heading on a south-westerly track. I thought the traffic might be inbound to Tollerton but I continued to monitor its progress and warning the B737 about the traffic and advised them I may have to break them off the approach. I then noticed the unknown contact turn onto a southerly track. I immediately warned the B737 and gave avoiding action, issuing a left turn onto 180deg and an instruction for him to maintain 3000ft (a/c had been cleared down to 2000ft). I then observed the unknown contact enter CAS, CTA 2 (base 1500ft) without a clearance, on a bearing of 080deg, a range of 10nm and indicating 1800ft descending. The a/c was not in contact with East Midlands Radar and therefore not receiving a service from East Midlands. At time 1050 I received a call from the RV7. The D/F matched the bearing of the unknown contact so I immediately issued a squawk to try and identify the a/c. The a/c was finally identified and left CAS on a bearing of 110deg range 14nm, indicating 1700ft.
201417992	28/12/2014	EGTT : London (FIR)	EGSX : North Weald	2nm E	D	CTA	VANS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Vans RV4 indicating 2200ft. Traffic info given. Standard separation maintained.	Infringer Vans RV4. Vans RV4 outbound activated CAIT indicating 2200ft within CTA. SB2000 orbited downwind at 3000ft to remain clear. After phone call to North Weald it transpired that they were talking to the aircraft.
201417992	28/12/2014	EGTT : London (FIR)	EGSX : North Weald	2nm E	D	CTA	SAAB	Turboprop	2	Infringement of the Stansted CTA (Class D) by a Vans RV4 indicating 2200ft. Traffic info given. Standard separation maintained.	Infringer Vans RV4. Vans RV4 outbound activated CAIT indicating 2200ft within CTA. SB2000 orbited downwind at 3000ft to remain clear. After phone call to North Weald it transpired that they were talking to the aircraft.
201418053	30/12/2014	EGTT : London (FIR)	EGCB : Manchester/Bar ton	14nm NW	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an unknown aircraft with Mode C showing a maximum of 3000ft. Aircraft identified as an EV97. AIW activated. Standard separation maintained.	CAS Infringement. A radar contact was seen leaving departure airfield to the north-west. AIW activated and mode C showed a maximum of 3000ft (base of CTA is 2500ft). Mode S aircraft ID was EV97. No separation issue with other traffic. No RT contact. Departure airfield advised by telephone.
201418159	29/12/2014	EGTT : London (FIR)	Oulton Park		D	CTR	UNKNOWN	Unknown		Infringement of the Liverpool CTR (Class D) by an unknown light aircraft. Traffic info given. Standard separation maintained.	CAS infringement by non-squawking a/c. After just taking over the Liverpool ADI position I noticed a non-squawking ac appearing to route across CAS approximately 2nms north of Oulton Park. My colleague had previously cleared a micro-light to enter CAS at Oulton Park to cross towards Aintree and the infringing ac was seen to route approximately 1.5nms through its 12 o'clock. I called the infringing ac to the micro-light who saw it and reported it as a light fixed wing ac at approximately 1A. I intended to track the ac on radar so as to take further action, however the ac disappeared from radar almost immediately after being seen by the micro-light. A non-squawking ac did appear briefly in the low level corridor but I could not confirm that it was the ac in question. After the incident I reported the radar performance to Tels who agreed that the return, if at 1A, would be at the limits of radar coverage but would pull the recording and investigate.

201418159	29/12/2014	EGTT : London (FIR)	Oulton Park		D	CTR	CYCLONE AIRSPORTS	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by an unknown light aircraft. Traffic info given. Standard separation maintained.	CAS infringement by non-squawking a/c. After just taking over the Liverpool ADI position I noticed a non-squawking ac appearing to route across CAS approximately 2nms north of Oulton Park. My colleague had previously cleared a micro-light to enter CAS at Oulton Park to cross towards Aintree and the infringing ac was seen to route approximately 1.5nms through its 12 o'clock. I called the infringing ac to the micro-light who saw it and reported it as a light fixed wing ac at approximately 1A. I intended to track the ac on radar so as to take further action, however the ac disappeared from radar almost immediately after being seen by the micro-light. A non-squawking ac did appear briefly in the low level corridor but I could not confirm that it was the ac in question. After the incident I reported the radar performance to Tels who agreed that the return, if at 1A, would be at the limits of radar coverage but would pull the recording and investigate.
201418288	12/12/2014	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Brize Norton CTR by an AS350 at 1400ft. Avoiding action given. Standard separation maintained.	Brize Norton CTZ Infringement. Controlling in the TC(RA) position and working one track on the Director frequency and one track on the Zone frequency. I received a free call on the Zone frequency from a second aircraft, AS350 who was told to "standby" while I transmitted to the aircraft on the director frequency. Having finished transmitting to the aircraft on the Director frequency I told the aircraft on standby to "pass message". The aircraft passed its message and indicated that it was two miles west of Oxford City requesting to transit the zone. The aircraft I believed it to be was one mile from entering Brize Controlled airspace without permission so I issued a squawk with a reminder of "remain outside of controlled airspace". The aircraft made an avoiding action turn to the north east but still entered Brize Norton controlled by one mile. I also had to issue an avoiding action turn to my aircraft on Director to achieve standard separation.☐ Supervisors Narrative: The RA controller was working a SA365 down wind in the radar pattern when I noticed a 7000 squawk heading straight for the eastern end of the CTR. At the same time an ac was calling Zone for a CTR transit. The ac was told to remain outside CAS and standby; the DF trace did not go through the ac. As the ac approached the edge of the CTR it was clear that it was going to be an inadvertent penetration of CAS so I instructed RA to avoid the ac with his SA365; this he duly did. As the ac entered the CTR the return faded and then returned in a northerly direction and then easterly indicating the ac had gone into a right hand orbit. The ac was positively identified and then given a VFR transit of the CTR. The SA365 continued with his radar vectored ILS.
201418288	12/12/2014	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	AEROSPATIALE	Unknown		Infringement of the Brize Norton CTR by an AS350 at 1400ft. Avoiding action given. Standard separation maintained.	Brize Norton CTZ Infringement. Controlling in the TC(RA) position and working one track on the Director frequency and one track on the Zone frequency. I received a free call on the Zone frequency from a second aircraft, AS350 who was told to "standby" while I transmitted to the aircraft on the director frequency. Having finished transmitting to the aircraft on the Director frequency I told the aircraft on standby to "pass message". The aircraft passed its message and indicated that it was two miles west of Oxford City requesting to transit the zone. The aircraft I believed it to be was one mile from entering Brize Controlled airspace without permission so I issued a squawk with a reminder of "remain outside of controlled airspace". The aircraft made an avoiding action turn to the north east but still entered Brize Norton controlled by one mile. I also had to issue an avoiding action turn to my aircraft on Director to achieve standard separation.☐ Supervisors Narrative: The RA controller was working a SA365 down wind in the radar pattern when I noticed a 7000 squawk heading straight for the eastern end of the CTR. At the same time an ac was calling Zone for a CTR transit. The ac was told to remain outside CAS and standby; the DF trace did not go through the ac. As the ac approached the edge of the CTR it was clear that it was going to be an inadvertent penetration of CAS so I instructed RA to avoid the ac with his SA365; this he duly did. As the ac entered the CTR the return faded and then returned in a northerly direction and then easterly indicating the ac had gone into a right hand orbit. The ac was positively identified and then given a VFR transit of the CTR. The SA365 continued with his radar vectored ILS.
201500030	02/01/2015	EGTT : London (FIR)	BIG	8nm E	A	TMA	COMMANDER	Reciprocating	1	Infringement of the LTMA (Class A) by a Commander 114 at 2800ft. Standard separation maintained.	Commander 114 TMA Infringement No LOS. At approximately 12:46 Commander 114 entered the London TMA east of Biggin Hill by 8nm tracking east- south-eastbound at 2800ft. EMB190 inbound was given a none optimal routing to avoid the infringer.☐ Supplementary 19/01/15 - Pilot Report:☐ I departed Stapleford (EGSG) at 13:00 UTC with one passenger to make a short flight to Brands Hatch, Leeds Castle and back to Stapleford. The weather was cold, bright and clear, once airborne I was surprised to find how turbulent the conditions were. I headed south east from Stapleford and crossed the Thames near the QE2 bridge, I was aware of an aircraft approaching London City from the east, I checked my altitude at this time which was showing 2400 ft. As I crossed into Kent the turbulence became worse, my intention was to make an orbit around Brands Hatch (8nm east of BIG) and the to proceed to Leeds Castle, as I completed my orbit I checked my altitude which showed 2600ft descending, it seems I became preoccupied with the orbit in turbulent conditions and allowed the a/c to climb. I have resolved to increase the safety margins in all flight conditions, 200ft below Airspace for normal flying increasing as conditions demand. This has bought home to me that after 20 years experience I could still slip up. I will also resolve to concentrate on due diligence to prevent this happening again.☐ CAA Closure:☐ Lesson learned, pilot will allow a greater margin for error in future.
201500030	02/01/2015	EGTT : London (FIR)	BIG	8nm E	A	TMA	EMBRAER	Turbofan	2	Infringement of the LTMA (Class A) by a Commander 114 at 2800ft. Standard separation maintained.	Commander 114 TMA Infringement No LOS. At approximately 12:46 Commander 114 entered the London TMA east of Biggin Hill by 8nm tracking east- south-eastbound at 2800ft. EMB190 inbound was given a none optimal routing to avoid the infringer.☐ Supplementary 19/01/15 - Pilot Report:☐ I departed Stapleford (EGSG) at 13:00 UTC with one passenger to make a short flight to Brands Hatch, Leeds Castle and back to Stapleford. The weather was cold, bright and clear, once airborne I was surprised to find how turbulent the conditions were. I headed south east from Stapleford and crossed the Thames near the QE2 bridge, I was aware of an aircraft approaching London City from the east, I checked my altitude at this time which was showing 2400 ft. As I crossed into Kent the turbulence became worse, my intention was to make an orbit around Brands Hatch (8nm east of BIG) and the to proceed to Leeds Castle, as I completed my orbit I checked my altitude which showed 2600ft descending, it seems I became preoccupied with the orbit in turbulent conditions and allowed the a/c to climb. I have resolved to increase the safety margins in all flight conditions, 200ft below Airspace for normal flying increasing as conditions demand. This has bought home to me that after 20 years experience I could still slip up. I will also resolve to concentrate on due diligence to prevent this happening again.☐ CAA Closure:☐ Lesson learned, pilot will allow a greater margin for error in future.

201500035	04/01/2015	EGTT : London (FIR)	EGCF : Sandtoft	3nm E	D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster CTA 5 (Class D) by an unknown aircraft squawking 7000 at 4000ft. Aircraft identified as a PA28. Standard separation maintained.	Infringement of Doncaster CTA-5 by PA28. At 10:40 I observed a #7000 squawk to the south east of Sandtoft aerodrome tracking towards Doncaster controlled airspace at 4000 feet. A blind call was made to the aircraft to determine if it was on the Doncaster radar frequency but no response was received. Soon after entering controlled airspace the aircraft's squawk was observed to change to #4274, a Humberside radar discrete squawk. I contacted Humberside Radar who were unaware that their #4274 squawk was inside Doncaster's controlled airspace. Humberside passed me the aircraft's details (PA28) and instructed PA28 to contact me. On contacting Doncaster Radar PA28 was advised that he had entered controlled airspace without a clearance but as there was no conflicting traffic PA28 was cleared to continue inside controlled airspace maintaining VFR.
201500082	04/01/2015	EGTT : London (FIR)	EGCB : Manchester/Barton		D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an EV97. AIW activated. Standard separation maintained.	EV97 infringing CAS. I noticed the AIW had activated in the lateral confines of the Barton flying area. The transponder was indicating 2.3A and climbing where the a/c should be operating below 2A. The a/c tracked north bound where it entered the lateral confines of the CTA and was now indicating 2.7A and climbing where it should have been operating not above 2.5A. Radar derived information told me the a/c was an EV97. I contacted Barton who were still in communication with the a/c and they asked the pilot to descend below controlled airspace.
201500199	07/01/2015	EGTT : London (FIR)	Hunsdon		D	CTR	OTHER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a Skyranger 912, resulting in loss of separation with an outbound B737. CAIT activated. Avoiding action given.	At about 14.23z SCAIT picked up a contact climbing out of Hunsdon and identified it. The TWR were just rolling B737 on a DET. I called the TWR and elected to work the departure against the apparent infringer. When he called I gave him avoiding action against Skyranger 912, turning him east. Skyranger 912 stayed within the Hunsdon delegated airspace and appeared to be doing circuits. The TWR delayed the next departure while we tried to contact Hunsdon.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test. Warning letter sent.
201500199	07/01/2015	EGTT : London (FIR)	Hunsdon		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a Skyranger 912, resulting in loss of separation with an outbound B737. CAIT activated. Avoiding action given.	At about 14.23z SCAIT picked up a contact climbing out of Hunsdon and identified it. The TWR were just rolling B737 on a DET. I called the TWR and elected to work the departure against the apparent infringer. When he called I gave him avoiding action against Skyranger 912, turning him east. Skyranger 912 stayed within the Hunsdon delegated airspace and appeared to be doing circuits. The TWR delayed the next departure while we tried to contact Hunsdon.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test. Warning letter sent.
201500926	20/01/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Near ABBOT	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7000 at 3700ft, resulting in loss of separation with an airliner. Aircraft identified as a PA28. Traffic info and avoiding action given.	At time 13 32 a 7000 squawk was observed tracking north in the abbot area at 3,500 ft. An airliner was put on a heading to go behind. The unknown aircraft then climbed to 3,700 ft and the airliner was given avoiding action to go behind. The unknown aircraft then descended outside controlled airspace and continued tracking north bound. The plane was later tracked and identified as a PA28.

201500926	20/01/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Near ABBOT	D	CTA	UNKNOWN	Turbofan		Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7000 at 3700ft, resulting in loss of separation with an airliner. Aircraft identified as a PA28. Traffic info and avoiding action given.	At time 13 32 a 7000 squawk was observed tracking north in the abbot area at 3,500 ft. An airliner was put on a heading to go behind. The unknown aircraft then climbed to 3,700 ft and the airliner was given avoiding action to go behind. The unknown aircraft then descended outside controlled airspace and continued tracking north bound. The plane was later tracked and identified as a PA28.
201500957	25/01/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 045 Range 8nm	D	CTA	OTHER	Reciprocating	1	Alleged infringement of the Gatwick CTA (Class D) by a helicopter squawking 7000 at 1600ft. CAIT activated. Avoiding action given.	I observed a 7000 squawk setting CAIT off about 8nm NE of EGKK tracking eastbound at A16. he callsign was displayed so I tried 2 blind calls. I decided to take action with 2 inbounds and turned them both away from the infringer with more than 5nm separation. I called EGKR to try to identify the aircraft and then called EGKB who said that he was talking to them and identified it. They transferred the aircraft to me and I took his details and informed him of what had happened. He maintained that their altitude never got above A15 and that they were surprised to have shown up as an infringer.
201500957	25/01/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 045 Range 8nm	D	CTA	BOEING	Turbofan	2	Alleged infringement of the Gatwick CTA (Class D) by a helicopter squawking 7000 at 1600ft. CAIT activated. Avoiding action given.	I observed a 7000 squawk setting CAIT off about 8nm NE of EGKK tracking eastbound at A16. he callsign was displayed so I tried 2 blind calls. I decided to take action with 2 inbounds and turned them both away from the infringer with more than 5nm separation. I called EGKR to try to identify the aircraft and then called EGKB who said that he was talking to them and identified it. They transferred the aircraft to me and I took his details and informed him of what had happened. He maintained that their altitude never got above A15 and that they were surprised to have shown up as an infringer.
201500957	25/01/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 045 Range 8nm	D	CTA	BOEING	Turbofan	2	Alleged infringement of the Gatwick CTA (Class D) by a helicopter squawking 7000 at 1600ft. CAIT activated. Avoiding action given.	I observed a 7000 squawk setting CAIT off about 8nm NE of EGKK tracking eastbound at A16. he callsign was displayed so I tried 2 blind calls. I decided to take action with 2 inbounds and turned them both away from the infringer with more than 5nm separation. I called EGKR to try to identify the aircraft and then called EGKB who said that he was talking to them and identified it. They transferred the aircraft to me and I took his details and informed him of what had happened. He maintained that their altitude never got above A15 and that they were surprised to have shown up as an infringer.
201501033	24/01/2015	EGTT : London (FIR)	Coventry	S	D	CTA	TECNAM	Reciprocating	1	Infringement of the Birmingham CTA 4 (Class D) by an unknown aircraft squawking 7000 at 4000ft. Aircraft identified as a Tecnam P2002 flown by a solo student pilot. Traffic info given. AIW activated. Standard separation maintained.	Infringement of CTA4 by Tecnam P2002. I was Radar1 when I noticed a 7000 squawk approaching the edge of CTA4 it was indicating 3900ft. I checked its Mode S and got the callsign of Tecnam P2002. I made several blind calls on the frequency and asked the ATSA to call Coventry to see if they were in contact with the aircraft. There was no response on the frequency and Coventry said they were not working it. As the Aircraft was at 3900ft the AIW started to flash as soon as it crossed the line but we still could not raise the aircraft on the frequency. I asked a colleague to keep an eye on the aircraft in the Rad2 position and I had 1 inbound (fltnum 5469) who I kept out of the way to the south. My colleague recommended speaking to Wellesbourne which we did and they told us that it was a student pilot on a cross country navex. When I was happy that the aircraft was continuing on its track and would leave CAS I vectored the fltnum 5469 back onto the Loc for Rwy33 and it landed with no further delay. We later noticed that the aircraft wore a Coventry squawk after it had left CAS. We then asked Coventry to pass on our telephone number and get the pilot to call when he was on the ground. When the pilot called I spoke to him as Watch Manager and asked him if he had realised that he had infringed. He said that he was very sorry and he had become slightly distracted as he had tried to call Coventry but could not get through initially and when he did the reception was very poor and he struggled to hear what they were saying. During this he lost track of his altitude and inadvertently climbed to 4000ft. He descended once he'd realised but he had not realised he had infringed until told by Coventry.

201501033	24/01/2015	EGTT : London (FIR)	Coventry	S	D	CTA	UNKNOWN	Unknown		Infringement of the Birmingham CTA 4 (Class D) by an unknown aircraft squawking 7000 at 4000ft. Aircraft identified as a Tecnam P2002 flown by a solo student pilot. Traffic info given. AIW activated. Standard separation maintained.	Infringement of CTA4 by Tecnam P2002. I was Radar1 when I noticed a 7000 squawk approaching the edge of CTA4 it was indicating 3900ft. I checked its Mode S and got the callsign of Tecnam P2002. I made several blind calls on the frequency and asked the ATSA to call Coventry to see if they were in contact with the aircraft. There was no response on the frequency and Coventry said they were not working it. As the Aircraft was at 3900ft the AIW started to flash as soon as it crossed the line but we still could not raise the aircraft on the frequency. I asked a colleague to keep an eye on the aircraft in the Rad2 position and I had 1 inbound (fltnum 5469) who I kept out of the way to the south. My colleague recommended speaking to Wellesbourne which we did and they told us that it was a student pilot on a cross country navex. When I was happy that the aircraft was continuing on its track and would leave CAS I vectored the fltnum 5469 back onto the Loc for Rwy33 and it landed with no further delay. We later noticed that the aircraft wore a Coventry squawk after it had left CAS. We then asked Coventry to pass on our telephone number and get the pilot to call when he was on the ground. When the pilot called I spoke to him as Watch Manager and asked him if he had realised that he had infringed. He said that he was very sorry and he had become slightly distracted as he had tried to call Coventry but could not get through initially and when he did the reception was very poor and he struggled to hear what they were saying. During this he lost track of his altitude and inadvertently climbed to 4000ft. He descended once he'd realised but he had not realised he had infringed until told by Coventry.
201501231	01/02/2015	EGTT : London (FIR)	EGCB : Manchester/Barton	3nm North	D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA28 squawking 7000 indicating 2400ft and climbing. AIW activated.	At time 1112z the AIW was activated overhead Barton and I noticed an a/c indicating 2.4A and climbing. I telephoned EGCB who transmitted a blind message to all a/c on their frequency to check their levels. The a/c in question descended and the AIW alert stopped. □ Supplementary 02/02/15:□ I was ascending out of Barton after take off and I thought I was clear of the Manchester CTA overhead South Bolton. Barton informed me of contact from Manchester in which I immediately descended to 1800 feet. Another aircraft had left Barton before me and I can only think that I went above 2000ft to keep separation as he was at 2200 overhead the Reebok stadium as I was heading to the Reebok myself. From this point on I will be staying at or below 1800 feet around Barton and Manchester CTAs, this will ensure I won't infringe the airspace. It was a shock when I landed to hear this and extremely sorry if I infringed the CTA. I have always flown safely and aware of controlled airspace and from now I will be even more aware.
201501290	02/02/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	7nm North	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) and TMZ (Class G) by a PA28 squawking 7000 with no Mode C. Traffic info given.	At approximately 1108 UTC a 7000 squawk with no Mode C entered the Stansted Control Zone to the north east of Stansted, heading straight towards the airfield. As he had no Mode C he was already a TMZ infringer, but he then continued on his south westerly track entering the control zone. I immediately called the tower to point out the infringer as they had a CPT departure on the roll (B737). I asked them to pass the traffic information to the B737 and to get it to make an early left turn to maximise the distance from the infringer. At around this time the infringing aircraft, who by now was approximately 1.5nm inside the zone, appeared to realise his mistake and executed a 180 degree turn to leave controlled airspace to the north east. The tower called to request permission for an eastbound departure who was already lined up, which I allowed them to depart as the infringing aircraft was by now leaving the control zone. Apart from an early turn off the SID for the B737, fortunately no other aircraft were affected. The infringing aircraft was monitored as it passed 1nm east of Andrewsfield on a southerly track and then on towards Southend. Andrewsfield were contacted but the unknown aircraft did not communicate with them. It did eventually contact Southend and the details were obtained. The infringing aircraft was PA28, a Cherokee. At the time these details were obtained from Southend the PA28 was 5nm north west of Southend, on a southerly track, at a reported altitude of 2200 feet.
201501290	02/02/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	7nm North	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) and TMZ (Class G) by a PA28 squawking 7000 with no Mode C. Traffic info given.	At approximately 1108 UTC a 7000 squawk with no Mode C entered the Stansted Control Zone to the north east of Stansted, heading straight towards the airfield. As he had no Mode C he was already a TMZ infringer, but he then continued on his south westerly track entering the control zone. I immediately called the tower to point out the infringer as they had a CPT departure on the roll (B737). I asked them to pass the traffic information to the B737 and to get it to make an early left turn to maximise the distance from the infringer. At around this time the infringing aircraft, who by now was approximately 1.5nm inside the zone, appeared to realise his mistake and executed a 180 degree turn to leave controlled airspace to the north east. The tower called to request permission for an eastbound departure who was already lined up, which I allowed them to depart as the infringing aircraft was by now leaving the control zone. Apart from an early turn off the SID for the B737, fortunately no other aircraft were affected. The infringing aircraft was monitored as it passed 1nm east of Andrewsfield on a southerly track and then on towards Southend. Andrewsfield were contacted but the unknown aircraft did not communicate with them. It did eventually contact Southend and the details were obtained. The infringing aircraft was PA28, a Cherokee. At the time these details were obtained from Southend the PA28 was 5nm north west of Southend, on a southerly track, at a reported altitude of 2200 feet.
201501290	02/02/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	7nm North	D	Restricted area	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) and TMZ (Class G) by a PA28 squawking 7000 with no Mode C. Traffic info given.	At approximately 1108 UTC a 7000 squawk with no Mode C entered the Stansted Control Zone to the north east of Stansted, heading straight towards the airfield. As he had no Mode C he was already a TMZ infringer, but he then continued on his south westerly track entering the control zone. I immediately called the tower to point out the infringer as they had a CPT departure on the roll (B737). I asked them to pass the traffic information to the B737 and to get it to make an early left turn to maximise the distance from the infringer. At around this time the infringing aircraft, who by now was approximately 1.5nm inside the zone, appeared to realise his mistake and executed a 180 degree turn to leave controlled airspace to the north east. The tower called to request permission for an eastbound departure who was already lined up, which I allowed them to depart as the infringing aircraft was by now leaving the control zone. Apart from an early turn off the SID for the B737, fortunately no other aircraft were affected. The infringing aircraft was monitored as it passed 1nm east of Andrewsfield on a southerly track and then on towards Southend. Andrewsfield were contacted but the unknown aircraft did not communicate with them. It did eventually contact Southend and the details were obtained. The infringing aircraft was PA28, a Cherokee. At the time these details were obtained from Southend the PA28 was 5nm north west of Southend, on a southerly track, at a reported altitude of 2200 feet.

201501290	02/02/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	7nm North	D	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) and TMZ (Class G) by a PA28 squawking 7000 with no Mode C. Traffic info given.	At approximately 1108 UTC a 7000 squawk with no Mode C entered the Stansted Control Zone to the north east of Stansted, heading straight towards the airfield. As he had no Mode C he was already a TMZ infringer, but he then continued on his south westerly track entering the control zone. I immediately called the tower to point out the infringer as they had a CPT departure on the roll (B737). I asked them to pass the traffic information to the B737 and to get it to make an early left turn to maximise the distance from the infringer. At around this time the infringing aircraft, who by now was approximately 1.5nm inside the zone, appeared to realise his mistake and executed a 180 degree turn to leave controlled airspace to the north east. The tower called to request permission for an eastbound departure who was already lined up, which I allowed them to depart as the infringing aircraft was by now leaving the control zone. Apart from an early turn off the SID for the B737, fortunately no other aircraft were affected. The infringing aircraft was monitored as it passed 1nm east of Andrewsfield on a southerly track and then on towards Southend. Andrewsfield were contacted but the unknown aircraft did not communicate with them. It did eventually contact Southend and the details were obtained. The infringing aircraft was PA28, a Cherokee. At the time these details were obtained from Southend the PA28 was 5nm north west of Southend, on a southerly track, at a reported altitude of 2200 feet.
201501330	03/02/2015	EGTT : London (FIR)	TNT	10nm NE	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by an EV97, squawking 7000 at 6000ft. Standard separation maintained.	Infringement. EV97 observed infringing controlled airspace NE of TNT at a range of 10nm. Observed initially at 6000 ft, rising to 62, before descending and turning clear. Phone calls to East Midlands and Manchester Radar were made to ascertain whether or not they had any information of the flight, neither did, and both were advised that the traffic was unknown to SE sector. One aircraft was given a precautionary turn of 20 degrees, but there was no imminent risk to loss of separation. No contact was made with the pilot on the RT.
201501330	03/02/2015	EGTT : London (FIR)	TNT	10nm NE	D	CTA	UNKNOWN	Unknown		Infringement of the East Midlands CTA (Class D) by an EV97, squawking 7000 at 6000ft. Standard separation maintained.	Infringement. EV97 observed infringing controlled airspace NE of TNT at a range of 10nm. Observed initially at 6000 ft, rising to 62, before descending and turning clear. Phone calls to East Midlands and Manchester Radar were made to ascertain whether or not they had any information of the flight, neither did, and both were advised that the traffic was unknown to SE sector. One aircraft was given a precautionary turn of 20 degrees, but there was no imminent risk to loss of separation. No contact was made with the pilot on the RT.
201501381	22/01/2015	EGTT : London (FIR)	EGLD : Denham	3nm West of Denham ARP	A	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class A) by a C206 with Mode C indicating 900ft.	An aircraft showing code callsign conversion C206 turned pink on my radar display, indicating that it was inside controlled airspace without approval. The aircraft appeared to depart the Denham circuit to the west, mode C A09, into the Northolt Radar Manoeuvring Area, for approximately 30 seconds before moving back towards the Denham ATZ. The aircraft did not speak to me but was on frequency with Denham ATC. The Denham controller was telephoned and asked to instruct the aircraft to vacate the NRMA. There was no traffic to affect at the time but an aircraft had not long landed at Northolt and we were operating rwy07. This was the second instance of unauthorised infringement of airspace by a Denham aircraft that I had seen in 2 days.
201501392	04/02/2015	EGTT : London (FIR)	MCT	12nm SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7366, climbing above 1300ft. Aircraft identified as a PA28. AIW activated. Standard separation maintained.	Zone Infringement PA28. On duty as Approach South Controller I was alerted by an AIW warning at the southern end of the Low Level Route. The 7366 squawk was climbing above 1300. At the time I was vectoring several aircraft, none of which were within 5 miles of this contact. I attempted to call the aircraft who identified himself as PA28. I eventually managed to get the aircraft to squawk a Manchester SSR code and identified the aircraft. I informed PA28 that he had climbed before exiting the LLR. Once clear of the CTZ the aircraft changed frequency. ☐ Supplementary 11/02/15:☐ Flying down the LLC at the south end and monitoring the Manchester Approach frequency, I spotted Oulton Park the LLC southerly VRP on the nose, convinced I was out of the LLC, I started to climb from 1200ft for 2000ft. I was eager to get altitude as I know the Oulton Park VRP can get busy as the entry point for Liverpool CTR and entry to LLC. Shortly after I started the climb I was hailed by Manchester Approach and informed I started my climb inside the CTR. He instructed me to climb and maintain 2000ft. I complied to this instruction. After a few minutes I requested and changed to Radar frequency for the MATZ transition. In future I will maintain altitude below 1300ft until overhead Oulton park VRP plus I will use all NavAids available to me to improve position awareness.

201501425	04/02/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	5nm SE	D	CTR	CESSNA	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by an unknown aircraft at 1900ft. Aircraft identified as a C152, with compass issues. C152 was given navigational assistance to locate intended airfield. Traffic info given. Standard separation maintained.	Alleged Infringement of East Midlands CTR. I was on duty as APR at East Midlands when I noticed a radar contact tracking towards CAS from the south. I warned ADC of the contact as it appeared to be continuing into the CTR while there was a B757 in the left-hand visual circuit runway 27. I attempted to contact the aircraft on the approach frequency but elicited no response. The contact continued northbound ahead of the B757 who elected to climb 200ft to increase separation before visually acquiring the target. The unknown contact tracked north through 3nm final approach runway 27 descending to 1200ft Mode C before turning west. It then proceeded to apparently enter Derby's ATZ, before turning north. At this point C152 called on 134.175MHz declaring that he was en-route & was having issues with his compass. He was allocated a squawk & identified as the unknown contact that had infringed the CTR. C152 was given navigational assistance to locate intended destination airfield before being transferred. I telephoned intended destination & spoke to the Duty Instructor while C152 was being positioned to inform him that C152 was having navigation issues & was receiving radar assistance. C152 had previously reported that he was unsure of his position on his outbound leg & had received assistance from East Midlands APR. □ Appropriate CAA action is to be taken as a result of this incident.
201501425	04/02/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	5nm SE	D	CTR	BOEING	Turbofan	2	Infringement of the East Midlands CTR (Class D) by an unknown aircraft at 1900ft. Aircraft identified as a C152, with compass issues. C152 was given navigational assistance to locate intended airfield. Traffic info given. Standard separation maintained.	Alleged Infringement of East Midlands CTR. I was on duty as APR at East Midlands when I noticed a radar contact tracking towards CAS from the south. I warned ADC of the contact as it appeared to be continuing into the CTR while there was a B757 in the left-hand visual circuit runway 27. I attempted to contact the aircraft on the approach frequency but elicited no response. The contact continued northbound ahead of the B757 who elected to climb 200ft to increase separation before visually acquiring the target. The unknown contact tracked north through 3nm final approach runway 27 descending to 1200ft Mode C before turning west. It then proceeded to apparently enter Derby's ATZ, before turning north. At this point C152 called on 134.175MHz declaring that he was en-route & was having issues with his compass. He was allocated a squawk & identified as the unknown contact that had infringed the CTR. C152 was given navigational assistance to locate intended destination airfield before being transferred. I telephoned intended destination & spoke to the Duty Instructor while C152 was being positioned to inform him that C152 was having navigation issues & was receiving radar assistance. C152 had previously reported that he was unsure of his position on his outbound leg & had received assistance from East Midlands APR. □ Appropriate CAA action is to be taken as a result of this incident.
201501450	18/01/2015	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by an unknown aircraft at 3000ft. Aircraft identified as a C152. Standard separation maintained.	CTR Violation. C152 called requesting a Basic Service and a transit at 3000ft. At the same time Oxford ATC called which was answered by the LARs controller stating that this aircraft was instructed to stay outside CAS before they released it to the zone frequency. Looking at the radar picture there was an aircraft inside CAS 2.5 NM southwest of Oxford tracking southeast. Knowing the aircraft was very close to the CTR it was given an immediate VFR transit through the CAS. Identification confirmed that the aircraft which had already violated the CTR was C152. This aircraft was clearly inside the CTR before requesting to transit. When outside of the CTR the aircraft was requested to call the ATC Supervisor after landing. At the time of the incident there were no other aircraft inside the CTR with no notified departures or arrivals from Brize Norton.
201501498	07/02/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	11.2nm NE	D	CTA	MD HELICOPTER	Turboshaft	1	Infringement of the Solent CTA 7 (Class D) by an MD500 at 3800ft. Traffic info and avoiding action given to an inbound DHC8. Standard separation maintained.	Infringement of the Solent CTA-7 by MD500. A Farnborough squawk of 0432 was observed climbing towards the edge of CAS (Solent CTA-7), I asked my coordinator to contact Farnborough to ascertain the intentions of the aircraft, Mode S detailed the callsign as MD500. Farnborough provided the details and agreed to transfer MD500 to Solent. I made blind calls with no response to MD500 as they had not appeared to transfer frequency, an inbound from the north (DHC8), still inside Q41 was given a heading to ensure there would be no loss of separation if the MD500 entered CAS. The coordinator contacted Farnborough again and there appeared to be an issue with getting the pilot to transfer frequency, shortly afterwards MD500 entered CAS without clearance, avoiding action and traffic information given to the DHC8, but there was never any risk of a loss of separation, closest distance was over 7NM. MD500 did call and was given transit clearance. MD500 entered the Solent CTA-7 at time 1352, bearing from SAM 052 11.2NM A038. Left Solent CTA-7 at time 1355 SAM 018 11.0NM. □ Supplementary 17/02/15:□ The aircraft entered the Solent Control Area (Solent CTA-7) without a clearance, whilst in receipt of a Basic Service from Farnborough LARS West. Farnborough attempted to inform the pilot of his position and need to deviate so as to avoid the Solent CTA. The aircraft contacted Solent Radar after the infringement occurred and was provided with a crossing clearance as requested by the pilot.
201501498	07/02/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	11.2nm NE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA 7 (Class D) by an MD500 at 3800ft. Traffic info and avoiding action given to an inbound DHC8. Standard separation maintained.	Infringement of the Solent CTA-7 by MD500. A Farnborough squawk of 0432 was observed climbing towards the edge of CAS (Solent CTA-7), I asked my coordinator to contact Farnborough to ascertain the intentions of the aircraft, Mode S detailed the callsign as MD500. Farnborough provided the details and agreed to transfer MD500 to Solent. I made blind calls with no response to MD500 as they had not appeared to transfer frequency, an inbound from the north (DHC8), still inside Q41 was given a heading to ensure there would be no loss of separation if the MD500 entered CAS. The coordinator contacted Farnborough again and there appeared to be an issue with getting the pilot to transfer frequency, shortly afterwards MD500 entered CAS without clearance, avoiding action and traffic information given to the DHC8, but there was never any risk of a loss of separation, closest distance was over 7NM. MD500 did call and was given transit clearance. MD500 entered the Solent CTA-7 at time 1352, bearing from SAM 052 11.2NM A038. Left Solent CTA-7 at time 1355 SAM 018 11.0NM. □ Supplementary 17/02/15:□ The aircraft entered the Solent Control Area (Solent CTA-7) without a clearance, whilst in receipt of a Basic Service from Farnborough LARS West. Farnborough attempted to inform the pilot of his position and need to deviate so as to avoid the Solent CTA. The aircraft contacted Solent Radar after the infringement occurred and was provided with a crossing clearance as requested by the pilot.

201501514	08/02/2015	EGTT : London (FIR)	DET	3nm NW	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a a PA28 squawking 7000 in climb to indicated 3000ft. Traffic info and avoiding action given.	Infringer near DET Avoiding Action. At approximately 14:00 a 7000 squawk entered the London TMA climbing to 3000ft (indicated) where the base of controlled airspace was 2500ft. PA46 who was between frequencies at the time was given an immediate turn away from the infringer to maintain separation, as he commenced the turn it appeared as though it was going to fall below the 5miles required, therefore a further turn with avoiding action was given. Meanwhile my coordinator called the next sector and told them to stop an inbound behind at 6000ft and turn him north to also avoid.☐ Supplementary 15/02/2015: ☐ After start I always set both altimeters to QFE to check both read 0 height, then changing to QNH before departure for some reason I neglected to do this on this occasion. after take off as I haven't flown for some time and was solo I was busy with lookout and monitoring the engine performance and gauges. And only noticed my mistake to late and approaching the boundary.
201501514	08/02/2015	EGTT : London (FIR)	DET	3nm NW	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a a PA28 squawking 7000 in climb to indicated 3000ft. Traffic info and avoiding action given.	Infringer near DET Avoiding Action. At approximately 14:00 a 7000 squawk entered the London TMA climbing to 3000ft (indicated) where the base of controlled airspace was 2500ft. PA46 who was between frequencies at the time was given an immediate turn away from the infringer to maintain separation, as he commenced the turn it appeared as though it was going to fall below the 5miles required, therefore a further turn with avoiding action was given. Meanwhile my coordinator called the next sector and told them to stop an inbound behind at 6000ft and turn him north to also avoid.☐ Supplementary 15/02/2015: ☐ After start I always set both altimeters to QFE to check both read 0 height, then changing to QNH before departure for some reason I neglected to do this on this occasion. after take off as I haven't flown for some time and was solo I was busy with lookout and monitoring the engine performance and gauges. And only noticed my mistake to late and approaching the boundary.
201501514	08/02/2015	EGTT : London (FIR)	DET	3nm NW	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by a a PA28 squawking 7000 in climb to indicated 3000ft. Traffic info and avoiding action given.	Infringer near DET Avoiding Action. At approximately 14:00 a 7000 squawk entered the London TMA climbing to 3000ft (indicated) where the base of controlled airspace was 2500ft. PA46 who was between frequencies at the time was given an immediate turn away from the infringer to maintain separation, as he commenced the turn it appeared as though it was going to fall below the 5miles required, therefore a further turn with avoiding action was given. Meanwhile my coordinator called the next sector and told them to stop an inbound behind at 6000ft and turn him north to also avoid.☐ Supplementary 15/02/2015: ☐ After start I always set both altimeters to QFE to check both read 0 height, then changing to QNH before departure for some reason I neglected to do this on this occasion. after take off as I haven't flown for some time and was solo I was busy with lookout and monitoring the engine performance and gauges. And only noticed my mistake to late and approaching the boundary.
201501606	07/02/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	2nm W	D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by a PA28 at 1200ft. Standard separation maintained.	PA28 zone infringement. PA28 on a basic service routing via a disused airfield, reported there at 12:14. was then observed tracking east towards Doncaster. No traffic inside CTR to affect. PA28 continued into the CTR without clearance. I informed the pilot he had infringed controlled airspace and instructed him to leave the zone to the west. Upon leaving the zone, I suggested he follow the A1 northbound as this would keep him outside CAS and towards his destination. On leaving my frequency after crossing the M62, I asked him to telephone once inside the flying club. Pilot called shortly after landing and offered apologies. He believes that the forecast upper winds were significantly different than the actual upper winds and this caused his gross navigational error. He asked me what track he was taking when the zone infringement occurred. I informed him that from the overhead of the disused airfield, he took up an ENE track, but a northerly track would have been the correct one to fly as this points direct towards their destination.
201501607	08/02/2015	EGTT : London (FIR)	EGCF : Sandtoft	2.5nm SW	D	CTR	UNKNOWN	Unknown		Infringement of the Doncaster Sheffield CTR (Class D) by an unknown aircraft squawking 7000 at 1000ft. Traffic info and avoiding action given.	CAS Infringement by traffic in Sandtoft circuit resulting in Avoiding Action for Doncaster Sheffield traffic. C152 was executing a Missed Approach from runway 02 after a training ILS approach, climbing straight ahead to 3A, when a 7000 squawk was observed tracking SE approx 2.5NM SW of Sandtoft at 1A, inside CAS. C152 was asked if he could see the infringing aircraft, and on replying that he could not, Avoiding Action was issued to C152 to fly heading 340deg. C152 was subsequently asked whether he was still flying under IFR, to which he replied negative, that he was VFR. Avoiding Action was therefore cancelled and C152 was instructed to continue Own-Nav as the infringing a/c was turning back into the Sandtoft ATZ. Sandtoft A/G was contacted by telephone and asked to instruct a/c in the cct to fly tighter patterns. It was impractical to attempt to ascertain the identity of the infringing a/c at that time due to workload.

201501607	08/02/2015	EGTT : London (FIR)	EGCF : Sandtoft	2.5nm SW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an unknown aircraft squawking 7000 at 1000ft. Traffic info and avoiding action given.	CAS Infringement by traffic in Sandtoft circuit resulting in Avoiding Action for Doncaster Sheffield traffic. C152 was executing a Missed Approach from runway 02 after a training ILS approach, climbing straight ahead to 3A, when a 7000 squawk was observed tracking SE approx 2.5NM SW of Sandtoft at 1A, inside CAS. C152 was asked if he could see the infringing aircraft, and on replying that he could not, Avoiding Action was issued to C152 to fly heading 340deg. C152 was subsequently asked whether he was still flying under IFR, to which he replied negative, that he was VFR. Avoiding Action was therefore cancelled and C152 was instructed to continue Own-Nav as the infringing a/c was turning back into the Sandtoft ATZ. Sandtoft A/G was contacted by telephone and asked to instruct a/c in the cct to fly tighter patterns. It was impractical to attempt to ascertain the identity of the infringing a/c at that time due to workload.
201501697	08/02/2015	EGTT : London (FIR)	EGTR : Elstree	10-17nm E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28. Standard separation maintained.	Class A Airspace infringement by VFR flight. PA28 departed at 15:33 with 2 pob heading east and then for a general flight around the south east. Approximately 10miles east of departure airfield when attempting to switch to Farnborough Radar I encountered issues with switching radio frequencies. I continued to try and attempt to change stations as I was aware that I was not being covered by Radar and almost out of range of departure airfield, who were aware that I was having radio issues throughout. As I reached 17miles east of departure airfield I decided to turn the aircraft around and return to airfield to investigate the radio issue. Throughout the incident I was aware that I should be flying the aircraft and I thought I was doing so, however due to the distraction and the admittedly the "stress" level, I did not stay focused on my altitude as often I should have and am now aware that I exceeded maximum permitted altitude and entered Class A airspace for a number of minutes. For information I was using QNH 1037 given to me by departure airfield and at the point when I noticed that I was flying high, my aircraft showed 2500ft and I immediately descended back to 2300(planned altitude). Upon return to airfield I was made aware that there had been a reported airspace infringement by an aircraft at 2900ft. I am not aware that my aircraft recorded 2900ft at any point. I was using a secondary navigation aid. however this only recorded my altitude at 2628ft at the highest I assume the navigation equipment uses 1013hpa as a standard measure. Upon investigation, it turned out that the radio was incorrectly labelled and the active radio was on the GPS unit which I was unfamiliar with. As I was made aware of the infringement I attempted to contact the ATSU to inform them of my
201501799	13/02/2015	EGTT : London (FIR)	EGNR : Hawarden		A	Other	CIRRUS	Reciprocating	1	Infringement of Airway N264 by an SR22 at 3400ft. Standard separation maintained.	Aircraft was identified on departure and reported on frequency after departing Rw22 requesting a Basic Service(BS). A BS was applied and the Hawarden QNH given to the pilot along with instructions that there was No Altitude Restriction but to Remain Outside Controlled Airspace (ROCAS); the pilot correctly read this back. As the aircraft tracked to the South East, the Mode C climbed to indicate 031 and the pilot was asked to confirm his altitude on the Hawarden QNH of 993Hpa; the pilot replied 3400ft which was also confirmed by the Mode C which now indicated 033. The pilot was subsequently informed that the base of controlled airspace in the vicinity of Hawarden was Alt 3000ft to which he apologised and informed me that he was descending. METAR 131550 14011KT 9999 FEW012 BKN020 08/06 Q0993
201501834	08/02/2015	EGTT : London (FIR)	EGVN (BZZ): Brize norton	5.3nm NNE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by an unknown aircraft squawking 4520. Aircraft identified as a C172.	CTR Infringement. I was the RA controller working RA, Zone and DIR frequencies. I had two AC on the Zone frequency. I noticed an AC Brize 032 5.3 miles squawking 4520 (Oxford conspicuity squawk) on the edge of the Brize CTR, it proceeded to enter so I called Oxford who informed me the AC was C172 and was meant to be on a procedure but had strayed from it. Oxford were procedural therefore not operating Radar. The Oxford controller called the pilot and told him to turn away from Brize which he did. After landing the pilot called and was rebriefed. He didn't realise he had strayed into CAS until it was too late. There was no traffic to effect so no perceived risk.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test, warning letter sent.
201501947	17/02/2015	EGTT : London (FIR)	Thames RMA	Eastern Boundary	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 4572, indicating 3000ft, resulting in loss of separation with an inbound EMB170. Aircraft identified as a C172. CAIT activated. Traffic info and avoiding action given.	Infringement of CAS leading to LOS. I was on duty as Thames/City Radar. I was watching a 4572 Southend squawk indicating 3A approach the Thames RMA. At 1535, just before this return reached the RMA boundary Southend rang and advised they were not working it. PCAIT activated and I issued avoiding action to EMB170 who was about to establish on the ILS for 27. Shortly afterwards the 4572 squawk descended, PCAIT deactivated and changed first to a 7000, then to the Biggin Hill conspicuity code 7047. ID was confirmed by mode S and the details of the flight were passed to me by Biggin Hill. EMB170 was turned towards the ILS and landed without further incident.☐ Supplementary 22/02/15: The route for the flight was Beccles, Clacton VOR, Abberton Reservoir, East of the QE Bridge, overhead Biggin and then through the Ockham corridor to Popham. I was flying the aircraft accompanied by a fellow Flying Group Member, who also has a PPL and several hundred hours of time. I was handling the aircraft, my companion was handling the radio, and we were both navigating. I was PIC. Before we left Beccles, we briefed the route and noted the need to descend below 2500' shortly after reaching Abberton Reservoir. We flew the first portion of the route at 3000'. When we reached Abberton Reservoir we became distracted and forgot to descend as we had briefed. At that time we were trying visually to identify the QE Bridge, as this was important for our horizontal navigation to keep outside the controlled airspace. The bridge was difficult to see as we were looking into a low sun. We were also trying to contact Farnborough North for a basic service. The Farnborough North frequency was very busy and, after making two calls and

201501947	17/02/2015	EGTT : London (FIR)	Thames RMA	Eastern Boundary	A	TMA	EMBRAER	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft squawking 4572, indicating 3000ft, resulting in loss of separation with an inbound EMB170. Aircraft identified as a C172. CAIT activated. Traffic info and avoiding action given.	Infringement of CAS leading to LOS. I was on duty as Thames/City Radar. I was watching a 4572 Southend squawk indicating 3A approach the Thames RMA. At 1535, just before this return reached the RMA boundary Southend rang and advised they were not working it. PCAIT activated and I issued avoiding action to EMB170 who was about to establish on the ILS for 27. Shortly afterwards the 4572 squawk descended, PCAIT deactivated and changed first to a 7000, then to the Biggin Hill conspicuity code 7047. ID was confirmed by mode S and the details of the flight were passed to me by Biggin Hill. EMB170 was turned towards the ILS and landed without further incident.☐ Supplementary 22/02/15: The route for the flight was Beccles, Clacton VOR, Abberton Reservoir, East of the QE Bridge, overhead Biggin and then through the Ockham corridor to Popham. I was flying the aircraft accompanied by a fellow Flying Group Member, who also has a PPL and several hundred hours of time. I was handling the aircraft, my companion was handling the radio, and we were both navigating. I was PIC. Before we left Beccles, we briefed the route and noted the need to descend below 2500' shortly after reaching Abberton Reservoir. We flew the first portion of the route at 3000'. When we reached Abberton Reservoir we became distracted and forgot to descend as we had briefed. At that time we were trying visually to identify the QE Bridge, as this was important for our horizontal navigation to keep outside the controlled airspace. The bridge was difficult to see as we were looking into a low sun. We were also trying to contact Farnborough North for a basic service. The Farnborough North frequency was very busy and, after making two calls and
201501951	17/02/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 330 Range 5nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted and Luton CTR (Class D) by a C150 squawking 7000 at 2000ft. Stansted departures suspended. Standard separation maintained.	A 7000 at 2000 feet entered the Stansted zone to the NNW tracking southwest. As soon it entered I stopped departures. GS called another controller back to split as there was a lot of traffic coming. It continued on a South-westerly track and I elected to let my 2 aircraft on final continue. I had a 3rd inbound on a heading which I vectored wide and told him the situation and he was delayed. I did a blind transmission and got no reply.GS had allowed east bound departures to go and I was happy but then the 7000 turned left and I stopped them before anything departed. The 7000 changed to a 5020 and LF LARS turned it away and descended it. I believe he was lost. It was a C150. At no point was separation lost against any traffic.☐ Supplementary:☐ An aircraft set of the AIW alarm infringing SS CTR NE of VRP Puckeridge. I tried to call the aircraft repeatedly using position fixes, track and level readouts. The aircraft finally responded once it changed direction and i gave a further track report. The aircraft C150 first asked for a position report, so was obviously lost. I directed him to the west and to descend out of CAS. I gave him a further position report and he went enroute to his destination with no further issues. I called their destination to see if it was a student on their own doing a NAV-X, but was informed it was a student and instructor. I received a call from Luton asking for the details, believing he had infringed their airspace also.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test, warning letter sent.
201501952	17/02/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	Bearing 332 Range 6.9nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA24 squawking 7000 at 1700ft. Standard separation maintained.	I observed a 7000 squawk to the north west of the Solent CTA (Solent CTA1) heading towards the CTA. The Mode C was indicating 1700ft and was not unusual in this position. The contact continued towards the CTA and entered the Solent CTA(1) at 1700ft. I made blind calls but there was no response. As I made blind calls the Mode C started to descend. The contact then I believe infringed the Southampton CTR in a left hand turn on to a westerly heading. The contact then faded from primary and secondary radar cover and was last seen descending towards its destination. At the time of the infringement I was coordinating a release with the Tower ATCO. I told the Tower ATCO that I would have to hold the departure due to the infringement and possibly break an arrival off the approach for runway 02. As the unknown contact made its left turn away from CAS and descended I called the tower and released the departure. Once the departure was airborne the unknown had faded from radar cover. I asked the VCR ATSA if they could call the landing site and see if they had anything landing with them. The person there advised the VCR ATSA that the aircraft was just landing with them.☐ Supplementary 23/04/15:☐ The aircraft entered the Solent CTA-1 without a clearance whilst descending and positioning overhead **** airfield, prior to landing.
201501952	17/02/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	Bearing 332 Range 6.9nm	D	CTR	UNKNOWN	Unknown	2	Infringement of the Southampton CTR (Class D) by a PA24 squawking 7000 at 1700ft. Standard separation maintained.	I observed a 7000 squawk to the north west of the Solent CTA (Solent CTA1) heading towards the CTA. The Mode C was indicating 1700ft and was not unusual in this position. The contact continued towards the CTA and entered the Solent CTA(1) at 1700ft. I made blind calls but there was no response. As I made blind calls the Mode C started to descend. The contact then I believe infringed the Southampton CTR in a left hand turn on to a westerly heading. The contact then faded from primary and secondary radar cover and was last seen descending towards its destination. At the time of the infringement I was coordinating a release with the Tower ATCO. I told the Tower ATCO that I would have to hold the departure due to the infringement and possibly break an arrival off the approach for runway 02. As the unknown contact made its left turn away from CAS and descended I called the tower and released the departure. Once the departure was airborne the unknown had faded from radar cover. I asked the VCR ATSA if they could call the landing site and see if they had anything landing with them. The person there advised the VCR ATSA that the aircraft was just landing with them.☐ Supplementary 23/04/15:☐ The aircraft entered the Solent CTA-1 without a clearance whilst descending and positioning overhead **** airfield, prior to landing.
201501995	18/02/2015	EGTT : London (FIR)	EGKB (BQH): Biggin hill	Bearing 010 Range 6nm	D	CTR	PIPER	Reciprocating	1	Infringement of the London City CTR (Class D) by a PA28 indicating 2000ft. Traffic info given. Separation lost with inbound RJ85. Next inbound aircraft (DHC8) broken off approach to ensure separation.	Working as Thames Radar with SVFR split off. I observed a 7047 squawk routing towards the EGLC CTR boundary indicating 2000ft. I called EGKB and they informed me that he had transferred to EGLF LARS East. The SVFR controller called them whilst I broke off one aircraft from the ILS to ensure separation. The SVFR controller stated after the call to LARS east that the aircraft was identified so I re vectored the aircraft back onto the ILS. No further issues occurred.

201501995	18/02/2015	EGTT : London (FIR)	EGKB (BQH): Biggin hill	Bearing 010 Range 6nm	D	CTR	BAE	Turbofan	4	Infringement of the London City CTR (Class D) by a PA28 indicating 2000ft. Traffic info given. Separation lost with inbound RJ85. Next inbound aircraft (DHC8) broken off approach to ensure separation.	Working as Thames Radar with SVFR split off. I observed a 7047 squawk routing towards the EGLC CTR boundary indicating 2000ft. I called EGKB and they informed me that he had transferred to EGLF LARS East. The SVFR controller called them whilst I broke off one aircraft from the ILS to ensure separation. The SVFR controller stated after the call to LARS east that the aircraft was identified so I re vectored the aircraft back onto the ILS. No further issues occurred.
201501995	18/02/2015	EGTT : London (FIR)	EGKB (BQH): Biggin hill	Bearing 010 Range 6nm	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the London City CTR (Class D) by a PA28 indicating 2000ft. Traffic info given. Separation lost with inbound RJ85. Next inbound aircraft (DHC8) broken off approach to ensure separation.	Working as Thames Radar with SVFR split off. I observed a 7047 squawk routing towards the EGLC CTR boundary indicating 2000ft. I called EGKB and they informed me that he had transferred to EGLF LARS East. The SVFR controller called them whilst I broke off one aircraft from the ILS to ensure separation. The SVFR controller stated after the call to LARS east that the aircraft was identified so I re vectored the aircraft back onto the ILS. No further issues occurred.
201502040	18/02/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham	9.2nm E	D	CTA	ROBINSON	Reciprocating	1	Possible infringement of the Birmingham CTA 8 (Class D) by an unknown aircraft squawking 7000 at 2100ft. Aircraft identified as an R44. AIW activated.	Infringement of Birmingham CTA-8 by R44. I first noticed a 7000 squawk at 1800 as it approached Coventry from the south. I noted that mode S was present should it be required. After the contact had passed through the Coventry 23 approach it continued in a NNW direction beneath CTA-8. At 0844, 2 miles south of the Bedworth VRP the contact was seen to climb and peaked at 2100ft which in turn alerted our AIW system. A Check North was applied to prevent any potential departures getting airborne towards the infringer. Several blind transmissions were made which went unanswered and a call made to Coventry to ascertain whether they had spoken to the aircraft. They hadn't. The aircraft was seen to descend again so northbound departures from runway 15 were allowed to recommence. A few minutes later when the contact was nearing Tamworth I received a call from East Midlands asking if I could see a contact to the East of me. R44 had been in receipt of a Basic Service from East Midlands but the controller had been unaware of their exact location until that point. I informed the controller that the aircraft had infringed Birmingham CAS and asked if she could pass on our Watch Managers phone number for the pilot to call in once landed.
201502060	19/02/2015	EGTT : London (FIR)	LTMA		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 4000ft with possible radio/electrical issues. C172 diverted. Once on ground pilot explained they had experienced airframe icing and had lost airspace indicator when in CAS. Standard separation maintained.	C172 Controlled Airspace infringement. Received a call from Thames radar detailing C172 not complying with instructions (possible radio/electrical issues) inside LTMA at A040 abeam Stansted routing North-bound. Aircraft supposed to be routing SE via DVR. Aircraft decided to divert as could not comply with instructions. Radar provided vectors to RWY 24 and A/C landed safely at 1716Z. Though it was not official night, upon being visual with the A/C at 1.5nm from the TDZ, it was identified that the A/C did not have any lights on. Once on the ground and manoeuvring on the TWY the navigation and anti-collision beacon started working. When queried if he had any electrical issues the pilot explained that he experienced airframe icing and had lost his airspace indicator when in controlled airspace. METAR 191650Z 20014KT 9999 -RA SCT016 BKN036 07/04 Q1017=. ☐ Supplementary 24/02/15: I was working as the North East/ Lorel controller. At 16.35 the C172 called onto the frequency co-ordinated into my sector at FL90. I asked him to confirm he was maintaining FL90 as the radar mode C for his aircraft read FL86. He stated that he could not maintain FL90 and needed descent. I instructed him to descend to FL80 and to maintain FL80 on reaching. After a couple of minutes the C172 called on to say that he could not maintain FL80 and needed further descent. He was instructed to descend to FL70. He also said that he wanted to drop outside controlled airspace. I told him at he needed to maintain FL70 and I would try and help him leave controlled airspace when it was suitable. The sector was fairly busy and the aircraft was just south of BKY, the pilot said he was heading 150 degrees but made several turns away from that heading without informing me.
201502095	20/02/2015	EGTT : London (FIR)	DENBY	Bearing 080 Range 7nm	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a squawking 7000 climbing to 3700ft. Standard separation maintained.	At 1700 I sat in the North Planner position. At 1702 I observed a 7000 squawk approximately 7nm West of DENBY indicating A3.6. The base of CAS in this area is A3.5. I pointed this out to my Tactical as we had an aircraft in the vicinity inbound to EGGP. I then observed the 7000 squawk climbing to A3.7. I spoke to EGCC APC as this was just to the East of their RMA and there was an aircraft about to be turned onto a Right Base about 10nm from the infringer. EGCC APC had no information about the contact. I selected my Mode S information panel and observed that the aircraft identity. I contacted EGNM APC to see if they knew who the aircraft was. EGNM knew about the aircraft but he was meant to be remaining beneath CAS and was going to be routeing POL-EGNH. My Tac and I had a discussion about the separation against unknown traffic in CAS, 5nm or 5000ft provided the returns are not allowed to merge. Once to the North of the RMA the aircraft turned towards EGNH and selected the squawk to advise they were monitoring the EGCC APC frequency. Shortly after this the aircraft selected a squawk to show they were working EGCC APC.

201502095	20/02/2015	EGTT : London (FIR)	DENBY	Bearing 080 Range 7nm	A	TMA	UNKNOWN	Unknown		Infringement of the Manchester TMA (Class A) by a squawking 7000 climbing to 3700ft. Standard separation maintained.	At 1700 I sat in the North Planner position. At 1702 I observed a 7000 squawk approximately 7nm West of DENBY indicating A3.6. The base of CAS in this area is A3.5. I pointed this out to my Tactical as we had an aircraft in the vicinity inbound to EGGP. I then observed the 7000 squawk climbing to A3.7. I spoke to EGCC APC as this was just to the East of their RMA and there was an aircraft about to be turned onto a Right Base about 10nm from the infringer. EGCC APC had no information about the contact. I selected my Mode S information panel and observed that the aircraft identity. I contacted EGNM APC to see if they knew who the aircraft was. EGNM knew about the aircraft but he was meant to be remaining beneath CAS and was going to be routeing POL-EGNH. My Tac and I had a discussion about the separation against unknown traffic in CAS, 5nm or 5000ft provided the returns are not allowed to merge. Once to the North of the RMA the aircraft turned towards EGNH and selected the squawk to advise they were monitoring the EGCC APC frequency. Shortly after this the aircraft selected a squawk to show they were working EGCC APC.
201502104	17/02/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham	11.8nm SSE	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA 2 (Class D) by an unknown aircraft squawking 7000, indicating 3000ft. Aircraft believed to be a PA28. Traffic info and avoiding action given. Standard separation maintained.	Infringement of Birmingham CTA-2 by unknown but believed to be PA28. I was the Birmingham Radar controller, at approximately 1055Z I was vectoring fltnum 264B left hand downwind for an ILS approach to runway 33. The aircraft was radar heading 150 descending to altitude 4000ft. I had a second aircraft fltnum 363K from the south positioning number 2 for an ILS. I was alerted to an infringing aircraft by the Airspace Infringement Warning (AIW). An unknown aircraft, Mode A 7000 was seen entering Birmingham CTA2, with an indicated Mode C of 3000ft. The aircraft appeared to be in a left turn from the South. To maintain separation against the unknown aircraft, I issued fltnum 264B Avoiding Action, a left turn of 090 to track east. The unknown aircraft was observed to continue a left turn and leave CAS to the south. I do not believe separation was lost at any time. Once the unknown aircraft was observed leaving CAS I continued to vector fltnum 264B eastbound, with a right hand pattern for the ILS. The infringing aircraft has Mode S flight ID which from memory displayed PA28.☐ CAA Closure:☐ Student pilot deviated from planned track. FI reminded of his responsibilities.
201502104	17/02/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham	11.8nm SSE	D	CTA	UNKNOWN	Unknown		Infringement of the Birmingham CTA 2 (Class D) by an unknown aircraft squawking 7000, indicating 3000ft. Aircraft believed to be a PA28. Traffic info and avoiding action given. Standard separation maintained.	Infringement of Birmingham CTA-2 by unknown but believed to be PA28. I was the Birmingham Radar controller, at approximately 1055Z I was vectoring fltnum 264B left hand downwind for an ILS approach to runway 33. The aircraft was radar heading 150 descending to altitude 4000ft. I had a second aircraft fltnum 363K from the south positioning number 2 for an ILS. I was alerted to an infringing aircraft by the Airspace Infringement Warning (AIW). An unknown aircraft, Mode A 7000 was seen entering Birmingham CTA2, with an indicated Mode C of 3000ft. The aircraft appeared to be in a left turn from the South. To maintain separation against the unknown aircraft, I issued fltnum 264B Avoiding Action, a left turn of 090 to track east. The unknown aircraft was observed to continue a left turn and leave CAS to the south. I do not believe separation was lost at any time. Once the unknown aircraft was observed leaving CAS I continued to vector fltnum 264B eastbound, with a right hand pattern for the ILS. The infringing aircraft has Mode S flight ID which from memory displayed PA28.☐ CAA Closure:☐ Student pilot deviated from planned track. FI reminded of his responsibilities.
201502104	17/02/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham	11.8nm SSE	D	CTA	UNKNOWN	Unknown		Infringement of the Birmingham CTA 2 (Class D) by an unknown aircraft squawking 7000, indicating 3000ft. Aircraft believed to be a PA28. Traffic info and avoiding action given. Standard separation maintained.	Infringement of Birmingham CTA-2 by unknown but believed to be PA28. I was the Birmingham Radar controller, at approximately 1055Z I was vectoring fltnum 264B left hand downwind for an ILS approach to runway 33. The aircraft was radar heading 150 descending to altitude 4000ft. I had a second aircraft fltnum 363K from the south positioning number 2 for an ILS. I was alerted to an infringing aircraft by the Airspace Infringement Warning (AIW). An unknown aircraft, Mode A 7000 was seen entering Birmingham CTA2, with an indicated Mode C of 3000ft. The aircraft appeared to be in a left turn from the South. To maintain separation against the unknown aircraft, I issued fltnum 264B Avoiding Action, a left turn of 090 to track east. The unknown aircraft was observed to continue a left turn and leave CAS to the south. I do not believe separation was lost at any time. Once the unknown aircraft was observed leaving CAS I continued to vector fltnum 264B eastbound, with a right hand pattern for the ILS. The infringing aircraft has Mode S flight ID which from memory displayed PA28.☐ CAA Closure:☐ Student pilot deviated from planned track. FI reminded of his responsibilities.
201502122	21/02/2015	EGTT : London (FIR)	EME	N	D	CTR	AERONCA	Reciprocating	1	Infringement of the East Midlands CTR (Class D) by an Aeronica, which was not transponder equipped. Pilot declared they did not understand the instruction to leave CAS and that their radio was not good. Standard separation maintained.	Infringement of controlled airspace. Aeronca entered controlled airspace without clearance. Aircraft was a Aeronica and was not transponder equipped. It crossed through controlled airspace from North of EME until after initial contact being instructed to leave controlled airspace which it did by turning east. Throughout the infringement the pilot declared that he did not understand the instruction to leave controlled airspace, then that his radio was not particularly good and at one point on being again informed that he was inside controlled airspace without a clearance, transmitted several seconds of static. No inbound aircraft were affected by the infringement.☐ Appropriate CAA action is to be taken as a result of this incident.

201502128	21/02/2015	EGTT : London (FIR)	EGNF : NETHERTHOR PE	ESE	D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by PA28 at 2500ft.	Zone infringer Doncaster CAS. PA28 requested a basic service inbound to destination. The aircraft was observed approaching CAS from the west at 2500, but was observed turning south over Netherthorpe to avoid the CAS. The Aircraft then turned eastbound towards the over head of intended destination. The Pilot reported changing to destination. I asked him to confirm his altitude. He was at 2500ft QNH. The Pilot contacted me after landing and was aware of his error.
201502131	21/02/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTA	CESSNA	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by a C150 at 4000ft. Pilot was allegedly disorientated, lost and in general need of assistance. Standard separation maintained.	C150 zone infringer. C150 climbing to A4 VFR. Aircraft asks for a bearing, at which point I realise that he is 6 nm southwest of Doncaster, possibly inside CAS (he could have been underneath). I obtain an IDENT and get a level report, and the pilot is at A4 inside CAS. After the ident I gave a clearance to transit and carefully monitored the aircraft, continually monitoring its position. I asked if the pilot was happy with his position several minutes later, as he was approaching Doncaster, to which he replied that he was near Sheffield (which he was not). The pilot was clearly disorientated, lost, and in general need of assistance. Following some guidance on position he made his way safely back to intended destination. No other aircraft affected.☐ CAA Closure:☐ Situational awareness. Pilot error, poor visibility, lost. Failed on-line test, retraining letter sent.
201502132	21/02/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by a PA28 at 2000ft. Standard separation maintained.	PA28 zone infringer. PA28 departs tracking south westerly and calls on frequency requesting to cross CAS direct to destination. Before I could issue the clearance the aircraft was already inside CAS. I issued the clearance and informed the pilot what had happened. No other aircraft affected. 02 270/10 9999 Nil SCT/4000.
201502220	20/02/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7000, indicating 2600ft. Aircraft identified as a C152, flown by a solo student pilot.	Infringement of Stansted CTA. Operating INT/FIN boxed. At time 0947 I observed a 7000 squawk without mode C routing towards SL. The squawk disappeared as the a/c entered Stansted TMZ 1. Almost instantly Wattisham ATC rang ESSEX to say they had a student pilot that they believed had entered Stansted CAS. The controller asked if squawk 4510 had come up. It did. And was indicating 2600. At the time I had no inbounds to Stansted so when they asked did I want to speak to the a/c I declined and just asked them to get it outside CAS, which they did. I called them back a little while later to ask if everything was okay, and to get the flight details. C152 piloted by a student, who had opted to go straight back to departure airfield.
201502254	21/02/2015	EGTT : London (FIR)	EGXU (HRT): Linton-On-Ouse	0.5nm E	G	ATZ	AEROSPATIALE	Turboshaft	1	Infringement of the Linton-On-Ouse ATZ (Class G) by an unknown aircraft squawking 7000, at approx 1000ft. Aircraft identified as an AS350.	ATZ Infringement. A 7000 (no mode C displayed) was seen to be passing N-S at half a mile East of the overhead at an unknown height. The controllers in the ACR heard the ac passing nearby and the ADC was tasked to ascertain its approximate height. It was judged to be at about normal Linton visual cct height (1000ft QFE). It is believed that no attempt was made to contact this unit for permission to enter the ATZ, there were 2 other ac using the Zone frequency (118x550) and it was serviceable. The ac was tracked as it flew South through the Sherburn in Elmet ATZ. Sherburn radio were contacted by me to ascertain the ac callsign, and he had contacted Sherburn Radio, for permission to transit 'below their zone'. They could not remember the ac callsign. When the ac was 3 NM NW of GOLES the 7000 (no mode C) transponder code changed to 6162 (with mode C), this was at 1546. Doncaster Radar was contacted to ascertain the ac details. The callsign was for an A3650 registration.

201502441	27/02/2015	EGTT : London (FIR)	EGLC (LCY): London city	5nm N	A	TMA	PIPER	Reciprocating	1	Potential infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2500ft. Aircraft identified as a PA28. Inbound EMB190 received/complied with TCAS RA to monitor V/S. Traffic info given.	Working as TC NE Deps, EMB190 got airborne on a BPK. Just after it checked in I noticed a 7000 on his right hand side who had been up to 2500, so I gave traffic to the flyer. I was unable to climb it at that time due to other airways traffic. When I was able to climb the aircraft he reported that he had responded to a TCAS RA. I think the infringing aircraft was showing a callsign of PA28. It then dropped back outside controlled airspace before climbing back in the vicinity of Northolt.☐ Supplementary 03/03/15:☐ TCAS RA. Flying outbound on the BPK5T departure talking to Thames radar on 118.825. Radar control informed the crew that there was an aircraft going to be passing 500ft below. The crew had this aircraft in sight and on TCAS. ATC then told us to climb to 4000ft. Shortly after starting the climb we had a TCAS RA with monitor vertical speed. ATC were informed of a TCAS RA and shortly after we were clear of conflict. TCAS RA followed to SOP's.☐ Supplementary 11/03/2015:☐ It is not possible to say with absolute certainty that the PA28 entered CAS. However, aircraft with mode C indicating an unauthorised penetration into CAS should be avoided if deemed to be in an unsafe proximity to other aircraft. At no time did CAIT activate, a high level STCA was activated.
201502441	27/02/2015	EGTT : London (FIR)	EGLC (LCY): London city	5nm N	A	TMA	EMBRAER	Turbofan	2	Potential infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2500ft. Aircraft identified as a PA28. Inbound EMB190 received/complied with TCAS RA to monitor V/S. Traffic info given.	Working as TC NE Deps, EMB190 got airborne on a BPK. Just after it checked in I noticed a 7000 on his right hand side who had been up to 2500, so I gave traffic to the flyer. I was unable to climb it at that time due to other airways traffic. When I was able to climb the aircraft he reported that he had responded to a TCAS RA. I think the infringing aircraft was showing a callsign of PA28. It then dropped back outside controlled airspace before climbing back in the vicinity of Northolt.☐ Supplementary 03/03/15:☐ TCAS RA. Flying outbound on the BPK5T departure talking to Thames radar on 118.825. Radar control informed the crew that there was an aircraft going to be passing 500ft below. The crew had this aircraft in sight and on TCAS. ATC then told us to climb to 4000ft. Shortly after starting the climb we had a TCAS RA with monitor vertical speed. ATC were informed of a TCAS RA and shortly after we were clear of conflict. TCAS RA followed to SOP's.☐ Supplementary 11/03/2015:☐ It is not possible to say with absolute certainty that the PA28 entered CAS. However, aircraft with mode C indicating an unauthorised penetration into CAS should be avoided if deemed to be in an unsafe proximity to other aircraft. At no time did CAIT activate, a high level STCA was activated.
201502445	27/02/2015	EGTT : London (FIR)	R313		G	Restrict ed area	THRUSTER	Reciprocating	1	Infringement of active restricted Area EG R313 (Scampton) by an unknown aircraft showing as a primary contact only. Aircraft was identified as a T600, flown by a solo student pilot who was lost. Red Arrows display training was halted. Traffic info given.	T600 infringed R313 during Red Arrows display. I was the TC(App) controller having just taken the task, on frequency I had only 1 speaking unit which was the Red Arrows. R313 was hot and the Red Arrows were display training. When I first took control I was working without Primary radar (PSR) which had been declared U/S the Red Arrows had been advised that they would only receive Traffic Information on aircraft with Transponders which they acknowledged. At around 1210 I was informed that the PSR was F/S so I switched it back on. Very shortly after the Red Arrows asked me if I could see a contact overhead their position which was SE of Scampton just inside R313, initially I said no but shortly after I could see a primary contact, tracking North within the confines of R313. I passed them Traffic Information and they asked for regular updates which I provided, the aircraft spent at least 11 minutes inside R313 before finally vacating to the North. During this time display practice had to be stopped and I was asked by the formation leader to track the aircraft and obtain details. I tracked the aircraft and as the contact faded from radar we asked Humberside and D&D for help and eventually tracked the aircraft to a site and managed to obtain the registration which was a T600. The aircraft was piloted by a student and we were contacted by his instructor who we briefed on the incident he stated that the student was supposed to land at a specific Aerodrome but had become lost and returned to base. He also stated when asked why he was not speaking to any ATC unit that his student had turned his radio down by accident and that this was something he had done before. I asses this to be quite a serious incident especially as we believe the aircraft may have been in
201502485	01/03/2015	EGTT : London (FIR)	EGLC (LCY): London city	9nm E	A	TMA	CIRRUS	Reciprocating	1	Possible infringement of the LTMA (Class A) by a SR20 at 2700ft. Standard separation maintained.	C560 Infringement of TMA. C560 was 1st noted when south-east of London city as his level was 2400/2500ft as he tracked northbound under final approach for London City. Although this was outside controlled airspace I decided it was best to give a less expeditious early turn to a C560 (at 3000ft) so that the returns would pass well clear of each other, with my aircraft routing behind the unknown. I also requested early climb from TMA North in order to climb to 6000ft (instead of 4000ft usually) in order to further deconflict the traffic. After the departure had made the turn C560 then indicated 2700ft (base 2500ft) before descending again, and climbing back to 2700ft sometime later. I believe 5mile separation was just maintained.
201502485	01/03/2015	EGTT : London (FIR)	EGLC (LCY): London city	9nm E	A	TMA	CESSNA	Turbofan	2	Possible infringement of the LTMA (Class A) by a SR20 at 2700ft. Standard separation maintained.	C560 Infringement of TMA. C560 was 1st noted when south-east of London city as his level was 2400/2500ft as he tracked northbound under final approach for London City. Although this was outside controlled airspace I decided it was best to give a less expeditious early turn to a C560 (at 3000ft) so that the returns would pass well clear of each other, with my aircraft routing behind the unknown. I also requested early climb from TMA North in order to climb to 6000ft (instead of 4000ft usually) in order to further deconflict the traffic. After the departure had made the turn C560 then indicated 2700ft (base 2500ft) before descending again, and climbing back to 2700ft sometime later. I believe 5mile separation was just maintained.

201502534	02/03/2015	EGTT : London (FIR)	EGLD : Denham	W	D	CTR	ROBINSON	Reciprocating	1	Infringement of the London CTR (Class D) by an unknown aircraft squawking 7000, indicating u/t immediately informed TC NE Coord of the infringing ac. My u/t then telephoned Air South, informing him of the infringer and instructing him to sup send Northbound deps. One ac departing on a Woburn SID was taken off the SID by the Tower Controller. At this point, the pilot of R44 called for a zone transit initially stating that he was south of Beaconsfield. R44 was identified and verified and departures were recommenced. The pilot of R44 then stated that he believed himself to be 5nm NE of Cookham. A transit clearance was issued and the flight continued without further incident.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test. Warning letter sent.	Infringement of London CTR by R44. Whilst mentoring a u/t on SVFR, I noticed an infringing aircraft enter the London CTR West of Denham on a SW track with a mode C of 1400ft. My u/t immediately informed TC NE Coord of the infringing ac. My u/t then telephoned Air South, informing him of the infringer and instructing him to sup send Northbound deps. One ac departing on a Woburn SID was taken off the SID by the Tower Controller. At this point, the pilot of R44 called for a zone transit initially stating that he was south of Beaconsfield. R44 was identified and verified and departures were recommenced. The pilot of R44 then stated that he believed himself to be 5nm NE of Cookham. A transit clearance was issued and the flight continued without further incident.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test. Warning letter sent.
201502720	04/03/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	Vicinity of Gamston	D	CTA	CESSNA	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a C152 squawking 7000 at 3800ft.	7000SQ observed infringing CAS in the vicinity of Gamston at A38. Aircraft finally traced through East Midlands. No other aircraft affected.☐ Supplementary 06/03/15:☐ Tried to blind call aircraft and use Mode S. Finally identified who the aircraft was via East Midlands. Spoke to pilot who said that they were unfamiliar with the area and caught out by the wind.
201502760	06/03/2015	EGTT : London (FIR)	NANTI	East	A	TMA	HUGHES	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a Hughes 369 squawking 7000 indicating 700. CAIT activated. Standard separation maintained.	Working as IOM/WAL Planner at 1308 I noticed an aircraft had activated CAIT alert. Aircraft was on a 7000 squawk indicating 700feet to the East of Nanti. The aircraft was tracking North approximately one and a half miles east of the Low Level corridor. I contacted Manchester approach who were unaware of the traffic. We had 2 WAL departures pending and as the aircraft continued to track north I contacted Manchester tower. They informed me that a B 737 was ready to go therefore I asked for it to depart on a runway heading. The aircraft continued north until de-activating CAIT when it entered the Low Level corridor abeam Liverpool.☐ Supplementary 09/03/15:☐ My attention was alerted by the AIW alarm activating just east of Northwich on a 7000 squawk. WAL P then rang asking if I knew anything about the traffic. I managed to raise the pilot who replied that his GPS was u/s and apologised. The track of the a/c had taken it into the zone by about half a mile, eventually re-entering the low level route at Stretton. I asked the pilot to phone the WM when he landed. There were no separation issues.☐ Supplementary 11/03/2015: When I took off I was following my GPS planned route, The GPS malfunctioned, I was switching across to my map, when I took the north heading I was 1mile further east than I thought, which marginally infringed on Manchester Airspace.
201502760	06/03/2015	EGTT : London (FIR)	NANTI	East	A	TMA	BOEING	Turbofan	2	Infringement of the Manchester TMA (Class A) by a Hughes 369 squawking 7000 indicating 700. CAIT activated. Standard separation maintained.	Working as IOM/WAL Planner at 1308 I noticed an aircraft had activated CAIT alert. Aircraft was on a 7000 squawk indicating 700feet to the East of Nanti. The aircraft was tracking North approximately one and a half miles east of the Low Level corridor. I contacted Manchester approach who were unaware of the traffic. We had 2 WAL departures pending and as the aircraft continued to track north I contacted Manchester tower. They informed me that a B 737 was ready to go therefore I asked for it to depart on a runway heading. The aircraft continued north until de-activating CAIT when it entered the Low Level corridor abeam Liverpool.☐ Supplementary 09/03/15:☐ My attention was alerted by the AIW alarm activating just east of Northwich on a 7000 squawk. WAL P then rang asking if I knew anything about the traffic. I managed to raise the pilot who replied that his GPS was u/s and apologised. The track of the a/c had taken it into the zone by about half a mile, eventually re-entering the low level route at Stretton. I asked the pilot to phone the WM when he landed. There were no separation issues.☐ Supplementary 11/03/2015: When I took off I was following my GPS planned route, The GPS malfunctioned, I was switching across to my map, when I took the north heading I was 1mile further east than I thought, which marginally infringed on Manchester Airspace.
201502849	08/03/2015	EGTT : London (FIR)	BPK	Bearing E Range 25nm	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 at 2400ft. Avoiding action given. Separation lost.	Whilst working as the NE controller bandboxed I had a EGSS departure B737 on a CLN. He was climbed to FL110 and on reaching about 10 miles ESE of EGSS I spotted an infringer at A2.4, my aircraft was at about A4.5 so I took avoiding action and turned it onto a heading of 160. Unfortunately the two aircraft got within 3 miles and didn't have the required 5000 feet separation.☐ CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, retraining required.

201502849	08/03/2015	EGTT : London (FIR)	BPK	Bearing E Range 25nm	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172 at 2400ft. Avoiding action given. Separation lost.	Whilst working as the NE controller bandboxed I had a EGSS departure B737 on a CLN. He was climbed to FL110 and on reaching about 10 miles ESE of EGSS I spotted an infringer at A2.4, my aircraft was at about A4.5 so I took avoiding action and turned it onto a heading of 160. Unfortunately the two aircraft got within 3 miles and didn't have the required 5000 feet separation. CAA Closure: Pilot error. Situational awareness. Failed on-line test, retraining required.
201502902	09/03/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C150 squawking 7402. Traffic info given. Separation lost. Two aircraft broken off approach.	Primary contact observed tracking from approx EGSL to Haverhill inside Stansted CTR. (CAIT alerted). It then infringed the Stansted TMZ as primary only. 2 aircraft broken off approach and re-positioned. Aircraft called up and was identified as the infringer. CAA Closure: Pilot error. Situational awareness. Passed on-line test. Warning letter sent.
201502902	09/03/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	BEECH	Unknown		Infringement of the Stansted CTR (Class D) by a C150 squawking 7402. Traffic info given. Separation lost. Two aircraft broken off approach.	Primary contact observed tracking from approx EGSL to Haverhill inside Stansted CTR. (CAIT alerted). It then infringed the Stansted TMZ as primary only. 2 aircraft broken off approach and re-positioned. Aircraft called up and was identified as the infringer. CAA Closure: Pilot error. Situational awareness. Passed on-line test. Warning letter sent.
201502902	09/03/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by a C150 squawking 7402. Traffic info given. Separation lost. Two aircraft broken off approach.	Primary contact observed tracking from approx EGSL to Haverhill inside Stansted CTR. (CAIT alerted). It then infringed the Stansted TMZ as primary only. 2 aircraft broken off approach and re-positioned. Aircraft called up and was identified as the infringer. CAA Closure: Pilot error. Situational awareness. Passed on-line test. Warning letter sent.
201502970	10/03/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	13SE	D	CTA	CESSNA	Reciprocating	1	Infringement of East Midlands CTA-3 by a C177 at 3000ft. Avoiding action issued to a B737. Loss of separation.	B737 was being descended and vectored for R/W27; when a 7000 squawk was observed tracking NNE from Leicester indicating 3000ft. B737 was descended initially to 4500ft (in anticipation of the 7000 squawk establishing 2-way). The projected track indicated the 7000 squawk would infringe CAS; several calls were made on 134.175 without response, so a turn was given to the B737 avoid that contact. The 7000 squawk entered CAS, CTA-3 base level 2500ft on East Midlands QNH, without a clearance and tracked NNE before turning north along the eastern edge of CTA-2, base level 1500ft. The squawk changed to a 3601 squawk, and I received a call from Waddington ATC as the aircraft had called them. The a/c was identified. B737 was vectored for a shorter final than normal and landed safely. CAA Closure: Pilot error. Situational awareness. Passed on-line test, warning letter sent.

201502970	10/03/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	13SE	D	CTA	BOEING	Turbofan	2	Infringement of East Midlands CTA-3 by a C177 at 3000ft. Avoiding action issued to a B737. Loss of separation.	B737 was being descended and vectored for R/W27; when a 7000 squawk was observed tracking NNE from Leicester indicating 3000ft. B737 was descended initially to 4500ft (in anticipation of the 7000 squawk establishing 2-way). The projected track indicated the 7000 squawk would infringe CAS; several calls were made on 134.175 without response, so a turn was given to the B737 avoid that contact. The 7000 squawk entered CAS, CTA-3 base level 2500ft on East Midlands QNH, without a clearance and tracked NNE before turning north along the eastern edge of CTA-2, base level 1500ft. The squawk changed to a 3601 squawk, and I received a call from Waddington ATC as the aircraft had called them. The a/c was identified. B737 was vectored for a shorter final than normal and landed safely.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test, warning letter sent.
201502975	10/03/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	12nm N	D	CTA	OTHER	Turboshaft	1	Infringement of Solent CTA Class D Airspace.	A contact was observed tracking westbound. Initially it was indicating 2.3A then started climbing to 2.7A. This made it inside the Solent CTA 5. It was squawking 7000. Blind calls were made with no response. When it left CAS, it was observed at 2.9A. Boscombe Down were called and they eventually worked it.☐ Supplementary 24/03/2015:☐ The helicopter pilot was aware of his geographical position and entered the Solent CTA-5 without a clearance by operating on the Portland Regional Pressure setting rather than the Southampton QNH.
201502993	10/03/2015	EGTT : London (FIR)	BARTN	Bearing 270 Range 5nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C150 squawking 7000. CAIT activated.	Working as Wal/IOM Planner, observed CAIT alert above the Manchester low level corridor approx. 5mls west of BARTN, callsign indication a C150. I informed Tactical controller who had also observed it. The aircraft went up to A1.5 (possibly A1.6). No avoiding action required for any aircraft on frequency. Was subject to a CAIT alert for about 3mins before descending below. Aircraft changed from 7000 to 3643 (Warton Radar).
201503202	14/03/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	5nm NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an unknown aircraft squawking 7000 at 1300ft. Aircraft identified as a PA28. Standard separation maintained.	Zone infringement. 7000 squawk observed leaving departure airfield ATZ into the Doncaster Sheffield CTR. The aircraft turned northbound about 1/2 nm east of a 5 mile final RWY20. After leaving the CTR, PA28 called on frequency and was identified as the infringing aircraft. No Doncaster Sheffield traffic was affected. Departure airfield were contacted and requested they ask the pilot to call Doncaster Sheffield radar after landing.
201503204	14/03/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	Eastern portion	D	CTR	MAINAIR	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an unknown aircraft squawking 7000. Aircraft believed to be a Mainair Blade microlight. Standard separation maintained.	Zone infringement Doncaster Sheffield. 7000 squawk observed entering Doncaster Sheffield CTR from the south east. The contact gets to 1nm from Doncaster Sheffield ATZ boundary and the transponder appears to be switched off. At the ATZ boundary the contact turns to the east, leaves the zone and tracks northbound towards the Elvington area. ADC report the infringing aircraft is a high wing aircraft. Aircraft was observed by another aircraft in the vicinity who believed the registration to be a Mainair Blade microlight.

201503215	14/03/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	8nm	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an Ikarus C42, squawking 7366. Standard separation maintained.	Infringement. At 1359 during the hand over I noticed a 7366 squawk 2 to 3 miles inside CAS on about an 8 mile final 05L. No aircraft were in the immediate vicinity. I called and it identified itself as an Ikarus C42. He asked what to do. I told him to 180 and leave into the LLR. The aircraft downwind was continued toward Chester.☐ Supplementary 17/03/2015: ☐ The main cause I believe was due to selecting the next radio frequency I would change to consequently taking my eyes of the compass and the visual reference ahead. When I looked back through the canopy I became unsure of my precise location and began to fear I was being blown into Liverpool air space, seeing a larger town I mistook for Winsford, (on the chart there is a railway line passing to the east of Winsford in the direction of my ongoing journey), I took the heading to this town which also has a railway line to the east, unfortunately I now believe it was Middlewich, thereby infringing Manchester CTR. As a novice pilot I have been told to listen only to Manchester radar, not talk. however I believe we should be told if in the low level area and become disorientated they should be the first contact we make thus preventing any infringements and any problems this creates. I am aware there is a lost procedure but did not believe flying round in circles was appropriate in the low level area and the obvious, buy and use of a GPS I also intend to take further training in navigation techniques.☐ CAA Closure:☐ Pilot was asked to complete the online infringement form. Pilot became distracted when
201503215	14/03/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	8nm	D	CTR	UNKNOWN	Unknown		Infringement of the Manchester CTR (Class D) by an Ikarus C42, squawking 7366. Standard separation maintained.	Infringement. At 1359 during the hand over I noticed a 7366 squawk 2 to 3 miles inside CAS on about an 8 mile final 05L. No aircraft were in the immediate vicinity. I called and it identified itself as an Ikarus C42. He asked what to do. I told him to 180 and leave into the LLR. The aircraft downwind was continued toward Chester.☐ Supplementary 17/03/2015: ☐ The main cause I believe was due to selecting the next radio frequency I would change to consequently taking my eyes of the compass and the visual reference ahead. When I looked back through the canopy I became unsure of my precise location and began to fear I was being blown into Liverpool air space, seeing a larger town I mistook for Winsford, (on the chart there is a railway line passing to the east of Winsford in the direction of my ongoing journey), I took the heading to this town which also has a railway line to the east, unfortunately I now believe it was Middlewich, thereby infringing Manchester CTR. As a novice pilot I have been told to listen only to Manchester radar, not talk. however I believe we should be told if in the low level area and become disorientated they should be the first contact we make thus preventing any infringements and any problems this creates. I am aware there is a lost procedure but did not believe flying round in circles was appropriate in the low level area and the obvious, buy and use of a GPS I also intend to take further training in navigation techniques.☐ CAA Closure:☐ Pilot was asked to complete the online infringement form. Pilot became distracted when
201503216	15/03/2015	EGTT : London (FIR)	Not specified		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000 at 1900ft. Aircraft identified as a PA28.	Zone infringement. Aircraft squawking 7000 entered CTR LLR from north indicating 1900ft. Identified by Mode S. Barton were working the aircraft and instructed to descend and to contact Manchester WM. No other traffic in vicinity to affect. ☐ Supplementary 17/03/15:☐ Was returning back to airfield via Leigh Flash. Flew at altitude of 1800ft as is normal for entering the circuit overhead. Short lack of awareness led to entering the low level route which has a maximum altitude of 1300ft. Have ensured to study the charts I own to understand exactly how I got into this situation. Will also look to get a recap about the surrounding area's control zones from flying instructors
201503231	15/03/2015	EGTT : London (FIR)	EGGP (LPL): Liverpool	8nm SSW	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by an unknown aircraft squawking 7000 at 1500ft. Aircraft identified as a PA28. Standard separation maintained.	PA28 enters Liverpool CTR without clearance. PA28 call up to request a basic service outside of CAS - the pilot was asked if he required a zone transit, he replied that he would remain outside cas. Pilot reports being 3.5 miles from an airfield, to which he had just departed. A/c was given a basic service as requested. 7000 squawk observed entering CAS SSE NESTON, once the a/c squawk changed it became apparent that the a/c was PA28 and the pilot was advised that he was already 3 miles within Liverpool controlled airspace. As he was already inside CAS, a clearance was given through CAS direct to intended destination.
201503477	18/03/2015	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	CESSNA	Reciprocating	1	Infringement of Brize Norton CTR (Class D) at 3000ft.	At 1804Z an ac return was observed on radar to enter the CTR. The controller contacted London FIS and confirmed that they were working the ac but were not aware of the pilot's intentions. The pilot reported unable to contact Brize LARS. This would have been because there was an automatic transmission on the frequency being tried advising pilots that the LARS service was closed and that ac wishing to transit the CTR should contact the Brize Zone frequency. The ac crossed the departure lane; fortunately there were no departures at the time.☐ Supplementary 23/03/15:☐ At 1753 a/c checked on frequency from EGBJ - EGSL 4nm E Cheltenham. After providing initial flight details the pilot asked who could provide him with a radar service, I advised EGVN and confirmed the frequency 124.275. The pilot replied he had already tried EGVN and that they were closed. I requested the A/C squawk 1177c and confirmed basic service. The routing was then given as EGTR then EGSG. The pilot did not discuss a zone transit or intention to transit EGVN. I handed over position at 1800. At approximately 1806 EGVN controller called the FIS saying they were filling on the A/C who was just leaving the Zone having infringed. The A/C was then transferred to EGUB at 1808. Our radar data analysis showed a/c appeared to enter the EGVN CTR at 17:59:57 displaying an FIS squawk of 1177, indicating altitude 3000ft and exited EGVN CTR at 18:05:28.

201503484	20/03/2015	EGTT : London (FIR)	EGBP : KEMBLE		G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 2015/032 - PA28 and a Thruster T600 at Kemble in Class G airspace. PA28 pilot had been lost and infringed Kemble ATZ.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the PA28 pilot entering the Kemble ATZ and flying into conflict with the Thruster T600. Contributory Factor: The PA28 pilot was lost.
201503484	20/03/2015	EGTT : London (FIR)	EGBP : KEMBLE		G	ATZ	THRUSTER	Reciprocating	1	UK AIRPROX 2015/032 - PA28 and a Thruster T600 at Kemble in Class G airspace. PA28 pilot had been lost and infringed Kemble ATZ.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the PA28 pilot entering the Kemble ATZ and flying into conflict with the Thruster T600. Contributory Factor: The PA28 pilot was lost.
201503493	21/03/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	8nm SE	D	CTR	GRUMMAN	Reciprocating	1	Infringement of the Solent CTR (Class D) at 1300ft.	At c.1112 the controller observed an aircraft approaching Calshot VRP from the southwest indicating 1300A. The Controller attempted to make a number of blind calls to the aircraft without any success. At c.1113 the aircraft entered the CTR at 1300A heading north, before leaving CAS to the east. ☐ Supplementary 23/04/15:☐ The pilot was fully aware of his geographical position and altitude at all times as he positioned into Lee-on-Solent. However, the pilot entered the Southampton CTR by approximately 300 metres, whilst trying to visually acquire traffic apparently reported in the visual circuit ahead on runway 05 at Lee-on-Solent.
201503498	20/03/2015	EGTT : London (FIR)	Motram Hall Hotel		D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Manchester CTR (Class D) by an SA341. Pilot had not thought it necessary to prenote the flight to ATC and had also blocked the ATC frequency on two occasions during the incident.	Unauthorised flight inside CAS. At a 1503hrs I was operating as the approach south controller. Traffic was light. The frequency became blocked on two occasions by what sounded like a helicopter. A short time later SA341 contacted me to inform me it was him who had blocked the frequency and was airborne for a local flight. I had no details of this flight and was advised by the pilot it had not been pre noted to us as he didn't think it was not necessary. I instructed him to land back at departure location and contact the watch manager. I recall a LISTO 2S departure getting airborne during this conversation and passing a primary return in the vicinity. Owing to the short time scale of the events I did not have time to speak to the tower and stop departures.
201503501	21/03/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	15nm NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, indicating 2000ft. Aircraft believed to be a PA28. AIW activated. Standard separation maintained.	CAS infringement. A 7000 squawk entered the north end of the Low Level Route with mode C indicating 2000ft. The AIW was activated. I checked the mode S aircraft ID and called PA28. There was no reply but the SSR data disappeared leaving only a primary return. The aircraft then turned 180degrees and left the Low Level Route to the north. The primary return then disappeared from radar, but a few minutes later a primary return appeared on base leg for Barton. No other primary only returns were in the area at the time.☐ CAA Closure:☐ Unserviceable transponder reported by PIC. Passed on-line test, spoken to by Staff FE, warning letter sent.

201503515	22/03/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) and CTR (Class D) by an unknown aircraft at 2200ft, resulting in loss of separation with inbound traffic. Aircraft identified as a PA28 flown by a student pilot. Traffic info and avoiding action given.	Infringement in CTA and CTR. An unknown a/c squawking 5022 was observed tracking eastbound at 2.2A towards the Stansted CTA. I called Farnborough LARS to clarify if it was expected to turn and they advised that they had given an avoiding turn and to descend below the Stansted CTA. Despite this action, the unknown a/c entered the Stansted CTA and I gave traffic information to B737(1) who was downwind and an avoiding turn. The unknown a/c then left the CTA. A few minutes later the unknown a/c entered the Stansted CTR and I gave avoiding action and traffic info to B737(2) who was downwind. Farnborough LARS were called again and they advised that it was a student pilot and that they were leaving the Stansted CTR. They then called again and gave the a/c details as a PA28. Appropriate CAA action being taken as a result of this incident.
201503515	22/03/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm SW	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) and CTR (Class D) by an unknown aircraft at 2200ft, resulting in loss of separation with inbound traffic. Aircraft identified as a PA28 flown by a student pilot. Traffic info and avoiding action given.	Infringement in CTA and CTR. An unknown a/c squawking 5022 was observed tracking eastbound at 2.2A towards the Stansted CTA. I called Farnborough LARS to clarify if it was expected to turn and they advised that they had given an avoiding turn and to descend below the Stansted CTA. Despite this action, the unknown a/c entered the Stansted CTA and I gave traffic information to B737(1) who was downwind and an avoiding turn. The unknown a/c then left the CTA. A few minutes later the unknown a/c entered the Stansted CTR and I gave avoiding action and traffic info to B737(2) who was downwind. Farnborough LARS were called again and they advised that it was a student pilot and that they were leaving the Stansted CTR. They then called again and gave the a/c details as a PA28. Appropriate CAA action being taken as a result of this incident.
201503515	22/03/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm SW	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) and CTR (Class D) by an unknown aircraft at 2200ft, resulting in loss of separation with inbound traffic. Aircraft identified as a PA28 flown by a student pilot. Traffic info and avoiding action given.	Infringement in CTA and CTR. An unknown a/c squawking 5022 was observed tracking eastbound at 2.2A towards the Stansted CTA. I called Farnborough LARS to clarify if it was expected to turn and they advised that they had given an avoiding turn and to descend below the Stansted CTA. Despite this action, the unknown a/c entered the Stansted CTA and I gave traffic information to B737(1) who was downwind and an avoiding turn. The unknown a/c then left the CTA. A few minutes later the unknown a/c entered the Stansted CTR and I gave avoiding action and traffic info to B737(2) who was downwind. Farnborough LARS were called again and they advised that it was a student pilot and that they were leaving the Stansted CTR. They then called again and gave the a/c details as a PA28. Appropriate CAA action being taken as a result of this incident.
201503516	22/03/2015	EGTT : London (FIR)	EGKR (KRH): Redhill	4nm W	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C152. Investigation ascertained that a loss of separation occurred.	Infringement of Gatwick CAS. At 11.17 an aircraft entered the Gatwick CTA initially at 2.0A 4 miles west of Redhill on a southerly track. There was an aircraft on short final working the tower and B747 was on the Tower frequency established on the ILS at 6 miles. Subsequent aircraft were established further out. I phoned Redhill to ascertain whether it was working them, when they confirmed it was on their frequency I instructed them to descend it immediately. I phoned the tower and said the B747 may have to be broken off due to the infringer. They said they'd speak to the aircraft and see what it wanted to do. The infringing aircraft started to descend to 1.4A but continued on the southerly track and infringed the Gatwick CTR. I phoned Redhill again and instructed them to turn it away immediately, which it then did. The Tower phoned and said they were visual with the infringer, the B747 was going to continue and they were going to launch a departure. The infringer then orbited on the edge of the Redhill local flying area for a short time before commencing an approach to land. No other aircraft were affected. Redhill gave the details of the infringing aircraft.
201503516	22/03/2015	EGTT : London (FIR)	EGKR (KRH): Redhill	4nm W	D	CTR	BOEING	Turbofan	4	Infringement of the Gatwick CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C152. Investigation ascertained that a loss of separation occurred.	Infringement of Gatwick CAS. At 11.17 an aircraft entered the Gatwick CTA initially at 2.0A 4 miles west of Redhill on a southerly track. There was an aircraft on short final working the tower and B747 was on the Tower frequency established on the ILS at 6 miles. Subsequent aircraft were established further out. I phoned Redhill to ascertain whether it was working them, when they confirmed it was on their frequency I instructed them to descend it immediately. I phoned the tower and said the B747 may have to be broken off due to the infringer. They said they'd speak to the aircraft and see what it wanted to do. The infringing aircraft started to descend to 1.4A but continued on the southerly track and infringed the Gatwick CTR. I phoned Redhill again and instructed them to turn it away immediately, which it then did. The Tower phoned and said they were visual with the infringer, the B747 was going to continue and they were going to launch a departure. The infringer then orbited on the edge of the Redhill local flying area for a short time before commencing an approach to land. No other aircraft were affected. Redhill gave the details of the infringing aircraft.

201503526	21/03/2015	EGTT : London (FIR)	MIRSI	5nm S	A	TMA	DORNIER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an unknown aircraft at 10000ft. Aircraft identified as a Do27. CAIT activated. Traffic info given. Standard separation maintained.	Low Level infringer south of MIRSI. 5nm south of MIRSI a CAIT alert appeared at 10A in front of B777 who was climbing through FL102. I turned the B777 right 15 degrees to prevent the blips from merging and gave the B777 traffic information on the unknown aircraft.☐ CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, retraining required.
201503526	21/03/2015	EGTT : London (FIR)	MIRSI	5nm S	A	TMA	BOEING	Turbofan	2	Infringement of the Manchester TMA (Class A) by an unknown aircraft at 10000ft. Aircraft identified as a Do27. CAIT activated. Traffic info given. Standard separation maintained.	Low Level infringer south of MIRSI. 5nm south of MIRSI a CAIT alert appeared at 10A in front of B777 who was climbing through FL102. I turned the B777 right 15 degrees to prevent the blips from merging and gave the B777 traffic information on the unknown aircraft.☐ CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, retraining required.
201503541	22/03/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an unknown aircraft squawking 7000 at FL105. Aircraft identified as a C172. Traffic info given. Standard separation maintained.	Zone infringement RHADS CTR. Whilst controlling on RHADS APS, I noticed a 7000 squawk approximately 0.5nm north of Daneshill Lakes tracking westbound with no mode C. I made a blind broadcast to the ac to make itself known to me The ac did not reply, The RHADS controller called me and, noticing that I was extremely busy, asked if I would like him to contact Netherthorpe to try and trace the identity of the ac as it appeared to be making an approach, to the airfield, The ADI controller called me a few minutes later and said that Gamston believed the ac was C172, and had asked the pilot to call RHADS radar. Approximately ten minutes later, the captain of C172 called me to apologise and I said that the member of staff who dealt with zone infringements would be calling him in due course.
201503595	22/03/2015	EGTT : London (FIR)	London CTR	North West Corner	D	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class D) by a C152 squawking 7000 at 1800ft. Aircraft subsequently re-entered the CTR. Traffic info given.	I noticed an ac's data block turn pink, indicating that it was inside CAS without permission to be. I transmitted blind but received no response. The data block informed me the ac was a C152. After talking to TC SVFR, they had done the same with no response. The ac cut the NW corner of the NRMA, travelled SSW and vacated at Cookham. A few minutes later Heathrow Director called and said that he would hold a military aircraft at the Ockham stack as there was an infringer that he could not vector towards. I had no traffic on frequency and had not seen that the C152 had re-entered at Cookham and was routing NE. I rang Denham and the Tower controller informed me that the ac had called up and been advised to contact D&D on 121x5. The ac took up a northerly track, picked up a D&D squawk and vacated the NRMA. Military aircraft had suffered minimal delay and there was no traffic within the NRMA affected by the infringer but as Northolt was operating to rwy 07, had there been an ac being vectored for GCA at the time it would have been in confliction. I do not know if the ac was lost, suffering an emergency or just unfamiliar with procedure for operating within and around the LCTR, but he infringed twice in 10 minutes.☐ Supplementary 24/03/15:☐ I was on duty as the LL SVFR controller mentoring a trainee. At time 1439 a 7000 squawk was observed entering the north western side of the Heathrow CTR tracking south. Mode S gave the registration as a C152. My trainee made blind calls in an attempt to establish communication and also telephoned Northolt whose RMA was active. The Northolt controller stated that she had tried making blind transmissions to the aircraft as well. As Heathrow
201503595	22/03/2015	EGTT : London (FIR)	London CTR	North West Corner	D	CTR	OTHER	Unknown		Infringement of the London CTR (Class D) by a C152 squawking 7000 at 1800ft. Aircraft subsequently re-entered the CTR. Traffic info given.	I noticed an ac's data block turn pink, indicating that it was inside CAS without permission to be. I transmitted blind but received no response. The data block informed me the ac was a C152. After talking to TC SVFR, they had done the same with no response. The ac cut the NW corner of the NRMA, travelled SSW and vacated at Cookham. A few minutes later Heathrow Director called and said that he would hold a military aircraft at the Ockham stack as there was an infringer that he could not vector towards. I had no traffic on frequency and had not seen that the C152 had re-entered at Cookham and was routing NE. I rang Denham and the Tower controller informed me that the ac had called up and been advised to contact D&D on 121x5. The ac took up a northerly track, picked up a D&D squawk and vacated the NRMA. Military aircraft had suffered minimal delay and there was no traffic within the NRMA affected by the infringer but as Northolt was operating to rwy 07, had there been an ac being vectored for GCA at the time it would have been in confliction. I do not know if the ac was lost, suffering an emergency or just unfamiliar with procedure for operating within and around the LCTR, but he infringed twice in 10 minutes.☐ Supplementary 24/03/15:☐ I was on duty as the LL SVFR controller mentoring a trainee. At time 1439 a 7000 squawk was observed entering the north western side of the Heathrow CTR tracking south. Mode S gave the registration as a C152. My trainee made blind calls in an attempt to establish communication and also telephoned Northolt whose RMA was active. The Northolt controller stated that she had tried making blind transmissions to the aircraft as well. As Heathrow

201503595	22/03/2015	EGTT : London (FIR)	London CTR	North West Corner	D	CTR	BOEING	Turbofan		Infringement of the London CTR (Class D) by a C152 squawking 7000 at 1800ft. Aircraft subsequently re-entered the CTR. Traffic info given.	I noticed an ac's data block turn pink, indicating that it was inside CAS without permission to be. I transmitted blind but received no response. The data block informed me the ac was a C152. After talking to TC SVFR, they had done the same with no response. The ac cut the NW corner of the NRMA, travelled SSW and vacated at Cookham. A few minutes later Heathrow Director called and said that he would hold a military aircraft at the Ockham stack as there was an infringer that he could not vector towards. I had no traffic on frequency and had not seen that the C152 had re-entered at Cookham and was routing NE. I rang Denham and the Tower controller informed me that the ac had called up and been advised to contact D&D on 121x5. The ac took up a northerly track, picked up a D&D squawk and vacated the NRMA. Military aircraft had suffered minimal delay and there was no traffic within the NRMA affected by the infringer but as Northolt was operating to rwy 07, had there been an ac being vectored for GCA at the time it would have been in confliction. I do not know if the ac was lost, suffering an emergency or just unfamiliar with procedure for operating within and around the LCTR, but he infringed twice in 10 minutes.☐ Supplementary 24/03/15:☐ I was on duty as the LL SVFR controller mentoring a trainee. At time 1439 a 7000 squawk was observed entering the north western side of the Heathrow CTR tracking south. Mode S gave the registration as a C152. My trainee made blind calls in an attempt to establish communication and also telephoned Northolt whose RMA was active. The Northolt controller stated that she had tried making blind transmissions to the aircraft as well. As Heathrow
201503721	25/03/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	12nm SE			CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by an unknown aircraft squawking 7000, indicating 3000ft. Aircraft identified as a C172. Standard separation maintained.	Zone infringement. A 7000 squawk was observed entering the Doncaster CTA SE of Netherthorpe by 5nms. It was on a Northerly heading indicating 3000ft. It entered by approximately 1nm before turning left and leaving to the South. Radar called and identified the aircraft as C172 who was previously working them and was inbound to their intended destination.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test. Warning letter sent.
201503722	21/03/2015	EGTT : London (FIR)	EGGP (LPL): Liverpool	15nm W	D	CTA	PIPER	Reciprocating	1	Infringement of the Liverpool CTA (Class D) by a PA28 at 2500ft. Standard separation maintained.	Liverpool CTA infringement, PA28, 15nm West Liverpool Airport. PA28 called Liverpool Radar while apprx 15nm NW of Liverpool Airport, intending to route via Point of Ayre Southbound. Issued with the Liverpool conspicuity code (4360), given a basic service & Liverpool QNH. PA28 later identified as having infringes the Liverpool CTA (2400', base 2000').
201503766	25/03/2015	EGTT : London (FIR)	Not specified		D	CTR	DE HAVILLAND	Turbofan	1	Infringement of the Stansted CTR (Class D) by an unknown aircraft in climb squawking 7000, at 2000ft, resulting in loss of separation with an inbound aircraft. Aircraft indentified as a Vampire. CAIT activated.	Very brief infringement. On duty as Stansted INT bandboxed. At approx. 1613 fltnum 8267 was turned to establish on the ILS. Shortly afterwards a 7000 contact appeared heading NE quickly and climbing. At 1614 just as the fltnum 8267 was about to establish the 7000 entered the CTZ and triggered CAIT. The contact then stopped and I briefly thought it was a reflection. It then went back the other way descending, having reached 2000ft very briefly. Because it happened so quickly and the contact was so "agile" (and both a/c diverging quickly) I didn't consider any action such as breaking the fltnum 8267 off necessary or appropriate. North Weald were called and reported the a/c as being a Vampire. They said that they were expecting a call from us and stated that after departure the aircraft had performed a "wingover" at approx 2000ft. The aircraft radio was allegedly poor. The aircraft tracked away to the NW under the CTA and at approx 1619 changed from 7000 to 5030. At 1621 Farnborough LARS confirmed that the 5030 was the Vampire.
201503766	25/03/2015	EGTT : London (FIR)	Not specified		D	CTR	UNKNOWN	Turbofan		Infringement of the Stansted CTR (Class D) by an unknown aircraft in climb squawking 7000, at 2000ft, resulting in loss of separation with an inbound aircraft. Aircraft indentified as a Vampire. CAIT activated.	Very brief infringement. On duty as Stansted INT bandboxed. At approx. 1613 fltnum 8267 was turned to establish on the ILS. Shortly afterwards a 7000 contact appeared heading NE quickly and climbing. At 1614 just as the fltnum 8267 was about to establish the 7000 entered the CTZ and triggered CAIT. The contact then stopped and I briefly thought it was a reflection. It then went back the other way descending, having reached 2000ft very briefly. Because it happened so quickly and the contact was so "agile" (and both a/c diverging quickly) I didn't consider any action such as breaking the fltnum 8267 off necessary or appropriate. North Weald were called and reported the a/c as being a Vampire. They said that they were expecting a call from us and stated that after departure the aircraft had performed a "wingover" at approx 2000ft. The aircraft radio was allegedly poor. The aircraft tracked away to the NW under the CTA and at approx 1619 changed from 7000 to 5030. At 1621 Farnborough LARS confirmed that the 5030 was the Vampire.

201503801	27/03/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000, between 1600ft and 2400ft, resulting in an inbound A320 being broken off approach. Aircraft identified as a C152. Traffic info given. Standard separation maintained.	Alleged infringement of Luton CTR by C152. I was on duty as Luton radar controller. I observed a 7000 squawk heading towards the Northern Luton CTR boundary. At 1123 it entered CAS about 1.5nm East of Pirton tracking approximately 165. As it entered CAS the 7000 squawk activated CAIT and Mode S identified the a/c as C152. As a precaution, and to maintain 5nm separation from the unknown return, A320 was broken off the 26 ILS and vectored to the North. Another aircraft (who had been accepted DW R/H) was re-routed to LOREL resulting in extra track miles for this a/c as well. When about 1nm North of the Luton extended centre-line the unknown return turned right and tracked North, then North-East before leaving the Luton CTR at 1127. While in the CTR its mode C was reading between 1.6A and 2.4A. Multiple blind calls were made on 129.55MHz to C152 but no reply was received.☐ Supplementary 13/04/15:☐ As discussed, London ATC has submitted a safety report (MOR) concerning an infringement of the Luton CTR by a C152. As a consequence of this event, a Luton arrival was vectored away from C152 but no loss of separation was recorded. C152 was identified as the aircraft involved following positive identification by the activation of CAIT (controlled airspace infringement tool). I have inserted a radar picture that shows C152 within the CTR with Mode C indicating 2000ft (base CAS SFC).
201503801	27/03/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000, between 1600ft and 2400ft, resulting in an inbound A320 being broken off approach. Aircraft identified as a C152. Traffic info given. Standard separation maintained.	Alleged infringement of Luton CTR by C152. I was on duty as Luton radar controller. I observed a 7000 squawk heading towards the Northern Luton CTR boundary. At 1123 it entered CAS about 1.5nm East of Pirton tracking approximately 165. As it entered CAS the 7000 squawk activated CAIT and Mode S identified the a/c as C152. As a precaution, and to maintain 5nm separation from the unknown return, A320 was broken off the 26 ILS and vectored to the North. Another aircraft (who had been accepted DW R/H) was re-routed to LOREL resulting in extra track miles for this a/c as well. When about 1nm North of the Luton extended centre-line the unknown return turned right and tracked North, then North-East before leaving the Luton CTR at 1127. While in the CTR its mode C was reading between 1.6A and 2.4A. Multiple blind calls were made on 129.55MHz to C152 but no reply was received.☐ Supplementary 13/04/15:☐ As discussed, London ATC has submitted a safety report (MOR) concerning an infringement of the Luton CTR by a C152. As a consequence of this event, a Luton arrival was vectored away from C152 but no loss of separation was recorded. C152 was identified as the aircraft involved following positive identification by the activation of CAIT (controlled airspace infringement tool). I have inserted a radar picture that shows C152 within the CTR with Mode C indicating 2000ft (base CAS SFC).
201503810	27/03/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	S	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7010, indicating 2100ft. Aircraft identified as an SR22.	Infringement of Stansted CTA. At time 1146 7010 squawk entered Stansted CTA from the south, south west en route. Mode C was 2.1. A/c was an SR22. I called SX ATC and asked them to get the a/c to descend.
201503811	27/03/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	S	D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7010 at 1700ft. Aircraft identified as a gyroplane.	Infringement of Stansted CTA. At time 1206 7010 squawk again entered Stansted CTA from the same direction. It was 1700as it passed the line, descended to 15 and then climbed again to 1900 as it turned downwind to North Weald. A/c was a gyroplane. I called ATC to ask them to get the a/c to descend.
201503829	27/03/2015	EGTT : London (FIR)	Not specified		D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with a DHC8 and a PA34. Aircraft identified as a PA38.	Infringement PA38 Birmingham CAS. LOS DHC8/PA34. At apprx 1145 a 7000 squawk was approaching from the south west (no mode C). DHC8 was downwind for R33 descending to 4000' and PA34 was abeam the DHC8 heading 170 at 3000'. A blind transmission was given to the 7000 to warn of the CAS ahead. No reply was received, I expected the infringer to turn away using the VRP as a turning point. The infringer entered CAS 1 mile behind the DHC8. Separation was lost between the infringer and DHC8 and the infringer and the PA34, but as the infringer was behind both the DHC8 and PA34 I felt no avoiding action was required. The DHC8 descent was stopped at 6000' and was extended downwind, the infringer turned and left CAS to the west. The infringer was tracked and landed at Wellesbourne at 1216 and identified as PA38.☐ Supplementary 31/03/15:☐ It was a practice cross country. The planned trip was EGCW to Ludlow to Worcester to EGBW. Until reaching Worcester all the planning was right, the times and the headings were perfect. Upon leaving Worcester the student selected a heading of 060 and I asked what was the planned heading and the student replied 085 but he was aware of this initial correction due to have made the turn later than planned. He kept on going without coming back to the original heading and as we approached Birmingham CTA I asked where we were and what altitude we needed to be at that point. He said we were approaching Stratford-Upon-Avon (it was Redditch). He then changed the radio from London info to EGBW and descent from 3000ft to 2000ft on QFE. As we reached Redditch I asked him what visual

201503829	27/03/2015	EGTT : London (FIR)	Not specified		D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Birmingham CTA (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with a DHC8 and a PA34. Aircraft identified as a PA38.	Infringement PA38 Birmingham CAS. LOS DHC8/PA34. At apprx 1145 a 7000 squawk was approaching from the south west (no mode C). DHC8 was downwind for R33 descending to 4000' and PA34 was abeam the DHC8 heading 170 at 3000'. A blind transmission was given to the 7000 to warn of the CAS ahead. No reply was received, I expected the infringer to turn away using the VRP as a turning point. The infringer entered CAS 1 mile behind the DHC8. Separation was lost between the infringer and DHC8 and the infringer and the PA34, but as the infringer was behind both the DHC8 and PA34 I felt no avoiding action was required. The DHC8 descent was stopped at 6000' and was extended downwind, the infringer turned and left CAS to the west. The infringer was tracked and landed at Wellesbourne at 1216 and identified as PA38.☐ Supplementary 31/03/15:☐ It was a practice cross country. The planned trip was EGCW to Ludlow to Worcester to EGBW. Until reaching Worcester all the planning was right, the times and the headngs were perfect. Upon leaving Worcester the student selected a heading of 060 and I asked what was the planned heading and the student replied 085 but he was aware of this initial correction due to have made the turn later than planned. He kept on going without coming back to the original heading and as we approached Birmingham CTA I asked where we were and what altitude we needed to be at that point. He said we were approaching Stratford-Upon-Avon (it was Redditch). He then changed the radio from London info to EGBW and descent from 3000ft to 2000ft on QFE. As we reached Redditch I asked him what visual
201503829	27/03/2015	EGTT : London (FIR)	Not specified		D	CTA	PIPER	Reciprocating	2	Infringement of the Birmingham CTA (Class D) by an unknown aircraft squawking 7000, resulting in loss of separation with a DHC8 and a PA34. Aircraft identified as a PA38.	Infringement PA38 Birmingham CAS. LOS DHC8/PA34. At apprx 1145 a 7000 squawk was approaching from the south west (no mode C). DHC8 was downwind for R33 descending to 4000' and PA34 was abeam the DHC8 heading 170 at 3000'. A blind transmission was given to the 7000 to warn of the CAS ahead. No reply was received, I expected the infringer to turn away using the VRP as a turning point. The infringer entered CAS 1 mile behind the DHC8. Separation was lost between the infringer and DHC8 and the infringer and the PA34, but as the infringer was behind both the DHC8 and PA34 I felt no avoiding action was required. The DHC8 descent was stopped at 6000' and was extended downwind, the infringer turned and left CAS to the west. The infringer was tracked and landed at Wellesbourne at 1216 and identified as PA38.☐ Supplementary 31/03/15:☐ It was a practice cross country. The planned trip was EGCW to Ludlow to Worcester to EGBW. Until reaching Worcester all the planning was right, the times and the headings were perfect. Upon leaving Worcester the student selected a heading of 060 and I asked what was the planned heading and the student replied 085 but he was aware of this initial correction due to have made the turn later than planned. He kept on going without coming back to the original heading and as we approached Birmingham CTA I asked where we were and what altitude we needed to be at that point. He said we were approaching Stratford-Upon-Avon (it was Redditch). He then changed the radio from London info to EGBW and descent from 3000ft to 2000ft on QFE. As we reached Redditch I asked him what visual
201503832	12/03/2015	EGTT : London (FIR)	BHX	10.7nm SSE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTA 2 by an unknown aircraft squawking 7000 at 1600ft. Aircraft identified as a Robin R2160. Standard separation maintained.	Infringement of Birmingham CTA-2 by Robin R2160. At 1606 a 7000 squawk climbed into CTA-2. I had previously noticed the aircraft in the vicinity of CTA-2 and had already established the callsign using Mode S. Once the aircraft climbed to 1600ft I tried to contact him with blind transmissions. These went unanswered. The ATSA spoke to Coventry but they were not working the aircraft. A minute or so later Coventry rang back and confirmed they were now speaking to the pilot. He subsequently rang in and it was explained to him to use 0010 and monitor the frequency.
201503849	28/03/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	ROBINSON	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a R44 at 1900ft. Traffic info and avoiding action given. Standard separation maintained.	R44 triggered primary CAIT in the NE corner of the SS CTA at 1.9A. I had two B737's being turned on to finals, one descending to 2A and the other 4A both east of the final approach track. I gave avoiding action to both even though by the time I gave avoiding action to the second R44 and descended to 1.3A outside CAS. I was unsure of the R44's intention and therefore decide to avoid and continue with my original plan with one going south and the other east, both climbing to stay inside CAS. Separation was not lost. R44 then contacted me on frequency and I identified him. He informed me that he may have been late in the decent and I informed he had and that 737's had been broken off the approach and that I would have to file. He continued on my frequency under a basic service until he decided to change frequency on route to his destination.
201503849	28/03/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a R44 at 1900ft. Traffic info and avoiding action given. Standard separation maintained.	R44 triggered primary CAIT in the NE corner of the SS CTA at 1.9A. I had two B737's being turned on to finals, one descending to 2A and the other 4A both east of the final approach track. I gave avoiding action to both even though by the time I gave avoiding action to the second R44 and descended to 1.3A outside CAS. I was unsure of the R44's intention and therefore decide to avoid and continue with my original plan with one going south and the other east, both climbing to stay inside CAS. Separation was not lost. R44 then contacted me on frequency and I identified him. He informed me that he may have been late in the decent and I informed he had and that 737's had been broken off the approach and that I would have to file. He continued on my frequency under a basic service until he decided to change frequency on route to his destination.

201503849	28/03/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a R44 at 1900ft. Traffic info and avoiding action given. Standard separation maintained.	R44 triggered primary CAIT in the NE corner of the SS CTA at 1.9A. I had two B737's being turned on to finals, one descending to 2A and the other 4A both east of the final approach track. I gave avoiding action to both even though by the time I gave avoiding action to the second R44 and descended to 1.3A outside CAS. I was unsure of the R44's intention and therefore decide to avoid and continue with my original plan with one going south and the other east, both climbing to stay inside CAS. Separation was not lost. R44 then contacted me on frequency and I identified him. He informed me that he may have been late in the decent and I informed he had and that 737's had been broken off the approach and that I would have to file. He continued on my frequency under a basic service until he decided to change frequency on route to his destination.
201503853	24/01/2015	EGTT : London (FIR)	BZN	Bearing 045 Range 5.8nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C172 squawking 4520 at 2000ft. Standard separation maintained.	On Saturday I was the approach/zone controller. I was observing a transit of a zone crosser when I noticed an aircraft just entering the Brize CTR (BZN 045 degrees 5.8nm). The aircraft was squawking 4520 (Oxford conspicuity sqk) and was heading north west bound. I rang Oxford to obtain the aircraft's callsign and was informed that he was last reported at 2000ft on 1027. The aircraft was told by Oxford to remain outside Brize CTR 3 times and then changed frequency to Gloucester at 1412. Oxford were not working the aircraft when I rang. I proceeded to ring Gloucester and was told that the aircraft was not speaking to them yet. I asked Gloucester to ask the pilot to ring the ATC Sup on landing. At 1418 I received a phone call from Gloucester telling me that the aircraft had just spoken to them on frequency by which time, the aircraft had left Brize CTR. Supervisors Narrative. I was the ATCO I/C at the time of the event but also the approach/zone controller who submitted the report. I spoke to the pilot and informed him of his actions and what to do next time he is transiting the area.
201504042	01/04/2015	EGTT : London (FIR)	Damyns Hall	1.5nm W	D	CTR	BELL	Turboshaft	1	Infringement of the London City CTA (Class D) by a B206 at 1600ft, resulting in loss of separation with an inbound C510. Traffic info and avoiding action given.	B206 infringed London City zone. A B206 from a private site routed around the north and east of the city zone. B206 was at 1.4A to route beneath the London City CTA. At 0945z, about a mile and a half to the west of Damyns Hall, B206 climbed to 1.7A. The AIW went off as B206 climbed to 1.6A, and as I was instructing B206 to descend immediately to not above 1.4A, B206 briefly climbed to 1.7A before descending to 1.4A. SVFR East called, and I said it was already descending, but they called back around 3/4 minutes later to request details (most of which they already had because they worked B206 out of the London Zone initially) because SVFR were working an aircraft within 5000ft as B206 infringed. B206 did drop immediately outside of CAS, and shortly after, went en-route to destination.☐ Supplementary 07/04/15:☐ Loss of separation due to an infringing aircraft. I was acting as an OJTI with a high hours trainee when an aircraft infringed the London City CTA, causing an immediate lose of separation with a London City inbound. Traffic information and avoiding action were issued to the inbound jet even though the infringer was in its seven o'clock as there was less than 5miles or 5000ft separation. The infringing aircraft was working Farnborough LARS east and had been verified.
201504042	01/04/2015	EGTT : London (FIR)	Damyns Hall	1.5nm W	D	CTR	CESSNA	Turbofan	2	Infringement of the London City CTA (Class D) by a B206 at 1600ft, resulting in loss of separation with an inbound C510. Traffic info and avoiding action given.	B206 infringed London City zone. A B206 from a private site routed around the north and east of the city zone. B206 was at 1.4A to route beneath the London City CTA. At 0945z, about a mile and a half to the west of Damyns Hall, B206 climbed to 1.7A. The AIW went off as B206 climbed to 1.6A, and as I was instructing B206 to descend immediately to not above 1.4A, B206 briefly climbed to 1.7A before descending to 1.4A. SVFR East called, and I said it was already descending, but they called back around 3/4 minutes later to request details (most of which they already had because they worked B206 out of the London Zone initially) because SVFR were working an aircraft within 5000ft as B206 infringed. B206 did drop immediately outside of CAS, and shortly after, went en-route to destination.☐ Supplementary 07/04/15:☐ Loss of separation due to an infringing aircraft. I was acting as an OJTI with a high hours trainee when an aircraft infringed the London City CTA, causing an immediate lose of separation with a London City inbound. Traffic information and avoiding action were issued to the inbound jet even though the infringer was in its seven o'clock as there was less than 5miles or 5000ft separation. The infringing aircraft was working Farnborough LARS east and had been verified.
201504162	04/04/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 090 Range 6nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a C150 squawking 5060 at 2000ft. Standard separation maintained.	An a/c squawking a Southend squawk was observed tracking west bound at 2000' south east of Gt Dunmow, it showed magenta on the radar which drew my attention to it. I telephoned MC and they said it was working LARS and it was subsequently turned away from SS but by then it was in the CTR. No avoiding action was necessary as the departure was well above the traffic. No attempt was made to descend the a/c after it was turned. When contacted again MC said that the a/c was on a basic service.

201504168	04/04/2015	EGTT : London (FIR)	EGBP : KEMBLE		G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 2015/041 - Two PA28s in the visual circuit at Kemble in Class G airspace.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by a PA28 pilot flying through the Kemble ATZ without establishing contact and into conflict with an outbound PA28.
201504168	04/04/2015	EGTT : London (FIR)	EGBP : KEMBLE		G	ATZ	PIPER	Reciprocating	1	UK AIRPROX 2015/041 - Two PA28s in the visual circuit at Kemble in Class G airspace.	This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by a PA28 pilot flying through the Kemble ATZ without establishing contact and into conflict with an outbound PA28.
201504198	06/04/2015	EGTT : London (FIR)	WILLO	Bearing 260 Range 5nm	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the London TMA (Class A) by an HR200 squawking 7000 at 2600ft. Several inbounds were vectored to maintain separation. SFD departure temporarily halted.	At approx. 1050 UTC, a 7000 squawk infringed controlled airspace about 5nm W of Willo heading E bound at A2.6. It continued E bound for about 20nm fluctuating between A2.5 and A2.8. I had to vector several inbounds to avoid losing separation with it and I also stopped SFD departures temporarily. I split the sector as soon as I had to start avoiding the traffic. My colleague contacted Shoreham, Farnborough LARS and FIR to try to identify the aircraft but none of them were talking to him. The callsign came from the CAIT alert. I made several blind calls to the callsign to try to raise a response but had no reply.
201504198	06/04/2015	EGTT : London (FIR)	WILLO	Bearing 260 Range 5nm	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by an HR200 squawking 7000 at 2600ft. Several inbounds were vectored to maintain separation. SFD departure temporarily halted.	At approx. 1050 UTC, a 7000 squawk infringed controlled airspace about 5nm W of Willo heading E bound at A2.6. It continued E bound for about 20nm fluctuating between A2.5 and A2.8. I had to vector several inbounds to avoid losing separation with it and I also stopped SFD departures temporarily. I split the sector as soon as I had to start avoiding the traffic. My colleague contacted Shoreham, Farnborough LARS and FIR to try to identify the aircraft but none of them were talking to him. The callsign came from the CAIT alert. I made several blind calls to the callsign to try to raise a response but had no reply.
201504198	06/04/2015	EGTT : London (FIR)	WILLO	Bearing 260 Range 5nm	A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by an HR200 squawking 7000 at 2600ft. Several inbounds were vectored to maintain separation. SFD departure temporarily halted.	At approx. 1050 UTC, a 7000 squawk infringed controlled airspace about 5nm W of Willo heading E bound at A2.6. It continued E bound for about 20nm fluctuating between A2.5 and A2.8. I had to vector several inbounds to avoid losing separation with it and I also stopped SFD departures temporarily. I split the sector as soon as I had to start avoiding the traffic. My colleague contacted Shoreham, Farnborough LARS and FIR to try to identify the aircraft but none of them were talking to him. The callsign came from the CAIT alert. I made several blind calls to the callsign to try to raise a response but had no reply.

201504200	06/04/2015	EGTT : London (FIR)	REXAM	1nm S	A	TMA	CESSNA	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an unknown aircraft indicating 5000ft. Aircraft identified as a C172. Standard separation maintained.	Infringement at Rexam. At 11:12 myself and the Wal Planner noticed an infringer on the radar at REXAM indicating 5A where the base of controlled airspace is 4.5A. It had a squawk that indicated it was receiving a service with London Information. My planner called London information who I believe spoke with the pilot who then descended under the base of controlled airspace. Using the Mode S information we saw the aircraft registration was C172.☐ Supplementary 10/04/15:☐ Aircraft infringed CAS. Aircraft called on 124.75 for Basic Service at 1047z. A/C called at 1050z. Was given the Holyhead and Barnsley RPS. Scottish called to say A/C appeared to be infringing CAS at a point south of Wrexham. A/C was given Manchester QNH and asked to report altitude and position. He reported South of Wrexham returning to intended destination.☐ Supplementary 23/04/15:☐ The weather to the east was cloudy but very good to the west. I followed the river Dee and turned south as i had done on previous flights. I had trained in the area. I was higher than i had been previously in the area and caught the edge of airspace as I turned back to Welshpool. I should have noticed the controlled airspace was 4500 ft but did not. I had very recently passed my PPL so have only flown a few flights since qualifying. I tried to stay in contact with London information by giving them position and height reports. The incursion was due to my inexperience leading me not to see the need to drop below 4500 ft to avoid
201504205	06/04/2015	EGTT : London (FIR)	SAM	8.5nm NNE	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Solent CTA 3 (Class D) by an unknown aircraft indicating 2300ft. Aircraft identified as an Ikarus C42 microlight. Standard separation maintained.	Infringement of Solent CTA 3. A contact was observed 13nm North of Southampton tracking south indicating 2.5A. It descended to 2.2A and continued south. The Mode C then indicated 2.3A in the Solent CTA 3 area where the base is 2A. Blind calls were made as soon as it was spotted 13nm N with no answer. The Mode S indicated the registration is for an Ikarus C42 microlight. The a/c continued SE bound then appeared to land at an airfield. I could not issue a release to an outbound a/c and as a result it had to be taken off the runway.
201504205	06/04/2015	EGTT : London (FIR)	SAM	8.5nm NNE	D	CTR	UNKNOWN	Turbofan		Infringement of the Solent CTA 3 (Class D) by an unknown aircraft indicating 2300ft. Aircraft identified as an Ikarus C42 microlight. Standard separation maintained.	Infringement of Solent CTA 3. A contact was observed 13nm North of Southampton tracking south indicating 2.5A. It descended to 2.2A and continued south. The Mode C then indicated 2.3A in the Solent CTA 3 area where the base is 2A. Blind calls were made as soon as it was spotted 13nm N with no answer. The Mode S indicated the registration is for an Ikarus C42 microlight. The a/c continued SE bound then appeared to land at an airfield. I could not issue a release to an outbound a/c and as a result it had to be taken off the runway.
201504233	06/04/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham	12.5nm South			PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 7000 climbing to 2800ft.	I was working a Radar 1 controller when I noticed a 700 squawk infringe CAS south of Birmingham airfield, rangr of 12.5 miles. The A/C was climbing through 1700ft - base of CAS 1500ft - heading westbound. I had no inbound traffic due but I was working several VFR tranit A/C. I made several blind transmissions as the A/C climbed to 2800ft and continued westbound. A pilot replied and was identified but was not the A/C concerened. No IFR traffic was affected. I followed the traffic to Shobdon, called them, and identified the A/C as a PA28 and asked them to pass on our phone number. The pilot phoned and spoke to the Watch Manager, and identified himself.
201504269	05/04/2015	EGTT : London (FIR)	EGCB : Manchester/Barton		G	ATZ	UNKNOWN	Unknown		Infringement of the Manchester Barton ATZ (Class G) by an unknown aircraft.	Pilot of C152 when on climbing on crosswind following a practice EFATO reported that an aircraft had flown underneath him, within the ATZ at approx 200ft AGL. Nothing was observed from the VCR and Manchester Approach advised that nothing was visible on radar other than the reporting aircraft (The only other aircraft airborne from EGCB at the time was a helicopter that was off frequency in the Rochdale area). The FISO suggested that the aircraft seen may have been a radio controlled model from a club located to the W of the ATZ, however this was discounted by the reporting aircraft who was certain that the aircraft was full sized. After the C152 landed the instructor visited the VCR and advised that the aircraft was a blue and white aircraft which appeared to be heading North East.

201504269	05/04/2015	EGTT : London (FIR)	EGCB : Manchester/Barton		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Manchester Barton ATZ (Class G) by an unknown aircraft.	Pilot of C152 when on climbing on crosswind following a practice EFATO reported that an aircraft had flown underneath him, within the ATZ at approx 200ft AGL. Nothing was observed from the VCR and Manchester Approach advised that nothing was visible on radar other than the reporting aircraft (The only other aircraft airborne from EGCB at the time was a helicopter that was off frequency in the Rochdale area). The FISO suggested that the aircraft seen may have been a radio controlled model from a club located to the W of the ATZ, however this was discounted by the reporting aircraft who was certain that the aircraft was full sized. After the C152 landed the instructor visited the VCR and advised that the aircraft was a blue and white aircraft which appeared to be heading North East.
201504284	27/03/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham	South West	D	CTA	SOCATA	Turboprop	1	Infringement of the Birmingham CTA (Class D) by a TBM700 squawking 7000 at 3000ft.	After departing runway 18, and leaving the circuit area, I preceded northwest to destination under VMC, via an initial routing towards Cosford, to remain beneath the CTA west of Birmingham. My aim was to climb to 4500 feet, and remain clear of the CTA by flying beneath controlled airspace (FL65/FL145) west of Birmingham which runs parallel to a lower segment of CTA (2500/FL145). I climbed too early and inadvertently infringed on the CTA in the SW corner of Birmingham airspace (25/FL145). Upon realization, I descended clear and turned away. Prevention: I was using VFR charts; however, in this case with high workload was over reliant on the airspace boundaries provided by the integrated avionics suite.
201504293	06/04/2015	EGTT : London (FIR)	DTY	10nm N	A	TMA	WASSMER	Reciprocating	1	Possible infringement of the LTMA (Class A) by an unknown aircraft squawking 4572 at 4600ft. Aircraft identified as a Wassmer.	Wassmer, squawking 4572, was observed to have infringed upon Midlands a/s. The aircraft reached a maximum altitude of 4600' where the base is 4500'. Birmingham approach advised that the aircraft was listening out with East Midlands approach. East Mids were contacted and advised that they had notified the aircraft. Wassmer was then observed to descend outside CAS.
201504303	05/04/2015	EGTN : London (FIR)	EGCN : DONCASTER SHEFFIELD	7nm West	D	CTR	EUROPA	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by an Europa squawking 7000 at 2900ft. Standard separation maintained.	I observed a 2677 squawk to the north west of Wadworth tracking towards CAS. The squawk then changed to 7000 and the aircraft is observed entering CAS to the south of Wadworth tracking south east. Shortly afterwards an Europa reports on frequency stating his position as to the west of EGCJ and requesting a basic service and CAS transit. On issuing a 6160 squawk to aircraft I observed the 7000 squawk change to 6160 inside CAS. Having identified the infringer I advised him of his correct position and informed him that he had entered controlled airspace. As there were no other a/c affected I have the aircraft a VFR clearance to leave controlled airspace to the south not above 3000ft. Pilot apologised for his navigation error.
201504368	06/04/2015	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate		D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA (Class D) by a PA28 at 5000ft. Bristol departures were stopped and a check all imposed.	

201504387	07/04/2015	EGTT : London (FIR)	Syerston		G	ATZ	PIPER	Reciprocating	1	Alleged infringement of the Syerston ATZ (Class G) by a PA28 at approx 500ft AGL.	At the above time a PA28 was observed flying overhead the airfield at a low height on a Westerly heading. The exact height was unknown but was estimated to be approximately 500ft AGL. The registration could be seen underneath the aircraft by several observers on the ground. Several attempts to contact the aircraft via R/T were unanswered. Waddington LARS were contacted who stated that the aircraft had a XPDR code of 4556 and was therefore talking to East Midlands. East Midlands were contacted who stated that the pilot was lost and was receiving a talkdown from the radar console.
201504411	08/04/2015	EGTT : London (FIR)	EG D202		G	Danger area	CESSNA	Reciprocating	1	Infringement of Danger Area EG D202 (Aberporth) and West Wales RA(T) by an unknown aircraft squawking 7000 at 2000ft. Aircraft identified as a C172.	C172 infringed EG d202 and West Wales Airport ATZ. Whilst working an RPAS aircraft within D201 I observed an aircraft squawking 7000 approaching the Aberystwyth area from Mid-Wales. Throughout the period of this report I had primary and secondary radar contact with no mode C. When the aircraft was overhead Aberystwyth I made a blind call to advise D201 and D202 were open and for the aircraft to report its intentions, there was no reply. The aircraft tracked southwest along the coast. I made a further blind call when the aircraft was overhead Llan-on, with no response. The aircraft turned southwards at Llan-on remaining outside D201. I continued to monitor the track which appeared to remain clear of D202. At 1137 the aircraft was in the vicinity of Flostrasol when it commenced a turn to the West. The aircraft entered D202 7NM SE of West Wales. I made another blind call and called the West Wales Airport AFISO to warn him of the infringer. The aircraft tracked towards West Wales Airfield. I continued to update the AFISO of its position. The AFISO became visual with the aircraft when it was south abeam West Wales Airfield, he made several blind calls to the aircraft with no response. The aircraft also infringed the West Wales Airfield ATZ. The AFISO reported that the aircraft appeared to be similar to a Cessna 172 and was at approximately 2000 ft. At 1146 the aircraft left D202 6.5NM SW of West Wales Airfield. It tracked towards STU and then Haverfordwest. I called Haverfordwest who advised that the aircraft was a C172. I requested that the pilot contact Aberporth ATC. At no time was there any impact on trials activity or any loss of safety. The pilot subsequently phoned and was debriefed by the Manager ATS. The pilot said that he had mistakenly
201504428	08/04/2015	EGTT : London (FIR)	BPK		A	TMA	SOCATA	Turboprop	1	Departing Socata TBM850 climbed to 1900ft, infringing the LTMA (Class A). Pilot had called ATC stating remaining outside CAS climbing to1900ft, however the pilot should have climbed to 1400ft to remain outside CAS. Standard separation maintained	Airspace Joiner Infringement. Socata TBM850 departing North Weald called on frequency beneath the Stansted RMA on track BPK stating remaining outside controlled airspace climbing 1900ft. The aircraft would have had to be climbing to 1400ft to be remaining outside in its present position, initially I read back Basic Service outside controlled airspace and then registered he had said 1900ft. Instead of issuing a descent clearance for him to leave again I prioritised calling Essex who had an aircraft at 3000ft which could descend imminently. They said they were maintaining 3000ft and turning away. After then seeing Socata TBM850 was no longer in conflict with any other aircraft I checked the rest of my sector in case I had overlooked anything. By this time he was almost outside again as 1900ft is outside at BPK. I decided against getting into a discussion with the pilot about him infringing on the RT and simply issued him with a joining clearance on track BPK at this point.
201504460	12/04/2015	EGTT : London (FIR)	DTY	5nm E	A	CTA	PIPER	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a PA28 at FL86. CAIT activated. Separation lost.	Infringement of DTY CTA PA28. PA28 observed by CAIT in DTY CTA at FL86 climbing where the base is FL75. Inbounds were given vectors to maintain 5nm 5000 feet. Aircraft called Nottingham East Midlands and they informed aircraft routing details. ☐ Supplementary 15/04/15:☐ Due to poor weather conditions and poor radio contact / partial failure of DME tracking to DTY 116.40. I increased my altitude due to poor weather conditions and whilst sorting apparent radio failure and LED malfunction on Distance and Frequency on the DME display I infringed Daventry CTA. At reaching safe altitude at FL090 above cloud under IMC I immediately reassessed my location via different DME and chose Gamston DME 112.80 verifying my location to the South of East Midlands Airspace c.10nm S of Leicester. I made successful communications and intentions immediately to East Midlands Approach whom advised me that I had infringed Daventry Airspace and would be receiving papers. I accept responsibility for the infringement and acknowledge a lack of correct position and altitude leading to the infringement due partial failure of squelch of radio / volume turned down, LED failure of DME and due to weather conditions decided to increase altitude to open air. ☐ Supplementary 30/04/2015:☐ PA28 infringing TC WELIN Airspace for a period of over seven minutes. The aircraft climbed to over 3400ft inside CAS. CAIT activated as the PA28 entered CAS at 16:49:17 (base of CAS 5500 feet). Separation eroded between the PA28 and an aircraft inbound to EGGB at 16:49:47. The pilot of the PA28 continued the climb to 8900ft and track in a North East
201504460	12/04/2015	EGTT : London (FIR)	DTY	5nm E	A	CTA	UNKNOWN	Unknown		Infringement of the Daventry CTA (Class A) by a PA28 at FL86. CAIT activated. Separation lost.	Infringement of DTY CTA PA28. PA28 observed by CAIT in DTY CTA at FL86 climbing where the base is FL75. Inbounds were given vectors to maintain 5nm 5000 feet. Aircraft called Nottingham East Midlands and they informed aircraft routing details. ☐ Supplementary 15/04/15:☐ Due to poor weather conditions and poor radio contact / partial failure of DME tracking to DTY 116.40. I increased my altitude due to poor weather conditions and whilst sorting apparent radio failure and LED malfunction on Distance and Frequency on the DME display I infringed Daventry CTA. At reaching safe altitude at FL090 above cloud under IMC I immediately reassessed my location via different DME and chose Gamston DME 112.80 verifying my location to the South of East Midlands Airspace c.10nm S of Leicester. I made successful communications and intentions immediately to East Midlands Approach whom advised me that I had infringed Daventry Airspace and would be receiving papers. I accept responsibility for the infringement and acknowledge a lack of correct position and altitude leading to the infringement due partial failure of squelch of radio / volume turned down, LED failure of DME and due to weather conditions decided to increase altitude to open air. ☐ Supplementary 30/04/2015:☐ PA28 infringing TC WELIN Airspace for a period of over seven minutes. The aircraft climbed to over 3400ft inside CAS. CAIT activated as the PA28 entered CAS at 16:49:17 (base of CAS 5500 feet). Separation eroded between the PA28 and an aircraft inbound to EGGB at 16:49:47. The pilot of the PA28 continued the climb to 8900ft and track in a North East

201504512	10/04/2015	EGTT : London (FIR)	Golborne		D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA28 squawking 7000 at 2000ft. Standard separation maintained.	I am a new PPL and have purchased skydeamon which I was intending to use on this flight (with chart as well). At the time of flight the weather conditions were not good enough to allow my original route so I plotted an alternative. I set off from Barton and discovered that the Skydeamon was not working. Il flew off track whilst not concentrating on flight path due to trying to work out why the skydeamon was not operating. I flew further south than I thought and whilst expecting to be above Wigan found myself in the Low Level Corridor at an excessive height. I was contacted by Barton Information at this point and informed of my error. I immediately descended to 1200 ft and altered course to Wigan where I resumed my flight path. I put this down to errors on my part. My low hours on this aircraft and becoming distracted by a non working nav aid.☐ Supplementary 11/04/15:☐ 7000 infringed the Manchester CTA in the area of Golborne. I hadn't noticed this until the WAL Planner rang and asked about it because we had an inbound (still with PC) routing to Mirsi and they were not sure whether to take avoiding action. I rang Barton who raised the pilot who apologised and descended. I rang EGCB back and told them to instruct the aircraft to ring the EGCC WM when on the ground.
201504579	09/04/2015	EGTT : London (FIR)	D125 Salisbury Plain		G	Danger area	CESSNA	Reciprocating	1	Infringement of Danger Area EG D125 (Salisbury Plain) by a C210 squawking 5057 at 4500ft.	I was the Bristol LARS/Radar 2 Controller at the time of this event. C210 called west of Yeovilton at 1431, having been transferred by Exeter ATC, flying at 5100 feet, requesting a Traffic Service (TS), tracking to Compton VOR. Due to the allocated SSR code being incorrectly code-call-sign converted, I deleted this and reallocated another SSR code. Aircraft passed north-abeam Yeovilton at 1436. My required radar-scan and workload was moderate/high throughout my time in the position. Whilst providing a TS to the aircraft, I was also providing TS and Basic Service to numerous aircraft within a 30nm radius of Bristol, including CTA/CTR transits, aircraft to/from other military airfield and an aircraft joining N864 at MULIT from Bournemouth. These required appropriate co-ordination with Cardiff and/or Bristol Radar 1. On observing the aircraft crossing the western boundary of D123 near Warminster at approx. 1442, I asked the pilot if he had checked on the activity state of the Salisbury Plain danger areas. He replied "I was told by Exeter they were closed- for Easter". I briefly looked up from the radar display at the faxed activity sheet for the Salisbury Plain ranges for that day and for part of the subsequent day (displayed above the console) and commented to him that I thought that was largely the case, as I took account of the altitude at which aircraft was flying: I believe that I noted either no activity or no activity above 3000 ft in the ranges, which was hand-written on the paper sheet. I failed to note that D125 was active to 30,000 feet (until 2359 that day). Shortly thereafter, aircraft requested descent to 2500 feet, which I acknowledged, with a caution to the pilot to take his own terrain clearance, it being almost certain that the aircraft would cross the northern boundary of D125 above
201504585	11/04/2015	EGTT : London (FIR)	LLR		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, indicating 1600ft. Aircraft identified as an R44. Standard separation maintained.	Airspace infringement. Whilst working as the Approach South controller I spotted the AIW alert in the LLR with a 7000 squawk indicating 1.6A. I had just been working an R44 helicopter and assumed that it was the same traffic. I phoned Walsy sector to make them aware and also Liverpool approach to see if they were working any traffic in that area. Using Mode S, I ascertained the aircraft registration as a R44. I obtained a telephone number for Aintree and enquired as to whether they were in communication with the subject traffic. They informed me that they were air/ground only and had spoken to a helicopter but only with their own assigned callsign. I gave them the subject aircrafts registration and the WM phone number as they said they would try to contact the pilot and get them to ring in.
201504591	11/04/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	CTA N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C210, indicating 2300ft, resulting in loss of separation with an inbound CRJ2. CAIT activated. Traffic info given.	Infringement. SCAIT alerted me to an infringer through Stansted CTA indicating 2300ft and callsign (via Mode S) of C210. I tried contacting the pilot several times. CRJ2 was stopped off at FL70 and given traffic information. 5000ft and/or 5Nm was not kept but there was no immediate danger and confines of airspace made avoiding action difficult. The pilot was informed and stated he was happy to continue without avoiding action. Eventually C210 did call on frequency, (via Cambridge and a phone call to them from Luton). I put him on a squawk of 7402 and identified him and also provided QNH. He stated he was at 2300ft. I passed him back to Cambridge as he was passing their overhead.☐ Supplementary 26/04/15:☐ I had flown the route before in the same aircraft last year. The day before I had planned the route using Skydemon. The route was as last year EGKB-Southend-Earls Colne-Newmarket Heath- Gamston- Doncaster-Sherburn. This had worked out fine. However, when I got to Biggin Hill to pick up the N-reg 210 I changed the route in the GNS 430 to Earls Colne- Cambridge. This was the route the other C210 was taking to Sherburn. When I changed frequency to Earls Colne they were quite busy so I told them I would pass them to the West of their ATZ. This of course took me closer to the Stansted CTA. A little while after passing Earls Colne I saw another aircraft at about 2/3 miles crossing from left to right across my track at a similar height. I then turned to the left to pass behind the aircraft and had not noticed in doing so that I would infringe the CTA. I would estimate the other aircraft's track as something like 075/085 and had probably come through the CTA at a similar height to
201504591	11/04/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	CTA N	D	CTA	CANADAIR	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C210, indicating 2300ft, resulting in loss of separation with an inbound CRJ2. CAIT activated. Traffic info given.	Infringement. SCAIT alerted me to an infringer through Stansted CTA indicating 2300ft and callsign (via Mode S) of C210. I tried contacting the pilot several times. CRJ2 was stopped off at FL70 and given traffic information. 5000ft and/or 5Nm was not kept but there was no immediate danger and confines of airspace made avoiding action difficult. The pilot was informed and stated he was happy to continue without avoiding action. Eventually C210 did call on frequency, (via Cambridge and a phone call to them from Luton). I put him on a squawk of 7402 and identified him and also provided QNH. He stated he was at 2300ft. I passed him back to Cambridge as he was passing their overhead.☐ Supplementary 26/04/15:☐ I had flown the route before in the same aircraft last year. The day before I had planned the route using Skydemon. The route was as last year EGKB-Southend-Earls Colne-Newmarket Heath- Gamston- Doncaster-Sherburn. This had worked out fine. However, when I got to Biggin Hill to pick up the N-reg 210 I changed the route in the GNS 430 to Earls Colne- Cambridge. This was the route the other C210 was taking to Sherburn. When I changed frequency to Earls Colne they were quite busy so I told them I would pass them to the West of their ATZ. This of course took me closer to the Stansted CTA. A little while after passing Earls Colne I saw another aircraft at about 2/3 miles crossing from left to right across my track at a similar height. I then turned to the left to pass behind the aircraft and had not noticed in doing so that I would infringe the CTA. I would estimate the other aircraft's track as something like 075/085 and had probably come through the CTA at a similar height to

201504595	12/04/2015	EGTT : London (FIR)	SAM	Bearing 274 Range 9nm	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA (Class D) by a DR40 squawking 3660 at 2800ft. Standard separation maintained.	7000 squawk observed 12nm west of SAM tracking south-eastbound indicating 2800ft. Mode S indicated the callsign to be a DR40. Blind calls were made with no response received. Coordinator phoned Bournemouth who received a call from the aircraft and transferred aircraft entered Solent CTA-4 indicating 2800ft, and then called Solent. Aircraft identified and continued south-eastbound CTA-2 (above the CTR)-CTA-2, before leaving the CTA. No other traffic was affected.
201504623	10/04/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by a R22 squawking 7000. Traffic info given. Standard separation maintained.	Whilst controlling as RHADS APs I had details of a circuit PA31, who wished to depart on a heading t(160/4AVFR) after his final approach. As the ac was turning finals with ADC I noticed a 7000 squawking ac enter controlled airspace approximately 5nm of EGNF. I made several calls to the infringing ac to make himself known to me, without success. I then told ADC that the ac was not under my control and passed updated traffic information to ADC as it proceeded to transfer eastbound through the climbout lane. ADC advised me they had passed it to PA31. PA subsequently checked in on my frequency and I gave him immediate traffic information and confirmed that had received information from ADC, which he had and was visual with helicopter traffic. The infringing ac appeared to pass within 1A feet of the PA31.
201504623	10/04/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	PIPER	Reciprocating	2	Infringement of the Doncaster CTR (Class D) by a R22 squawking 7000. Traffic info given. Standard separation maintained.	Whilst controlling as RHADS APs I had details of a circuit PA31, who wished to depart on a heading t(160/4AVFR) after his final approach. As the ac was turning finals with ADC I noticed a 7000 squawking ac enter controlled airspace approximately 5nm of EGNF. I made several calls to the infringing ac to make himself known to me, without success. I then told ADC that the ac was not under my control and passed updated traffic information to ADC as it proceeded to transfer eastbound through the climbout lane. ADC advised me they had passed it to PA31. PA subsequently checked in on my frequency and I gave him immediate traffic information and confirmed that had received information from ADC, which he had and was visual with helicopter traffic. The infringing ac appeared to pass within 1A feet of the PA31.
201504705	14/04/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	14nm NW	D	CTA	GRUMMAN	Reciprocating	1	Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000, indicating 4800ft. Aircraft identified as a Grumman AA5. Standard separation maintained.	Infringement of Luton RMA. A7000 with C4800ft infringed CAS 14nm NW of Luton the contact manoeuvred before leaving CAS. The contact was tracked for some time and is believed to be a Grumman AA5 which landed at intended destination. Grumman AA5 was identified with the assistance of the arrival airfield. □ Supplementary 08/06/2015: Loss of separation recorded against a LHR departure.
201504712	14/04/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTA (Class D) by a C152 at 5100ft. CAIT activated. Standard separation maintained.	Infringer. Scait alerted me to C152 at 5100ft inside the NW corner of Luton airspace. I tried several times to contact the pilot. The callsign had burned through via Mode S.

201504725	14/04/2015	EGTT : London (FIR)	Not specified		D	CTR	GRUMMAN	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft (subsequently advised AA5) observed at 2000ft. Standard separation maintained.	A319 had been transferred to WAL descending to FL70. I was working A321 on a DESIG departure and had coordinated to maintain 5A until he had established on the heading against the A319. WAL then rang to point out infringing traffic, observed at 2A against the A319 still maintaining FL70. The A321 had already been given a heading and had begun to turn away from the infringing traffic.☐ Supplementary 14/04/15:☐ I was the WAL/IOM tactical. An infringer #7000 appeared on the radar, in magenta, indicating 2A in close proximity to A319 FL70, I issued avoiding action to attempt to prevent the blips from merging. I started to give traffic information but the blips were merging at this time. A319 did not take the avoiding action and in the event the #7000 turned in the same direction as the avoiding action issued. I then gave an alternative heading and subsequent traffic information.
201504725	14/04/2015	EGTT : London (FIR)	Not specified		D	CTR	AIRBUS	Turbofan	2	Infringement of the Manchester CTR (Class D) by an unknown aircraft (subsequently advised AA5) observed at 2000ft. Standard separation maintained.	A319 had been transferred to WAL descending to FL70. I was working A321 on a DESIG departure and had coordinated to maintain 5A until he had established on the heading against the A319. WAL then rang to point out infringing traffic, observed at 2A against the A319 still maintaining FL70. The A321 had already been given a heading and had begun to turn away from the infringing traffic.☐ Supplementary 14/04/15:☐ I was the WAL/IOM tactical. An infringer #7000 appeared on the radar, in magenta, indicating 2A in close proximity to A319 FL70, I issued avoiding action to attempt to prevent the blips from merging. I started to give traffic information but the blips were merging at this time. A319 did not take the avoiding action and in the event the #7000 turned in the same direction as the avoiding action issued. I then gave an alternative heading and subsequent traffic information.
201504725	14/04/2015	EGTT : London (FIR)	Not specified		D	CTR	AIRBUS	Turbofan	2	Infringement of the Manchester CTR (Class D) by an unknown aircraft (subsequently advised AA5) observed at 2000ft. Standard separation maintained.	A319 had been transferred to WAL descending to FL70. I was working A321 on a DESIG departure and had coordinated to maintain 5A until he had established on the heading against the A319. WAL then rang to point out infringing traffic, observed at 2A against the A319 still maintaining FL70. The A321 had already been given a heading and had begun to turn away from the infringing traffic.☐ Supplementary 14/04/15:☐ I was the WAL/IOM tactical. An infringer #7000 appeared on the radar, in magenta, indicating 2A in close proximity to A319 FL70, I issued avoiding action to attempt to prevent the blips from merging. I started to give traffic information but the blips were merging at this time. A319 did not take the avoiding action and in the event the #7000 turned in the same direction as the avoiding action issued. I then gave an alternative heading and subsequent traffic information.
201504731	14/04/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an EV97 at 2200ft. Standard separation maintained. EV97 required assistance from ATC to navigate to intended destination.	Possible lost aircraft - EV97. I was alerted by Essex colleagues of an infringer in their airspace with listening squawk 0013. I established contact, (Mode S burning through with callsign for an EV97). Put him on squawk 4670 and checked level. Having asked if he was ok with his navigation he said he needed help to get to intended destination. Too low to be vectored I gave him his position and general directions to his destination. He quickly stated that he was able to navigate on his own.
201504767	15/04/2015	EGTT : London (FIR)	EGMC (SEN): Southend		D	CTR	CIRRUS	Reciprocating	1	Infringement of the Southend CTR (Class D) by a SR20 squawking 7010 at 2200ft.	WX 30009kt 260V360 9999 FEW045 25/02 Q1014 Chatham RPS 1011. Aircraft squawking 7010 observed by Southend Director tracking South west bound through CTA1, CTR then CTA 1 abeam the River Medway indicating Altitude 2200. Aircraft left CTA1 at 1554z and was observed changing squawk to 1177 London FIR south at 1600z (5 miles north of Challock.) London information confirmed the aircraft details and were asked to advise the pilot of the infringement.

201504789	11/04/2015	EGTT : London (FIR)	Kenley	1nm W	G	FIR / UIR	UNKNOWN	Unknown		UK AIRPROX 2015/046 - Drone and an EC130, approx 1nm West of Kenley in Class G airspace.	CAA Closure:☐ This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the EC130 pilot being concerned by the proximity of the Drone.
201504789	11/04/2015	EGTT : London (FIR)	Kenley	1nm W	G	FIR / UIR	EUROCOPTER	Turboshaft	1	UK AIRPROX 2015/046 - Drone and an EC130, approx 1nm West of Kenley in Class G airspace.	CAA Closure:☐ This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the EC130 pilot being concerned by the proximity of the Drone.
201504800	16/04/2015	EGTN : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by a C150 at 2000ft. Standard separation maintained.	Aircraft calls Doncaster radar after departing but is already inside controlled airspace. VRP. I informed the pilot that he had entered controlled airspace and asked the pilot to call us on landing. No other aircraft were affected.
201504829	17/04/2015	EGTT : London (FIR)	EGBE (CVT): Coventry	2nm South West	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 with Mode C indicating 2000ft.	At approximately 12:55 UTC the Airspace Infringement Warning on the radar display alerted me to an aircraft squawking 4360 and Mode C indicating 2000 feet entering Birmingham controlled airspace approximately 4-5nm miles SW of Coventry airport. I immediately rang the Coventry Tower phone line and requested that their aircraft be descending to 1500 feet or lower. I observed the aircraft to be descending through 1800 feet at this point. I assessed the situation that the Oxford training aircraft I was working was at FL70 and therefore did not require any avoiding action to be given.
201504829	17/04/2015	EGTT : London (FIR)	EGBE (CVT): Coventry	2nm South West	D	CTA	UNKNOWN	Unknown		Infringement of the Birmingham CTA (Class D) by a PA28 with Mode C indicating 2000ft.	At approximately 12:55 UTC the Airspace Infringement Warning on the radar display alerted me to an aircraft squawking 4360 and Mode C indicating 2000 feet entering Birmingham controlled airspace approximately 4-5nm miles SW of Coventry airport. I immediately rang the Coventry Tower phone line and requested that their aircraft be descending to 1500 feet or lower. I observed the aircraft to be descending through 1800 feet at this point. I assessed the situation that the Oxford training aircraft I was working was at FL70 and therefore did not require any avoiding action to be given.

201504848	17/04/2015	EGTT : London (FIR)	EGBE (CVT): Coventry	10nm South West	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a DA40 squawking 4360.	Aircraft infringed Birmingham airspace near the Warwick VRP. I observed an aircraft squawking 4360 approaching the vicinity of Warwick VRP (approx 10nm SW of Coventry) indicating 2800ft descending. I rang the Coventry Tower line and there was no answer. The Airspace Infringement Warning activated once the aircraft infringed the 1500ft stub of controlled airspace , and the aircraft kept descending and eventually turned to the right. No Birmingham traffic was affected. Coventry informed the radar assistant that the aircraft was a DA40.
201504885	18/04/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham	16nm NW	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by an unknown aircraft squawking 7000, climbing through 3700ft, resulting in loss of separation with inbound traffic. Aircraft identified as a PA24. Avoiding action given.	Working two inbounds from the North, I observed an aircraft squawking 7000 from the general direction of Wolverhampton. The aircraft was indicating 3400ft, just below controlled airspace, and I attempted to call him several times, having used Mode S information to get the callsign. The aircraft was then observed to keep climbing through 3600 then 3700 feet. BE200 was heading away from the infringer, approx 4nm increasing, and approx 1300 feet above. I concentrated on trying to give avoiding action to the second inbound ATR76 - I rang Scottish and tried calling him on my frequency. As soon as the aircraft answered I gave avoiding action to turn him away from the infringer. ATR76 was at FL80, and had approx 3.5nm lateral, and approx 4000 feet vertical separation from the infringer. PA24 was later observed to descend outside controlled airspace.
201504885	18/04/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham	16nm NW	D	CTA	ATR	Unknown		Infringement of the Birmingham CTA (Class D) by an unknown aircraft squawking 7000, climbing through 3700ft, resulting in loss of separation with inbound traffic. Aircraft identified as a PA24. Avoiding action given.	Working two inbounds from the North, I observed an aircraft squawking 7000 from the general direction of Wolverhampton. The aircraft was indicating 3400ft, just below controlled airspace, and I attempted to call him several times, having used Mode S information to get the callsign. The aircraft was then observed to keep climbing through 3600 then 3700 feet. BE200 was heading away from the infringer, approx 4nm increasing, and approx 1300 feet above. I concentrated on trying to give avoiding action to the second inbound ATR76 - I rang Scottish and tried calling him on my frequency. As soon as the aircraft answered I gave avoiding action to turn him away from the infringer. ATR76 was at FL80, and had approx 3.5nm lateral, and approx 4000 feet vertical separation from the infringer. PA24 was later observed to descend outside controlled airspace.
201504885	18/04/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham	16nm NW	D	CTA	BEECH	Turboprop	2	Infringement of the Birmingham CTA (Class D) by an unknown aircraft squawking 7000, climbing through 3700ft, resulting in loss of separation with inbound traffic. Aircraft identified as a PA24. Avoiding action given.	Working two inbounds from the North, I observed an aircraft squawking 7000 from the general direction of Wolverhampton. The aircraft was indicating 3400ft, just below controlled airspace, and I attempted to call him several times, having used Mode S information to get the callsign. The aircraft was then observed to keep climbing through 3600 then 3700 feet. BE200 was heading away from the infringer, approx 4nm increasing, and approx 1300 feet above. I concentrated on trying to give avoiding action to the second inbound ATR76 - I rang Scottish and tried calling him on my frequency. As soon as the aircraft answered I gave avoiding action to turn him away from the infringer. ATR76 was at FL80, and had approx 3.5nm lateral, and approx 4000 feet vertical separation from the infringer. PA24 was later observed to descend outside controlled airspace.
201504886	18/04/2015	EGTT : London (FIR)	SAM	Bearing 170 Range 6nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Solent CTR (Class D) by a PA28 squawking 3661 at 1500ft. Standard separation maintained.	At 1205z I observed a contact tracking towards the CTR squawking 7000 with mode C. The Mode S gave callsign of the aircraft. I made multiple attempts to contact the aircraft but received no response. The aircraft entered CAS north of Calshot tracking NW, when it reached Hamble it turn right to leave CAS. Aircraft called me shortly after and I was able to identify the aircraft as the one which had infringed. The pilot was aware of the infringement.☐ Supplementary 16/07/15:☐ The aircraft departed and entered the Southampton Control Zone without a clearance. The pilot was aware of his departure route and had made a turn to avoid the Fleetlands Aerodrome Traffic Zone but in doing so entered the Southampton CTR, after having misidentified the CTR boundary at Hamble rather than junction 9 of the M27.

201504890	17/04/2015	EGTT : London (FIR)	Daventry	5nm West	A	CTA	CESSNA	Reciprocating	1	Infringement of the Daventry CTA (Class A) by a C150 squawking 7000 at 5100ft. Traffic info and avoiding action given.	At the time of the incident, I was working as Radar 1. At approximately 0918z, TC Midlands transferred aircraft 2 to me 'standard' towards HON descending to FL90. As I spoke to the aircraft on initial contact, I noticed the return of an aircraft squawking 7000 approximately 5nm SW of DTY at 5100' altitude. The 7000 was tracking northbound and infringed CAS, showing an AIW warning. I broke off my transmission to the aircraft 2 giving avoiding action with a right turn onto 340 degrees and passed traffic information. I made a blind call to the 7000 (who showed no information on Mode S) with no response. Separation was maintained throughout, at its worst achieving 5.7nm (using ERBM tool). I explained the situation in more detail to BEE9HR, who advised they would not be requiring anymore information from me. The 7000 then descended below CAS to 3200' altitude and after spending some time west of DTY, proceeded south towards Hinton. The 7000 then landed at approximately 0935z. I made a phone call to Hinton, who transferred me to the pilot of the aircraft.. He advised me that the registration was a C150. He also advised that the maximum altitude that the flight reached was 2500'. I advised that the aircraft had shown on Radar as altitude 5100' and that I had given avoiding action to a Birmingham Inbound. He reiterated that he had not being above 2500' and advised that the same aircraft had experienced transponder problems within the last week. Below are the pilot's details. The instructor phoned back a few minutes later to advise that he was to get airborne again and fly roughly the same route. I asked him to freecall Birmingham Radar to check his transponder. I was operating as Radar when he called, and the Mode C readout showed FL80 when the aircraft was level at 2500' altitude. I
201504890	17/04/2015	EGTT : London (FIR)	Daventry	5nm West	A	CTA	EMBRAER	Unknown		Infringement of the Daventry CTA (Class A) by a C150 squawking 7000 at 5100ft. Traffic info and avoiding action given.	At the time of the incident, I was working as Radar 1. At approximately 0918z, TC Midlands transferred aircraft 2 to me 'standard' towards HON descending to FL90. As I spoke to the aircraft on initial contact, I noticed the return of an aircraft squawking 7000 approximately 5nm SW of DTY at 5100' altitude. The 7000 was tracking northbound and infringed CAS, showing an AIW warning. I broke off my transmission to the aircraft 2 giving avoiding action with a right turn onto 340 degrees and passed traffic information. I made a blind call to the 7000 (who showed no information on Mode S) with no response. Separation was maintained throughout, at its worst achieving 5.7nm (using ERBM tool). I explained the situation in more detail to BEE9HR, who advised they would not be requiring anymore information from me. The 7000 then descended below CAS to 3200' altitude and after spending some time west of DTY, proceeded south towards Hinton. The 7000 then landed at approximately 0935z. I made a phone call to Hinton, who transferred me to the pilot of the aircraft.. He advised me that the registration was a C150. He also advised that the maximum altitude that the flight reached was 2500'. I advised that the aircraft had shown on Radar as altitude 5100' and that I had given avoiding action to a Birmingham Inbound. He reiterated that he had not being above 2500' and advised that the same aircraft had experienced transponder problems within the last week. Below are the pilot's details. The instructor phoned back a few minutes later to advise that he was to get airborne again and fly roughly the same route. I asked him to freecall Birmingham Radar to check his transponder. I was operating as Radar when he called, and the Mode C readout showed FL80 when the aircraft was level at 2500' altitude. I
201504910	19/04/2015	EGTT : London (FIR)	SAM	14.5nm SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA 2 (Class D) by an unknown aircraft squawking 7000 at 2500ft. Aircraft identified as a PA28. AIW activated. Traffic info and avoiding action given.	Infringement of the Solent CTA (CTA-2). At approx. 1213 a 7000 squawk was seen approaching the CTA boundary. The mode S downlink callsign indicated it was PA28. Blind calls were made to try and establish contact without success. The coordinator contacted Bournemouth but they were not working the aircraft. The aircraft did then infringe the Solent CTA(CTA-2) at 2500ft(base 2000ft). The aircraft made a right turn and left the Solent CTA.□ Supplementary 23/04/15:□ At time 12:44 an aircraft was observed entering the Solent CTA-2 West of Cowes, squawking 7000 initially indicating 2500ft, before climbing to 2800ft. The point of entry was SAM 186R 13.6 DME. The Airspace Infringement Warning was activated. Before entry, blind calls were made for the aircraft using the Mode S downlink callsign PA28. DHC8 was giving avoiding action approx. 15 miles to the Southwest of the traffic. The aircraft continued Westbound before turning South climbing to 3000ft at time 1247 and leaving controlled airspace. At 1250 the aircraft reported on frequency, was identified and provided with a basic service.□ Supplementary 17/07/15:□ After not flying for a just over a month due to airfield being water logged, I went up with an instructor the day before for a couple of hours, just as a safety measure, as PA28 is a retractable I was a bit rusty on slowing the aircraft down for lowering the under carriage and final approach, so the instructor suggested I go out the next day and pick a flight level and practice slowing the air craft and keeping the same altitude, This I did and spent 1.5 hours
201504910	19/04/2015	EGTT : London (FIR)	SAM	14.5nm SE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA 2 (Class D) by an unknown aircraft squawking 7000 at 2500ft. Aircraft identified as a PA28. AIW activated. Traffic info and avoiding action given.	Infringement of the Solent CTA (CTA-2). At approx. 1213 a 7000 squawk was seen approaching the CTA boundary. The mode S downlink callsign indicated it was PA28. Blind calls were made to try and establish contact without success. The coordinator contacted Bournemouth but they were not working the aircraft. The aircraft did then infringe the Solent CTA(CTA-2) at 2500ft(base 2000ft). The aircraft made a right turn and left the Solent CTA.□ Supplementary 23/04/15:□ At time 12:44 an aircraft was observed entering the Solent CTA-2 West of Cowes, squawking 7000 initially indicating 2500ft, before climbing to 2800ft. The point of entry was SAM 186R 13.6 DME. The Airspace Infringement Warning was activated. Before entry, blind calls were made for the aircraft using the Mode S downlink callsign PA28. DHC8 was giving avoiding action approx. 15 miles to the Southwest of the traffic. The aircraft continued Westbound before turning South climbing to 3000ft at time 1247 and leaving controlled airspace. At 1250 the aircraft reported on frequency, was identified and provided with a basic service.□ Supplementary 17/07/15:□ After not flying for a just over a month due to airfield being water logged, I went up with an instructor the day before for a couple of hours, just as a safety measure, as PA28 is a retractable I was a bit rusty on slowing the aircraft down for lowering the under carriage and final approach, so the instructor suggested I go out the next day and pick a flight level and practice slowing the air craft and keeping the same altitude, This I did and spent 1.5 hours
201504916	19/04/2015	EGTT : London (FIR)	SAM	Bearing 034 Range 8nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7000 at 2400ft. Standard separation maintained.	At approximately time 1419 I observed a 7000 squawk at 2500 feet approaching the Solent CTA area 5, and from Mode S obtained the callsign. As this aircraft is locally based at Lee on Solent, and showed as descending to 2400 feet (below the base in this area) I initially monitored the aircraft. As it approached area 3 (where the base is 2000 feet) I made blind calls to see whether the aircraft was on frequency with no reply. At time 1421 the aircraft entered area 3 bearing 034 from SAM at 8nm and tracked eastbound climbing slowly to 2600 feet indicated. At time 1423 it left controlled airspace bearing 060 from SAM at 8.6nm. I made multiple calls to the aircraft with no reply. My assistant spoke to Lee on Solent airfield who were expecting the aircraft, and requested that the pilot telephone upon landing. (As of yet no call received). No loss of separation.□ Supplementary 20/4/15:□ Pilot stated that they usually have two GPS's in the cockpit one that outlines where controlled airspace is the other outlines both controlled airspace and relevance to towns. This second one had been taken out and is the GPS that usually issues the audible warning. I believed to be away from Solent Airspace and as it was thermal day weather wise I was aiming for 2000ft when tracking but subsequently climbed to 2300ft. I didn't think this was an issue as where I looked the closest airspace was at 2500ft and I seemed to have clipped where the base went down to 2000ft.

201504919	19/04/2015	EGTT : London (FIR)	SAM	3.3nm ENE	D	CTR	STAMPE	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with an outbound Trislander. Aircraft identified as a Stampe SV4. Traffic info and avoiding action given.	Infringement of Southampton CTR. At time 1344 a primary contact was observed 3.3DME ENE SAM. Departure Trislander was given avoiding action. The contact then turned Eastbound 050R SAM 2.2DME, and continued back into previous flying area. After co-ordination with Lower Upham and Roughay, the contact was strongly believed to be a Stampe SV4 inbound to intended destination. □ Supplementary 10/08/15:□ The pilot was visiting the private strip and despite having been brief as to local arrival and departure procedures failed to comply with the requirement to remain within the permitted lateral boundary, resulting in an excursion of the BWFA delegated airspace whilst positioning into the visual circuit. Appropriate advice has been passed to the airfield operator. The airfield operator is reported to have discussed the incident with the pilot, in the event the pilot wishes to visit the private site in the future.□ CAA Closure:□ Pilot error. Situational awareness. Failed on-line test, retraining required.
201504919	19/04/2015	EGTT : London (FIR)	SAM	3.3nm ENE	D	CTR	BRITTEN NORMAN	Reciprocating	3	Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with an outbound Trislander. Aircraft identified as a Stampe SV4. Traffic info and avoiding action given.	Infringement of Southampton CTR. At time 1344 a primary contact was observed 3.3DME ENE SAM. Departure Trislander was given avoiding action. The contact then turned Eastbound 050R SAM 2.2DME, and continued back into previous flying area. After co-ordination with Lower Upham and Roughay, the contact was strongly believed to be a Stampe SV4 inbound to intended destination. □ Supplementary 10/08/15:□ The pilot was visiting the private strip and despite having been brief as to local arrival and departure procedures failed to comply with the requirement to remain within the permitted lateral boundary, resulting in an excursion of the BWFA delegated airspace whilst positioning into the visual circuit. Appropriate advice has been passed to the airfield operator. The airfield operator is reported to have discussed the incident with the pilot, in the event the pilot wishes to visit the private site in the future.□ CAA Closure:□ Pilot error. Situational awareness. Failed on-line test, retraining required.
201504928	17/04/2015	EGTT : London (FIR)	EGNE : Repton/Gamston		D	CTA	GROB	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by a Grob G115 squawking 7000 at 3200ft. Standard separation maintained.	A #7000 squawk was observed climbing out of EGNE up to 3200ft, entering the Doncaster class D CTA as it passed 2000ft. It changed to a #2633 squawk passing 2500ft. I spoke with Cranwell who informed me it was this aircraft. I subsequently spoke with the pilot who was aware of his infringement and apologised.
201504961	20/04/2015	EGTT : London (FIR)	SAM	Bearing 316 Range 5.8nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28. Traffic info and avoiding action given. Separation lost.	A primary contact was observed NW of Romsey tracking toward's the Zone. Several a/c had just called on the frequency, but their positions didn't match□ the contact. Blind calls were made with no response. The contact entered the zone just east of Romsey. Just before it did, avoiding action was given to a PA34 who was approximately 5nm NW of SAM. Separation was lost as soon as the unknown entered. I continued to make blind calls and got a response from the aircraft who was 2nm NW of the runway. This was an a/c that had called just before the infringement but had reported at Salisbury at the time. The a/c continued east bound and left CAS at Bishops Waltham.□ Supplementary 12/06/2015:□ I reported in to Southampton and requested transit through the airspace. I was given a squawk code and I entered it. It is possible that I didn't reselect alt after entering the code. I was asked press ident, which I did, but if they could see me it was more likely because it was still on standby. I failed to mention that I was a student pilot. I was on radio navigation exercise and therefore no using GPS. I was struggling to use the system and that may have affected the timing of when I radioed in for permission to transit. However most critically I didn't listen out for my clearance. I should started orbiting while waiting for clearance before I entered controlled airspace. This was basic student pilot error. I won't be making the same mistake again. Next time I ask for permission I will start an orbit at a safe distance until I distinctly hear my clearance. I will also make sure that I set my transponder back onto ALT.
201504961	20/04/2015	EGTT : London (FIR)	SAM	Bearing 316 Range 5.8nm	D	CTR	PIPER	Reciprocating	2	Infringement of the Southampton CTR (Class D) by a PA28. Traffic info and avoiding action given. Separation lost.	A primary contact was observed NW of Romsey tracking toward's the Zone. Several a/c had just called on the frequency, but their positions didn't match□ the contact. Blind calls were made with no response. The contact entered the zone just east of Romsey. Just before it did, avoiding action was given to a PA34 who was approximately 5nm NW of SAM. Separation was lost as soon as the unknown entered. I continued to make blind calls and got a response from the aircraft who was 2nm NW of the runway. This was an a/c that had called just before the infringement but had reported at Salisbury at the time. The a/c continued east bound and left CAS at Bishops Waltham.□ Supplementary 12/06/2015:□ I reported in to Southampton and requested transit through the airspace. I was given a squawk code and I entered it. It is possible that I didn't reselect alt after entering the code. I was asked press ident, which I did, but if they could see me it was more likely because it was still on standby. I failed to mention that I was a student pilot. I was on radio navigation exercise and therefore no using GPS. I was struggling to use the system and that may have affected the timing of when I radioed in for permission to transit. However most critically I didn't listen out for my clearance. I should started orbiting while waiting for clearance before I entered controlled airspace. This was basic student pilot error. I won't be making the same mistake again. Next time I ask for permission I will start an orbit at a safe distance until I distinctly hear my clearance. I will also make sure that I set my transponder back onto ALT.

201504994	14/04/2015	EGTT : London (FIR)	EGVN (BZZ): Brize norton	3nm NE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a C152 at 2000ft. The pilot had become disorientated due to hazy weather conditions. Standard separation maintained.	Infringement of Class D Airspace. I was the Approach controller based at Brize. I received a call from Farnborough North ref; an aircraft that had just infringed our airspace to the north east having just transited through the Oxford ATZ. I was given the details of the aircraft; callsign, C152 and was told the aircraft had been instructed to free call Brize Zone on 119.0. By this point the aircraft had infringed approximately 2.5 - 3 miles inside CAS. I informed the Tower controller who had a light aircraft in the visual circuit before speaking to the controllers based in Benson who had not spoken to the aircraft. At this point the aircraft turned on to a northerly heading. I spoke to the tower controller at C152's intended destination and requested they ask the pilot to call the Brize Supervisor when on the ground to discuss the incident.☐ Supervisor's Narrative:☐ There was no traffic in the Brize radar pattern to effect and just 1 light Air system in the visual cct. The pilot became disoriented in the hazy weather conditions and free called D&D for a position report when he was 4nm north of Witney clear of the CTR.
201504995	17/04/2015	EGTT : London (FIR)	EG D123	Imber	D	CTR	DIAMOND	Reciprocating	1	Infringement of active Danger Area EG D123 (Imber) and Brize Norton CTR (Class D) by an unknown aircraft, squawking 7000. Aircraft identified as a glider. Standard separation maintained.	Infringement of Active Danger Area. Danger Area D123 was active to 17,000 ft amsl for RPAS, when a 7000 squawk was observed coming through the Keevil overhead at an indicated height of 2200ft travelling at 95knts. The aircraft was on a heading of 186deg, it continued on this heading and straight through the active Danger Area. The aircraft was observed landing at an airfield, flight ops at the airfield were notified and the pilot requested to contact military Ops. The pilot on speaking to the duty Air Ops Officer stated he had just set a heading and went on this heading, he had travelled from departure airfield to destination airfield and was totally oblivious to the Danger Area and also Keevil Airfield, which was very active. Pilot showed very little understanding of both the Keevil airfield area and of the active Danger Areas. Supervisors Narrative: Clearly the pilot was unaware of the Danger Areas boundaries and the significance of them.☐ Supplementary 28/04/15:☐ Unauthorised Infringement of Airspace. Whilst monitoring the air picture an Air System was observed entering the CTR to the west of the airfield tracking NE. The Air System appeared to maintain FL020 and tracked for over 3nm through the CTR. Track ident was maintained on the violator which was seen descending and fading from surveillance cover overhead an airfield. The airfield was called on the landline and traffic information was requested on any Air system that was flying in their vicinity or had just landed. A glider had just landed and the pilot was requested to call the ATC Supervisor at Brize Norton. A conversation with the pilot confirmed that the glider had been the CTR infringement Air System. The pilot was very
201504998	20/04/2015	EGTT : London (FIR)	EGGP (LPL): Liverpool	R311	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) and Capenhurst Restricted Zone R311 by a PA38 at 3000ft.	PA38 infringes Liverpool CTR on departure R/W04. GBLWP departed Runway 04 at time 1432Z. He came on to the radar frequency and asked for a Basic Service, which I gave him. I told him that although he was not identified, traffic believed to be him was south of the Liverpool CTR by half a mile tracking northbound and I told him to remain outside controlled airspace. The return believed to be him then continued to track northbound into the Liverpool CTR and Capenhurst R311 zone. I advised PA38 of this and advised he turned left immediately to leave the zone. I then instructed him to change squawk to 4602 to positively identify him and informed Liverpool Radar. PA38 then tracked southbound leaving the Liverpool CTR, he reported at 3000ft and then reported descending to 1500ft.
201505024	20/04/2015	EGTT : London (FIR)	51 08 14 N / 000 39 02 W		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by a PA28 at 3000ft. Avoiding action given. Standard separation maintained.	PA28 TMA Infringement at 3000ft. I was working as the LARS West controller, I was co-ordinating with the Approach controller when I received a phone call from Gatwick INT pointing out an aircraft about to infringe the TMA toward their final approach. I identified the aircraft as PA28 and advised the pilot to turn west and descend which was carried out.
201505025	21/04/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6nm ENE	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by an aircraft, believed to be a DR400, at 3100ft, resulting in loss of separation with two airliners. Traffic info and avoiding action given.	Infringer. Aircraft believed to be DR400 climbed to A26 6NM E of MAY and proceeded to climb to A31 in the next 10nm tracking westbound. Eventually he descended again to A25 but still hovered around the fringe of controlled airspace. I vectored a SFD outbound to avoid it and put a check on SFDs until the infringer was well clear. The inbounds were not affected on my frequency. Having tried to identify the aircraft through various different units, it appears that no one was talking to him. The only identification I have been able to do was to note the sCAIT callsign. I believe the aircraft is being tracked.☐ Supplementary 27/04/15:☐ Subsequent GPS information indicates that at this point in the flight I experienced severe rough engine running whilst trying to correct this I did not control the altitude of the aircraft and allowed it to climb into controlled airspace exceeding flight level 2500. I had actually thought that this occurred earlier in the flight and not between Crowborough and the Mayfield VOR. I intend to become more familiar with the GPS and in future not to fly as close to the given height limit for the airspace to provide a safety buffer in the event of any future problems. It clearly is a serious mistake on my part and I do not intend for it to happen ever again. I also plan to get the Transponder checked as soon as possible. ☐ Supplementary 29/06/15:☐ There was no requirement for the Gatwick FIN controller to detect the conflict prior to DR400 entering controlled airspace. There was no requirement for the controller to have a plan concerning potential infringements. The loss of separation was caused when DR400

201505025	21/04/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	6nm ENE	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by an aircraft, believed to be a DR400, at 3100ft, resulting in loss of separation with two airliners. Traffic info and avoiding action given.	Infringer. Aircraft believed to be DR400 climbed to A26 6NM E of MAY and proceeded to climb to A31 in the next 10nm tracking westbound. Eventually he descended again to A25 but still hovered around the fringe of controlled airspace. I vectored a SFD outbound to avoid it and put a check on SFDs until the infringer was well clear. The inbounds were not affected on my frequency. Having tried to identify the aircraft through various different units, it appears that no one was talking to him. The only identification I have been able to do was to note the sCAIT callsign. I believe the aircraft is being tracked.☐ Supplementary 27/04/15:☐ Subsequent GPS information indicates that at this point in the flight I experienced severe rough engine running whilst trying to correct this I did not control the altitude of the aircraft and allowed it to climb into controlled airspace exceeding flight level 2500. I had actually thought that this occurred earlier in the flight and not between Crowborough and the Mayfield VOR. I intend to become more familiar with the GPS and in future not to fly as close to the given height limit for the airspace to provide a safety buffer in the event of any future problems. It clearly is a serious mistake on my part and I do not intend for it to happen ever again. I also plan to get the Transponder checked as soon as possible. ☐ Supplementary 29/06/15:☐ There was no requirement for the Gatwick FIN controller to detect the conflict prior to DR400 entering controlled airspace. There was no requirement for the controller to have a plan concerning potential infringements. The loss of separation was caused when DR400
201505037	21/04/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C172 squawking 7000 at 2100ft, possible loss of separation with an inbound A320. ATC broke off A320's approach to R/W08. Traffic info given.	C172 - possible infringement. C172 entered the Luton CTR from the SW squawking 7000. I tried several times to contact him. A320 was descending to 3000ft cleared ILS, I passed traffic information and stopped descent at 4000ft. Initially I thought the A320 would stay well ahead, (could not turn left as Dunstable were gliding up to 4500ft). However I quickly decided to climb A320 back up to 5000ft and broke off the approach. Farnborough LARS telephoned and said they had made contact with C172 and that he was leaving the CTR.☐ Supplementary 12/05/2015:☐ CAIT activated at 12.27.55 when an aircraft, identified by mode S, entered the Luton zone. The aircraft was tracking north eastbound towards final approach. A320 was descending to 4000ft and was not issued with further descent. A320 was instructed to climb to 5000ft and broken off the approach. There was no associated loss of separation. Farnborough later informed the controller that they had made contact with the pilot and had turned it out of controlled airspace. The aircraft left the confines of CAS at 12.30.22.
201505037	21/04/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a C172 squawking 7000 at 2100ft, possible loss of separation with an inbound A320. ATC broke off A320's approach to R/W08. Traffic info given.	C172 - possible infringement. C172 entered the Luton CTR from the SW squawking 7000. I tried several times to contact him. A320 was descending to 3000ft cleared ILS, I passed traffic information and stopped descent at 4000ft. Initially I thought the A320 would stay well ahead, (could not turn left as Dunstable were gliding up to 4500ft). However I quickly decided to climb A320 back up to 5000ft and broke off the approach. Farnborough LARS telephoned and said they had made contact with C172 and that he was leaving the CTR.☐ Supplementary 12/05/2015:☐ CAIT activated at 12.27.55 when an aircraft, identified by mode S, entered the Luton zone. The aircraft was tracking north eastbound towards final approach. A320 was descending to 4000ft and was not issued with further descent. A320 was instructed to climb to 5000ft and broken off the approach. There was no associated loss of separation. Farnborough later informed the controller that they had made contact with the pilot and had turned it out of controlled airspace. The aircraft left the confines of CAS at 12.30.22.
201505080	22/04/2015	EGTT : London (FIR)	EXMOR	5nm E	D	CTA	PIPER	Reciprocating	1	PA32 infringed Cardiff CTA (Class D) whilst receiving a service from military ATC Radar. Military ATC believed the PA32 had been outside CAS. Standard separation maintained.	Infringement - PA32. At the time of the alleged infringement I was the Cardiff Radar ATCO. Radar was boxed and the ATSA was present. Workload was medium. At approx. 0917 I noticed at target approx. 5nm east of EXMOR with SSR code 4371, tracking towards EXMOR indicating altitude 4400ft Cardiff QNH1031. This is inside Cardiff CTA by approx. 1nm. The aircraft ID obtained from Mode S indicated PA32 and the SSR code indicated it was working military ATC. I attempted a blind call to the aircraft, without response. The ATSA immediately call military ATC who confirmed they were working the aircraft, believed to be at altitude 4200ft. Military ATC were informed that the aircraft was inside the Cardiff CTA. Military ATC offered the aircraft to Cardiff and this was declined, instead military ATC were asked to leave CAS as soon as possible. The military ATC Supervisor in a later conversation stated that on their radar, the contact was tracking along the boundary and then below the CAS stub south of EXMOR.☐ Supplementary 28/04/15:☐ Whilst PA32 was receiving a service from military ATC Radar it infringed Cardiff controlled airspace. However according to the military ATC controller the aircraft was outside controlled airspace.
201505121	17/04/2015	EGTT : London (FIR)	EGSH (NW!): Norwich		D	CTA	CESSNA	Reciprocating	1	Infringement of the Norwich CTA (Class D) by a C150 squawking 7000 at 2700ft. Traffic info and avoiding action given. Standard separation maintained.	A SSR code 7000 NMC was seen approaching the western edge of the Norwich Class D CTA. Aircraft did not call and was assumed to be outside of the confines of the Class D airspace. A second aircraft was inbound to Norwich for radar NDB to RW09 under a DS outside of CAS and RC inside. TI on the unknown traffic was passed and the course adjusted to ensure it did not overfly the unknown aircraft by adjusting the course 20 degrees to the left from a Hdg of 180 degrees. At approx 1616 UTC C150 a C150 called on 119.350 MHz and from the information passed and the DF trace it was obvious this was the unknown traffic, it reported level at 2700ft, and was approx 1.5NM inside the western edge of the Norwich CTA. The aircraft was instructed to descend to 1500ft and turn onto north. Avoiding action turn left to 120degrees was given to the second aircraft with further TI. After the CPA the second aircraft was turned right to 130 degrees and intercepted the FAP track for the RW 09 NDB and was transferred to ADI. After i worked some other traffic C150 was given permission to resume own navigation and informed of the incident. The pilot of C150 contracted me after landing and was very apologetic, he did not have GPS and assumed he had made a mistake with his position as he thought he was just outside the confines of the Class D airspace, he had been about to call. I explained the situation to him he was aware of his error and apologised. I explained I would be filing as I had been required to issue avoiding action to a Public Transport IFR flight. I offered advice that an early call to Norwich APS 10 miles earlier would have allowed all parties to continue with their respective tracks without incident and suitably separated. I also advised early calls to ATC in all instances

201505121	17/04/2015	EGTT : London (FIR)	EGSH (NW!): Norwich		D	CTA	UNKNOWN	Unknown		Infringement of the Norwich CTA (Class D) by a C150 squawking 7000 at 2700ft. Traffic info and avoiding action given. Standard separation maintained.	A SSR code 7000 NMC was seen approaching the western edge of the Norwich Class D CTA. Aircraft did not call and was assumed to be outside of the confines of the Class D airspace. A second aircraft was inbound to Norwich for radar NDB to RW09 under a DS outside of CAS and RC inside. TI on the unknown traffic was passed and the course adjusted to ensure it did not overfly the unknown aircraft by adjusting the course 20 degrees to the left from a Hdg of 180 degrees. At approx 1616 UTC C150 a C150 called on 119.350 MHz and from the information passed and the DF trace it was obvious this was the unknown traffic, it reported level at 2700ft, and was approx 1.5NM inside the western edge of the Norwich CTA. The aircraft was instructed to descend to 1500ft and turn onto north. Avoiding action turn left to 120degrees was given to the second aircraft with further TI. After the CPA the second aircraft was turned right to 130 degrees and intercepted the FAP track for the RW 09 NDB and was transferred to ADI. After i worked some other traffic C150 was given permission to resume own navigation and informed of the incident. The pilot of C150 contracted me after landing and was very apologetic, he did not have GPS and assumed he had made a mistake with his position as he thought he was just outside the confines of the Class D airspace, he had been about to call. I explained the situation to him he was aware of his error and apologised. I explained I would be filing as I had been required to issue avoiding action to a Public Transport IFR flight. I offered advice that an early call to Norwich APS 10 miles earlier would have allowed all parties to continue with their respective tracks without incident and suitably separated. I also advised early calls to ATC in all instances
201505123	22/04/2015	EGTT : London (FIR)	SAM	Bearing 160 Range 8nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a PA32 squawking 7000 at 2500ft. Standard separation maintained.	At 1638z I was alerted by the AIW to an aircraft at 2.5A area CTA6 tracking North squawking 7000. I put out a general call and received no response. Mode S was set and when called by his callsign the pilot responded. The aircraft climbed from 2.5A to 3.0A and reported at 3.2A in area CTA7 without having requested a transit clearance. I identified the aircraft and cleared the pilot to transit VFR. The pilot informed me he was aware the base of CAS was 3.0A when he had reported at 3.2A. Solent had been pre-noted the aircrafts details. ☐ Supplementary 30/4/15:☐ Called solent radar on freq, 120-225 immediately upon departure LOS in the climb stating; callsign, level passing, squawk 7000 requesting zone transit for NQY, with no reply at first. After repeating call, I received a broken reply which I mistakenly assumed was my clearance. Shortly after this I received a broken transmission from the controller asking if I was aware that I had entered controlled airspace, to which I answered YES. She also informed me that my readability was 1.It was at this point that I realised I had comms problems and had climbed into controlled airspace without clearance to do so. This threw me into a some confusion (as a single pilot at the time) as my transmissions were clearly poor unreadable. I engaged the auto-pilot with alt hold and changed headsets. This seemed to solved the problem as my readability improved to 5. I was then cleared through the zone enroute.
201505135	22/04/2015	EGTN : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by a PA28 squawking 7000 at 3000ft. Standard separation maintained.	7000 squawk observed routing northwestbound climbing. Aircraft climbed through 2.6A, infringing CAS base 2.A. Aircraft changed squawk to 4530. I contacted Linton and the aircraft was identified. CAVOK RWY20.
201505190	23/04/2015	EGTT : London (FIR)	LBA	14.9nm S	A	TMA	PIPER	Reciprocating	1	Possible infringement of the Manchester TMA (Class A) by an unknown aircraft squawking 7000 at 3600ft. Aircraft identified as a PA28. Traffic info and avoiding action given.	B777 avoiding action against unknown traffic. B777, descending FL100, enroute to BURNI, when unidentified 7000 squawk (PA28) activated CAIT at 3.6A. B777 given avoiding action, left heading 260 degrees, with traffic information. This heading was subsequently amended to 230 degrees to prevent the blips from merging.
201505190	23/04/2015	EGTT : London (FIR)	LBA	14.9nm S	A	TMA	BOEING	Turbofan	2	Possible infringement of the Manchester TMA (Class A) by an unknown aircraft squawking 7000 at 3600ft. Aircraft identified as a PA28. Traffic info and avoiding action given.	B777 avoiding action against unknown traffic. B777, descending FL100, enroute to BURNI, when unidentified 7000 squawk (PA28) activated CAIT at 3.6A. B777 given avoiding action, left heading 260 degrees, with traffic information. This heading was subsequently amended to 230 degrees to prevent the blips from merging.

201505343	25/04/2015	EGTT : London (FIR)	EGTF : Fairoaks	N	D	CTR	CESSNA	Turbofan	1	Infringement of the Heathrow CTR (Class D) by a C560 at 2400ft.	I was training a student SVFR band boxed when we received a call from Farnborough, this led me to look towards Farnborough and I noticed an infringing aircraft over Fairoaks going north at 2.4A. The priority line from Farnborough then went off, I cancelled it because my priority was to phone Heathrow tower to stop departures. Heathrow tower informed me that they had a MID rolling and they would suspend departures after it was airborne. I then used the priority line to TC south to inform them of the infringing aircraft. I am not aware if there was a loss of separation as I was not in control of any of the aircraft involved.☐ CAA Closure:☐ No action taken. Closed due elapsed time. Situation will be monitored.
201505356	22/04/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	5nm W	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft at 2000ft, resulting in loss of separation with inbound traffic. Aircraft believed to be a PA28. Traffic info given.	Infringement of Stansted CTZ. An unknown contact entered the Stansted CTZ at 2A and tracked SSW until descending beneath the southern CTA and entering the circuit at north weald. Traffic was passed to an inbound on 04 although the infringer was passing well behind. Traffic was also passed to a VFR a/c on a basic service who advised that they were visual. The infringer was written down as a PA28 as identified on Mode S, however this was noted after the event and needs to be verified.☐ Supplementary 13/07/15:☐ INT controller detected the confliction at the point of PA28 infringement, however there was no requirement for the controller to detect the potential confliction before PA28 entered the Stansted CTR and therefore the controller was not required to formulate or execute a plan. The loss of separation was caused when PA28 infringed the Stansted CTR, placing the aircraft into confliction with inbound traffic. The loss of separation between PA28 and inbound traffic was resolved by the relative position and track of the aircraft, following the decision by INT controller to continue the approach of the inbound traffic.☐ CAA Closure:☐ Pilot error. Situational Awareness. Failed on-line test, retraining letter sent.
201505356	22/04/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	5nm W	D	CTA	UNKNOWN	Unknown		Infringement of the Stansted CTA (Class D) by an unknown aircraft at 2000ft, resulting in loss of separation with inbound traffic. Aircraft believed to be a PA28. Traffic info given.	Infringement of Stansted CTZ. An unknown contact entered the Stansted CTZ at 2A and tracked SSW until descending beneath the southern CTA and entering the circuit at north weald. Traffic was passed to an inbound on 04 although the infringer was passing well behind. Traffic was also passed to a VFR a/c on a basic service who advised that they were visual. The infringer was written down as a PA28 as identified on Mode S, however this was noted after the event and needs to be verified.☐ Supplementary 13/07/15:☐ INT controller detected the confliction at the point of PA28 infringement, however there was no requirement for the controller to detect the potential confliction before PA28 entered the Stansted CTR and therefore the controller was not required to formulate or execute a plan. The loss of separation was caused when PA28 infringed the Stansted CTR, placing the aircraft into confliction with inbound traffic. The loss of separation between PA28 and inbound traffic was resolved by the relative position and track of the aircraft, following the decision by INT controller to continue the approach of the inbound traffic.☐ CAA Closure:☐ Pilot error. Situational Awareness. Failed on-line test, retraining letter sent.
201505480	28/04/2015	EGTT : London (FIR)	Burnham		D	CTR	CESSNA	Reciprocating	1	Infringement of the London CTR (Class D) by an unknown aircraft showing as a primary contact only at 2000ft, resulting in loss of separation with outbound traffic. Aircraft identified as a C172. CAIT activated. Traffic info given.	Infringement on Heathrow northerly departure route. At 11:40 whilst on NE Deps. A possible infringer was pointed out to us on north in the BUR area. 2 departures were airborne before it was confirmed and it was at that time that A320 called on to my frequency just about a mile and a half to the north of the infringer with the gap increasing. There was nothing I could have done to improve the situation but I did turn the A/C earlier in the direction of BPK. The infringer never showed itself in the magenta colour on our radars which slowed the identification process.☐ Supplementary 29/04/15:☐ Primary CAIT infringer in the London CTR. I was the SVFR controller on duty. The sector was split from Thames. At 1139, I noticed a primary CAIT return enter the zone, west of Denham, tracking southbound. It wasn't going 'with the wind', so I informed GS Air and initially stopped north bounds and CPTs. The return then disappeared and I restarted departures. The tower had cleared a subsequent BPK for departure, and then the primary reappeared on RADAR. I rang the tower back and stopped all departures again. I then rang TMA north and told them about the infringer, which affected their departure. The infringer then tracked down towards Burnham and Ascot, before turning south-west towards Farnborough. Just before it reached the zone boundary, it wore a Farnborough squawk 0432. It left the zone south of White Waltham and departures were restarted at 1151. The aircraft was identified with Farnborough as a C172. ☐ Supplementary 30/04/15:☐
201505480	28/04/2015	EGTT : London (FIR)	Burnham		D	CTR	BOEING	Turbofan	4	Infringement of the London CTR (Class D) by an unknown aircraft showing as a primary contact only at 2000ft, resulting in loss of separation with outbound traffic. Aircraft identified as a C172. CAIT activated. Traffic info given.	Infringement on Heathrow northerly departure route. At 11:40 whilst on NE Deps. A possible infringer was pointed out to us on north in the BUR area. 2 departures were airborne before it was confirmed and it was at that time that A320 called on to my frequency just about a mile and a half to the north of the infringer with the gap increasing. There was nothing I could have done to improve the situation but I did turn the A/C earlier in the direction of BPK. The infringer never showed itself in the magenta colour on our radars which slowed the identification process.☐ Supplementary 29/04/15:☐ Primary CAIT infringer in the London CTR. I was the SVFR controller on duty. The sector was split from Thames. At 1139, I noticed a primary CAIT return enter the zone, west of Denham, tracking southbound. It wasn't going 'with the wind', so I informed GS Air and initially stopped north bounds and CPTs. The return then disappeared and I restarted departures. The tower had cleared a subsequent BPK for departure, and then the primary reappeared on RADAR. I rang the tower back and stopped all departures again. I then rang TMA north and told them about the infringer, which affected their departure. The infringer then tracked down towards Burnham and Ascot, before turning south-west towards Farnborough. Just before it reached the zone boundary, it wore a Farnborough squawk 0432. It left the zone south of White Waltham and departures were restarted at 1151. The aircraft was identified with Farnborough as a C172. ☐ Supplementary 30/04/15:☐

201505490	28/04/2015	EGTT : London (FIR)	DTY	5nm NE	A	TMA	PIPER	Reciprocating	1	Possible infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 5600ft. CAIT activated. Standard separation maintained.	CAS Infringement around DTY. I was coordinator on TC Midlands when an infringing aircraft was observed approximately 5 miles to the NE of DTY VOR above the 5500ft base. The CAIT alert indicated the infringer was aircraft PA28 and on a 7000 squawk. The radar controller commenced appropriate instructions for separation standards and I informed the GS. After attempting to locate the infringer we eventually found the aircraft was talking to Turweston Tower. The pilot was advised to remain below 4000ft to ensure they remained clear of CAS.
201505519	28/04/2015	EGTT : London (FIR)	BZN	Bearing 075 Range 9.9nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA28 squawking 4520 at 2500ft.	Oxford reported a PA28 entering Brize CTR at BZN 075 9.9nm. The aircraft was on Oxford's frequency and cleared the CTR to the North after clearing Oxford's area the aircraft called Brize LARS. The aircraft was en route There was no Brize traffic to effect.
201505527	21/04/2015	EGTT : London (FIR)	EGVP : Middle wallop		G	ATZ	ROBINSON	Reciprocating	1	Aircraft departed a private landing strip inside Wallop ATZ without clearance.	Aircraft departed a private landing strip inside Wallop ATZ without clearance. I was the AOC at the time of the Incident, Boscombe Approach rang to say R44 had called them airborne from a private site within the Wallop. The aircraft was obscured visually by Danebury Hill but, was displayed on the ATM. The aircraft then appeared from behind Danebury Hill. Boscombe asked if Wallop Tower wished to control the aircraft, as there was no traffic to affect and the aircraft would shortly be outside the ATZ. I said no. Boscombe were unsure of the departure or destination airfield. I asked Boscombe to check whether the pilot was aware he should have called 118.6 prior to departure, he apologised.
201505529	22/04/2015	EGTT : London (FIR)	EGVP : Middle wallop		G	ATZ	PIPER	Reciprocating	1	Infringement of the Middle Wallop ATZ (Class G) by a PA28 squawking 3663 at 1500ft. Traffic info given.	I was the ADC at the time of the incident. There was a military helicopter carrying out local training to the south of the main runway. I noticed a 3663 squawk on the tower ATM. This squawk appeared to be tracking from the South West towards our overhead. As the contact approached the ATZ boundary it was indicating a height of 1500ft. As it appeared to enter the ATZ I passed traffic information to the helicopter who was positioned on the ground at that time. I was then able to see the aircraft as it entered the ATZ. It proceeded to transit the ATZ at approximately 1500ft, south west to south east, through the Southern half of the ATZ. My colleague in the control tower contact Solent Radar to request the aircraft be given instructions to leave the ATZ by the quickest possible means. Solent confirmed that the pilot was a student who had got lost and gave the registration and type.
201505529	22/04/2015	EGTT : London (FIR)	EGVP : Middle wallop		G	ATZ	UNKNOWN	Unknown		Infringement of the Middle Wallop ATZ (Class G) by a PA28 squawking 3663 at 1500ft. Traffic info given.	I was the ADC at the time of the incident. There was a military helicopter carrying out local training to the south of the main runway. I noticed a 3663 squawk on the tower ATM. This squawk appeared to be tracking from the South West towards our overhead. As the contact approached the ATZ boundary it was indicating a height of 1500ft. As it appeared to enter the ATZ I passed traffic information to the helicopter who was positioned on the ground at that time. I was then able to see the aircraft as it entered the ATZ. It proceeded to transit the ATZ at approximately 1500ft, south west to south east, through the Southern half of the ATZ. My colleague in the control tower contact Solent Radar to request the aircraft be given instructions to leave the ATZ by the quickest possible means. Solent confirmed that the pilot was a student who had got lost and gave the registration and type.

201505562	29/04/2015	EGTT : London (FIR)	EGGP (LPL): Liverpool	1nm Burtonwood	D	CTR	BELLANCA	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a CH7B squawking 7000 at 1500ft. Standard separation maintained.	7000 squawk observed infringing CAS 1 mile North of Burtonwood heading North West with no altitude information. Identified as a CH7B. On an air test via a blind transmission of aircraft squawking 7000 near Burtonwood are you on frequency?. Pilot informed that he had mistakenly entered CAS. I issued a squawk of 4361 and asked if he was requesting to enter CAS. He informed me not yet and I provided him with a position report and that he had entered CAS and to route outside to report when ready for rejoin. No traffic affected
201505595	27/04/2015	EGTT : London (FIR)	BIG	Bearing 090 Range 10nm	A	TMA	OTHER	Reciprocating	1	Infringement of the London TMA (Class A) by an aircraft squawking 4575 indicating up to 2800ft. Standard separation maintained.	Aircraft entered the LTMA around Wrotham Mast east of Biggin-Hill indicating up to 2800ft. The aircraft was displaying the Southend conspicuity squawk of 4575. Southend was called and advised the pilot to descend, which he did. There was no aircraft in the vicinity to affect.
201505638	30/04/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	South West portion	D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by a C152 squawking 7000. Standard separation maintained.	7000 squawk observed infringing southwest portion of EGCN CTR before turning towards and landing at their destination. Pilot range and apologised, saying he was avoiding a rain shower.
201505663	01/05/2015	EGTT : London (FIR)	Danger Area EG D123	South of Keevil	G	Danger area	PIPER	Reciprocating	1	Infringement of active Danger Area D123 (Salisbury) by a PA28 squawking 5062 at approx 3000ft.	Aircraft was given a traffic service at 13:06, and was informed that D123 was active to 17,000ft. At approximately 13:15 just as I completed a pre-note to Cardiff, I observed aircraft enter D123. I immediately informed them that they were inside an active danger area and that they should immediately turn north to exit. My colleague (CP) on Radar1 attempted to call Salisbury Ops however they were calling us at the same time. Aircraft details were passed to Salisbury Ops and the aircraft was informed that they could expect paperwork.☐ Supplementary 05/05/15:☐ As the duty Air Ops Officer, at approx 1415 local I noticed that a 5062 squawk appeared to be tracking towards D123 from the north. The track continued past Keevil ATZ and penetrated D123 at approximately 3000 feet. D123 was active at the time to 17,000ft AMSL with UAV flying. Recognising 5062 as a Bristol SSR code I rang Bristol ATC. I was put through to Radar 2 who were providing a service to the aircraft. The callsign was confirmed - a PA28. The controller said he had issued a warning to the pilot that the Danger Area was active and to route around. By this time, aircraft was approximately 3 - 4 miles inside the range before it turned on to a North Westerly track and departed in the Keevil area.☐ Supplementary 06/05/15:☐ Before take-off the flight student was briefed by the supervising flight instructor. Route was planned quite close to D123. Until Chippenham navigation without problems. From then on missed to change to the correct heading and wind seemed to be less then forecasted. We were expecting Trowbridge in front of us but unfortunately it was not visible. When realising
201505666	01/05/2015	EGTT : London (FIR)	Syerston				ROBINSON	Reciprocating	1	Alleged infringement of the Syerston ATZ (Class G) by a R44 at 1000ft.	A helicopter was observed transiting through the ATZ at approx 1000ft on a Southerly heading; attempts to contact the helicopter via R/T were unanswered. Waddington LARS were contacted and the helicopter was identified as a R44. Although they were talking via R/T to Waddington (XPDR 3604), they had already stated that they had attempted to contact Syerston and had received no response. Waddington informed the R44 that Syerston was active. I had been in range of the Air Ground Radio during this time and had heard no R/T calls. At the time of the incident there were no aircraft airborne; however, a crew were preparing to crew in for departure.

201505677	30/04/2015	EGTT : London (FIR)	SAM	Bearing 250 Range 11nm	D	CTA	CHAMPION	Reciprocating	1	Infringement of the Solent CTA (Class D) by an aircraft squawking 7000 at 2400ft. Traffic info given.	At approximately 1625 a 7000 squawk entered the Solent CTA-2, triggering an AIW alert. The contact showed up on Mode S. Bournemouth were contacted but were not working it, blind calls were made but another aircraft responded who was in a different geographical position. This aircraft was working Solent and was turned away from the infringer, although avoiding action was not issued. The 7000 squawk eventually descended beneath the CTA. Supplementary 07/05/15: Routing on first leg of x country trip had climbed out from EGHO and was at 1900ft on the Portland QNH. The leg took me below the Soton zone provided I was below 2000ft. I was looking out for a visual fix when I then scanned the Altimeter and saw that my Height had crept up to 2300ft and that I had entered the zone. I corrected my height immediately and continued my flight towards the IOW. I estimate that I had entered the controlled airspace for less than half a minute.
201505677	30/04/2015	EGTT : London (FIR)	SAM	Bearing 250 Range 11nm	D	CTA	UNKNOWN	Unknown		Infringement of the Solent CTA (Class D) by an aircraft squawking 7000 at 2400ft. Traffic info given.	At approximately 1625 a 7000 squawk entered the Solent CTA-2, triggering an AIW alert. The contact showed up on Mode S. Bournemouth were contacted but were not working it, blind calls were made but another aircraft responded who was in a different geographical position. This aircraft was working Solent and was turned away from the infringer, although avoiding action was not issued. The 7000 squawk eventually descended beneath the CTA. Supplementary 07/05/15: Routing on first leg of x country trip had climbed out from EGHO and was at 1900ft on the Portland QNH. The leg took me below the Soton zone provided I was below 2000ft. I was looking out for a visual fix when I then scanned the Altimeter and saw that my Height had crept up to 2300ft and that I had entered the zone. I corrected my height immediately and continued my flight towards the IOW. I estimate that I had entered the controlled airspace for less than half a minute.
201505678	01/05/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	12nm SW	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an unknown aircraft squawking 7000 at 2200ft, resulting in loss of separation with an inbound A319. Aircraft identified as a C152. Traffic info and avoiding action given.	Infringement of Gatwick CTA. I was mentoring a trainee when I saw a 7000 code approaching the CTA SW boundary. My trainee was carrying out a co-ordination with INT regarding spacing when the 7000 code entered the CTA at 2200 feet into conflict with A319. I immediately instructed the A319 to stop its descent at 6000 feet and then gave a turn. I did not use avoiding action phraseology simply because it would have made no difference to the achieved separation. The A319 was repositioned towards final. The infringing aircraft eventually called Farnborough LARS and was identified with a squawk of 0442.
201505678	01/05/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	12nm SW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by an unknown aircraft squawking 7000 at 2200ft, resulting in loss of separation with an inbound A319. Aircraft identified as a C152. Traffic info and avoiding action given.	Infringement of Gatwick CTA. I was mentoring a trainee when I saw a 7000 code approaching the CTA SW boundary. My trainee was carrying out a co-ordination with INT regarding spacing when the 7000 code entered the CTA at 2200 feet into conflict with A319. I immediately instructed the A319 to stop its descent at 6000 feet and then gave a turn. I did not use avoiding action phraseology simply because it would have made no difference to the achieved separation. The A319 was repositioned towards final. The infringing aircraft eventually called Farnborough LARS and was identified with a squawk of 0442.
201505680	30/04/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	South East portion	D	CTA	CESSNA	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by a C150 squawking 7000 at 2400ft. Standard separation maintained.	7000 squawk observed departing and climbing to 2400ft into CTA. When outside CAS the squawk changed to 4275. Humberside radar confirmed the aircraft identity. The pilot rang and said he was at 1900ft, below the CTA, and will get his Mode C checked.

201505700	30/04/2015	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	NW corner CTZ	D	CTR	AEROSPATIALE	Turboshaft	1	Infringement of the Heathrow CTR (Class D) by an AS350. All Northbound departures were stopped. CIAT activated.	Infringement of the Heathrow Control Zone. I was the Heathrow INT South Director at the time of the infringement. AS350 was observed on sCAIT infringing the north west corner of the Heathrow control zone. As this was in the northbound departure tracks. I immediately called the tower and instructed them to stop all northbound departures until advised. AS350 was subsequently observed to disappear low level from radar. The GS subsequently informed me they had landed at destination.☐ Appropriate CAA action being taken.
201505770	04/05/2015	EGTT : London (FIR)	Chew Valley VRP		D	CTR	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Bristol CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified as an EV97 at 2600ft. Standard separation maintained.	Infringement EV97. I was on duty as RAD1 when I noticed a primary radar contact approaching the CTR approximately west of Chew Valley VRP area tracking 010. I called the TWR to see if they could see anything in the area which they replied they could. I made a blind call on 125.650 to see if the aircraft was on frequency. EV97 said that he was in that area and non squawking tracking NE. I asked him what his altitude was and the response was 2600ft. I reminded him that the airspace level was 1500ft and told him he could transit not above 2000ft VFR as there was no inbound traffic to affect.
201505774	04/05/2015	EGTT : London (FIR)	Gateway Port VRP/CTR		D	CTR	OTHER	Reciprocating	1	Infringement of the Southend CTR (Class D) by an unknown aircraft showing as a primary contact only at 1500ft. Aircraft identified as a Dynamic WT9. Traffic info and avoiding action given. Standard separation maintained.	Southend CTR infringement. Unknown Primary contact observed tracking Southwest towards the CTR boundary. A blind transmission was made by Southend Radar 130.775 and Southend director when it became apparent the contact would enter the CTR. DA42 was on climb out climbing straight ahead from runway 24 to altitude 2000' requesting to route via DET altitude 3000' IFR. Vectors given to avoid the unknown contact and prescribed separation standards maintained. A mode A then Mode S return then appeared on the unknown traffic and a subsequent squawk of 1177 was observed whilst inside the CTR. London FIR South were contacted and the details were obtained, the aircraft then left the CTR in the vicinity if Sheerness VRP and LONDON FIR retained control ensuring the Aircraft did not re-enter Southend CAS without a clearance.
201505774	04/05/2015	EGTT : London (FIR)	Gateway Port VRP/CTR		D	CTR	DIAMOND	Reciprocating	2	Infringement of the Southend CTR (Class D) by an unknown aircraft showing as a primary contact only at 1500ft. Aircraft identified as a Dynamic WT9. Traffic info and avoiding action given. Standard separation maintained.	Southend CTR infringement. Unknown Primary contact observed tracking Southwest towards the CTR boundary. A blind transmission was made by Southend Radar 130.775 and Southend director when it became apparent the contact would enter the CTR. DA42 was on climb out climbing straight ahead from runway 24 to altitude 2000' requesting to route via DET altitude 3000' IFR. Vectors given to avoid the unknown contact and prescribed separation standards maintained. A mode A then Mode S return then appeared on the unknown traffic and a subsequent squawk of 1177 was observed whilst inside the CTR. London FIR South were contacted and the details were obtained, the aircraft then left the CTR in the vicinity if Sheerness VRP and LONDON FIR retained control ensuring the Aircraft did not re-enter Southend CAS without a clearance.
201505780	05/05/2015	EGTT : London (FIR)	Napps Field		D	CTA	CIRRUS	Reciprocating	1	Infringement of the Southend CTA (Class D) by an unknown aircraft squawking 7000 at 2800ft. Aircraft identified as a SR22. Standard separation maintained.	Class D CTA infringement by unknown a/c. Unknown Aircraft SR22 - Callsign ident from MODE S - Infringes Southend CAS. The aircraft enters CTA 4 via Napps Field at 2,800ft at 1350z then remaining inside CAS tracks North Eastbound and climbs to 3,100ft. Blind Transmission were made during the infringement. The Aircraft then leaves Southend CAS CTA 5 via CTA 9 at 3,000ft at 1356z. The aircraft was observed tracking westbound to the south of Stapleford ATZ before radar contact was lost.

201505792	04/05/2015	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire	2km East	G	ATZ	UNKNOWN	Unknown		C150 downwind for R/W18 LH circuit reported sighting of two drones at circuit height.	At 1214Z The C150 was downwind in the runway18 left hand circuit when the instructor reported seeing two "suspicious" drones just west of GCHQ at circuit height. The pilot did not see the drones on further circuits but I informed other local traffic. The incident was reported to the police, incident number 202.
201505792	04/05/2015	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire	2km East	G	ATZ	UNKNOWN	Unknown		C150 downwind for R/W18 LH circuit reported sighting of two drones at circuit height.	At 1214Z The C150 was downwind in the runway18 left hand circuit when the instructor reported seeing two "suspicious" drones just west of GCHQ at circuit height. The pilot did not see the drones on further circuits but I informed other local traffic. The incident was reported to the police, incident number 202.
201505792	04/05/2015	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire	2km East	G	ATZ	CESSNA	Reciprocating	1	C150 downwind for R/W18 LH circuit reported sighting of two drones at circuit height.	At 1214Z The C150 was downwind in the runway18 left hand circuit when the instructor reported seeing two "suspicious" drones just west of GCHQ at circuit height. The pilot did not see the drones on further circuits but I informed other local traffic. The incident was reported to the police, incident number 202.
201505868	02/05/2015	EGTT : London (FIR)	Not specified		G	Restrict ed area	BAC	Other	1	Stansted TMZ 1 and 2 (Class G) infringements by three aircraft showing as primary contacts only.	TMZ Infringements. Jet Provost infringed TMZ 2 at 1300. Initially primary only then squawking with Farnborough. Forney F1-A infringed TMZ 1 at 1305. Initially primary only then squawking. Unknown contact infringed TMZ 2 at 1315. Primary only.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test. Warning letter sent.
201505868	02/05/2015	EGTT : London (FIR)	Not specified		G	Restrict ed area	OTHER	Reciprocating	1	Stansted TMZ 1 and 2 (Class G) infringements by three aircraft showing as primary contacts only.	TMZ Infringements. Jet Provost infringed TMZ 2 at 1300. Initially primary only then squawking with Farnborough. Forney F1-A infringed TMZ 1 at 1305. Initially primary only then squawking. Unknown contact infringed TMZ 2 at 1315. Primary only.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test. Warning letter sent.

201505868	02/05/2015	EGTT : London (FIR)	Not specified		G	Restricted area	UNKNOWN	Unknown		Stansted TMZ 1 and 2 (Class G) infringements by three aircraft showing as primary contacts only.	TMZ Infringements. Jet Provost infringed TMZ 2 at 1300. Initially primary only then squawking with Farnborough. Forney F1-A infringed TMZ 1 at 1305. Initially primary only then squawking. Unknown contact infringed TMZ 2 at 1315. Primary only.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test. Warning letter sent.
201505870	02/05/2015	EGTT : London (FIR)	Not specified		G	Restricted area	OTHER	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by an unknown aircraft showing as a primary contact only. Aircraft identified as a Forney F1A.	Forney F1A infringed TMZ 1 at 1305. Initially primary only then squawking.
201505872	13/05/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		D	CTR	THRUSTER	Reciprocating	1	Infringement of the East Midlands CTR 1 (Class D) by an unknown aircraft at 1200ft. Aircraft identified as a Thruster T600. Inbound traffic was delayed until the Thruster T600 was clear of R/W27 approach path. Standard separation maintained.	I was the approach radar controller at East Midlands Airport and at 1118 I received a phone call from the tower controller pointing out a radar contact in the north east corner of the CTR1. This could not be correlated with any of my traffic. The radar contact was tracked. The radar director telephoned Nottingham airfield to see if they had any traffic departed recently southbound. They advised a Thruster T600 departed them southbound. The aircraft was still on Nottingham's frequency and at 1132 reported to them that he was north of Loughborough (which is in East Midlands CTR1, 5 miles south east of East Midlands airport) at 1200ft. At 1133 the radar contact was seen to leave CTR1 and turn south. The aircraft was asked to squawk 4560 and contact me on East Midlands radar frequency which he did at 1137 but no squawk was observed. H reported his position. At 1138 I asked his position again when he reported "15 miles from Leicester 1200ft 10 miles from Nottingham". This would put him outside controlled airspace. No further contact was made with the aircraft. Once the unknown aircraft was seen to enter CTR1 with runway 27 in use inbound ILS approaches were stopped as the aircraft was in the approach area for this runway. Two inbound aircraft, a DHC8 and an ATR42 were given delaying vectors for about 10 mins and a Boeing 737 and a business jet were put in hold for about 10 mins until the infringer was clear of the approach path. This frequency was already busy with ATC services to aircraft outside controlled airspace as well as inbound IFR traffic. Later the Thruster T600 was found to have landed at intended destination and was asked to phone East Midlands Air Traffic but failed to do so. There was no Airprox and standard separation was maintained. ☐
201505908	22/03/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 075 Range 9nm			CESSNA	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a C170, initially with no Mode C, indicating 1100ft.	0013 in TMZ 1 with no Mode C, within a short time Mode C indicated 1100ft. This contact was identified using Mode S.
201505914	04/05/2015	EGTT : London (FIR)	Warrington		D	CTR	JODEL	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Jodel D117 at 1800ft. Standard separation maintained.	Infringement - Jodel D117 4nm North of Warrington. FPS already in display when I took control of the sector. A/c on 7366 squawk. Called aircraft several times but no reaction. When I mentioned that an aircraft was showing 1800ft in the LLR the 7366 immediately began to descend. Pilot eventually called. I identified the aircraft(7350 squawk) and told him about the infringement and asked him to call the Manchester WM on arrival at destination. No separation issues.

201505917	04/05/2015	EGTT : London (FIR)	Leigh		D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA28 at 2200ft.	Infringement at Leigh. PA28 2200ft (and then climbed to 2700ft(??) as it approached Manchester Barton. I rang Barton and asked them to tell the pilot to contact the Manchester WM when on the ground.
201505985	02/05/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	8nm SE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7000 at 2200ft. Aircraft identified as a PA28.	Infringement PA28. A7000 indicating altitude 2200ft entered Stansted CAS. The contact was 3nm SE of Stansted tracking Southeast. The contact climbed to 2400ft inside CAS before leaving CAS. The contact was identified using mode S.
201506019	07/05/2015	EGTT : London (FIR)	Romsey VRP		D	CTR	VANS	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a RV8 squawking 2605 at 2000ft. Traffic info given. Standard separation maintained.	At approximately 1124 a 2650 squawk was observed tracking eastbound towards the Southampton CTR near Romsey VRP. Boscombe were contacted but were no longer working the aircraft and could not provide a callsign. Blind calls were made with no response. One aircraft was on final approach to Southampton at the time but was allowed to continue as this was deemed safer than breaking it off the approach. The 2650 squawk briefly infringed the CTR before turning NW and exiting the zone. Boscombe telephoned later to say that they believed the aircraft had been an RV8.
201506019	07/05/2015	EGTT : London (FIR)	Romsey VRP		D	CTR	UNKNOWN	Unknown		Infringement of the Southampton CTR (Class D) by a RV8 squawking 2605 at 2000ft. Traffic info given. Standard separation maintained.	At approximately 1124 a 2650 squawk was observed tracking eastbound towards the Southampton CTR near Romsey VRP. Boscombe were contacted but were no longer working the aircraft and could not provide a callsign. Blind calls were made with no response. One aircraft was on final approach to Southampton at the time but was allowed to continue as this was deemed safer than breaking it off the approach. The 2650 squawk briefly infringed the CTR before turning NW and exiting the zone. Boscombe telephoned later to say that they believed the aircraft had been an RV8.
201506071	07/05/2015	EGTT : London (FIR)	EGNR : Hawarden		G	ATZ	BELL	Turboshaft	1	Infringement of the Hawarden ATZ (Class G) by an unknown aircraft squawking 1177 at 700ft. Aircraft identified as a B206.	ATZ Infringement B206. I was on duty as the ADI controller at Hawarden. At 0945 I observed via the ATM a 1177 squawk approaching and then entering the ATZ with mode C indicating 700ft. The aircraft was then spotted from the control tower. I made blind calls to the aircraft but got no response. As the aircraft descended into its heliport destination I lost visual reference with it and subsequently an EMB145 departure runway 04 was delayed. The ATSA spoke to the Heliport who informed us that a callsign had just landed but gave no further details. At 0951 the aircraft was observed leaving, it was still showing a 1177 squawk. The APS controller rang London information and asked the aircraft to call him. The pilot contacted Hawarden radar, he was aware that he should have made contact with Hawarden radar and was extremely apologetic. The pilot was advised of the correct procedures for his next flight.

201506167	10/05/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	5nm SW	D	CTR	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000, indicating 2400, resulting in loss of separation with an outbound A300. Aircraft identified as an EV97.	Infringement of Luton CTR. I observed a 7000 squawk indicating 2400' entering the Luton CTR at the SW corner. The contact was on a North Easterly track. It initially looked as if a turn away to the SE was being made but when it became apparent that this was not the case I telephoned Luton TWR and stopped departures. A300 on a DVR departure was already airborne and was shortly to be transferred to the departure frequency. The one inbound aircraft was retained on frequency until it became clear no further threat was posed before transferring to the TWR for a normal landing. Within a couple of minutes or so the infringing contact turned away to the NW and slowly headed out of the CTR. I made a call to the London Gliding Club but they were unable to see the contact despite it being within approx. 2nm of them. I later learned that the aircraft was subsequently identified after landing at destination as an EV97. □ Supplementary 15/05/15:□ Infringer in vicinity of Luton. While working as NE Deps. A300 got airborne on a DET departure. An aircraft believed to be EV97 was in the area originally garbling with another outbound. I did not notice this and took no action. Minimum separation was 2.8nm and 3200 ft. Luton app had spotted this traffic and informed the tower but no one told me.□ CAA Closure:□ Pilot error. Situational awareness. Failed on-line test, retraining required.
201506167	10/05/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	5nm SW	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000, indicating 2400, resulting in loss of separation with an outbound A300. Aircraft identified as an EV97.	Infringement of Luton CTR. I observed a 7000 squawk indicating 2400' entering the Luton CTR at the SW corner. The contact was on a North Easterly track. It initially looked as if a turn away to the SE was being made but when it became apparent that this was not the case I telephoned Luton TWR and stopped departures. A300 on a DVR departure was already airborne and was shortly to be transferred to the departure frequency. The one inbound aircraft was retained on frequency until it became clear no further threat was posed before transferring to the TWR for a normal landing. Within a couple of minutes or so the infringing contact turned away to the NW and slowly headed out of the CTR. I made a call to the London Gliding Club but they were unable to see the contact despite it being within approx. 2nm of them. I later learned that the aircraft was subsequently identified after landing at destination as an EV97. □ Supplementary 15/05/15:□ Infringer in vicinity of Luton. While working as NE Deps. A300 got airborne on a DET departure. An aircraft believed to be EV97 was in the area originally garbling with another outbound. I did not notice this and took no action. Minimum separation was 2.8nm and 3200 ft. Luton app had spotted this traffic and informed the tower but no one told me.□ CAA Closure:□ Pilot error. Situational awareness. Failed on-line test, retraining required.
201506182	10/05/2015	EGTT : London (FIR)	EGMC (SEN): Southend	CTA 4	D	CTA	VANS	Reciprocating	1	Infringement of the Southend CTA 4 (Class D) by a Vans RV4 at 2900ft. Standard separation maintained.	Infringement of Southend CAS CTA4. Vans RV9 infringed Southend CTA 4 at 2900ft. Aircraft identified and instructed to descend below 2500ft.
201506241	10/05/2015	EGTT : London (FIR)	North of Askern		D	CTA	DIAMOND	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by a DA40 squawking 7000 at 4500ft. Standard separation maintained.	7000 squawk observed entering CAS abeam Askern 4500ft (the base is 4000ft). Tracked the aircraft to the Sherburn overhead and contacted them. The pilot rang in and said he believed he was the aircraft concerned. He had been tracking the beacon and thought he would remain clear. I suggested that next time he get a service from us and thanked him for his honest reporting.
201506258	11/05/2015	EGTT : London (FIR)	EGBE (CVT): Coventry	2nm West	D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA (Class D) by a PA28 squawking 4360 at 2400ft. Avoiding action given.	On first contact with radar, aircraft indicated 2400ft altitude (inside CAS) 2 miles west of the airport, turning onto a South Easterly track. Aircraft told immediately to descend to 1500ft. EGGB were on the phone (unrelated coordination) at the time and avoiding action to one of their departures was overhead. Aircraft subsequently formally identified using SQ4367 and his level verified, remaining on a basic service. Pilot advised to contact EGGB Watch Manager after landing. EGGB given flight details. At the time, the 'Coventry Corner' was delegated to Coventry (part of EGGB airspace encompassing generally the EGBE ATZ up to 2000ft).

201506258	11/05/2015	EGTT : London (FIR)	EGBE (CVT): Coventry	2nm West	D	CTA	UNKNOWN	Unknown		Infringement of the Birmingham CTA (Class D) by a PA28 squawking 4360 at 2400ft. Avoiding action given.	On first contact with radar, aircraft indicated 2400ft altitude (inside CAS) 2 miles west of the airport, turning onto a South Easterly track. Aircraft told immediately to descend to 1500ft. EGBB were on the phone (unrelated coordination) at the time and avoiding action to one of their departures was overhead. Aircraft subsequently formally identified using SQ4367 and his level verified, remaining on a basic service. Pilot advised to contact EGBB Watch Manager after landing. EGBB given flight details. At the time, the 'Coventry Corner' was delegated to Coventry (part of EGBB airspace encompassing generally the EGBE ATZ up to 2000ft).
201506320	15/05/2015	EGTT : London (FIR)	MCT	Bearing 270 Range 10nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by two PA28s. Standard separation maintained.	Working as APC S controller, observed an A7000 pop-up south of Stretton, a/c proceeded to fly south tracking just inside the CTR boundary, A1000 indicated. Made a general broadcast on the r/t, response from PA-28 (2) on A7366, who was 4 nm north in LLR tracking southbound. I thanked him for the call, explained that he was not the infringer. Called CB who advised me of a PA-28 (1) departed at 1432. I called the a/c who responded and I requested he select A7353 and confirmed his altitude which was 900' on QNH 1020. I subsequently advised the pilot that he had infringed the zone by 1 nm and that I would file an MOR. While this was going on PA28 (2) also infringed the zone by 1nm in the Northwich area. I put that a/c on A7354 and advised that pilot that he had infringed the CTR and would be filing on him as well. STAFa sector rang, I was able to confirm that I had identified both a/c and that they were not traffic to a/c departing EGCC.☐ Supplementary 22/05/2015:☐ After successfully completing a flight earlier in the day from Andrewsfield - Manchester Barton my passenger (also a qualified UK EASA private pilot) and I prepared to depart for the return flight. Both being unfamiliar with the local area and departure procedures, we received a brief from Barton's on duty FISO. I then consulted my chart to try to spatially orientate myself in order to transition southbound down Manchester's "Low Level Route". We departed from Barton at 1425 and headed south westbound, keeping north of the M62 in order to enter the low level zone. I then intended to head due south once reaching the M62/M6 junction and to fly the aircraft at 1000ft MSL (Manchester QNH) in order to keep the
201506320	15/05/2015	EGTT : London (FIR)	MCT	Bearing 270 Range 10nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by two PA28s. Standard separation maintained.	Working as APC S controller, observed an A7000 pop-up south of Stretton, a/c proceeded to fly south tracking just inside the CTR boundary, A1000 indicated. Made a general broadcast on the r/t, response from PA-28 (2) on A7366, who was 4 nm north in LLR tracking southbound. I thanked him for the call, explained that he was not the infringer. Called CB who advised me of a PA-28 (1) departed at 1432. I called the a/c who responded and I requested he select A7353 and confirmed his altitude which was 900' on QNH 1020. I subsequently advised the pilot that he had infringed the zone by 1 nm and that I would file an MOR. While this was going on PA28 (2) also infringed the zone by 1nm in the Northwich area. I put that a/c on A7354 and advised that pilot that he had infringed the CTR and would be filing on him as well. STAFa sector rang, I was able to confirm that I had identified both a/c and that they were not traffic to a/c departing EGCC.☐ Supplementary 22/05/2015:☐ After successfully completing a flight earlier in the day from Andrewsfield - Manchester Barton my passenger (also a qualified UK EASA private pilot) and I prepared to depart for the return flight. Both being unfamiliar with the local area and departure procedures, we received a brief from Barton's on duty FISO. I then consulted my chart to try to spatially orientate myself in order to transition southbound down Manchester's "Low Level Route". We departed from Barton at 1425 and headed south westbound, keeping north of the M62 in order to enter the low level zone. I then intended to head due south once reaching the M62/M6 junction and to fly the aircraft at 1000ft MSL (Manchester QNH) in order to keep the
201506344	13/05/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	16nm NE	D	CTR	BELL	Turboshaft	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 2671 at 2000ft. Aircraft identified as a B206. Standard separation maintained.	Helicopter infringed the zone. 2671 squawk (B206I) noticed tracking towards the zone to the north east of Manchester. A broadcast put out to see if they were on frequency, to which they replied they were on their way to destination. The helicopter was told they would be entering controlled airspace in half a mile and were subsequently told to squawk 7350. Before squawking 7350 however they entered controlled airspace squawking 7000 before being identified.
201506346	13/05/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	15nm S	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA 2 and CTA 9 (Class D) by a PA28 at 2300ft. Traffic info and avoiding action given to a departing DHC8. Standard separation maintained.	PA28 Infringement of the Solent CTA (CTA-2 and CTA-9). PA28 whilst working London FIS infringed the Solent CTA (CTA-2 and CTA-9). At 1015 PA28 entered 185.1/15NM SAM A021 climbing. At 1017 PA28 left CAS 195.6/16.5NM SAM highest level from memory was A023. AIW alerted. Details were obtained from London FIS by telephone. A DHC8 had departed Southampton Runway 20 and was given avoiding action.☐ Supplementary 10/08/15:☐ The pilot was aware of the Solent CTA prior to departure and had planned to remain beneath the airspace on his route to west, but inadvertently whilst monitoring the engine performance, navigation and changing frequency to London Information climbed above the base of the Solent CTA. The pilot apologised for the error and the incident.☐ CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, retraining letter sent.

201506346	13/05/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	15nm S	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA 2 and CTA 9 (Class D) by a PA28 at 2300ft. Traffic info and avoiding action given to a departing DHC8. Standard separation maintained.	PA28 Infringement of the Solent CTA (CTA-2 and CTA-9). PA28 whilst working London FIS infringed the Solent CTA (CTA-2 and CTA-9). At 1015 PA28 entered 185.1/15NM SAM A021 climbing. At 1017 PA28 left CAS 195.6/16.5NM SAM highest level from memory was A023. AIW alerted. Details were obtained from London FIS by telephone. A DHC8 had departed Southampton Runway 20 and was given avoiding action.☐ Supplementary 10/08/15:☐ The pilot was aware of the Solent CTA prior to departure and had planned to remain beneath the airspace on his route to west, but inadvertently whilst monitoring the engine performance, navigation and changing frequency to London Information climbed above the base of the Solent CTA. The pilot apologised for the error and the incident.☐ CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, retraining letter sent.
201506351	13/05/2015	EGTT : London (FIR)	SAM	11nm SSW	D	CTA	DE HAVILLAND	Reciprocating	1	Infringement of the Solent CTA 2 (Class D) by a DHC1, resulting in possible loss of separation with an inbound DHC8.	Infringement of Solent CTA-2 by DHC1 with possible loss of separation with DHC8. During a very busy session I called a free caller, DHC1 back for his details, he reported that he was a Chipmunk aircraft routing via Lee on Solent and then announced that he was 3000 feet. There was a primary only contact in that area which previously I had assumed to be underneath the base of controlled airspace (below 2000ft). I informed the pilot that if he was at the position at that level he was actually inside of controlled airspace without a clearance. I issued a VFR clearance below 3000ft. The pilot replied that he hadn't been able to get a word in on the frequency as it was so busy. I asked him to report abeam of Calshot. At 1125 I received a south of Calshot at 2200ft. Before the pilot left the frequency I reiterated that the base of controlled airspace between Stoney Cross area and Calshot is 2000ft and the importance of receiving a clearance prior to entering. The pilot said again that the frequency was too busy to get a word in and so he just came through. I'm unsure as to whether I had a loss of separation at any point prior to establishing contact with DHC1 with inbound DHC8 which was vectored downwind left hand runway 20 from the south, descending to 4000ft.☐ Appropriate CAA action is to be taken as a result of this incident.
201506351	13/05/2015	EGTT : London (FIR)	SAM	11nm SSW	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA 2 (Class D) by a DHC1, resulting in possible loss of separation with an inbound DHC8.	Infringement of Solent CTA-2 by DHC1 with possible loss of separation with DHC8. During a very busy session I called a free caller, DHC1 back for his details, he reported that he was a Chipmunk aircraft routing via Lee on Solent and then announced that he was 3000 feet. There was a primary only contact in that area which previously I had assumed to be underneath the base of controlled airspace (below 2000ft). I informed the pilot that if he was at the position at that level he was actually inside of controlled airspace without a clearance. I issued a VFR clearance below 3000ft. The pilot replied that he hadn't been able to get a word in on the frequency as it was so busy. I asked him to report abeam of Calshot. At 1125 I received a south of Calshot at 2200ft. Before the pilot left the frequency I reiterated that the base of controlled airspace between Stoney Cross area and Calshot is 2000ft and the importance of receiving a clearance prior to entering. The pilot said again that the frequency was too busy to get a word in and so he just came through. I'm unsure as to whether I had a loss of separation at any point prior to establishing contact with DHC1 with inbound DHC8 which was vectored downwind left hand runway 20 from the south, descending to 4000ft.☐ Appropriate CAA action is to be taken as a result of this incident.
201506354	17/05/2015	EGTT : London (FIR)	MAY		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 at 3000ft. Standard separation maintained.	C172 Infringed TMA at 3A tracking NNW 5 east abeam Mayfield. C172 infringed CAS just to the south east of Mayfield VOR tracking NNE at between 3A-3.2A where the base is 2.5A. Turned B737 into a pack to turn away from C172 coordinated with tower and did some blind TX. Subsequently went on to MC Squawk 5061 but we do not have a direct line from airfield Fin Position, so got GS Air to ring and get the details.☐ CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, retraining required.
201506354	17/05/2015	EGTT : London (FIR)	MAY		A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a C172 at 3000ft. Standard separation maintained.	C172 Infringed TMA at 3A tracking NNW 5 east abeam Mayfield. C172 infringed CAS just to the south east of Mayfield VOR tracking NNE at between 3A-3.2A where the base is 2.5A. Turned B737 into a pack to turn away from C172 coordinated with tower and did some blind TX. Subsequently went on to MC Squawk 5061 but we do not have a direct line from airfield Fin Position, so got GS Air to ring and get the details.☐ CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, retraining required.

201506356	13/05/2015	EGTT : London (FIR)	EGCB : Manchester/Barton		D	CTR	MAULE	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a Maule M5 in climb to 2700ft. AIW activated. Standard separation maintained.	Maule M5 infringement. At time 1314z the AIW alerted in the Barton overhead. I contacted Barton who said they would ask the pilot to descend. The a/c continued to climb to 2.7A. The a/c left the Barton flying area and tracked east bound. North also called to find out who was working the a/c.
201506468	13/05/2015	EGTT : London (FIR)	EGCF : Sandtoft	2nm South	D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster CTR (Class D) by a PA28 squawking 7000 indicating 1500ft. Standard separation maintained.	A 7000 squawk was observed entering Doncaster controlled airspace to the south of Sandtoft Aerodrome and tracking south at an indicated altitude of 1500ft. The aircraft subsequently contacted Doncaster Radar on 126.225 and was identified on a squawk of 6161 3nm east of Doncaster Airport. The pilot was informed that he had entered controlled airspace without a clearance but was allowed to continue southbound maintaining VFR not above altitude 1500ft. Gamston aerodrome was contacted to request the pilot to telephone Doncaster Radar after he had landed.
201506477	13/05/2015	EGTT : London (FIR)	EG D201	Aberporth	G	Danger area	CESSNA	Reciprocating	1	Infringement of active Danger Area EG D201 (Aberporth) by an unknown aircraft squawking 2575 at 1600ft. Aircraft identified as a C152. Traffic info given.	Danger Area Infringement. I was conducting an air to surface sortie within EGD201 as RAC1. I was being supported by RAC2. Radar 1 was conducting a RPAS sortie within EGD202. There was a ship 7200 squawk operating within the Western side of D201. At time 1136 I became aware of a 2575 squawk, Indicating altitude 1600 feet tracking North Easterly towards the warship. Believing it to possibly be a helicopter inbound to the ship I asked RAD1 to contact Shannon to see if they were working the aircraft. Multiple calls were made to Shannon, London FIR and Dublin to identify the aircraft. These calls were carried out by RAD1, RAC2 and the ATSA 4 who was also present in the ops room. Marine control were asked to contact the ship, who advised that the aircraft was not related to them. The aircraft infringed at 1141, at VATRY tracking North easterly. The trial was at minus 1 min from weapon release. I terminated the run and advised the 2 military aircraft that the range had been infringed and would be foul for the next 10 minutes. I instructed the aircrew to climb to endure. Dublin advised that the aircraft was a Cessna 152 and had worked Shannon. Shannon had been passed the Aberporth FIS 119.650 frequency by London Info, but EINN had been unable to pass the frequency before they lost two way comms. I asked the aircrew of the military aircraft to try to contact C152 on guard frequency, which they did with no success. Radar 1 made blind calls on 119.650 and eventually became two way with C152 when he was mid way through the range. C152 was identified and instructed to leave the range to the NE. At 1156 C152 vacated the range and I continued with the sortie. The infringement created a 15 minute delay to the trial. At no time was safety impacted as the
201506570	15/05/2015	EGTT : London (FIR)	Mayfield	North	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C152 squawking 3767 indicating 1900ft. CAIT activated. All right hand turns out of Gatwick suspended.	Whilst on duty as the Gatwick INT director I was alerted by CAIT to an infringer north of Mayfield VOR. The traffic was on a 3767 squawk so immediately phoned Redhill tower to enquire as to whether the traffic they may be working was still working their frequency. I suspended all right turn out departures from Gatwick whilst I worked to identify the unknown aircraft. The traffic was indicating 1900ft 3 to 4nm north of Mayfield manoeuvring but predominantly n a westerly track. I asked Redhill tower to ask them to call me on 126.825. When they came on frequency I gave them a Gatwick squawk of 3750 and asked for all their details which was a round robin navigation flight. Once identified and verified they were given a basic service and told to remain outside controlled airspace and asked to report leaving the frequency. I did advice them that they had entered controlled airspace north of Mayfield.☐ Supplementary 22/05/2015:☐ I am sorry to report that I misidentified the lake south of East Grinstead as Bewl Water and failed to double check my bearing before turning towards it. The reasons were a) over-familiarity with the route and b) a distracting student, neither of which are sufficient and I can only apologise for my error and make sure it doesn't happen again.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test, warning letter sent.
201506585	15/05/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	9nm E	D	CTA	BELL	Turboshaft	1	Infringement of the East Midlands CTA 2 by an unknown aircraft squawking 7000, indicating 1900ft. Aircraft identified as a B206. Traffic info given.	Infringement of East Midlands Controlled Airspace by B206. An unknown aircraft squawking 7000 was observed approaching the eastern control area (CTA 2) where the base is 1500ft. At the time there was a busy sequence of arrivals with a DH8D routing downwind right hand over Beeston. The 7000 was northbound indicating 1900ft. A blind transmission to the unknown aircraft in the vicinity of Melton Mowbray was made but no response was received. DHC8 was informed of a possible zone infringement. The aircraft was vectored onto a slightly tighter than normal final approach to maintain at least 5nms separation from the unknown aircraft. The 7000 squawk was continually observed and was seen crossing the southern edge of the control area at 1800ft. The aircraft subsequently descended another 100ft and transited through the control area at 1700ft. Subsequent arriving aircraft in the sequence were not affected by the unknown aircraft. The unknown aircraft was monitored as it continued northbound eventually leaving the control area in the vicinity of Nottingham Tollerton Airfield. The aircraft subsequently called Doncaster ATC and, following co-ordination with them, it was confirmed that the aircraft was B206.☐ Supplementary 08/06/2015: Appropriate CAA action is being taken as a result of this incident.

201506585	15/05/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	9nm E	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the East Midlands CTA 2 by an unknown aircraft squawking 7000, indicating 1900ft. Aircraft identified as a B206. Traffic info given.	Infringement of East Midlands Controlled Airspace by B206. An unknown aircraft squawking 7000 was observed approaching the eastern control area (CTA 2) where the base is 1500ft. At the time there was a busy sequence of arrivals with a DH8D routing downwind right hand over Beeston. The 7000 was northbound indicating 1900ft. A blind transmission to the unknown aircraft in the vicinity of Melton Mowbray was made but no response was received. DHC8 was informed of a possible zone infringement. The aircraft was vectored onto a slightly tighter than normal final approach to maintain at least 5nms separation from the unknown aircraft. The 7000 squawk was continually observed and was seen crossing the southern edge of the control area at 1800ft. The aircraft subsequently descended another 100ft and transited through the control area at 1700ft. Subsequent arriving aircraft in the sequence were not affected by the unknown aircraft. The unknown aircraft was monitored as it continued northbound eventually leaving the control area in the vicinity of Nottingham Tollerton Airfield. The aircraft subsequently called Doncaster ATC and, following co-ordination with them, it was confirmed that the aircraft was B206.☐ Supplementary 08/06/2015: Appropriate CAA action is being taken as a result of this incident.
201506590	13/05/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	10nm South East	A	TMA	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the London TMA (Class A) by an aircraft squawking 7000 at 2900ft, resulting in loss of separation. Aircraft identified as an Ikarus C42 microlight. CAIT activated. Traffic info and avoiding action given. Check all imposed on outbounds.	I observed a A7000 squawk climbing into the LTMA approximately 8nms NE of Elstree on a northeasterly track. Mode S indicated the callsign. I made blind transmissions as did my colleague on TC Essex but with no response. Maximum altitude indicated 2,900 at which point the aircraft appeared to start a slow descent. I placed a Check All restriction on Luton outbounds and my colleague on Essex started vectoring inbounds to runway 04 at Stansted away from the infringing aircraft. The contact then appeared to descent back to 2400 ft at which point both sectors started to resume normal ops. I released an aircraft on a MATCH departure but shortly afterwards the infringer was observed to climb again into the LTMA abeam Welwyn Garden City. I issued avoiding action to my outbound aircraft and I heard Essex initiate vectoring to avoid the track again. Aircraft eventually selected a Farnborough North squawk and was observed to descend beneath CAS on track toward Duxford. Subsequent investigation revealed that the pilot was on his qualifying cross-country flight. I spoke with the pilot's instructor, who explained that he had spoken to the pilot already who had described mis-reading the altimeter. I confirmed that his track to Duxford appeared to be good and his instructor was confident in authorising the student to complete the flight back. The student pilot then called me and without elaborating on the earlier incident I checked he was comfortable with the base of CAS and suggested he work Farnborough LARS throughout his return leg.☐ Supplementary 14/07/15:☐ The loss of separation was caused when the student pilot of Ikarus C42 microlight misread
201506590	13/05/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	10nm South East	A	TMA	UNKNOWN	Unknown		Infringement of the London TMA (Class A) by an aircraft squawking 7000 at 2900ft, resulting in loss of separation. Aircraft identified as an Ikarus C42 microlight. CAIT activated. Traffic info and avoiding action given. Check all imposed on outbounds.	I observed a A7000 squawk climbing into the LTMA approximately 8nms NE of Elstree on a northeasterly track. Mode S indicated the callsign. I made blind transmissions as did my colleague on TC Essex but with no response. Maximum altitude indicated 2,900 at which point the aircraft appeared to start a slow descent. I placed a Check All restriction on Luton outbounds and my colleague on Essex started vectoring inbounds to runway 04 at Stansted away from the infringing aircraft. The contact then appeared to descent back to 2400 ft at which point both sectors started to resume normal ops. I released an aircraft on a MATCH departure but shortly afterwards the infringer was observed to climb again into the LTMA abeam Welwyn Garden City. I issued avoiding action to my outbound aircraft and I heard Essex initiate vectoring to avoid the track again. Aircraft eventually selected a Farnborough North squawk and was observed to descend beneath CAS on track toward Duxford. Subsequent investigation revealed that the pilot was on his qualifying cross-country flight. I spoke with the pilot's instructor, who explained that he had spoken to the pilot already who had described mis-reading the altimeter. I confirmed that his track to Duxford appeared to be good and his instructor was confident in authorising the student to complete the flight back. The student pilot then called me and without elaborating on the earlier incident I checked he was comfortable with the base of CAS and suggested he work Farnborough LARS throughout his return leg.☐ Supplementary 14/07/15:☐ The loss of separation was caused when the student pilot of Ikarus C42 microlight misread
201506590	13/05/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	10nm South East	A	TMA	UNKNOWN	Unknown		Infringement of the London TMA (Class A) by an aircraft squawking 7000 at 2900ft, resulting in loss of separation. Aircraft identified as an Ikarus C42 microlight. CAIT activated. Traffic info and avoiding action given. Check all imposed on outbounds.	I observed a A7000 squawk climbing into the LTMA approximately 8nms NE of Elstree on a northeasterly track. Mode S indicated the callsign. I made blind transmissions as did my colleague on TC Essex but with no response. Maximum altitude indicated 2,900 at which point the aircraft appeared to start a slow descent. I placed a Check All restriction on Luton outbounds and my colleague on Essex started vectoring inbounds to runway 04 at Stansted away from the infringing aircraft. The contact then appeared to descent back to 2400 ft at which point both sectors started to resume normal ops. I released an aircraft on a MATCH departure but shortly afterwards the infringer was observed to climb again into the LTMA abeam Welwyn Garden City. I issued avoiding action to my outbound aircraft and I heard Essex initiate vectoring to avoid the track again. Aircraft eventually selected a Farnborough North squawk and was observed to descend beneath CAS on track toward Duxford. Subsequent investigation revealed that the pilot was on his qualifying cross-country flight. I spoke with the pilot's instructor, who explained that he had spoken to the pilot already who had described mis-reading the altimeter. I confirmed that his track to Duxford appeared to be good and his instructor was confident in authorising the student to complete the flight back. The student pilot then called me and without elaborating on the earlier incident I checked he was comfortable with the base of CAS and suggested he work Farnborough LARS throughout his return leg.☐ Supplementary 14/07/15:☐ The loss of separation was caused when the student pilot of Ikarus C42 microlight misread
201506595	11/05/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 090 Range 12nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 squawking 7000 indicating 2200ft. Standard separation maintained.	CAIT activated by A7000 indicating C2200 ft. The contact was in CAS briefly as it turned NE. The contact was identified using Mode S, further details were given by Wattisham approach after the contact was seen with A4504.

201506633	16/05/2015	EGTT : London (FIR)	SAM	Bearing 192 Range 24nm	A	Airway - ATS Route	PIPER	Reciprocating	1	Infringement of Airway Q41 by a PA28 squawking 3675 at FL63. Traffic info and avoiding action given. Standard separation maintained.	I was operating as the Solent ATCO bandboxed, medium traffic. I observed a FIS squawk tracking west at F063 toward the boundary of Q41. An IFR inbound to Bournemouth was given avoiding action and traffic information, but the contact turned away from the airway approximately 1nm prior to entering it, and normal vectoring was resumed although I continued to watch the contact. I had already telephoned London FIS advising them that the contact was in close proximity to Q41. Shortly afterwards the aircraft again turned towards the airway and this time it infringed. Avoiding action was issued to fltnum2AT but I believe separation was maintained as the aircraft had already passed abeam each other. I telephoned London FIS and asked for the aircraft to be transferred to me. Aircraft called and was identified, advised of his infringement and given instructions to leave the airway by turning to the SE. The pilot stated that his route was KATHY-ORTAC at FL60. This route infringes Q41. I advised that KATHY-ORIST would be a more suitable route as it is wholly outside CAS at FL60. As the aircraft was now off its planned route I arranged for Jersey Control to provide further navigational assistance to the pilot and transferred the aircraft to them. □ Supplementary 18/05/15: □ Planned route (via ORTAC) took me into Q41 airspace. During flight planning I misread Q41 base level restriction as 35 thousand feet rather than 35 hundred feet. London Info instructed frequency change to Solent radar, who then gave vectors to clear area Q41. Now understood to have infringed by about 1 nm. When clear of Q41 I resumed course, crossing
201506633	16/05/2015	EGTT : London (FIR)	SAM	Bearing 192 Range 24nm	A	Airway - ATS Route	UNKNOWN	Unknown		Infringement of Airway Q41 by a PA28 squawking 3675 at FL63. Traffic info and avoiding action given. Standard separation maintained.	I was operating as the Solent ATCO bandboxed, medium traffic. I observed a FIS squawk tracking west at F063 toward the boundary of Q41. An IFR inbound to Bournemouth was given avoiding action and traffic information, but the contact turned away from the airway approximately 1nm prior to entering it, and normal vectoring was resumed although I continued to watch the contact. I had already telephoned London FIS advising them that the contact was in close proximity to Q41. Shortly afterwards the aircraft again turned towards the airway and this time it infringed. Avoiding action was issued to fltnum2AT but I believe separation was maintained as the aircraft had already passed abeam each other. I telephoned London FIS and asked for the aircraft to be transferred to me. Aircraft called and was identified, advised of his infringement and given instructions to leave the airway by turning to the SE. The pilot stated that his route was KATHY-ORTAC at FL60. This route infringes Q41. I advised that KATHY-ORIST would be a more suitable route as it is wholly outside CAS at FL60. As the aircraft was now off its planned route I arranged for Jersey Control to provide further navigational assistance to the pilot and transferred the aircraft to them. □ Supplementary 18/05/15: □ Planned route (via ORTAC) took me into Q41 airspace. During flight planning I misread Q41 base level restriction as 35 thousand feet rather than 35 hundred feet. London Info instructed frequency change to Solent radar, who then gave vectors to clear area Q41. Now understood to have infringed by about 1 nm. When clear of Q41 I resumed course, crossing
201506642	17/05/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	17nm S	D	CTA	OTHER	Reciprocating	1	Infringement of the Solent CTA 2 and possibly the CTA 9 (Class D) by an unknown aircraft indicating 3400ft. Aircraft identified as a Dynamic WT9. AIW activated. Traffic info and avoiding action given.	Infringement of Solent CTA 2 and likely infringement of CTA 9 by a Dynamic WT9. At approximately 0920z I was operating as Solent radar with a trainee. We had recently taken over the position and had a Trislander inbound IFR from the south abeam THRED for V/D02 at FL50. I noticed a FIS squawk approximately 10 S of BIA eastbound indicating Alt3.4A and realised it potentially could become an infringer if it climbed slightly or indeed continued on that track entering CTA 2. The trainee phoned London FIS twice holding on for 8-10 rings each time with no reply. We then asked another ATCO to phone London FIS to hang on until they answered. I took the frequency temporarily to make some blind calls but no reply. The unknown was now approaching the Needles still eastbound indicating Alt3.4A and then Alt3.5A. An avoiding action turn of 295 was issued to Trislander by the trainee as a precaution and as this transmission was completed AIW began alarming. The other ATCO had asked for Dynamic WT9 to be transferred to Solent and after a further blind call contact was established and the aircraft reported at Alt 3.4A but on a QNH of 1024, I believe. A transit clearance was then issued not above Alt4A VFR on Solent QNH 1027 as the aircraft was in CTA 2. The aircraft left to the East and was transferred to London FIS East at 0933. I believe separation of greater than 5 nm was maintained against the Trislander throughout.
201506642	17/05/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	17nm S	D	CTA	BRITTEN NORMAN	Reciprocating	3	Infringement of the Solent CTA 2 and possibly the CTA 9 (Class D) by an unknown aircraft indicating 3400ft. Aircraft identified as a Dynamic WT9. AIW activated. Traffic info and avoiding action given.	Infringement of Solent CTA 2 and likely infringement of CTA 9 by a Dynamic WT9. At approximately 0920z I was operating as Solent radar with a trainee. We had recently taken over the position and had a Trislander inbound IFR from the south abeam THRED for V/D02 at FL50. I noticed a FIS squawk approximately 10 S of BIA eastbound indicating Alt3.4A and realised it potentially could become an infringer if it climbed slightly or indeed continued on that track entering CTA 2. The trainee phoned London FIS twice holding on for 8-10 rings each time with no reply. We then asked another ATCO to phone London FIS to hang on until they answered. I took the frequency temporarily to make some blind calls but no reply. The unknown was now approaching the Needles still eastbound indicating Alt3.4A and then Alt3.5A. An avoiding action turn of 295 was issued to Trislander by the trainee as a precaution and as this transmission was completed AIW began alarming. The other ATCO had asked for Dynamic WT9 to be transferred to Solent and after a further blind call contact was established and the aircraft reported at Alt 3.4A but on a QNH of 1024, I believe. A transit clearance was then issued not above Alt4A VFR on Solent QNH 1027 as the aircraft was in CTA 2. The aircraft left to the East and was transferred to London FIS East at 0933. I believe separation of greater than 5 nm was maintained against the Trislander throughout.
201506664	17/05/2015	EGTT : London (FIR)	Sevenoaks		A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by a SR20 climbing to 2800ft, resulting in loss of separation with an inbound B737. STCA and CAIT activated.	Airspace infringement. SR20 on squawk 4575 observed tracking south at 2600 feet activated CAIT in vicinity of Sevenoaks and subsequently climbed to 2800feet - B737 was positioning on left base leg for Runway26L and was turned away from SR20 to establish on localiser - Southend Radar were contacted on different console and SR20 was instructed to leave CAS - B737 landed without further incident. □ Supplementary:26/05/2015. □ I was flying on my planned track towards SFD, and my intended altitude of 2300ft, having engaged the autopilot. Not long before the stated incident I disengaged the autopilot for hand flying. I kept my attention to my heading, which I confirmed with the PFD and the GPS track. When I got aware to the fact that I had climbed to over 2700ft, I immediately initiated my decent back to 2300ft. The autopilot had put the plane into a trim, causing the plane to climb, once AP was disengaged. I trimmed the plane for straight and level flight, while at 2300ft and continued on my route.To prevent this from happening in the future, I will check and adjust the trim more thoroughly, when disengaging the AP and monitor my instruments more frequently. Additionally I might leave a bigger buffer zone between the aircraft and controlled airspace.

201506664	17/05/2015	EGTT : London (FIR)	Sevenoaks		A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by a SR20 climbing to 2800ft, resulting in loss of separation with an inbound B737. STCA and CAIT activated.	Airspace infringement. SR20 on squawk 4575 observed tracking south at 2600 feet activated CAIT in vicinity of Sevenoaks and subsequently climbed to 2800feet - B737 was positioning on left base leg for Runway26L and was turned away from SR20 to establish on localiser - Southend Radar were contacted on different console and SR20 was instructed to leave CAS - B737 landed without further incident. ☐ Supplementary:26/05/2015. ☐ I was flying on my planned track towards SFD, and my intended altitude of 2300ft, having engaged the autopilot. Not long before the stated incident I disengaged the autopilot for hand flying. I kept my attention to my heading, which I confirmed with the PFD and the GPS track. When I got aware to the fact that I had climbed to over 2700ft, I immediately initiated my decent back to 2300ft. The autopilot had put the plane into a trim, causing the plane to climb, once AP was disengaged. I trimmed the plane for straight and level flight, while at 2300ft and continued on my route.To prevent this from happening in the future, I will check and adjust the trim more thoroughly, when disengaging the AP and monitor my instruments more frequently. Additionally I might leave a bigger buffer zone between the aircraft and controlled airspace.
201506672	17/05/2015	EGTT : London (FIR)	Not specified		D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 at 1900ft. Standard separation maintained.	PA28 infringed the NE corner of the Gatwick CTA at1.9A. PA28 infringed the NE corner of the Gatwick CTA at 1.9A where the base is 1.5A. The A/C was tracking in a southerly direction and then east on 7047 Squawk. The A/C left CAS very quickly but not before I turned the A319 away to avoid any possibility of conflict as I was unsure of the A/C's intentions. No separation lost and rang PA28's intended destination and got the details.
201506672	17/05/2015	EGTT : London (FIR)	Not specified		D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 at 1900ft. Standard separation maintained.	PA28 infringed the NE corner of the Gatwick CTA at1.9A. PA28 infringed the NE corner of the Gatwick CTA at 1.9A where the base is 1.5A. The A/C was tracking in a southerly direction and then east on 7047 Squawk. The A/C left CAS very quickly but not before I turned the A319 away to avoid any possibility of conflict as I was unsure of the A/C's intentions. No separation lost and rang PA28's intended destination and got the details.
201506674	17/05/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	6nm South East	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Solent CTR (Class D) by a R66 squawking 3673.	At approx. 1550 I received a call from the aircraft getting airborne from a private site. I gathered the aircraft details and issued #3673 Basic Service QNH1023. I further ascertained that the private site was within the Solent CTR in the vicinity of the River Hamble. I issued clearance not above 2000 altitude VFR and observed an intermittent contact to the South East of EGHl by approx. 6 miles. After some time I managed to convince the pilot to route east to leave controlled airspace. Some discussion was had regarding clearance to lift and trying to accommodate aircraft transiting controlled airspace although I think the pilot failed to grasp the importance of this task
201506677	17/05/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	5nm N	D	CTR	UNKNOWN	Turbofan		Infringement of the Solent CTR (Class D) by an unknown aircraft showing as a faint primary contact only. Traffic info given. Standard separation maintained.	At 1735 I observed a faint primary contact entering the CTR near Winchester tracking SE. I put out blind calls but received no response. I adjusted the heading on DHC8 who was departing to the North. I passed traffic to PA28 who was transiting North VFR. PA28 could see the aircraft and described it as low wing, modern composite with tricycle gear.☐ Supplementary 15/06/15:☐ Heading adjusted due to infringement of the Solent CTR. ☐ Supplementary 16/07/15:☐ The aircraft entered and departed the Southampton Control Zone without a clearance. It has not been possible to identify the aircraft as it faded below radar coverage. No further action is deemed possible.

201506677	17/05/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	5nm N	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTR (Class D) by an unknown aircraft showing as a faint primary contact only. Traffic info given. Standard separation maintained.	At 1735 I observed a faint primary contact entering the CTR near Winchester tracking SE. I put out blind calls but received no response. I adjusted the heading on DHC8 who was departing to the North. I passed traffic to PA28 who was transiting North VFR. PA28 could see the aircraft and described it as low wing, modern composite with tricycle gear.☐ Supplementary 15/06/15:☐ Heading adjusted due to infringement of the Solent CTR. ☐ Supplementary 16/07/15:☐ The aircraft entered and departed the Southampton Control Zone without a clearance. It has not been possible to identify the aircraft as it faded below radar coverage. No further action is deemed possible.
201506677	17/05/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	5nm N	D	CTR	PIPER	Reciprocating	1	Infringement of the Solent CTR (Class D) by an unknown aircraft showing as a faint primary contact only. Traffic info given. Standard separation maintained.	At 1735 I observed a faint primary contact entering the CTR near Winchester tracking SE. I put out blind calls but received no response. I adjusted the heading on DHC8 who was departing to the North. I passed traffic to PA28 who was transiting North VFR. PA28 could see the aircraft and described it as low wing, modern composite with tricycle gear.☐ Supplementary 15/06/15:☐ Heading adjusted due to infringement of the Solent CTR. ☐ Supplementary 16/07/15:☐ The aircraft entered and departed the Southampton Control Zone without a clearance. It has not been possible to identify the aircraft as it faded below radar coverage. No further action is deemed possible.
201506679	16/05/2015	EGTT : London (FIR)	EGSH (NW!): Norwich	7nm South West	D	CTA	NAVION	Reciprocating	1	Infringement of the Norwich CTA (Class D) by an aircraft at 1000ft. Traffic info given. Standard separation maintained.	I had just taken over as APS ATCO. At 1541 a unknown aircraft appeared on the radar 10NM SW of EGSH. At 1543 the contact was observed entering the lateral limits of the Norwich CTA 6NM SW of EGSH tracking NW. The aircraft past west abeam EGSH at 4NM and adjusted its course to directly overfly Felthorpe aerodrome. A visual acquisition was made from the VCR and the traffic was estimated to be approximately 1000ft. It appeared to be a largish low wing WW2 type monoplane and was making a groundspeed of approximately 120knots. The infringer then continued NE and exited the lateral limits of the CTA at 1549 to the west of Aylsham VRP. IFR traffic departing EGSH was given appropriate headings and TI to avoid/become visual with the traffic and one of the helicopters concerned obtained a visual and reported the traffic at 2000ft. The infringer them manoeuvred to the west of Aylsham making a brief re entry into the CTA before departing to the SW within the lateral limits of the western half of the CTR and eventually faded from contact 6NM north of Lakenheath at 1620. I checked with the RAF Lakenheath controllers and they were not talking to the traffic. Further investigation after talking to staff at EGSV provided information that a Navion had departed EGSV at 1638A(1538UTC) towards Oulton (3NM West of Aylsham) before intending to return to Eaton Bray Airfield. The type of aircraft is an exact match with that from the visual observation from the VCR. I rang the listed contact number for Eaton Bray Fisheries & Airfield and the respondent confirmed there was a Navion based at Eaton Bray. I requested the contact details for the pilot he rang me today. He was unaware of the Norwich Class D airspace despite he assures me of having the latest map
201506686	17/05/2015	EGTT : London (FIR)	EGSH (NW!): Norwich		G	Other	CESSNA	Turboprop	1	UK AIRPROX 2015/070 - C208 and a Heinkel HK72, overhead Beccles in Class G airspace.	
201506686	17/05/2015	EGTT : London (FIR)	EGSH (NW!): Norwich		G	Other	OTHER	Unknown		UK AIRPROX 2015/070 - C208 and a Heinkel HK72, overhead Beccles in Class G airspace.	

201506701	15/05/2015	EGTT : London (FIR)	BIG	5nm North East	A	TMA	ROBINSON	Reciprocating	1	Infringement of the London TMA (Class A) by an R44 indicating 2700ft. Standard separation maintained.	An intruder was observed 5miles NE of BIG. Indicating 2700ft I had to turn one of my o/b EGLL departures to not let the blips merge.☐ Supplementary 26/05/15:☐ The radar data has been viewed. CAIT activated at 08.17, and aircraft identified by Mode S data, when climbed to 2800ft (base 2500ft) The controller acted correctly by turning a Heathrow departure, as the intentions of the infringing aircraft were unknown. The aircraft descended soon after out of controlled airspace. Separation was not lost.
201506701	15/05/2015	EGTT : London (FIR)	BIG	5nm North East	A	TMA	UNKNOWN	Unknown		Infringement of the London TMA (Class A) by an R44 indicating 2700ft. Standard separation maintained.	An intruder was observed 5miles NE of BIG. Indicating 2700ft I had to turn one of my o/b EGLL departures to not let the blips merge.☐ Supplementary 26/05/15:☐ The radar data has been viewed. CAIT activated at 08.17, and aircraft identified by Mode S data, when climbed to 2800ft (base 2500ft) The controller acted correctly by turning a Heathrow departure, as the intentions of the infringing aircraft were unknown. The aircraft descended soon after out of controlled airspace. Separation was not lost.
201506758	15/05/2015	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD		D	CTR	BELL	Turboshaft	1	Infringement of the Leeds Bradford CTR (Class D) by a helicopter squawking 7000 at 1300ft. Traffic info given.	At 1332 a 7000 squawk was seen to enter CAS 7nm SE of EGNM (directly under a 7 mile final 32) at 1300ft. A B737 was on a right base for the ILS rwy 32 descending to 3500ft. As a result the B737 was given an orbit to avoid the unknown a/c. The 7000 was seen to leave CAS shortly after and manoeuvre outside the zone before, again, entering CAS about 5nm NE of EGNM at 1400ft (for about 1 minute). At 1350 aircraft called to apologise entering airspace NE of Leeds and was told it was the second time. The pilot apologised again. 1320 VRB08 CAVOK 15/4 1019.☐ CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, retraining letter sent.
201506758	15/05/2015	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD		D	CTR	BOEING	Turbofan	2	Infringement of the Leeds Bradford CTR (Class D) by a helicopter squawking 7000 at 1300ft. Traffic info given.	At 1332 a 7000 squawk was seen to enter CAS 7nm SE of EGNM (directly under a 7 mile final 32) at 1300ft. A B737 was on a right base for the ILS rwy 32 descending to 3500ft. As a result the B737 was given an orbit to avoid the unknown a/c. The 7000 was seen to leave CAS shortly after and manoeuvre outside the zone before, again, entering CAS about 5nm NE of EGNM at 1400ft (for about 1 minute). At 1350 aircraft called to apologise entering airspace NE of Leeds and was told it was the second time. The pilot apologised again. 1320 VRB08 CAVOK 15/4 1019.☐ CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, retraining letter sent.
201506763	16/05/2015	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington	ATZ	G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by an R44 at 700ft. R44 had been using old approach frequency 125.325 instead of current correct frequency 127.750.	ATZ Violation. A helicopter was noticed to the West of the aerodrome at low level and cross checking of the ATM confirmed a 7000 squawk at 700ft tracking North to South on the Western ATZ boundary. Aircraft was confirmed as a R44 helicopter with binoculars and seen to start manoeuvring. Blind calls were made on 127.750 and 133.425 (Tower and Approach) to which the aircraft did not reply. With the aircraft now at least one mile inside the ATZ a further blind call was made on 125.325 (the old Approach frequency) to which the aircraft replied. Retrospectively the aircraft asked for ATZ entry and with no traffic to effect, that was approved. Once the aircraft had cleared the ATZ the pilot was advised to check his briefing materials as the frequency he was on is no longer routinely monitored by Oxford as the designated ICF changed from that frequency to 127.750 over three years ago.

201506784	25/05/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing East Range 13nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 2600ft. Traffic info given. Standard separation maintained.	CAIT activated showing aircraft at 2600ft East of Gatwick. Aircraft descended to 2.4 Two aircraft were held off. Several aircraft were held in Willo and Timba
201506784	25/05/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing East Range 13nm	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 2600ft. Traffic info given. Standard separation maintained.	CAIT activated showing aircraft at 2600ft East of Gatwick. Aircraft descended to 2.4 Two aircraft were held off. Several aircraft were held in Willo and Timba
201506784	25/05/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing East Range 13nm	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 7000 at 2600ft. Traffic info given. Standard separation maintained.	CAIT activated showing aircraft at 2600ft East of Gatwick. Aircraft descended to 2.4 Two aircraft were held off. Several aircraft were held in Willo and Timba
201506790	25/05/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing E Range 13nm	D	CTA	VANS	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an aircraft squawking 7000 climbing from 2700ft to 3000ft. Traffic info given. Standard separation maintained.	CAIT activated showing aircraft climbing from 2.7 to 3000ft East of Gatwick. Aircraft left CAS south of MAY. Two aircraft were held off. Several aircraft were held in Willo and Timba.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test. Warning letter.
201506790	25/05/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing E Range 13nm	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by an aircraft squawking 7000 climbing from 2700ft to 3000ft. Traffic info given. Standard separation maintained.	CAIT activated showing aircraft climbing from 2.7 to 3000ft East of Gatwick. Aircraft left CAS south of MAY. Two aircraft were held off. Several aircraft were held in Willo and Timba.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test. Warning letter.

201506790	25/05/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing E Range 13nm	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by an aircraft squawking 7000 climbing from 2700ft to 3000ft. Traffic info given. Standard separation maintained.	CAIT activated showing aircraft climbing from 2.7 to 3000ft East of Gatwick. Aircraft left CAS south of MAY. Two aircraft were held off. Several aircraft were held in Willo and Timba.☐CAA Closure:☐Pilot error. Situational awareness. Passed on-line test. Warning letter.
201506792	21/05/2015	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington	1.5nm South	G	ATZ	AGUSTA	Turboshaft	2	UK AIRPROX 2015/075 - Infringement of the Oxford ATZ (Class G) by an Agusta109 squawking 3701 at 1800ft. Visual circuit active with multiple aircraft.	Appropriate CAA action is being taken as a result of this incident. ☐ Supplementary 27/05/2015:☐ Whilst on duty as the Oxford Radar controller and at time 1041, the Brize Norton Zone controller called with traffic information on a 3701 squawk transiting his CTR via Farmoor Reservoir to Bicester. On assessing the track, I asked the Brize controller if the helicopter would be routing to the east of D129 in anticipation of a confliction with the Oxford runway 19 climb out. The Brize Zone controller confirmed that the aircraft would be "routing east of Weston". As the routing from Farmoor Reservoir to east of D129 would keep the A109 outside of the Oxford ATZ, I passed traffic information to Brize on a departing Seneca and ended the call. I subsequently passed traffic information to Oxford Tower regarding the helicopter. After a period of track observation of the 3701 squawk, it was clear that the subject helicopter was not changing course and was heading directly for the Oxford overhead at 1700ft as displayed on Mode C. A telephone call to Brize Zone was initiated immediately to ascertain the intentions of the traffic and I was advised that Brize had instructed the traffic to route to the east. Traffic information was passed to the Brize controller that the Oxford visual circuit was active with multiple aircraft, which was acknowledged. The 3701 squawk was observed to continue towards the Oxford ATZ and so further traffic information was passed to Oxford Tower as the intentions of the helicopter were now unknown. The 3701 squawk was observed to enter the Oxford ATZ at 1044 at 1800ft as displayed on Mode C, into direct conflict with OXF47 who was climbing upwind in
201506792	21/05/2015	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington	1.5nm South	G	ATZ	CESSNA	Reciprocating	1	UK AIRPROX 2015/075 - Infringement of the Oxford ATZ (Class G) by an Agusta109 squawking 3701 at 1800ft. Visual circuit active with multiple aircraft.	Appropriate CAA action is being taken as a result of this incident. ☐ Supplementary 27/05/2015:☐ Whilst on duty as the Oxford Radar controller and at time 1041, the Brize Norton Zone controller called with traffic information on a 3701 squawk transiting his CTR via Farmoor Reservoir to Bicester. On assessing the track, I asked the Brize controller if the helicopter would be routing to the east of D129 in anticipation of a confliction with the Oxford runway 19 climb out. The Brize Zone controller confirmed that the aircraft would be "routing east of Weston". As the routing from Farmoor Reservoir to east of D129 would keep the A109 outside of the Oxford ATZ, I passed traffic information to Brize on a departing Seneca and ended the call. I subsequently passed traffic information to Oxford Tower regarding the helicopter. After a period of track observation of the 3701 squawk, it was clear that the subject helicopter was not changing course and was heading directly for the Oxford overhead at 1700ft as displayed on Mode C. A telephone call to Brize Zone was initiated immediately to ascertain the intentions of the traffic and I was advised that Brize had instructed the traffic to route to the east. Traffic information was passed to the Brize controller that the Oxford visual circuit was active with multiple aircraft, which was acknowledged. The 3701 squawk was observed to continue towards the Oxford ATZ and so further traffic information was passed to Oxford Tower as the intentions of the helicopter were now unknown. The 3701 squawk was observed to enter the Oxford ATZ at 1044 at 1800ft as displayed on Mode C, into direct conflict with OXF47 who was climbing upwind in
201506805	17/05/2015	EGTT : London (FIR)	EGNO : Warton		G	ATZ	UNKNOWN	Unknown		Infringement of the Warton ATZ (Class G) by three microlights flying in formation. The three microlights subsequently made unauthorised landings at Warton airfield.	Unauthorised landing by three aircraft flying in formation. Three microlights made blind calls on 130.8 and landed at Warton at 17:55 UTC without permission. The pilots spoke limited English but it was ascertained that their intention was to land at Warton. The aircraft had not obtained PPR. The pilots had not obtained permission to enter the ATZ.
201506805	17/05/2015	EGTT : London (FIR)	EGNO : Warton		G	ATZ	FLIGHT DESIGN	Reciprocating	1	Infringement of the Warton ATZ (Class G) by three microlights flying in formation. The three microlights subsequently made unauthorised landings at Warton airfield.	Unauthorised landing by three aircraft flying in formation. Three microlights made blind calls on 130.8 and landed at Warton at 17:55 UTC without permission. The pilots spoke limited English but it was ascertained that their intention was to land at Warton. The aircraft had not obtained PPR. The pilots had not obtained permission to enter the ATZ.

201506805	17/05/2015	EGTT : London (FIR)	EGNO : Warton		G	ATZ	DALLACH	Reciprocating	1	Infringement of the Warton ATZ (Class G) by three microlights flying in formation. The three microlights subsequently made unauthorised landings at Warton airfield.	Unauthorised landing by three aircraft flying in formation. Three microlights made blind calls on 130.8 and landed at Warton at 17:55 UTC without permission. The pilots spoke limited English but it was ascertained that their intention was to land at Warton. The aircraft had not obtained PPR. The pilots had not obtained permission to enter the ATZ.
201506834	20/05/2015	EGTT : London (FIR)	Danger Area EG D125	Salisbury Plain	G	Danger area	CIRRUS	Reciprocating	1	Infringement of live Danger Areas EGD125 and EGD123 by a SR22 squawking 7266 at 4300ft. Check fire imposed. Traffic info given.	Working as OJTI on S05/23T aircraft called on frequency within the confines of EGD125 (Salisbury Plain Danger Area) passing altitude 4,300', indicating 4,100' on radar. My trainee instructed the pilot to squawk ident and issued a Basic Service whilst our Planner telephoned Salisbury Plain Range Controller to ascertain if they were aware of the aircraft within their area. My trainee informed aircraft that he was presently within an active danger area up to 30,000' which he replied that he had been told it was only active up to 3,000' and asked for any advice. My trainee instructed aircraft to continue on his present track to leave the danger area quickest. I then spoke to the pilot to inform him of his position and the activity within the current and adjacent danger area. I advised the pilot to continue on a north-easterly track to leave the danger area most expeditiously which was acknowledged. I then passed traffic information as I observed aircraft passing FL67 against A7000 indicating 3,300' in his 1 o'clock position, 2 miles. Aircraft acknowledged this and informed me he was turning left to avoid a 'fast jet' he had observed to which I passed further traffic information regarding a primary radar return 2 miles east. Aircraft cleared EGD125 on a northerly track, was informed when he had cleared the active danger area and then released on own navigation to KENET with a deconfliction service.☐ Supplementary 20/05/15:☐ My assistant received a call from the FIR about an outbound from EGHS looking to join controlled airspace at KENET. I provided the FIR with the following clearance: Cleared o/t KENET FL100 A7266 134.750. After I had given this clearance, a couple of minutes later we
201506837	21/05/2015	EGTT : London (FIR)	SAM	13nm S	D	CTA	UNKNOWN	Unknown		Infringement of the Solent CTA 2 (Class D) by an unknown aircraft squawking 7000, indicating 2300ft. Traffic info given. Standard separation maintained.	Infringement of Solent CTA by unknown aircraft. Unknown aircraft squawking 7000 observed in the vicinity of COWES tracking South westbound indicating A025, several blind calls made with no response. No mode S data. Bournemouth have no known traffic. VFR transit aircraft PA32 advised of unknown traffic. Unknown traffic continues on South-westerly track entering the Solent CTA-2 at 1020, indicating A023. Unknown traffic tracked to Freshwater bay before turning back towards COWES. PA32 updated on unknown and reported visual but unable to give any further information on aircraft type or markings. After turning at Freshwater the contact faded from radar for a short period before reappearing indicating A015 at COWES. Unknown tracked along the Isle of Wight coast before fading from radar cover. No loss of separation.
201506837	21/05/2015	EGTT : London (FIR)	SAM	13nm S	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA 2 (Class D) by an unknown aircraft squawking 7000, indicating 2300ft. Traffic info given. Standard separation maintained.	Infringement of Solent CTA by unknown aircraft. Unknown aircraft squawking 7000 observed in the vicinity of COWES tracking South westbound indicating A025, several blind calls made with no response. No mode S data. Bournemouth have no known traffic. VFR transit aircraft PA32 advised of unknown traffic. Unknown traffic continues on South-westerly track entering the Solent CTA-2 at 1020, indicating A023. Unknown traffic tracked to Freshwater bay before turning back towards COWES. PA32 updated on unknown and reported visual but unable to give any further information on aircraft type or markings. After turning at Freshwater the contact faded from radar for a short period before reappearing indicating A015 at COWES. Unknown tracked along the Isle of Wight coast before fading from radar cover. No loss of separation.
201506838	21/05/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing SE Range 12nm	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C152 squawking 3767 at 2000ft. Traffic info and avoiding action given. Separation lost.	At 09:50 an unknown aircraft was observed to enter the EGKK CTA at 2.0A. It was tracking southbound and wearing a 3767 squawk. A319 (1) was downwind dropping to 4.0A. I told the aircraft about the unknown aircraft and turned it right heading 180 degrees. She questioned me so I gave an avoiding action turn. She read back left, not right. I corrected her but she had started the left turn before correcting to turn right and the turn was larger than it should have been, taking the aircraft into a worse position. A319 (2) was in trail downwind and I stopped his descent at 6.0A. I informed the GSA and then obtained the aircraft's details from Redhill, a C152 on a local flight. The aircraft left controlled airspace to the east at 2.0A and the inbound aircraft were repositioned for their approaches.☐ CAA Closure:☐ Pilot error, situational awareness. Warning letter sent.

201506838	21/05/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing SE Range 12nm	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a C152 squawking 3767 at 2000ft. Traffic info and avoiding action given. Separation lost.	At 09.50 an unknown aircraft was observed to enter the EGKK CTA at 2.0A. It was tracking southbound and wearing a 3767 squawk. A319 (1) was downwind dropping to 4.0A. I told the aircraft about the unknown aircraft and turned it right heading 180 degrees. She questioned me so I gave an avoiding action turn. She read back left, not right. I corrected her but she had started the left turn before correcting to turn right and the turn was larger than it should have been, taking the aircraft into a worse position. A319 (2) was in trail downwind and I stopped his descent at 6.0A. I informed the GSA and then obtained the aircraft's details from Redhill, a C152 on a local flight. The aircraft left controlled airspace to the east at 2.0A and the inbound aircraft were repositioned for their approaches.☐ CAA Closure:☐ Pilot error, situational awareness. Warning letter sent.
201506838	21/05/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing SE Range 12nm	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a C152 squawking 3767 at 2000ft. Traffic info and avoiding action given. Separation lost.	At 09.50 an unknown aircraft was observed to enter the EGKK CTA at 2.0A. It was tracking southbound and wearing a 3767 squawk. A319 (1) was downwind dropping to 4.0A. I told the aircraft about the unknown aircraft and turned it right heading 180 degrees. She questioned me so I gave an avoiding action turn. She read back left, not right. I corrected her but she had started the left turn before correcting to turn right and the turn was larger than it should have been, taking the aircraft into a worse position. A319 (2) was in trail downwind and I stopped his descent at 6.0A. I informed the GSA and then obtained the aircraft's details from Redhill, a C152 on a local flight. The aircraft left controlled airspace to the east at 2.0A and the inbound aircraft were repositioned for their approaches.☐ CAA Closure:☐ Pilot error, situational awareness. Warning letter sent.
201506844	21/05/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	4.5nm S	D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA28, flown by a solo student pilot, resulting in loss of separation with IFR departures. Position fix and steers given by ATC until pilot reported visual with intended destination. Outbounds stopped.	Zone infringement PA28. PA28 called on frequency, saying he wasn't sure of his position and could I assist. I issued a squawk of 7355, and looked to the south of the zone. Fin Dir and I then spotted the squawk 7355 approximately 4.5nm due south of Manchester. I had not previously seen any primary contact within the zone. (Later Fin Dir also said he had not seen anything on radar either) I told the pilot to take up an orbit, gave the QNH and asked the pilot his level. He said he was at 1000 feet. I asked if he had good contact with the ground and said he could climb higher if he needed to. He said that he was a solo student on a cross country exercise. He sounded a bit frightened and very unsure, so I wanted to get the pilot to where he wanted to go quickly and without delay. I stopped all the outbounds, gave all my traffic to Fin Dir and asked Fin Dir to hold off traffic. An aircraft had to enter the hold at DAYNE. I asked the pilot where he wanted to land. I co-ordinated with Air 1 that I was going to take the aircraft through the over head to intended destination and keep it on my frequency as I didn't want to give any unnecessary frequency changes. I cancelled the check all when the aircraft was north of 23R. Air 1 reported the aircraft visual and continuing northbound. I contacted intended destination to alert them that PA28 was returning inbound to land and why. I asked the pilot if he was visual with Manchester airport, which he said he was. I gave him a track to fly of 330deg to take him towards intended destination and re-iterated that it was a track and he was to maintain VFR and clear of cloud and in sight of the surface. I did not want him to think he was on a radar heading. I then asked the pilot to report visual with intended destination. When he did so, I then transferred him to the airfield.
201506844	21/05/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	4.5nm S	D	CTA	UNKNOWN	Unknown		Infringement of the Manchester CTA (Class D) by a PA28, flown by a solo student pilot, resulting in loss of separation with IFR departures. Position fix and steers given by ATC until pilot reported visual with intended destination. Outbounds stopped.	Zone infringement PA28. PA28 called on frequency, saying he wasn't sure of his position and could I assist. I issued a squawk of 7355, and looked to the south of the zone. Fin Dir and I then spotted the squawk 7355 approximately 4.5nm due south of Manchester. I had not previously seen any primary contact within the zone. (Later Fin Dir also said he had not seen anything on radar either) I told the pilot to take up an orbit, gave the QNH and asked the pilot his level. He said he was at 1000 feet. I asked if he had good contact with the ground and said he could climb higher if he needed to. He said that he was a solo student on a cross country exercise. He sounded a bit frightened and very unsure, so I wanted to get the pilot to where he wanted to go quickly and without delay. I stopped all the outbounds, gave all my traffic to Fin Dir and asked Fin Dir to hold off traffic. An aircraft had to enter the hold at DAYNE. I asked the pilot where he wanted to land. I co-ordinated with Air 1 that I was going to take the aircraft through the over head to intended destination and keep it on my frequency as I didn't want to give any unnecessary frequency changes. I cancelled the check all when the aircraft was north of 23R. Air 1 reported the aircraft visual and continuing northbound. I contacted intended destination to alert them that PA28 was returning inbound to land and why. I asked the pilot if he was visual with Manchester airport, which he said he was. I gave him a track to fly of 330deg to take him towards intended destination and re-iterated that it was a track and he was to maintain VFR and clear of cloud and in sight of the surface. I did not want him to think he was on a radar heading. I then asked the pilot to report visual with intended destination. When he did so, I then transferred him to the airfield.
201506844	21/05/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	4.5nm S	D	CTA	UNKNOWN	Unknown		Infringement of the Manchester CTA (Class D) by a PA28, flown by a solo student pilot, resulting in loss of separation with IFR departures. Position fix and steers given by ATC until pilot reported visual with intended destination. Outbounds stopped.	Zone infringement PA28. PA28 called on frequency, saying he wasn't sure of his position and could I assist. I issued a squawk of 7355, and looked to the south of the zone. Fin Dir and I then spotted the squawk 7355 approximately 4.5nm due south of Manchester. I had not previously seen any primary contact within the zone. (Later Fin Dir also said he had not seen anything on radar either) I told the pilot to take up an orbit, gave the QNH and asked the pilot his level. He said he was at 1000 feet. I asked if he had good contact with the ground and said he could climb higher if he needed to. He said that he was a solo student on a cross country exercise. He sounded a bit frightened and very unsure, so I wanted to get the pilot to where he wanted to go quickly and without delay. I stopped all the outbounds, gave all my traffic to Fin Dir and asked Fin Dir to hold off traffic. An aircraft had to enter the hold at DAYNE. I asked the pilot where he wanted to land. I co-ordinated with Air 1 that I was going to take the aircraft through the over head to intended destination and keep it on my frequency as I didn't want to give any unnecessary frequency changes. I cancelled the check all when the aircraft was north of 23R. Air 1 reported the aircraft visual and continuing northbound. I contacted intended destination to alert them that PA28 was returning inbound to land and why. I asked the pilot if he was visual with Manchester airport, which he said he was. I gave him a track to fly of 330deg to take him towards intended destination and re-iterated that it was a track and he was to maintain VFR and clear of cloud and in sight of the surface. I did not want him to think he was on a radar heading. I then asked the pilot to report visual with intended destination. When he did so, I then transferred him to the airfield.

201506844	21/05/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	4.5nm S	D	CTA	UNKNOWN	Unknown		Infringement of the Manchester CTA (Class D) by a PA28, flown by a solo student pilot, resulting in loss of separation with IFR departures. Position fix and steers given by ATC until pilot reported visual with intended destination. Outbounds stopped.	Zone infringement PA28. PA28 called on frequency, saying he wasn't sure of his position and could I assist. I issued a squawk of 7355, and looked to the south of the zone. Fin Dir and I then spotted the squawk 7355 approximately 4.5nm due south of Manchester. I had not previously seen any primary contact within the zone. (Later Fin Dir also said he had not seen anything on radar either) I told the pilot to take up an orbit, gave the QNH and asked the pilot his level. He said he was at 1000 feet. I asked if he had good contact with the ground and said he could climb higher if he needed to. He said that he was a solo student on a cross country exercise. He sounded a bit frightened and very unsure, so I wanted to get the pilot to where he wanted to go quickly and without delay. I stopped all the outbounds, gave all my traffic to Fin Dir and asked Fin Dir to hold off traffic. An aircraft had to enter the hold at DAYNE. I asked the pilot where he wanted to land. I co-ordinated with Air 1 that I was going to take the aircraft through the over head to intended destination and keep it on my frequency as I didn't want to give any unnecessary frequency changes. I cancelled the check all when the aircraft was north of 23R. Air 1 reported the aircraft visual and continuing northbound. I contacted intended destination to alert them that PA28 was returning inbound to land and why. I asked the pilot if he was visual with Manchester airport, which he said he was. I gave him a track to fly of 330deg to take him towards intended destination and re-iterated that it was a track and he was to maintain VFR and clear of cloud and in sight of the surface. I did not want him to think he was on a radar heading. I then asked the pilot to report visual with intended destination. When he did so, I then transferred him to the airfield.
201506844	21/05/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	4.5nm S	D	CTA	UNKNOWN	Unknown		Infringement of the Manchester CTA (Class D) by a PA28, flown by a solo student pilot, resulting in loss of separation with IFR departures. Position fix and steers given by ATC until pilot reported visual with intended destination. Outbounds stopped.	Zone infringement PA28. PA28 called on frequency, saying he wasn't sure of his position and could I assist. I issued a squawk of 7355, and looked to the south of the zone. Fin Dir and I then spotted the squawk 7355 approximately 4.5nm due south of Manchester. I had not previously seen any primary contact within the zone. (Later Fin Dir also said he had not seen anything on radar either) I told the pilot to take up an orbit, gave the QNH and asked the pilot his level. He said he was at 1000 feet. I asked if he had good contact with the ground and said he could climb higher if he needed to. He said that he was a solo student on a cross country exercise. He sounded a bit frightened and very unsure, so I wanted to get the pilot to where he wanted to go quickly and without delay. I stopped all the outbounds, gave all my traffic to Fin Dir and asked Fin Dir to hold off traffic. An aircraft had to enter the hold at DAYNE. I asked the pilot where he wanted to land. I co-ordinated with Air 1 that I was going to take the aircraft through the over head to intended destination and keep it on my frequency as I didn't want to give any unnecessary frequency changes. I cancelled the check all when the aircraft was north of 23R. Air 1 reported the aircraft visual and continuing northbound. I contacted intended destination to alert them that PA28 was returning inbound to land and why. I asked the pilot if he was visual with Manchester airport, which he said he was. I gave him a track to fly of 330deg to take him towards intended destination and re-iterated that it was a track and he was to maintain VFR and clear of cloud and in sight of the surface. I did not want him to think he was on a radar heading. I then asked the pilot to report visual with intended destination. When he did so, I then transferred him to the airfield.
201506856	21/05/2015	EGTT : London (FIR)	Chippingham VRP	1nm N	D	CTA	PIPER	Reciprocating	1	Infringement of the Bristol CTA 8 by an unknown aircraft squawking 2653 at FL48, resulting in loss of separation with an inbound A321. Aircraft identified as a PA28. Traffic info and avoiding action given.	Infringement of Bristol CAS - CTA8 by PA28. A Boscombe Down squawk 2653 was observed in proximity to Chippenham VRP at FL048 (5100ft) tracking towards Bristol CTA8 (Base 4500ft). Radar1 OJTI and trainee discussed this contact and took this into consideration in their plan and gave a precautionary vector to A321 to track away from it, expecting it to remain outside controlled airspace. As the contact (PA28) continued to track towards controlled airspace I contacted Boscombe Down ATC to obtain details and get the aircraft to move away, however Boscombe Down reported that they were not in contact with any such aircraft. Brize Norton also reported not in contact with the aircraft. I attempted a number of blind transmissions to the contact (PA28). At 12:09 the contact entered controlled airspace and Radar 1 took avoiding action against it with A321. Minimum separation was approximately 3275ft and 3nm at the time of infringement. Boscombe called back to say that the aircraft was PA28 and that it had been instructed to contact 125.650 at which point it did. I informed PA28 that they had infringed CAS and that I would be filing on the event. Boscombe Down called back later to advise that PA28 had been on their frequency but had selected an incorrect squawk, therefore they were not aware of a 2653. They made a blind call and PA28 identified himself to them, at which point they transferred the aircraft to Bristol. ☐ Supplementary 27/05/15:☐ This was my first flight with a none aircraft familiar passenger. Generally when flying from airfield I am very aware of airspace boundaries it that area. In flying away from what I
201506856	21/05/2015	EGTT : London (FIR)	Chippingham VRP	1nm N	D	CTA	AIRBUS	Turbofan	2	Infringement of the Bristol CTA 8 by an unknown aircraft squawking 2653 at FL48, resulting in loss of separation with an inbound A321. Aircraft identified as a PA28. Traffic info and avoiding action given.	Infringement of Bristol CAS - CTA8 by PA28. A Boscombe Down squawk 2653 was observed in proximity to Chippenham VRP at FL048 (5100ft) tracking towards Bristol CTA8 (Base 4500ft). Radar1 OJTI and trainee discussed this contact and took this into consideration in their plan and gave a precautionary vector to A321 to track away from it, expecting it to remain outside controlled airspace. As the contact (PA28) continued to track towards controlled airspace I contacted Boscombe Down ATC to obtain details and get the aircraft to move away, however Boscombe Down reported that they were not in contact with any such aircraft. Brize Norton also reported not in contact with the aircraft. I attempted a number of blind transmissions to the contact (PA28). At 12:09 the contact entered controlled airspace and Radar 1 took avoiding action against it with A321. Minimum separation was approximately 3275ft and 3nm at the time of infringement. Boscombe called back to say that the aircraft was PA28 and that it had been instructed to contact 125.650 at which point it did. I informed PA28 that they had infringed CAS and that I would be filing on the event. Boscombe Down called back later to advise that PA28 had been on their frequency but had selected an incorrect squawk, therefore they were not aware of a 2653. They made a blind call and PA28 identified himself to them, at which point they transferred the aircraft to Bristol. ☐ Supplementary 27/05/15:☐ This was my first flight with a none aircraft familiar passenger. Generally when flying from airfield I am very aware of airspace boundaries it that area. In flying away from what I
201506888	22/05/2015	EGTT : London (FIR)	SAM	Bearing NE Range 8nm	D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an aircraft squawking 7000 at 900ft. Avoiding action given. Separation lost.	RWY 20 Q1025, 9000, FEW013, BKN 022, winds light. I was operating as Solent radar at approximately 1305z when I was alerted to a faint primary contact 8NE SAM. It was tracking south and became more solid as it entered the CTR. I put out blind calls with no response. Inbound aircraft was approximately 6 mile final RWY20 on TWR frequency so there was an immediate LOS. MINOR approaching PEPIS, inbound HH was given a heading to remain clear at FL70. DHC8, 8S SAM, inbound HI at FL90 was given a precautionary avoiding action heading to the NW. Both in Class A airspace.☐ The unknown primary was generally tracking towards BW, so the RAD ATSA phoned Lower Upham who were not expecting anything. At this point an associated 7000 briefly showed but with no Mode S. Blind calls continued. Lower Upham later saw it pass by and described it as a low wing single at 900ft. The contact left abeam BW and normal operations resumed. The contact disappeared north of HF.☐ CAA Closure:☐ Pilot error. Situational awareness. Passed on-line test, warning letter sent.

201506888	22/05/2015	EGTT : London (FIR)	SAM	Bearing NE Range 8nm	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D) by an aircraft squawking 7000 at 900ft. Avoiding action given. Separation lost.	RWY 20 Q1025, 9000, FEW013, BKN 022, winds light. I was operating as Solent radar at approximately 1305z when I was alerted to a faint primary contact 8NE SAM. It was tracking south and became more solid as it entered the CTR. I put out blind calls with no response. Inbound aircraft was approximately 6 mile final RWY20 on TWR frequency so there was an immediate LOS. MINOR approaching PEPIS, inbound HH was given a heading to remain clear at FL70. DHC8, 8S SAM, inbound HI at FL90 was given a precautionary avoiding action heading to the NW. Both in Class A airspace.□ The unknown primary was generally tracking towards BW, so the RAD ATSA phoned Lower Upham who were not expecting anything, At this point an associated 7000 briefly showed but with no Mode S. Blind calls continued. Lower Upham later saw it pass by and described it as a low wing single at 900ft. The contact left abeam BW and normal operations resumed. The contact disappeared north of HF.□ CAA Closure:□ Pilot error. Situational awareness. Passed on-line test, warning letter sent.
201506920	23/05/2015	EGTT : London (FIR)	DIPSO	7nm North West			GULFSTREAM	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by a Gulfstream squawking 4570 indicating 6000ft. Standard separation maintained.	Appropriate CAA action is being taken as a result of this incident.
201506921	28/05/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 270 Range 12nm	D	CTR	GROB	Reciprocating	1	Infringement of the Luton CTR (Class D) by a Grob G115 squawking 7000 at 3000ft. Standard separation maintained.	At 1400z I received a handover and assumed the position of Luton Radar. As part of the hand over it was pointed out to me that an aircraft was infringing Luton controlled airspace west of Luton Aerodrome. At roughly 1405z the aircraft begun infringing London TMA airspace as it tracked southbound at 3000'. The previous controller informed me that the aircraft had entered Luton controlled airspace at 1357z. She tried blind calling the aircraft receiving no reply. She phoned Farnborough however they were not in control of it. She phoned TMA NW to warn them. Shortly after taking over I noticed an aircraft with the listening squawk 0013 in the same general area of the infringing aircraft and requested ssistance in recognising the type and registration of the aircraft. The pilot informed me it was a light fixed wing, single engine aircraft.During this time departures were suspended from Luton. After co-ordinating with TMA N, it was agreed I would allow a Luton CPT departure, Falcon 2000, to be released. After Falcon 2000 was released, and subsequently airborne, the infringing aircraft turned back northbound, in the vicinity of Luton's airspace. I don't believe separation was lost between Falcon 2000 and the infringing aircraft.The infringing aircraft continued northbound in the direction of Cranfield.I phoned Dunstable both to warn them about the aircraft's proximity to them, and to ask for assistance in identifying the registration, however they were unable to help. I received advice from a colleague that the infringing aircraft was believed to be a Grob G115. This information came from the mode-S data available to us on our radar screen. Shortly after 1420z I received a phone call from Farnborough informing me they had been in contact with Cranfield and they confirmed they
201506921	28/05/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 270 Range 12nm	D	CTR	DASSAULT	Turbofan	2	Infringement of the Luton CTR (Class D) by a Grob G115 squawking 7000 at 3000ft. Standard separation maintained.	At 1400z I received a handover and assumed the position of Luton Radar. As part of the hand over it was pointed out to me that an aircraft was infringing Luton controlled airspace west of Luton Aerodrome. At roughly 1405z the aircraft begun infringing London TMA airspace as it tracked southbound at 3000'. The previous controller informed me that the aircraft had entered Luton controlled airspace at 1357z. She tried blind calling the aircraft receiving no reply. She phoned Farnborough however they were not in control of it. She phoned TMA NW to warn them. Shortly after taking over I noticed an aircraft with the listening squawk 0013 in the same general area of the infringing aircraft and requested ssistance in recognising the type and registration of the aircraft. The pilot informed me it was a light fixed wing, single engine aircraft.During this time departures were suspended from Luton. After co-ordinating with TMA N, it was agreed I would allow a Luton CPT departure, Falcon 2000, to be released. After Falcon 2000 was released, and subsequently airborne, the infringing aircraft turned back northbound, in the vicinity of Luton's airspace. I don't believe separation was lost between Falcon 2000 and the infringing aircraft.The infringing aircraft continued northbound in the direction of Cranfield.I phoned Dunstable both to warn them about the aircraft's proximity to them, and to ask for assistance in identifying the registration, however they were unable to help. I received advice from a colleague that the infringing aircraft was believed to be a Grob G115. This information came from the mode-S data available to us on our radar screen. Shortly after 1420z I received a phone call from Farnborough informing me they had been in contact with Cranfield and they confirmed they
201506928	22/05/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 225 Range 6.5nm	D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the Stansted CTR (Class D) by aircraft at 1400ft. Check all imposed. One aircraft sent around and another delayed. Traffic info given.	I was working as Essex radar with the sector bandboxed, vectoring aircraft for runway 22. I noticed a primary radar contact on a easterly track in the WARE VRP area that appeared like it was not going to turn away before infringing the Stansted TMZ 2. Soon after it infringed Stansted's Control Zone I phoned Stansted Tower, pointed out the primary contact to them and instigated a check all against departures. A BUZAD departure - B737 (1) was lined up on the runway waiting for departure so as a result the tower controller and I agreed to execute a missed approach/go-around with B737 (2) who was number one to land on final approach. A left turn away from the infringer was agreed so it routed away from the infringer's position. As a result B737 (3) was also delayed by about 5 minutes whilst I sorted out the other aircraft on frequency. The infringing traffic's track took it through Hunsdon airfield, south east bound through a 6 mile climb out then on towards North Weald airfield. The Luton radar controller got into contact with the Farnborough LARS unit, who believed they were talking to the aircraft in question and were just performing procedural turns in order to fully identify it. I removed the check all with the tower and put a check east only in place of it, by this time B737 (1) had been routed off the runway so there was no delay to the other traffic on final approach. Soon after, it was ascertained that LF LARS did have control of the aircraft, it was at altitude 1400ft and it was routed west towards BPK and left the Stansted CTA. Freeflow on departures was reinstated and both B737 (2) and B737 (3) were vectored without further delay. A FIN controller was requested and arrived quickly however the incident resolved itself quickly enough that no split was ever necessary.□

201506928	22/05/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 225 Range 6.5nm	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by aircraft at 1400ft. Check all imposed. One aircraft sent around and another delayed. Traffic info given.	I was working as Essex radar with the sector bandboxed, vectoring aircraft for runway 22. I noticed a primary radar contact on a easterly track in the WARE VRP area that appeared like it was not going to turn away before infringing the Stansted TMZ 2. Soon after it infringed Stansted's Control Zone I phoned Stansted Tower, pointed out the primary contact to them and instigated a check all against departures. A BUZAD departure - B737 (1) was lined up on the runway waiting for departure so as a result the tower controller and I agreed to execute a missed approach/go-around with B737 (2) who was number one to land on final approach. A left turn away from the infringer was agreed so it routed away from the infringer's position. As a result B737 (3) was also delayed by about 5 minutes whilst I sorted out the other aircraft on frequency. The infringing traffic's track took it through Hunsdon airfield, south east bound through a 6 mile climb out then on towards North Weald airfield. The Luton radar controller got into contact with the Farnborough LARS unit, who believed they were talking to the aircraft in question and were just performing procedural turns in order to fully identify it. I removed the check all with the tower and put a check east only in place of it, by this time B737 (1) had been routed off the runway so there was no delay to the other traffic on final approach. Soon after, it was ascertained that LF LARS did have control of the aircraft, it was at altitude 1400ft and it was routed west towards BPK and left the Stansted CTA. Freeflow on departures was reinstated and both B737 (2) and B737 (3) were vectored without further delay. A FIN controller was requested and arrived quickly however the incident resolved itself quickly enough that no split was ever necessary.☐
201506928	22/05/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 225 Range 6.5nm	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by aircraft at 1400ft. Check all imposed. One aircraft sent around and another delayed. Traffic info given.	I was working as Essex radar with the sector bandboxed, vectoring aircraft for runway 22. I noticed a primary radar contact on a easterly track in the WARE VRP area that appeared like it was not going to turn away before infringing the Stansted TMZ 2. Soon after it infringed Stansted's Control Zone I phoned Stansted Tower, pointed out the primary contact to them and instigated a check all against departures. A BUZAD departure - B737 (1) was lined up on the runway waiting for departure so as a result the tower controller and I agreed to execute a missed approach/go-around with B737 (2) who was number one to land on final approach. A left turn away from the infringer was agreed so it routed away from the infringer's position. As a result B737 (3) was also delayed by about 5 minutes whilst I sorted out the other aircraft on frequency. The infringing traffic's track took it through Hunsdon airfield, south east bound through a 6 mile climb out then on towards North Weald airfield. The Luton radar controller got into contact with the Farnborough LARS unit, who believed they were talking to the aircraft in question and were just performing procedural turns in order to fully identify it. I removed the check all with the tower and put a check east only in place of it, by this time B737 (1) had been routed off the runway so there was no delay to the other traffic on final approach. Soon after, it was ascertained that LF LARS did have control of the aircraft, it was at altitude 1400ft and it was routed west towards BPK and left the Stansted CTA. Freeflow on departures was reinstated and both B737 (2) and B737 (3) were vectored without further delay. A FIN controller was requested and arrived quickly however the incident resolved itself quickly enough that no split was ever necessary.☐
201506928	22/05/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 225 Range 6.5nm	D	CTR	BOEING	Turbofan	2	Infringement of the Stansted CTR (Class D) by aircraft at 1400ft. Check all imposed. One aircraft sent around and another delayed. Traffic info given.	I was working as Essex radar with the sector bandboxed, vectoring aircraft for runway 22. I noticed a primary radar contact on a easterly track in the WARE VRP area that appeared like it was not going to turn away before infringing the Stansted TMZ 2. Soon after it infringed Stansted's Control Zone I phoned Stansted Tower, pointed out the primary contact to them and instigated a check all against departures. A BUZAD departure - B737 (1) was lined up on the runway waiting for departure so as a result the tower controller and I agreed to execute a missed approach/go-around with B737 (2) who was number one to land on final approach. A left turn away from the infringer was agreed so it routed away from the infringer's position. As a result B737 (3) was also delayed by about 5 minutes whilst I sorted out the other aircraft on frequency. The infringing traffic's track took it through Hunsdon airfield, south east bound through a 6 mile climb out then on towards North Weald airfield. The Luton radar controller got into contact with the Farnborough LARS unit, who believed they were talking to the aircraft in question and were just performing procedural turns in order to fully identify it. I removed the check all with the tower and put a check east only in place of it, by this time B737 (1) had been routed off the runway so there was no delay to the other traffic on final approach. Soon after, it was ascertained that LF LARS did have control of the aircraft, it was at altitude 1400ft and it was routed west towards BPK and left the Stansted CTA. Freeflow on departures was reinstated and both B737 (2) and B737 (3) were vectored without further delay. A FIN controller was requested and arrived quickly however the incident resolved itself quickly enough that no split was ever necessary.☐
201506945	23/05/2015	EGTT : London (FIR)	SAM	Bearing 070 Range 6.5nm	D	CTR	BELL	Turboshaft	1	Infringement of the Southampton CTR (Class D) by a helicopter squawking 0430 at 1000ft. Traffic info and avoiding action given. Possible loss of separation.	0430 squawk briefly observed 2nm east of BWAL outside of CAS, indicating A011, contact then disappeared. Aircraft had been released for departure runway 02, heading 020 after departure. 0430 contact is then observed entering Southampton CTR-2 just in the northern part of the BWFA, tracking westbound indicating A011. I immediately initiated a call to the Tower as aircraft was just airborne rwy02 to issue avoiding action, whilst making blind calls to the infringing traffic and my coordinator was calling Farnborough. Farnborough were requested to immediately transfer traffic to Solent. Tower advised that departure already transferred so I made blind call to the aircraft with avoiding action, left turn heading 290 degrees to try and achieve 5nm against infringer. Aircraft observed turning and acknowledge avoiding action. Further calls made to the infringer as awaiting call from him. Infringer called and at this point was now tracking NNE bound to leave CAS. Traffic information passed to VFR transit traffic 4A VFR, the infringer was SE of this aircraft by approx 6nm and distance increasing. Infringer issued with squawk 3661, helicopter Mode S equipped, A010. Pilot advised he was inside of CAS.☐ Supplementary 24/05/15:☐ I was working bandboxed Approach/LARS West, and was called by a B206 routing to Newbury via Marlborough at 1.A. I allocated squawk 0430. The return did not appear and so I checked that the a/c was squawking. He replied that he was. I subsequently requested a position report and was informed that the a/c was at Butser Hill. A few minutes later, the squawk appeared inside the HI CTR. I immediately instructed the pilot to route East and
201506945	23/05/2015	EGTT : London (FIR)	SAM	Bearing 070 Range 6.5nm	D	CTR	BRITTEN NORMAN	Reciprocating	3	Infringement of the Southampton CTR (Class D) by a helicopter squawking 0430 at 1000ft. Traffic info and avoiding action given. Possible loss of separation.	0430 squawk briefly observed 2nm east of BWAL outside of CAS, indicating A011, contact then disappeared. Aircraft had been released for departure runway 02, heading 020 after departure. 0430 contact is then observed entering Southampton CTR-2 just in the northern part of the BWFA, tracking westbound indicating A011. I immediately initiated a call to the Tower as aircraft was just airborne rwy02 to issue avoiding action, whilst making blind calls to the infringing traffic and my coordinator was calling Farnborough. Farnborough were requested to immediately transfer traffic to Solent. Tower advised that departure already transferred so I made blind call to the aircraft with avoiding action, left turn heading 290 degrees to try and achieve 5nm against infringer. Aircraft observed turning and acknowledge avoiding action. Further calls made to the infringer as awaiting call from him. Infringer called and at this point was now tracking NNE bound to leave CAS. Traffic information passed to VFR transit traffic 4A VFR, the infringer was SE of this aircraft by approx 6nm and distance increasing. Infringer issued with squawk 3661, helicopter Mode S equipped, A010. Pilot advised he was inside of CAS.☐ Supplementary 24/05/15:☐ I was working bandboxed Approach/LARS West, and was called by a B206 routing to Newbury via Marlborough at 1.A. I allocated squawk 0430. The return did not appear and so I checked that the a/c was squawking. He replied that he was. I subsequently requested a position report and was informed that the a/c was at Butser Hill. A few minutes later, the squawk appeared inside the HI CTR. I immediately instructed the pilot to route East and

201506945	23/05/2015	EGTT : London (FIR)	SAM	Bearing 070 Range 6.5nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a helicopter squawking 0430 at 1000ft. Traffic info and avoiding action given. Possible loss of separation.	0430 squawk briefly observed 2nm east of BWAL outside of CAS, indicating A011, contact then disappeared. Aircraft had been released for departure runway 02, heading 020 after departure. 0430 contact is then observed entering Southampton CTR-2 just in the northern part of the BWFA, tracking westbound indicating A011. I immediately initiated a call to the Tower as aircraft was just airborne rwy02 to issue avoiding action, whilst making blind calls to the infringing traffic and my coordinator was calling Farnborough. Farnborough were requested to immediately transfer traffic to Solent. Tower advised that departure already transferred so I made blind call to the aircraft with avoiding action, left turn heading 290 degrees to try and achieve 5nm against infringer. Aircraft observed turning and acknowledge avoiding action. Further calls made to the infringer as awaiting call from him. Infringer called and at this point was now tracking NNE bound to leave CAS. Traffic information passed to VFR transit traffic 4A VFR, the infringer was SE of this aircraft by approx 6nm and distance increasing. Infringer issued with squawk 3661, helicopter Mode S equipped, A010. Pilot advised he was inside of CAS.☐ Supplementary 24/05/15:☐ I was working bandboxed Approach/LARS West, and was called by a B206 routing to Newbury via Marlborough at 1.A. I allocated squawk 0430. The return did not appear and so I checked that the a/c was squawking. He replied that he was. I subsequently requested a position report and was informed that the a/c was at Butser Hill. A few minutes later, the squawk appeared inside the HI CTR. I immediately instructed the pilot to route East and
201506987	25/05/2015	EGTT : London (FIR)	Not specified		D	CTA	CESSNA	Reciprocating	1	Infringement of the Worthing CTA (Class D) by a C172 with Mode C indicating between FL190-FL200. Squawk alternated between 7000 and 0000. Suspected faulty transponder.	Whilst operating as the DVR group planner at approx 0950z, I observed a mode C intruder, indicating between f1190-f1200, the squawk alternating ☐ between 7000 and 0000. Whilst I suspected the flight to have a faulty transponder we still provided 5nm/5000'. investigation on watch determined that the aircraft was likely to be a member of 3 x C172 operating at 2000 feet. Selection of individual radar sources confirmed that the flight was operating below 10000.
201506990	21/05/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	15nm N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000, climbing to 3800ft. Aircraft believed to be a C177, however positive identification has not been made. Standard separation maintained.	A7000 infringement North of Luton. A7000 infringed Luton CAS 15nm North of Luton, the contact climbed to 3800ft at a point where the base is 3500ft, the contact was tracking West. The contact passed over Cranfield. I phoned Cranfield, and it is believed that the contact was a C177. However, a positive identification was not made.
201506996	25/05/2015	EGTT : London (FIR)	Not specified		A	TMA	GRUMMAN	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an unknown aircraft squawking 7000 at 5700ft. Aircraft identified as a Grumman AA5. Standard separation maintained.	Infringement in WAL sector. Acting as WAL/IOM planner a infringer was spotted west of KEGUN tracking SE at 5.7A. Liverpool APC called regarding traffic as it was unknown to them. I called the FIR, who said they had spoken to the aircraft over North Wales outside CAS. Aircraft was showing as FIS on radar. Base of airspace varies between 3A and 4.5A. The aircraft subsequently infringed CAS in the Stafa area.
201507001	23/05/2015	EGTT : London (FIR)	BRI	Bearjng 355 Range 5nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a PA28 squawking 5074 at 2500ft. Standard separation maintained.	I was on duty as the Radar 2 LARS ATCO when at about 1530 aircraft called north of Bristol inbound, from Shobdon. I passed the relevant airfield☐ information and instructed the aircraft to squawk 5074 which I then validated. I expected the aircraft to remain outside controlled airspace until transferred to Tower for onward clearance. It was a busy afternoon with a lot of other traffic, including gliders, gliding blocks active and planned balloon launches and a Para-Drop at Bath. At about 1540 a call came through to me as Watch Manager, to co-ordinate the planned para-drop at Bath. I had a brief discussion with the pilot on the telephone and then briefed Radar 1 of the conversation. I may have also been distracted by another transit aircraft. ☐ It was then I noticed that the known aircraft was entering CAS at 2500 feet without clearance and without co-ordination with the Tower ATCO. There was no traffic near-by, so I instructed him to orbit while I co-ordinated his onward clearance with the Tower ATCO. This was achieved quickly and I then transferred the aircraft to Tower frequency at 1544. (The Tower ATCO had received a FPS with the aircraft squawk on so was known traffic to the Tower ATCO.) Later I contacted the aircraft operator and explained the situation of the aircraft entering CAS without a clearance and that an MOR needed to be filed. Wx: 1550 300/09 VRB270/340 9999 Few032 19/11 Q1024.☐ Supplementary 24/05/15:☐ My request was for a rejoin and inbound clearance to land at Bristol expecting to join VFR via the M5 Bridge VRP. Air Traffic replied with Information Juliet current, QNH 1024 and the

201507020	25/05/2015	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington				PIPER	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by a PA18 squawking 7000 at 1800ft. Traffic info given.	A 7000 squawk was observed tracking north along the eastern edge of the Brize Control zone toward Oxford. Callsign was established via Mode S and several blind transmissions were made on both 127.740 and 125.325. The aircraft did not reply and flew into the ATZ indicating 1800ft, cutting the corner of the Brize CTR and vacating the ATZ to the west. Traffic information was passed to a transiting aircraft that was routing via the overhead 1.5nm lateral from the aircraft.☐ Supplementary 26/5/15:☐ Such routing is common with aircraft transiting the imaginary gap between the Brize CTR and Oxford ATZ such a gap does not exist as the ATZ and CTR overlap.
201507020	25/05/2015	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington				UNKNOWN	Unknown		Infringement of the Oxford ATZ (Class G) by a PA18 squawking 7000 at 1800ft. Traffic info given.	A 7000 squawk was observed tracking north along the eastern edge of the Brize Control zone toward Oxford. Callsign was established via Mode S and several blind transmissions were made on both 127.740 and 125.325. The aircraft did not reply and flew into the ATZ indicating 1800ft, cutting the corner of the Brize CTR and vacating the ATZ to the west. Traffic information was passed to a transiting aircraft that was routing via the overhead 1.5nm lateral from the aircraft.☐ Supplementary 26/5/15:☐ Such routing is common with aircraft transiting the imaginary gap between the Brize CTR and Oxford ATZ such a gap does not exist as the ATZ and CTR overlap.
201507031	25/05/2015	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington	2nm South West	G	ATZ	PIPER	Reciprocating	1	Infringement of the Oxford ATZ (Class G) by a PA18 squawking 7000 slowing climbing to 2000ft based on Mode C. Traffic info given.	Appropriate CAA action is being taken as a result of this incident.
201507045	23/05/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	10nm S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Doncaster CTA 6 (Class D) by a C172 in climb at 2500ft. Standard separation maintained.	Infringement of regulated airspace. C172 was observed climbing into Doncaster CTA-6 without a clearance. I advised C172 that he had entered controlled airspace without a clearance but allowed him to continue maintaining VFR but not above altitude 3000 feet. No other aircraft were affected. C172's arrival airfield were contacted to request they ask the pilot to call ATC upon landing, which he did do and he apologised for the infringement.
201507061	22/05/2015	EGTT : London (FIR)	Langar		G	Other	AVIAT	Reciprocating	1	Infringement of the Langar parachute drop zone (Class G) by an aircraft operating between 2500ft and 3000ft. Aircraft came into close proximity with 13 free fall parachute drop zone active with 13 free fall parachutists.	Appropriate CAA action is being taken a result of this incident.

201507069	22/05/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 170 Range 12nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 showing 2000ft on Mode C. Standard separation maintained.	A/c observed departing from North Weald climbed to 2000 on mode C and tracked south east. On telephoning North Weald it was confirmed that it did <input type="checkbox"/> depart from them and was enroute to LFAT, he left the frequency with out saying goodbye.
201507177	25/05/2015	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	CESSNA	Reciprocating	1	Infringement of Brize Norton CTR (Class D) by unknown aircraft squawking 7000 at 1500ft. Identified as C152. Pilot unsure of position and requested vectors to a specific airfield. Position fix and steers given until pilot visual with specified airfield.	Infringement of Brize Norton CTR - C152. A return was seen on radar to approach Brize Norton from the west, squawking 7000 with no Mode C. At approximately 3nm west of the aerodrome the return turned onto a north easterly heading. I then received a call on the LARS frequency from the pilot of C152, stating that he was unsure of his position and requesting a vector for a specific airfield. The return was identified, still inside the Brize CTR and the pilot reported that he was at an altitude of 1500ft. The return then left the CTR under a Basic Service and navigational assistance was provided until the pilot became visual with the specified airfield. There were no other aircraft to affect at the time, but one was taxiing for departure from RW 26.
201507253	27/05/2015	EGTT : London (FIR)	EGD125	East of Devies	G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area EGD125 (Class G) by a PA28 squawking 5064 at 2800ft.	A PA28 on a Basic Service and assigned squawk 5064 was on a navigation exercise out of Kemble and was operating in the area to the east of Devizes. At time 1025 I notices the aircraft turning onto a south westerly track and approaching D125 from the north east. As this Danger Area was notified as being active up to 30000ft I advised the aircraft to be cautious of the Danger Areas. The pilot didn't answer on the first call, on the second call two aircraft replied and I reiterated the advice. The pilot was right on the edge and said that he would divert to the north to avoid it. I told him that he was just outside and to continue the right turn. The aircraft was displaying A028 and the contact was slightly intermittent for about 30 seconds. I asked the pilot to clarify that he was turning north as this wasn't apparent. I told him he was just inside the Danger Area and he then stated that he was actually heading south. I then told him to confirm his position as he was inside the Danger Area and needed to turn northbound. He then said that his GPS says that he was 3nm SSW of "Lideway. I then told him again to turn northbound which he said he was doing. I then told him to turn north immediately and that we were informing the authorities to "check fire". The aircraft then left the Danger Area and I told him to operated well away from it. The aircraft then continued his detail without event. <input type="checkbox"/> Supplementary: <input type="checkbox"/> I was on duty as Deputy Training Safety Officer(Air) on the morning when a controller from Bristol Filton rang to report that a PA28 had just infringed EG D125. The aircraft was airborne from Kemble and was receiving a Basic Service from Bristol squawking 3/A5064.
201507321	06/06/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing NW Range 5nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 at 1900ft.	At approximately 0955 I observed a 7000 squawk enter the SS CTR indicating 1900feet. I made a broadcast but got no response. The aircraft continued steadily through the CTR and CTA and turned southeast. The aircraft was identified by London FIR as a PA28. No Stansted traffic was affected by the event at any time. <input type="checkbox"/> Supplementary 06/06/15: <input type="checkbox"/> I was working as the NE/Lam/Lorel controller band boxed. The Coordinator made me aware of a an aircraft, believed to have entered controlled airspace about 3 miles NE of BPK, unverified at 2000ft. At the time of the CAIT alert it was too late to obtain 5 miles separation with an aircraft inbound to EGLC, but I vectored it round the CAIT alert to pass as far behind it as possible and maintained the 4000ft separation that we had at the time. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Pilot error. Situational awareness. Failed on-line test, retraining required.
201507321	06/06/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing NW Range 5nm	D	CTR	BAE	Turbofan	4	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 at 1900ft.	At approximately 0955 I observed a 7000 squawk enter the SS CTR indicating 1900feet. I made a broadcast but got no response. The aircraft continued steadily through the CTR and CTA and turned southeast. The aircraft was identified by London FIR as a PA28. No Stansted traffic was affected by the event at any time. <input type="checkbox"/> Supplementary 06/06/15: <input type="checkbox"/> I was working as the NE/Lam/Lorel controller band boxed. The Coordinator made me aware of a an aircraft, believed to have entered controlled airspace about 3 miles NE of BPK, unverified at 2000ft. At the time of the CAIT alert it was too late to obtain 5 miles separation with an aircraft inbound to EGLC, but I vectored it round the CAIT alert to pass as far behind it as possible and maintained the 4000ft separation that we had at the time. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Pilot error. Situational awareness. Failed on-line test, retraining required.

201507333	25/05/2015	EGTT : London (FIR)	WHI NDB		D	CTR	PIPER	Turboprop	1	PA46 failed to comply with ATC instructions whilst being vectored for a LH pattern ILS to R/W27 at 2500ft and subsequently infringed Manchester CTR (Class D). Standard separation maintained.	PA46 enters Manchester controlled airspace in the vicinity of WHI NDB. PA46 whilst being vectored for a left hand pattern ILS to runway 27 and whilst positioned to the north west of WHI on an easterly heading was, for spacing, given a right turn the long way round on a heading of 010 degrees for left base. The pilot readback this instruction but was observed continuing in a east south easterly direction. Once it became obvious that the aircraft was continuing east I asked the pilot to confirm he was turning, as instructed, onto 010 degrees. The pilot replied that he was but sill appeared to be tracking approximately 110 degrees. As PA46 was inevitably going to enter Manchester's airspace I telephoned Manchester Radar to inform them of the infringement and to assure them that the aircraft would be turned away. PA46 was then vectored in a westerly direction and subsequently onto the ILS for runway 27.
201507366	07/06/2015	EGTT : London (FIR)	EGNR : Hawarden		A	Airway - ATS Route	BEAGLE	Reciprocating	1	Infringement of Airway N864 (Class A) by a Beagle B121. Standard separation maintained.	Airspace infringement. I was the aerodrome controller at Hawarden. At 1113 Beagle B121 called me for a basic service 2 miles to the east of the airfield reporting at 3500ft. I advised him that the base of controlled airspace around Hawarden was 3000ft and suggested that he descend immediately. The aircraft descended to 2900ft and was reminded to remain outside controlled airspace.
201507370	18/04/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an unknown aircraft at 2000ft. Aircraft identified themselves as a C150. Traffic info given. Standard separation maintained.	RHADS Zone Infringement - C150. During a busy radar session, I noticed an ac routing southbound towards Haxey and inside the RHADS CTR. At the same time I had notification from ADC of PA28, which had just departed towards Haxey also. The infringing ac then called me and identified themselves as C150 routing on a local flight. On acknowledgement, I advise C150 that he had entered controlled airspace without a clearance and that he should vacate immediately as I had traffic routing towards Haxey also. C150 appeared to continue southbound so I asked him to squawk IDENT and instructed him to immediately take up an easterly track to vacate. At this point PA28 called on the frequency and I passed him traffic information on the infringing ac.
201507370	18/04/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTR	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTR (Class D) by an unknown aircraft at 2000ft. Aircraft identified themselves as a C150. Traffic info given. Standard separation maintained.	RHADS Zone Infringement - C150. During a busy radar session, I noticed an ac routing southbound towards Haxey and inside the RHADS CTR. At the same time I had notification from ADC of PA28, which had just departed towards Haxey also. The infringing ac then called me and identified themselves as C150 routing on a local flight. On acknowledgement, I advise C150 that he had entered controlled airspace without a clearance and that he should vacate immediately as I had traffic routing towards Haxey also. C150 appeared to continue southbound so I asked him to squawk IDENT and instructed him to immediately take up an easterly track to vacate. At this point PA28 called on the frequency and I passed him traffic information on the infringing ac.
201507371	21/04/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD		D	CTA	CESSNA	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by a C120, indicating 2100ft. Standard separation maintained.	RHADS Zone Infringement - C120. Whilst OJT I on RHADS I noticed an ac, which we were controlling, enter the RHADS CAS after stating he would remain clear. The ac, C120, was seen to enter CAS routing Eastbound at 2100ft on a QNH of 1037. I asked the pilot if he had requested a crossing clearance, which he said he had not and I asked him to squawk IDENT. After identification I told the pilot that the base of CAS in this vicinity was 1.5A and that he was indicating 2.1A on 1037. He said he was below that, although his Mode C suggested that he was commencing a descent. The ac continued towards intended destination without further incident.

201507400	08/06/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	12nm NW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, indicating 1900ft. Aircraft identified as a C172. AIW activated. Standard separation maintained.	CAS Infringement. AIW activated entering low level route west of Barton indicating 1900ft. I informed AIR2 departures to ensure separation from traffic just airborne and then called Barton. They transferred the aircraft to me and I checked the altitude (mode C correct) and identified the aircraft. No loss of separation.☐ Supplementary 28/07/15:☐ I was flying from **** towards Southport in an area with a ceiling height of 2000.'I clipped the NE edge of the low level corridor where the ceiling height is 1300'.
201507410	08/06/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	Bearing 300 Range 13nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a C172 squawking 7000 at 1600ft. Standard separation maintained.	AIW activated as 7000 squawk entered LLR indicating 1600ft. An aircraft then called which corresponded to the mode S ID of the infringer. I identified the aircraft and checked the mode C (which was correct). I instructed the aircraft to descend and follow the LLR.☐ Supplementary 09/06/15:☐ I requested a VFR zone transit from Liverpool radar routing Formby point direct to TNT VOR. Transit through the Liverpool zone was given at altitude 1500 feet Liverpool QNH. Although Liverpool ATC suggested a transit through Manchester might not be granted as Manchester had just changed runways, at no point was this confirmed by Liverpool. Whilst overhead Burtonwood and still inside CAS at 1500 feet, Liverpool Radar told me to squawk 7000 and freecall Manchester for transit through the Manchester CTR. On contacting Manchester I was refused zone entry, told I had infringed and told call them on landing. My preferred West - East routing was given to Liverpool well in advance (over the Irish Sea) and my desired track through Liverpool was agreed. Liverpool had cleared me through their zone and I was expecting them to liaise with Manchester and relay a clearance (or not) through the Manchester zone. Liverpool did give me my location when handing over, told me that I might be expected to have to use the low level corridor, but they had not asked me to descend to remain clear of controlled airspace and instead of passing my details to Manchester they asked me to freecall. I appreciate how hard ATC work is but my understanding is that it should have been obvious from my Mode C readout that I was still inside controlled airspace and Liverpool should not have asked me to freecall Manchester. I had confirmed my altitude
201507486	08/06/2015	EGTT : London (FIR)	EGNJ (HUY): Humberside		G	ATZ	WESTLAND	Turboshaft	1	An unknown aircraft, showing as a primary contact only, infringed the Humberside ATZ (Class G) and landed on grass at Humberside without ATC clearance. Aircraft identified as a Gazelle with fuel problems. Traffic info and avoiding action given.	ATZ Infringement by an unknown landing helicopter. At 1458 a contact was observed by the APS Controller 3 miles NW of Humberside tracking directly towards the airfield. There was no SSR code observed. The APS Controller telephoned me and I then saw the A/C - a Gazelle helicopter infringing the ATZ from the NW at 2 miles AT APPROXIMATELY 1000FT. At approximately 1 mile from the ARP the aircraft turned right downwind, descended and then turned left and left again to position for a 1/2 mile final for Runway 02. No contact was made with the aircraft on any frequency. The helicopter air taxied along the runway a short way before turning left across the grass above and between 3 vehicles carrying out grass cutting on the western side of the airfield. The helicopter crossed runway 26/08 and then landed on the light aircraft park between two rows of fixed wing aircraft at 1502. I made several calls on the tower frequency and flashed the runway edge lights but to no avail. Once the aircraft had shut down the engine, the Airfield Operations Manager and a member of ATC approached the aircraft. There was 1 person on board and he stated that he had departed from a private site near London Gatwick and was enroute to destination when he became short of fuel. He did not attempt to call the tower frequency or use the emergency frequency or display and emergency SSR code.☐ Supplementary 09/06/15:☐ ATZ Infringement. I was on duty as the APS controller with 4 VFR aircraft on frequency in the vicinity of Humberside Airport; additionally, I was vectoring an IFR EMB135 with 3 crew and 7 passengers from the west for an NDB approach to runway 02. I noticed a primary
201507486	08/06/2015	EGTT : London (FIR)	EGNJ (HUY): Humberside		G	ATZ	EMBRAER	Turbofan	2	An unknown aircraft, showing as a primary contact only, infringed the Humberside ATZ (Class G) and landed on grass at Humberside without ATC clearance. Aircraft identified as a Gazelle with fuel problems. Traffic info and avoiding action given.	ATZ Infringement by an unknown landing helicopter. At 1458 a contact was observed by the APS Controller 3 miles NW of Humberside tracking directly towards the airfield. There was no SSR code observed. The APS Controller telephoned me and I then saw the A/C - a Gazelle helicopter infringing the ATZ from the NW at 2 miles AT APPROXIMATELY 1000FT. At approximately 1 mile from the ARP the aircraft turned right downwind, descended and then turned left and left again to position for a 1/2 mile final for Runway 02. No contact was made with the aircraft on any frequency. The helicopter air taxied along the runway a short way before turning left across the grass above and between 3 vehicles carrying out grass cutting on the western side of the airfield. The helicopter crossed runway 26/08 and then landed on the light aircraft park between two rows of fixed wing aircraft at 1502. I made several calls on the tower frequency and flashed the runway edge lights but to no avail. Once the aircraft had shut down the engine, the Airfield Operations Manager and a member of ATC approached the aircraft. There was 1 person on board and he stated that he had departed from a private site near London Gatwick and was enroute to destination when he became short of fuel. He did not attempt to call the tower frequency or use the emergency frequency or display and emergency SSR code.☐ Supplementary 09/06/15:☐ ATZ Infringement. I was on duty as the APS controller with 4 VFR aircraft on frequency in the vicinity of Humberside Airport; additionally, I was vectoring an IFR EMB135 with 3 crew and 7 passengers from the west for an NDB approach to runway 02. I noticed a primary
201507519	27/05/2015	EGTT : London (FIR)	EG R002	Devonport	G	Danger area	CESSNA	Reciprocating	1	Infringement of Danger Area EG R002 (Devonport) by an unknown aircraft squawking 7000 at 1500ft. Aircraft identified as a C172.	Unauthorised penetration of EG R002. Whilst controlling on Mil LARS West I noticed an aircraft squawking 7000 approx 10nm W of EG R002 indicating 1500' proceeding on an easterly track. Having monitored the track for a few moments it appeared that the aircraft's track would take it very close to the northern boundary of R002. An aircraft then called Mil LARS E on 124.150 and gave a position report overhead Saltash at 1500'. Looking again at the 7000 squawk previously mentioned the aircraft was now clearly on a track that would take it through R002. The aircraft that had free-called LARS E was instructed to contact LARS W due to its geographic location. It then became apparent that it was the 7000 squawk now in R002. The aircraft called up on the LARS W freq of 121.250. The aircraft, a C172 reported he was at 1500' on the Wessex QNH 1015 and overhead Devonport. The aircraft was out of Bodmin aerodrome and routing to South Hams. By the time the aircraft had made contact it was well established within the R002 complex on an Easterly track. The aircraft was also observed from the ground by an off-duty ATCO and from visual references was judged to be within the boundaries of R002. When asked whether the pilot was aware that he had flown through a restricted area he replied that he assumed he was clear to the North and was unaware that he had flown through the restricted area. The aircraft then vacated the area on an easterly track toward South Hams without further incident.

201507524	09/06/2015	EGTT : London (FIR)	SAM	Bearing 055 Range 7nm	D	CTR	MAULE	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a MX7. Traffic info given. One aircraft sent around. Second aircraft held on the ground. Standard separation maintained.	Primary contact observed in BWFA around Roughay Farm which I asked my coordinator to keep an eye on. Primary contact then disappears from radar. Outbound JS31 (1) had previously been released heading 020, A030. Inbound JS31 (2) had been transferred to Tower on a visual approach rwy02. I was about to transmit to another aircraft when I observed (along with my coordinator) the primary contact leaving the BWFA to the NE and entering the Solent CTR without permission. I immediately called the Tower and requested if the JS31 (1) had started his take off, he had not, so I instructed the Tower ATCO to hold the JS31 (1) and send JS31 (2) around. The JS31 (2) was on approximately a 3nm final and was instructed to fly 020 degrees climb to A030. I deemed it unnecessary to pass the instruction for JS31 (2) as avoiding action due relative positions (approx. 10nm) and pilot workload, the primary contact was still tracking north bound. My intention was to vector the JS31 (2) DWLH rwy02 once back on my frequency. Whilst this was happening the coordinator called Lower Upham who had no known traffic, he then called Roughay who advised that MX7 had departed and tracked northbound. Roughay tried to call him but were unable to get communication to warn him that he may infringe. JS31 (2) called as he approached SAM and was turned left and advise the reason for sending them around. JS31 (2) was still visual so he was cleared for a visual approach DWLH rwy02. The unknown traffic left the Southampton CTR 055/7.5nm at Approx 1034 and tracked towards New Alresford before turning Southbound passing abeam of BWAL then coasted out abeam of Lee-on-Solent. The primary contact was observed changing to a London FIS squawk so the coordinator called
201507524	09/06/2015	EGTT : London (FIR)	SAM	Bearing 055 Range 7nm	D	CTR	BAE	Turboprop	2	Infringement of the Southampton CTR (Class D) by a MX7. Traffic info given. One aircraft sent around. Second aircraft held on the ground. Standard separation maintained.	Primary contact observed in BWFA around Roughay Farm which I asked my coordinator to keep an eye on. Primary contact then disappears from radar. Outbound JS31 (1) had previously been released heading 020, A030. Inbound JS31 (2) had been transferred to Tower on a visual approach rwy02. I was about to transmit to another aircraft when I observed (along with my coordinator) the primary contact leaving the BWFA to the NE and entering the Solent CTR without permission. I immediately called the Tower and requested if the JS31 (1) had started his take off, he had not, so I instructed the Tower ATCO to hold the JS31 (1) and send JS31 (2) around. The JS31 (2) was on approximately a 3nm final and was instructed to fly 020 degrees climb to A030. I deemed it unnecessary to pass the instruction for JS31 (2) as avoiding action due relative positions (approx. 10nm) and pilot workload, the primary contact was still tracking north bound. My intention was to vector the JS31 (2) DWLH rwy02 once back on my frequency. Whilst this was happening the coordinator called Lower Upham who had no known traffic, he then called Roughay who advised that MX7 had departed and tracked northbound. Roughay tried to call him but were unable to get communication to warn him that he may infringe. JS31 (2) called as he approached SAM and was turned left and advise the reason for sending them around. JS31 (2) was still visual so he was cleared for a visual approach DWLH rwy02. The unknown traffic left the Southampton CTR 055/7.5nm at Approx 1034 and tracked towards New Alresford before turning Southbound passing abeam of BWAL then coasted out abeam of Lee-on-Solent. The primary contact was observed changing to a London FIS squawk so the coordinator called
201507524	09/06/2015	EGTT : London (FIR)	SAM	Bearing 055 Range 7nm	D	CTR	BAE	Turboprop	2	Infringement of the Southampton CTR (Class D) by a MX7. Traffic info given. One aircraft sent around. Second aircraft held on the ground. Standard separation maintained.	Primary contact observed in BWFA around Roughay Farm which I asked my coordinator to keep an eye on. Primary contact then disappears from radar. Outbound JS31 (1) had previously been released heading 020, A030. Inbound JS31 (2) had been transferred to Tower on a visual approach rwy02. I was about to transmit to another aircraft when I observed (along with my coordinator) the primary contact leaving the BWFA to the NE and entering the Solent CTR without permission. I immediately called the Tower and requested if the JS31 (1) had started his take off, he had not, so I instructed the Tower ATCO to hold the JS31 (1) and send JS31 (2) around. The JS31 (2) was on approximately a 3nm final and was instructed to fly 020 degrees climb to A030. I deemed it unnecessary to pass the instruction for JS31 (2) as avoiding action due relative positions (approx. 10nm) and pilot workload, the primary contact was still tracking north bound. My intention was to vector the JS31 (2) DWLH rwy02 once back on my frequency. Whilst this was happening the coordinator called Lower Upham who had no known traffic, he then called Roughay who advised that MX7 had departed and tracked northbound. Roughay tried to call him but were unable to get communication to warn him that he may infringe. JS31 (2) called as he approached SAM and was turned left and advise the reason for sending them around. JS31 (2) was still visual so he was cleared for a visual approach DWLH rwy02. The unknown traffic left the Southampton CTR 055/7.5nm at Approx 1034 and tracked towards New Alresford before turning Southbound passing abeam of BWAL then coasted out abeam of Lee-on-Solent. The primary contact was observed changing to a London FIS squawk so the coordinator called
201507539	06/06/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham		D	CTA	PIPER	Reciprocating	1	Infringement of the Birmingham CTA 2 (Class D) by an unknown aircraft in climb squawking 0010, resulting in loss of separation with an inbound PA34. Aircraft identified as a PA28. AIW activated.	Infringer PA28 in CTA 2 against PA34 establishing on the ILS 33. While controlling PA34, a training flight inbound to Birmingham, I noticed a 0010 squawk tracking north towards controlled airspace from the Wellesbourne direction. At the time it indicated 1600FT in the climb and my Mode S advised me of the callsign PA28. At this time PA34 was already ahead of PA28 and going away. Fltnum 53A called me during this and by the end of his transmission PA28 was observed at 2000FT. The time was approximately 1024Z. I called PA28 and advised him that he had infringed controlled airspace and that he needed to track south and descend to exit controlled airspace as soon as possible. I did not issue any avoiding action to PA34 as it was already going away from PA28 and the separation could not been increased any further. I have contacted the pilot and he says it was a navigational error on his part.
201507539	06/06/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham		D	CTA	PIPER	Reciprocating	2	Infringement of the Birmingham CTA 2 (Class D) by an unknown aircraft in climb squawking 0010, resulting in loss of separation with an inbound PA34. Aircraft identified as a PA28. AIW activated.	Infringer PA28 in CTA 2 against PA34 establishing on the ILS 33. While controlling PA34, a training flight inbound to Birmingham, I noticed a 0010 squawk tracking north towards controlled airspace from the Wellesbourne direction. At the time it indicated 1600FT in the climb and my Mode S advised me of the callsign PA28. At this time PA34 was already ahead of PA28 and going away. Fltnum 53A called me during this and by the end of his transmission PA28 was observed at 2000FT. The time was approximately 1024Z. I called PA28 and advised him that he had infringed controlled airspace and that he needed to track south and descend to exit controlled airspace as soon as possible. I did not issue any avoiding action to PA34 as it was already going away from PA28 and the separation could not been increased any further. I have contacted the pilot and he says it was a navigational error on his part.

201507545	09/06/2015	EGTT : London (FIR)	Danger Area EGD 201		G	Danger area	CYCLONE AIRSPORTS	Reciprocating	1	Infringement of Danger Area EGD201 (Class G) by three Microlights, two of which were squawking 7000.	During the opening of radar 1 position I observed a 7000 squawk indicating altitude 2500 feet with associated primary return in the vicinity of Llandysul. The D201 and D202 complexes were opening at 0900, therefore I made a blind call to the aircraft with no response. At 0845 the aircraft was 5NM E of West Wales airport, tracking along the edge of D202. I made a blind call to advise that D201 and D202 would become active at 0900. I called the West Wales AFISO and asked if he was working any traffic in the area. He was not. Watchkeeper RPAS was starting and I advised the AFISO that I would not pass a clearance to the Watchkeeper until the aircraft was clear of D202. I requested assistance in the ops room from a colleague. At 0852 the aircraft had climbed to altitude 4000 feet. I became aware of a primary return approximately 2 miles in trail of the first aircraft. I made a blind call advising that the danger areas would become active at 0900, no response received. At 0901 the first aircraft infringed D201 at New Quay tracking NE along the coast indicating altitude 2900 feet. The second aircraft was approximately 2 miles in trail and appeared to have another primary contact in formation with it. At 0903 the second aircraft infringed D201 at New Quay tracking NE along the coast. It was a primary only contact, with a second aircraft in formation. The second aircraft (referred to as 3rd aircraft) remained outside of D201 throughout. 0908 1st aircraft left D201 5NM SW of Aberystwyth tracking NE. 0911 2nd aircraft left D201 5NM SW of Aberystwyth tracking NE. 3rd aircraft remained outside throughout. 0915 2nd aircraft now displaying 7000 squawk. The aircraft orbited at Aberystwyth, all 3 joining in formation, then tracking North along the coast. My colleague
201507545	09/06/2015	EGTT : London (FIR)	Danger Area EGD 201		G	Danger area	OTHER	Reciprocating	1	Infringement of Danger Area EGD201 (Class G) by three Microlights, two of which were squawking 7000.	During the opening of radar 1 position I observed a 7000 squawk indicating altitude 2500 feet with associated primary return in the vicinity of Llandysul. The D201 and D202 complexes were opening at 0900, therefore I made a blind call to the aircraft with no response. At 0845 the aircraft was 5NM E of West Wales airport, tracking along the edge of D202. I made a blind call to advise that D201 and D202 would become active at 0900. I called the West Wales AFISO and asked if he was working any traffic in the area. He was not. Watchkeeper RPAS was starting and I advised the AFISO that I would not pass a clearance to the Watchkeeper until the aircraft was clear of D202. I requested assistance in the ops room from a colleague. At 0852 the aircraft had climbed to altitude 4000 feet. I became aware of a primary return approximately 2 miles in trail of the first aircraft. I made a blind call advising that the danger areas would become active at 0900, no response received. At 0901 the first aircraft infringed D201 at New Quay tracking NE along the coast indicating altitude 2900 feet. The second aircraft was approximately 2 miles in trail and appeared to have another primary contact in formation with it. At 0903 the second aircraft infringed D201 at New Quay tracking NE along the coast. It was a primary only contact, with a second aircraft in formation. The second aircraft (referred to as 3rd aircraft) remained outside of D201 throughout. 0908 1st aircraft left D201 5NM SW of Aberystwyth tracking NE. 0911 2nd aircraft left D201 5NM SW of Aberystwyth tracking NE. 3rd aircraft remained outside throughout. 0915 2nd aircraft now displaying 7000 squawk. The aircraft orbited at Aberystwyth, all 3 joining in formation, then tracking North along the coast. My colleague
201507545	09/06/2015	EGTT : London (FIR)	Danger Area EGD 201		G	Danger area	OTHER	Reciprocating	1	Infringement of Danger Area EGD201 (Class G) by three Microlights, two of which were squawking 7000.	During the opening of radar 1 position I observed a 7000 squawk indicating altitude 2500 feet with associated primary return in the vicinity of Llandysul. The D201 and D202 complexes were opening at 0900, therefore I made a blind call to the aircraft with no response. At 0845 the aircraft was 5NM E of West Wales airport, tracking along the edge of D202. I made a blind call to advise that D201 and D202 would become active at 0900. I called the West Wales AFISO and asked if he was working any traffic in the area. He was not. Watchkeeper RPAS was starting and I advised the AFISO that I would not pass a clearance to the Watchkeeper until the aircraft was clear of D202. I requested assistance in the ops room from a colleague. At 0852 the aircraft had climbed to altitude 4000 feet. I became aware of a primary return approximately 2 miles in trail of the first aircraft. I made a blind call advising that the danger areas would become active at 0900, no response received. At 0901 the first aircraft infringed D201 at New Quay tracking NE along the coast indicating altitude 2900 feet. The second aircraft was approximately 2 miles in trail and appeared to have another primary contact in formation with it. At 0903 the second aircraft infringed D201 at New Quay tracking NE along the coast. It was a primary only contact, with a second aircraft in formation. The second aircraft (referred to as 3rd aircraft) remained outside of D201 throughout. 0908 1st aircraft left D201 5NM SW of Aberystwyth tracking NE. 0911 2nd aircraft left D201 5NM SW of Aberystwyth tracking NE. 3rd aircraft remained outside throughout. 0915 2nd aircraft now displaying 7000 squawk. The aircraft orbited at Aberystwyth, all 3 joining in formation, then tracking North along the coast. My colleague
201507575	28/05/2015	EGTT : London (FIR)	Not specified		A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 7000 indicating 2800ft. Separation lost.	London ATC has submitted a safety report (MOR) concerning an infringement of the LTMA. As a consequence of this event, separation was lost against a Heathrow departure. Aircraft was identified as the aircraft involved following a positive identification by Mode S data. The radar picture that shows the aircraft within the LTMA with Mode C indicating 2800' (base CAS 2500'). Although this is an actual radar picture, some key points have been annotated which may assist you to recall the tracks flown. Aircraft (evident as a 7000 squawk) is highlighted in magenta as our radars will automatically detect the presence of unauthorised squawks within CAS. The call signs of other aircraft have been removed.☐ Supplementary 05/06/15:☐ This matter has been passed to the CFI.☐ Supplementary 10/06/15:☐ Took off from White Waltham and continued the climb with the intention of levelling off at 2300 on the QNH. I was watching out for other aircraft approaching the ATZ, perform the necessary checks and then began to explain the climb procedure to the student. When I realised I had climbed too high I immediately closed the power and lowered 2 flap to descend.☐ Supplementary 19/06/15:☐ I was informed by the ops supervisor that the following occurred during my afternoon shift of the last cycle. Fltnum 925 was outbound on a CPT departure, heading west. 3 miles to the east of it an infringer appeared on radar. The fltnum 925 continued heading west away from
201507575	28/05/2015	EGTT : London (FIR)	Not specified		A	TMA	UNKNOWN	Unknown		Infringement of the London TMA (Class A) by a PA28 squawking 7000 indicating 2800ft. Separation lost.	London ATC has submitted a safety report (MOR) concerning an infringement of the LTMA. As a consequence of this event, separation was lost against a Heathrow departure. Aircraft was identified as the aircraft involved following a positive identification by Mode S data. The radar picture that shows the aircraft within the LTMA with Mode C indicating 2800' (base CAS 2500'). Although this is an actual radar picture, some key points have been annotated which may assist you to recall the tracks flown. Aircraft (evident as a 7000 squawk) is highlighted in magenta as our radars will automatically detect the presence of unauthorised squawks within CAS. The call signs of other aircraft have been removed.☐ Supplementary 05/06/15:☐ This matter has been passed to the CFI.☐ Supplementary 10/06/15:☐ Took off from White Waltham and continued the climb with the intention of levelling off at 2300 on the QNH. I was watching out for other aircraft approaching the ATZ, perform the necessary checks and then began to explain the climb procedure to the student. When I realised I had climbed too high I immediately closed the power and lowered 2 flap to descend.☐ Supplementary 19/06/15:☐ I was informed by the ops supervisor that the following occurred during my afternoon shift of the last cycle. Fltnum 925 was outbound on a CPT departure, heading west. 3 miles to the east of it an infringer appeared on radar. The fltnum 925 continued heading west away from

201507606	10/06/2015	EGTT : London (FIR)	EGCB : Manchester/Barton	3nm W	D	CTA	JODEL	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an unknown aircraft at 2300. Aircraft identified as a Jodel DR100. AIW alerted. Standard separation maintained.	Airspace infringement. Jodel DR100 left the CTR from departure airstrip wearing 7373 squawk assigned by telephone via the VCR. This IFR squawk resulted in an instant MSAW alert and on first contact the pilot was given 7000 and a basic service. He elected to remain on listening watch and departed on an air test. At about 13:15 a 7000 AIW alert (no mode s) was observed west of Manchester Barton climbing through 2300ft into the CTA. I asked Manchester Barton FISO to check his traffic (negative result) as PC WAL sector telephoned me asking if it was our traffic. I called Jodel DR100 for a level check which corresponded with that of the unknown and issued 7350. The aircraft was identified, the pilot stated he was having issues with the aircraft and requested immediate return to departure airstrip. I advised him he was in CAS and he confirmed he could descend to leave which he did. A direct clearance to airstrip VFR was issued and the aircraft disappeared as expected over intended airstrip about 13:25. I was not aware of any conflicting traffic after establishing the identity of the infringer.
201507608	10/06/2015	EGTT : London (FIR)	Not specified		D	CTR	EUROCOPTER	Turboshaft	1	Infringement of the Manchester CTR (Class D) by a helicopter squawking 7366. Possible loss of separation with inbound aircraft.	At approximately 1430 I noticed a 7366 squawk in the vicinity of Lymm tracking towards the CTZ boundary. Using Mode S I could see the callsign. I free called the aircraft and issued squawk 7350. By the time the aircraft was identified it was inside controlled airspace by 1nm. I instructed the aircraft to turn right to enter the LLR. There was a possible loss of separation with an inbound on 05R ILS which had already passed the position of the aircraft, the next inbound was not turned towards the ILS until a/c was identified.☐ Supplementary 14/07/15:☐ Unfortunately I took the eastern line of the aircraft corridor as being the entire corridor and there is no difference in shading so assumed one side of it was Manchester CTR and the other Liverpool but now realize it is actually 4 miles wide. Clearly I was a little off the line. Should have set gps up to take in 2 reporting points of Leigh and M56 and compared it closely with my 1 000 000 map and then could have stayed in the middle freeing up the controllers time for his primary traffic.
201507608	10/06/2015	EGTT : London (FIR)	Not specified		D	CTR	UNKNOWN	Unknown		Infringement of the Manchester CTR (Class D) by a helicopter squawking 7366. Possible loss of separation with inbound aircraft.	At approximately 1430 I noticed a 7366 squawk in the vicinity of Lymm tracking towards the CTZ boundary. Using Mode S I could see the callsign. I free called the aircraft and issued squawk 7350. By the time the aircraft was identified it was inside controlled airspace by 1nm. I instructed the aircraft to turn right to enter the LLR. There was a possible loss of separation with an inbound on 05R ILS which had already passed the position of the aircraft, the next inbound was not turned towards the ILS until a/c was identified.☐ Supplementary 14/07/15:☐ Unfortunately I took the eastern line of the aircraft corridor as being the entire corridor and there is no difference in shading so assumed one side of it was Manchester CTR and the other Liverpool but now realize it is actually 4 miles wide. Clearly I was a little off the line. Should have set gps up to take in 2 reporting points of Leigh and M56 and compared it closely with my 1 000 000 map and then could have stayed in the middle freeing up the controllers time for his primary traffic.
201507612	11/06/2015	EGTT : London (FIR)	Not specified		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172, resulting in loss of separation with an inbound A320. CAIT activated. Traffic info and avoiding action given.	Infringement of Heathrow Control Zone by C172. I was the Heathrow Final Director at the time of the infringement. Whilst A320 was on a base leg from the south for 09L, pCAIT activated with an aircraft in his twelve o'clock. I immediately passed avoiding action with a left turn and passed traffic information. A320 was taken through the localiser and subsequently vectored back onto the ILS for 09L. ☐ Supplementary 02/09/15:☐ The loss of separation was caused when C172 climbed into controlled airspace, without authorisation, into conflict with A320. The incident was resolved by avoiding action being issued to the pilot of A320 followed by C172 descending outside of controlled airspace.
201507612	11/06/2015	EGTT : London (FIR)	Not specified		A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a C172, resulting in loss of separation with an inbound A320. CAIT activated. Traffic info and avoiding action given.	Infringement of Heathrow Control Zone by C172. I was the Heathrow Final Director at the time of the infringement. Whilst A320 was on a base leg from the south for 09L, pCAIT activated with an aircraft in his twelve o'clock. I immediately passed avoiding action with a left turn and passed traffic information. A320 was taken through the localiser and subsequently vectored back onto the ILS for 09L. ☐ Supplementary 02/09/15:☐ The loss of separation was caused when C172 climbed into controlled airspace, without authorisation, into conflict with A320. The incident was resolved by avoiding action being issued to the pilot of A320 followed by C172 descending outside of controlled airspace.

201507616	11/06/2015	EGTT : London (FIR)	SAM	Bearing 050 Range 11nm	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 indicating 3900ft and climbing. Aircraft indicated 4200ft before leaving CAS. Standard separation maintained.	Whilst operating as Solent Radar, the Coordinator pointed out a contact, identified on mode S as a PA28, approaching the NE controlled airspace boundary. A series of blind calls were made and the A/C entered the CTA-7 at 1403 (SAM 050/11nm) indicating 3900ft and tracking NW whilst slowly climbing. The A/C entered the CTA-6 at 1404 indicating 4200ft before leaving controlled airspace at 1405(SAM030/12nm). Mode S indicated airframe number as 400bdf. The contact was tracked to the NW until it was observed to have selected a Brize Radar squawk, with a subsequent call from the coordinator confirming the callsign of the infringing A/C.☐ Supplementary 19/06/15:☐ Departed 06 and turned on track to next waypoint. Had a problem with landing gear and had very slow climb rate and thus IAS. I was a little pre-occupied with landing gear and indeed the prevailing winds at the time did blow me CLOSE to the Solent CTA but I believe not into it. I didn't get any alarms or noticed on 2 x GPS devices that I had actually entered Solent Radar CTA. Suggested Actions to Prevent a Recurrence: Plot a track further East and allow for the increased in forecast winds. I think the Radar coverage doesn't reconcile with the available GPS guidance at the time. Will contact Solent Radar next time into destination well in advance even if remaining outside their CTA boundaries. I will check my VFR chart and GPS devices that the CTA boundaries and charts are the same.
201507618	10/06/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm SSW	G	Restricted area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft squawking 7000. Aircraft identified as a C150. Traffic info and avoiding action issued to an inbound B737 against the C150 resulted in loss of separation with an inbound B757.	Loss of separation B737 vs B757 due to infringing aircraft. Whilst on duty as the Essex Radar controller, I was in the process of handing over when the oncoming controller pointed out a non mode C ac infringe the Stansted TMZ2. I gave avoiding action to B737, which at that time was on a closing heading for RWY04 of 020deg to take the aircraft away from the infringer. Due to the strong easterly wind, the assigned heading was not sufficient to maintain standard separation against B757 which was being positioned downwind behind B737. Mode C was subsequently observed on the infringing ac, subsequently identified as C150. The two inbound aircraft were then vectored without further incident.☐ Supplementary 12/08/15:☐ Alleged Stansted TMZ 2 Infringement. There was an extremely strong wind from the north so I came back at 1500 feet give me a better ground speed. I tracked around the M25 spoke to Stapleford on 122.80 descended to 1400 feet on 1029 QNH (I believe this was the local QNH trying to recall the fine details of the flight) and contacted North Weald on 123.525 to pass overhead the airfield and below the Stansted TMZ as I have done many times before. When I was clear of North Weald and passing over the SW edge of Harlow I changed frequency to Essex Radar on 120.625 but they were extremely busy with inbound traffic, so I didn't make contact with them and as I was below 1500 feet and squawking 7000 mode 'C' I thought it would be OK. I left the area below the TMZ between Ware and Puckeridge and continued on to Sibson at 1500 feet. I don't know why my mode 'C' wasn't seen on radar. I always have my mode 'C' on, and at no time was I above 1500 feet on the local QHN so
201507618	10/06/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm SSW	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft squawking 7000. Aircraft identified as a C150. Traffic info and avoiding action issued to an inbound B737 against the C150 resulted in loss of separation with an inbound B757.	Loss of separation B737 vs B757 due to infringing aircraft. Whilst on duty as the Essex Radar controller, I was in the process of handing over when the oncoming controller pointed out a non mode C ac infringe the Stansted TMZ2. I gave avoiding action to B737, which at that time was on a closing heading for RWY04 of 020deg to take the aircraft away from the infringer. Due to the strong easterly wind, the assigned heading was not sufficient to maintain standard separation against B757 which was being positioned downwind behind B737. Mode C was subsequently observed on the infringing ac, subsequently identified as C150. The two inbound aircraft were then vectored without further incident.☐ Supplementary 12/08/15:☐ Alleged Stansted TMZ 2 Infringement. There was an extremely strong wind from the north so I came back at 1500 feet give me a better ground speed. I tracked around the M25 spoke to Stapleford on 122.80 descended to 1400 feet on 1029 QNH (I believe this was the local QNH trying to recall the fine details of the flight) and contacted North Weald on 123.525 to pass overhead the airfield and below the Stansted TMZ as I have done many times before. When I was clear of North Weald and passing over the SW edge of Harlow I changed frequency to Essex Radar on 120.625 but they were extremely busy with inbound traffic, so I didn't make contact with them and as I was below 1500 feet and squawking 7000 mode 'C' I thought it would be OK. I left the area below the TMZ between Ware and Puckeridge and continued on to Sibson at 1500 feet. I don't know why my mode 'C' wasn't seen on radar. I always have my mode 'C' on, and at no time was I above 1500 feet on the local QHN so
201507618	10/06/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm SSW	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft squawking 7000. Aircraft identified as a C150. Traffic info and avoiding action issued to an inbound B737 against the C150 resulted in loss of separation with an inbound B757.	Loss of separation B737 vs B757 due to infringing aircraft. Whilst on duty as the Essex Radar controller, I was in the process of handing over when the oncoming controller pointed out a non mode C ac infringe the Stansted TMZ2. I gave avoiding action to B737, which at that time was on a closing heading for RWY04 of 020deg to take the aircraft away from the infringer. Due to the strong easterly wind, the assigned heading was not sufficient to maintain standard separation against B757 which was being positioned downwind behind B737. Mode C was subsequently observed on the infringing ac, subsequently identified as C150. The two inbound aircraft were then vectored without further incident.☐ Supplementary 12/08/15:☐ Alleged Stansted TMZ 2 Infringement. There was an extremely strong wind from the north so I came back at 1500 feet give me a better ground speed. I tracked around the M25 spoke to Stapleford on 122.80 descended to 1400 feet on 1029 QNH (I believe this was the local QNH trying to recall the fine details of the flight) and contacted North Weald on 123.525 to pass overhead the airfield and below the Stansted TMZ as I have done many times before. When I was clear of North Weald and passing over the SW edge of Harlow I changed frequency to Essex Radar on 120.625 but they were extremely busy with inbound traffic, so I didn't make contact with them and as I was below 1500 feet and squawking 7000 mode 'C' I thought it would be OK. I left the area below the TMZ between Ware and Puckeridge and continued on to Sibson at 1500 feet. I don't know why my mode 'C' wasn't seen on radar. I always have my mode 'C' on, and at no time was I above 1500 feet on the local QHN so
201507642	10/06/2015	EGTT : London (FIR)	EGSX : North Weald		D	CTA	CIRRUS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a SR22 squawking 7010 at 1700ft. Traffic info given. Separation lost.	I observed an aircraft squawking 7010 with mode C infringe Stansted CTA 2. I gave avoiding action to a MD11. The infringer was identified using mode S. After phoning North Weald it was established that the pilot had set QFE and subsequently climbed into controlled airspace.

201507642	10/06/2015	EGTT : London (FIR)	EGSX : North Weald		D	CTA	MCDONNELL DOUGLAS	Turbofan	3	Infringement of the Stansted CTA (Class D) by a SR22 squawking 7010 at 1700ft. Traffic info given. Separation lost.	I observed an aircraft squawking 7010 with mode C infringe Stansted CTA 2. I gave avoiding action to a MD11. The infringer was identified using mode S. After phoning North Weald it was established that the pilot had set QFE and subsequently climbed into controlled airspace.
201507645	10/06/2015	EGTT : London (FIR)	EGSX : North Weald		G	Restricted area	CESSNA	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by a C172 squawking 7010. Traffic info and avoiding action given.	I observed an aircraft squawking 7010 without mode C infringe Stansted TMZ 2. As a result I had to give avoiding action and pass traffic information to inbound B737. I didn't consider the two aircraft to be in unsafe proximity. I tracked the infringer and obtained its details by phoning Elstree aerodrome.
201507645	10/06/2015	EGTT : London (FIR)	EGSX : North Weald		G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ (Class G) by a C172 squawking 7010. Traffic info and avoiding action given.	I observed an aircraft squawking 7010 without mode C infringe Stansted TMZ 2. As a result I had to give avoiding action and pass traffic information to inbound B737. I didn't consider the two aircraft to be in unsafe proximity. I tracked the infringer and obtained its details by phoning Elstree aerodrome.
201507646	08/06/2015	EGTT : London (FIR)	Not specified		G	Restricted area	PIPER	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an unknown non-transponding aircraft. Aircraft identified as a PA28.	Infringement of Stansted TMZ 2. I observed a non-transponding aircraft infringe Stansted TMZ 2 from the north-west. I phoned North Weald to establish the aircraft's identity and get the pilot to turn his transponder on.
201507691	11/06/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	DIAMOND	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an unknown aircraft squawking 3767, resulting in loss of separation with traffic. Aircraft identified as a Diamond H36.	G/A due 3767 squawk entered Gatwick CTR. While working as AIR controller, INT PTY rang to advise me of an unknown a/c, SQ 3767 which was west of the Redhill LFA heading south, I was instructed to send around A320 who was on a 2nm final. I also elected to cancel the conditional line up clearance which had been issued. A320 was instructed to fly 180/3000ft, the previous departure was on a SFD SID, this a/c I held onto until I was assured separation between the a/c, this was never compromised. The 3767 squawk was observed turning onto final for 08 at an airfield and entered their ATZ, after coordination with Gatwick radar, normal ops were resumed.☐☐ Supplementary 16/06/15:☐ At 1242 I was working INT / FIN boxed. A 3767 squawk was observed to enter the CTZ, approximately 4nm west of Redhill heading South towards the Gatwick Final Approach. A320 was on final approach. I called Redhill to ask if they were working the aircraft, and they said not. I rang Gatwick AIR on the priority line and advised them Redhill were not working the aircraft, and asked them to break A320 off to the south and climb to altitude 3A. I believed at the time, the 3767 was in an unsafe proximity to A320, and thought this was the safest action. I subsequently called Redhill back and asked them if they were now working the aircraft to the West of them, and at this time the 3767 was tracking towards Redhill. Redhill confirmed they were working the aircraft, and had been the whole time. They said I had asked them about an aircraft to the East of them, not the West. I thought I had asked about an aircraft to the west of them tracking towards the Gatwick Final Approach. A320 was

201507691	11/06/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by an unknown aircraft squawking 3767, resulting in loss of separation with traffic. Aircraft identified as a Diamond H36.	G/A due 3767 squawk entered Gatwick CTR. While working as AIR controller, INT PTY rang to advise me of an unknown a/c. SQ 3767 which was west of the Redhill LFA heading south, I was instructed to send around A320 who was on a 2nm final. I also elected to cancel the conditional line up clearance which had been issued. A320 was instructed to fly 180/3000ft, the previous departure was on a SFD SID, this a/c I held onto until I was assured separation between the a/c, this was never compromised. The 3767 squawk was observed turning onto final for 08 at an airfield and entered their ATZ, after coordination with Gatwick radar, normal ops were resumed.☐ Supplementary 16/06/15:☐ At 1242 I was working INT / FIN bandboxed. A 3767 squawk was observed to enter the CTZ, approximately 4nm west of Redhill heading South towards the Gatwick Final Approach. A320 was on final approach. I called Redhill to ask if they were working the aircraft, and they said not. I rang Gatwick AIR on the priority line and advised them Redhill were not working the aircraft, and asked them to break A320 off to the south and climb to altitude 3A. I believed at the time, the 3767 was in an unsafe proximity to A320, and thought this was the safest action. I subsequently called Redhill back and asked them if they were now working the aircraft to the West of them, and at this time the 3767 was tracking towards Redhill. Redhill confirmed they were working the aircraft, and had been the whole time. They said I had asked them about an aircraft to the East of them, not the West. I thought I had asked about an aircraft to the west of them tracking towards the Gatwick Final Approach. A320 was
201507691	11/06/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	UNKNOWN	Unknown		Infringement of the Gatwick CTR (Class D) by an unknown aircraft squawking 3767, resulting in loss of separation with traffic. Aircraft identified as a Diamond H36.	G/A due 3767 squawk entered Gatwick CTR. While working as AIR controller, INT PTY rang to advise me of an unknown a/c. SQ 3767 which was west of the Redhill LFA heading south, I was instructed to send around A320 who was on a 2nm final. I also elected to cancel the conditional line up clearance which had been issued. A320 was instructed to fly 180/3000ft, the previous departure was on a SFD SID, this a/c I held onto until I was assured separation between the a/c, this was never compromised. The 3767 squawk was observed turning onto final for 08 at an airfield and entered their ATZ, after coordination with Gatwick radar, normal ops were resumed.☐ Supplementary 16/06/15:☐ At 1242 I was working INT / FIN bandboxed. A 3767 squawk was observed to enter the CTZ, approximately 4nm west of Redhill heading South towards the Gatwick Final Approach. A320 was on final approach. I called Redhill to ask if they were working the aircraft, and they said not. I rang Gatwick AIR on the priority line and advised them Redhill were not working the aircraft, and asked them to break A320 off to the south and climb to altitude 3A. I believed at the time, the 3767 was in an unsafe proximity to A320, and thought this was the safest action. I subsequently called Redhill back and asked them if they were now working the aircraft to the West of them, and at this time the 3767 was tracking towards Redhill. Redhill confirmed they were working the aircraft, and had been the whole time. They said I had asked them about an aircraft to the East of them, not the West. I thought I had asked about an aircraft to the west of them tracking towards the Gatwick Final Approach. A320 was
201507692	11/06/2015	EGTT : London (FIR)	BIG	Bearing 090 Range 3nm	A	TMA	GRUMMAN	Reciprocating	1	Infringement of the London TMA (Class A) by an aircraft at 2800ft. Standard separation maintained.	Aircraft was cleared via EGKB APP for a DVR departure to 2400ft to remain outside controlled airspace. On departure the aircraft checked in initially started to say his level as 2800ft which corresponded with his Mode C, but paused mid sentence realising his error and reported 2400ft as he started to descend. He was then Identified and told to climb to 4000ft. I called EGKB APP to confirm what clearance had been given to the pilot and they reported that 2400ft had been given and read back by the pilot. No other traffic was in the vicinity to affect the level bust/infringement.
201507720	10/06/2015	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire		G	ATZ	PIPER	Reciprocating	1	Possible infringement of the Gloucester/Staverton ATZ (Class G) by a PA28. Avoiding action taken by military aircraft.	A military aircraft was carrying out instrument training and had entered the GST hold at 3.0A at 09:20. Shortly after entering the hold, the pilot reported that he was taking avoiding action against other traffic. He advised that he was climbing to 3.5A and I acknowledged this and advised that I had no known traffic in that area. A PA28 had departed runway 09 to the west at 09:16 and I checked his altitude which he reported as being 2.3A. There was no other IFR traffic to affect the military aircraft's climb to 3.5A and he continued in the hold at this level until ready to commence the instrument approach. Upon speaking to the military afterwards, he advised that he was at the base of the cloud and had been concerned that there may have been other unknown traffic in the cloud. His on board flight equipment had shown another aircraft less than 1 mile away hence why he climbed, but he did not notice the height of the aircraft indicated on his equipment. He advised that he would be completing a DASOR military report. METAR 0920Z 05007KT 9999 BKN028 12/06 Q1031=
201507720	10/06/2015	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire		G	ATZ	OTHER	Unknown		Possible infringement of the Gloucester/Staverton ATZ (Class G) by a PA28. Avoiding action taken by military aircraft.	A military aircraft was carrying out instrument training and had entered the GST hold at 3.0A at 09:20. Shortly after entering the hold, the pilot reported that he was taking avoiding action against other traffic. He advised that he was climbing to 3.5A and I acknowledged this and advised that I had no known traffic in that area. A PA28 had departed runway 09 to the west at 09:16 and I checked his altitude which he reported as being 2.3A. There was no other IFR traffic to affect the military aircraft's climb to 3.5A and he continued in the hold at this level until ready to commence the instrument approach. Upon speaking to the military afterwards, he advised that he was at the base of the cloud and had been concerned that there may have been other unknown traffic in the cloud. His on board flight equipment had shown another aircraft less than 1 mile away hence why he climbed, but he did not notice the height of the aircraft indicated on his equipment. He advised that he would be completing a DASOR military report. METAR 0920Z 05007KT 9999 BKN028 12/06 Q1031=

201507730	10/06/2015	EGTT : London (FIR)	Salisbury Plain	EG D123	G	Danger area	AVIONS ROBIN	Reciprocating	1	Infringement of Danger Area EG D123(Salisbury Plain) by an aircraft squawking 5076 at 2700ft.	At 1508 Local Bristol ATC telephoned to inform us that a civilian aircraft receiving a basic service (sqk 5076) from them had strayed into EGD D123 at 2700ft AMSL whilst conducting a navex. Bristol had advised the aircraft that he had entered the danger area upon which he turned west to vacate. EDG D123 was active to 5000ft AMSL at the time in support of a rotary wing trial and Warminster Danger Area was live firing to 2500ft AMSL. Due to a high workload at the time neither myself or my colleague spotted the aircraft infringe the danger area until the phone call from Bristol was received. My colleague, who took the phone call from Bristol noticed the aircraft overhead the Warminster Danger area heading west to vacate. On speaking with the pilot who phoned approximately 90 minutes later, he was very apologetic and explained that he was conducting a navex from Bournemouth to Bristol. At the point where he entered EGD 123 he was on a leg from Tisbury to Frome having planned to avoid the SPTA Danger Areas altogether, but due to strong winds he was pushed off course in an north easterly direction taking him overhead Warminster then into EGD D123. Convinced that he was still on track and overhead Frome, it was not until he was advised by Bristol that he had entered an active Danger Area did he realise his navigational error. He then headed west to vacate EGD D123. □ Supplementary 16/06/15:□ Whilst operating the Radar 2 position I was contacted by R2100 requesting a Basic Service. I instructed the pilot to squawk 5067 and identified him inside D123 at 3000 feet. The Danger Area was active up to 5000 feet. I instructed the pilot to leave the area immediately to the
201507753	04/06/2015	EGTT : London (FIR)	Freshwater Bay	Isle of Wight	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA (Class D) by a PA28 squawking 7377 reported to have climbed to 3300ft.	At approx. 13.40 my coordinator observed a #7377 squawk routing northeast bound climbing through 2000 altitude in the vicinity of Freshwater Bay, Isle of Wight. Neither EGHH nor blind transmissions were able to raise contact with the aircraft. Subsequently aircraft called in the vicinity of Portsmouth and was provided with a Basic Service. This was the aircraft that was believed to have infringed controlled airspace.□ Supplementary 15/6/15:□ It is noted that the aircraft operating on a local flight is reported to have climbed to 3300ft whilst tracking eastbound along 'The Solent'. The incident has also highlighted a potential safety issue regarding the serviceability of the aircraft's transponder as it did not appear to working continuously, although the owner says there is nothing wrong with it. □ Supplementary 16/07/15:□ The airspace infringement was caused by the pilot climbing into the Solent CTA without a clearance.
201507760	13/06/2015	EGTT : London (FIR)	LAPRA	W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft indicating FL98. Aircraft identified as a PA24. Standard separation maintained.	Infringement on FIS frequency. West of LAPRA, PA24. As TC East Controller I observed an infringing FIS code indicating FL98 to the west of LAPRA. This was in close proximity to an inbound fltnum 81TF, which was then turned away and stopped at FL120. The FIR were then called to ask about the infringing aircraft and advised that the aircraft needed to descend to below FL65 (the base of CAS it would eventually fly into). They then passed the information onto the pilot. The infringing aircraft was still apparent a few minutes later as it transited at FL85. On a second telephone call to the FIR they stated they had been having difficulty with the pilot of the aircraft. It was re-iterated that the aircraft would have to descend below FL65 and that infringing reporting action would be taken. The GS South then spoke with the FIR to obtain details of the infringing aircraft. The FIR reported the aircraft should now be descending to FL 64.□ Supplementary 16/06/15:□ Infringement to East CLN. Was working PA24 at 5000' initially. Pilot asked for Flight plan activation, which was done. Pilot reported climbing 6000' to be VFR above cloud. FISO told pilot climb at his discretion. Then FISO continued working other traffic. Sometime later a call was received by FISO support from Terminal Control to confirm PA24 was infringing controlled airspace near Wattisham at FL094. UCE took frequency momentarily to advise PA24 of the base of Controlled Airspace in that area (FL085) and also base further along route of FL065.Advised pilot that A/C should be FL64 or below to be outside controlled airspace. AC continued to maintain altitude for some considerable time after radio call was
201507760	13/06/2015	EGTT : London (FIR)	LAPRA	W	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by an unknown aircraft indicating FL98. Aircraft identified as a PA24. Standard separation maintained.	Infringement on FIS frequency. West of LAPRA, PA24. As TC East Controller I observed an infringing FIS code indicating FL98 to the west of LAPRA. This was in close proximity to an inbound fltnum 81TF, which was then turned away and stopped at FL120. The FIR were then called to ask about the infringing aircraft and advised that the aircraft needed to descend to below FL65 (the base of CAS it would eventually fly into). They then passed the information onto the pilot. The infringing aircraft was still apparent a few minutes later as it transited at FL85. On a second telephone call to the FIR they stated they had been having difficulty with the pilot of the aircraft. It was re-iterated that the aircraft would have to descend below FL65 and that infringing reporting action would be taken. The GS South then spoke with the FIR to obtain details of the infringing aircraft. The FIR reported the aircraft should now be descending to FL 64.□ Supplementary 16/06/15:□ Infringement to East CLN. Was working PA24 at 5000' initially. Pilot asked for Flight plan activation, which was done. Pilot reported climbing 6000' to be VFR above cloud. FISO told pilot climb at his discretion. Then FISO continued working other traffic. Sometime later a call was received by FISO support from Terminal Control to confirm PA24 was infringing controlled airspace near Wattisham at FL094. UCE took frequency momentarily to advise PA24 of the base of Controlled Airspace in that area (FL085) and also base further along route of FL065.Advised pilot that A/C should be FL64 or below to be outside controlled airspace. AC continued to maintain altitude for some considerable time after radio call was
201507779	23/05/2015	EGTT : London (FIR)	REXAM		A	Airway - ATS Route	OTHER	Reciprocating	1	Infringement of Airway N864 (Class A) by an unknown aircraft squawking 7000, indicating FL60. Aircraft identified as a Eurofox 912. CAIT activated. Standard separation maintained.	Aircraft infringed WAL airspace. Working as WAL Tac (OP29C). At 1455 a CAIT return alerted myself and the WAL planner to an infringing a/c in WAL airspace. The a/c showed a 7000 squawk but the 'aircraft data' tab showed his call-sign to be a Eurofox 912 and he indicated FL60. He infringed SE of REXAM by 4nm and transmitted across the airway N864 in a NW direction. The sector was quiet, workload was light and there was no conflictions. The sector controllers continued to monitor the aircraft who later changed to a squawk of its intended destination. Intended destination supervisor was phoned and asked if he could ask the pilot to phone the LAS W2 desk when he landed. Working as LAS W2. At 1600 the pilot of Eurofox 912 phoned the W2 desk. He explained that he was travelling from departure airfield to intended destination. He had his maps in front of him and he believed he transited slightly south of his actual track were the base was FL65. I explained that he was actually further north than he'd anticipated were the base was 4500'A. He was very apologetic and said he wouldn't let it happen again.

201507791	13/06/2015	EGTT : London (FIR)	BIG	4nm S	A	Restrict ed area	DIAMOND	Reciprocating	1	Infringement of the Red Arrows RA(T) at Biggin Hill by an unknown aircraft squawking 3767 at 1400ft. Aircraft identified as a DA20. Traffic info was given to the Red Arrows.	I was providing a discrete traffic service to the Red Arrows who were displaying. A return was observed in the southern part of the RAT squawking 3767 (Redhill conspicuity). At no point did the a/c infringe CAS, only the RAT was penetrated. I passed traffic to the Red Arrows and asked Redhill to instruct the traffic to leave immediately (through Gatwick initially for speed - I then called them myself when I had time to find the phone line, which is not normally used on the SVFR phone panel). The a/c was identified as a training flight from a flying school. <input type="checkbox"/> Supplementary 18/06/2015: <input type="checkbox"/> The flight was a re-familiarisation training flight for a student who has not flown since 6/12/14. The runway in use was 26L at Redhill. After checking Notams and noting the air display at Biggin Hill we check the chart and saw we would pass along the Southern edge of the RAT. Planning to fly East then down towards Bough Beech reservoir and towards training area in the Bewl water area. The departure route given by Redhill tower was to fly vfr towards Godstone, a route commonly used as it is a vrp. Looking at the chart we were then going skirt the edge of the RAT & head towards Oxted then South Westerly away from the RAT towards Bough Beech avoiding any inbound traffic who usually route Bough Beech, Eden Bridge, South Godstone station, Redhill along the North side of the railway line, which is our normal separation inbound/outbound traffic. <input type="checkbox"/> I now realise that the course given was directing us towards the RAT and we should of immediately changed from Redhill tower on departure to Farnborough East LARS and risked
201507794	07/06/2015	EGTT : London (FIR)	EGSG : Stapleford	3nm NNW	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a DA40 at 2400ft, resulting in loss of separation with an inbound A319. Traffic info given.	I was PIC en route when I infringed Stansted CTA at 10:37. Departure airfield has two runways, 04 and 22. Typically I used runway 22 however on this day runway 04 was in use. I took off and followed standard procedure climbing to 1000 ft before making a left turn towards my first way-point which was N514255 W0002308. As is apparent in the radar images I have misjudged my distance from Stansted CTA and rather than turn correctly downwind and continue climbing, I have extended my turn and infringed Stansted CTA. What is clear is that my judgement was incorrect. I believe this was due to my lack of familiarity with using Runway 04 and also not fully appreciating just how close the Stansted CTA is to the departure airfield ATZ. I am deeply concerned at the error that I've made and have put into action the following: I am spending time reviewing the airspace in question and specifically the proximity to departure airfield when taking off from Runway 04. I have reviewed the correct turn out, I will ensure I remain below 1500ft and I have further familiarised myself with the specific ground features to make the turn correctly and avoid any risk of infringement. I have also sought some further training from an Instructor to seek advice about making better use of the ATC at Farnborough Lars North and to practice the turn out so that in future I am fully confident of the distance at which I can extend safely and so not repeat the error. And lastly, I have added a further pre-flight check to ensure that the alert function on GPS is active. Unfortunately, the airspace warning alert on GPS was not turned on. <input type="checkbox"/> Supplementary 25/08/15: <input type="checkbox"/>
201507794	07/06/2015	EGTT : London (FIR)	EGSG : Stapleford	3nm NNW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a DA40 at 2400ft, resulting in loss of separation with an inbound A319. Traffic info given.	I was PIC en route when I infringed Stansted CTA at 10:37. Departure airfield has two runways, 04 and 22. Typically I used runway 22 however on this day runway 04 was in use. I took off and followed standard procedure climbing to 1000 ft before making a left turn towards my first way-point which was N514255 W0002308. As is apparent in the radar images I have misjudged my distance from Stansted CTA and rather than turn correctly downwind and continue climbing, I have extended my turn and infringed Stansted CTA. What is clear is that my judgement was incorrect. I believe this was due to my lack of familiarity with using Runway 04 and also not fully appreciating just how close the Stansted CTA is to the departure airfield ATZ. I am deeply concerned at the error that I've made and have put into action the following: I am spending time reviewing the airspace in question and specifically the proximity to departure airfield when taking off from Runway 04. I have reviewed the correct turn out, I will ensure I remain below 1500ft and I have further familiarised myself with the specific ground features to make the turn correctly and avoid any risk of infringement. I have also sought some further training from an Instructor to seek advice about making better use of the ATC at Farnborough Lars North and to practice the turn out so that in future I am fully confident of the distance at which I can extend safely and so not repeat the error. And lastly, I have added a further pre-flight check to ensure that the alert function on GPS is active. Unfortunately, the airspace warning alert on GPS was not turned on. <input type="checkbox"/> Supplementary 25/08/15: <input type="checkbox"/>
201507808	08/06/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	9nm SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an unknown aircraft squawking 7000 at 2000ft, resulting in loss of separation with an inbound A319. Aircraft identified as a PA16. Traffic info and avoiding action given.	Infringement of controlled airspace by PA16. A 7000 squawk was observed tracking east at 1.4A and climbed slowly up to altitude 2 thousand feet. As it did so the aircraft entered controlled airspace about 9 miles to the south west of Gatwick. An inbound aircraft, A319 was stopped at 4A and given a northerly turn, advised that the turn was avoiding action against unknown traffic and traffic information passed. PA16 was subsequently seen to squawk 1730. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Pilot error. Situational awareness. Failed on-line test, retraining letter sent.
201507808	08/06/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	9nm SW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by an unknown aircraft squawking 7000 at 2000ft, resulting in loss of separation with an inbound A319. Aircraft identified as a PA16. Traffic info and avoiding action given.	Infringement of controlled airspace by PA16. A 7000 squawk was observed tracking east at 1.4A and climbed slowly up to altitude 2 thousand feet. As it did so the aircraft entered controlled airspace about 9 miles to the south west of Gatwick. An inbound aircraft, A319 was stopped at 4A and given a northerly turn, advised that the turn was avoiding action against unknown traffic and traffic information passed. PA16 was subsequently seen to squawk 1730. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Pilot error. Situational awareness. Failed on-line test, retraining letter sent.

201507809	03/06/2015	EGTT : London (FIR)	Danger Area EG D118	Pembrey Sands	G	Danger area	AVIONS ROBIN	Reciprocating	1	Infringement of Danger Area EG D118 Pembrey Sands (Class G) by a DR400. Traffic info given.	At about 1200Z a light aircraft was seen approx 2nm East of Pembrey Range Control tower at low level, it appeared to be on finals for Pembrey Airfield. Two military aircraft were using the Range at the time of the incident and had reported seeing the light aircraft. It was subsequently discovered that the DR400 pilot had misidentified Pembrey airfield for Swansea and was making calls to Swansea Radio believing to be on finals there. At some point during final approach, he presumably realised his error, abandoned the approach to Pembrey and departed to Swansea. An effective lookout by the military pilots active on the range at the time of the infringement resulted in them sighting the DR400 in good time.
201507810	09/06/2015	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	16nm E	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2700ft, resulting in loss of separation with an inbound A319. Aircraft identified as a PA28. CAIT activated. Traffic info and avoiding action given.	Avoiding action. I was working on Fin, when a secondary CAIT alerted me to a 7000 return at 2500 which was in tolerance and I decide to take no action, however the very next sweep it when to 2700ft so I took avoiding action with the A319 and passed traffic information. I 7000 was subsequently seen to put on a 3603 squawk, so military ATC was contacted and it was identified as a PA28.
201507810	09/06/2015	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	16nm E	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at 2700ft, resulting in loss of separation with an inbound A319. Aircraft identified as a PA28. CAIT activated. Traffic info and avoiding action given.	Avoiding action. I was working on Fin, when a secondary CAIT alerted me to a 7000 return at 2500 which was in tolerance and I decide to take no action, however the very next sweep it when to 2700ft so I took avoiding action with the A319 and passed traffic information. I 7000 was subsequently seen to put on a 3603 squawk, so military ATC was contacted and it was identified as a PA28.
201507814	15/06/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	7nm East	D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C182 squawking 5023 at 2000ft. Departures suspended.	At approx 1345 I was alerted by SCAIT (controlled airspace infringement tool) to an aircraft entering Stansted controlled airspace (base 1500ft) at an indicated altitude of 2000ft in the vicinity of Andrewsfield aerodrome, tracking north west toward the runway 04 climbout. The squawk code associated with the radar contact was 5023, a Farnborough LARS North code. A telephone conversation with the Farnborough LARS controller revealed that he'd transferred the pilot to Andrewsfield radio, but would be regaining R/T contact after the aircraft had crossed their ATZ. After a couple of minutes he rang again to say that he now had contact and was descending the aircraft. An identical situation occurred approx 5 mins earlier with another German registered aircraft displaying Farnborough LARS code 5022, but departing aircraft were fortunately not delayed. Stansted departures were suspended for approx 3 mins whilst the aircraft was inside controlled airspace without clearance and at least one aircraft was delayed. I believe both aircraft landed at Duxford.☐ Supplementary 16/06/2015☐ C182 flying from LFQQ to EGSC came on frequency routing east around the Stansted Control Zone not above altitude 2A. I warned him that Andrewsfield ATZ was ahead of him and suggested speaking to Andrewfield to transit their ATZ. C182 free called Andrewsfield whilst still south of their ATZ and at 1.9A tracking Northbound. A/c then returned on Farnborough LARS North frequency when approximately 2 miles north of the Andrewsfield ATZ maintaining 1.9A still tracking North. I had already spoken to Essex when the C182 was speaking with Andrewsfield and warned them that the C182 may infringe upon leaving the
201507817	15/06/2015	EGTT : London (FIR)	MAY	Bearing 235 Range 20nm	A	TMA	VANS	Reciprocating	1	Infringement of the London TMA (Class A) by an aircraft squawking 7000 at 3300ft. Traffic info and avoiding action given. Separation lost.	I was working a busy session bandboxed which was soon to tail off so in my professional judgement I felt there was no need for a FIN director at that time especially as the traffic was weighted heavier from the East with only one confliction from the West. Suddenly a 7000 appeared in the SW quadrant class A airspace at 3300feet. I immediately gave avoiding action to B787 with traffic I did not allow the blips to merge at any time. Farnborough quickly rang as I watched the traffic leave controlled airspace. I then called clear of traffic. I immediately requested assistance to split the sector but subsequently did not require it. Farnborough identified the traffic and route.

201507817	15/06/2015	EGTT : London (FIR)	MAY	Bearing 235 Range 20nm	A	TMA	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by an aircraft squawking 7000 at 3300ft. Traffic info and avoiding action given. Separation lost.	I was working a busy session bandboxed which was soon to tail off so in my professional judgement I felt there was no need for a FIN director at that time especially as the traffic was weighted heavier from the East with only one confliction from the West. Suddenly a 7000 appeared in the SW quadrant class A airspace at 3300feet. I immediately gave avoiding action to B787 with traffic I did not allow the blips to merge at any time. Farnborough quickly rang as I watched the traffic leave controlled airspace. I then called clear of traffic. I immediately requested assistance to split the sector but subsequently did not require it. Farnborough identified the traffic and route.
201507909	27/05/2015	EGTT : London (FIR)	Stevenage	5nm SSW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR by an unknown aircraft squawking 7000, resultin in loss of separation with inbound traffic. Aircraft identified as a C152. The manoeuvres of the C152 suggested it was lost. Traffic info and avoiding action given.	Infringement - Luton CTR - C152. I observed an A7000 squawk with no Mode C about to enter the Luton CTR south west of Stevenage. I advised the aircraft on base leg for runway 26 that it may be necessary to break off the approach and made a blind transmission to the Mode S FLID (C152) of the infringing aircraft. Having received no response to the blind transmission and observed the contact enter CAS, I issued instructions to the aircraft inbound to maintain 4000ft and gave avoiding action and traffic information to avoid the infringer. The infringer then tracked eastbound and left the lateral limits of the Luton CTR. I then recommenced the approach for the inbound aircraft issuing traffic information due to the lateral proximity of the previously infringing aircraft and no positive confirmation of its altitude. I continued to track the infringing aircraft to the Barkway area and GS Airports confirmed via the operator the destination the aircraft should have been flying to. The manoeuvres of the aircraft suggested it was lost and a subsequent phone call to intended destination resulted in the aircraft being transferred to D&D prior to landing at destination.
201507909	27/05/2015	EGTT : London (FIR)	Stevenage	5nm SSW	D	CTR	UNKNOWN	Turbofan		Infringement of the Luton CTR by an unknown aircraft squawking 7000, resultin in loss of separation with inbound traffic. Aircraft identified as a C152. The manoeuvres of the C152 suggested it was lost. Traffic info and avoiding action given.	Infringement - Luton CTR - C152. I observed an A7000 squawk with no Mode C about to enter the Luton CTR south west of Stevenage. I advised the aircraft on base leg for runway 26 that it may be necessary to break off the approach and made a blind transmission to the Mode S FLID (C152) of the infringing aircraft. Having received no response to the blind transmission and observed the contact enter CAS, I issued instructions to the aircraft inbound to maintain 4000ft and gave avoiding action and traffic information to avoid the infringer. The infringer then tracked eastbound and left the lateral limits of the Luton CTR. I then recommenced the approach for the inbound aircraft issuing traffic information due to the lateral proximity of the previously infringing aircraft and no positive confirmation of its altitude. I continued to track the infringing aircraft to the Barkway area and GS Airports confirmed via the operator the destination the aircraft should have been flying to. The manoeuvres of the aircraft suggested it was lost and a subsequent phone call to intended destination resulted in the aircraft being transferred to D&D prior to landing at destination.
201507909	27/05/2015	EGTT : London (FIR)	Stevenage	5nm SSW	D	CTR	CESSNA	Turbofan	2	Infringement of the Luton CTR by an unknown aircraft squawking 7000, resultin in loss of separation with inbound traffic. Aircraft identified as a C152. The manoeuvres of the C152 suggested it was lost. Traffic info and avoiding action given.	Infringement - Luton CTR - C152. I observed an A7000 squawk with no Mode C about to enter the Luton CTR south west of Stevenage. I advised the aircraft on base leg for runway 26 that it may be necessary to break off the approach and made a blind transmission to the Mode S FLID (C152) of the infringing aircraft. Having received no response to the blind transmission and observed the contact enter CAS, I issued instructions to the aircraft inbound to maintain 4000ft and gave avoiding action and traffic information to avoid the infringer. The infringer then tracked eastbound and left the lateral limits of the Luton CTR. I then recommenced the approach for the inbound aircraft issuing traffic information due to the lateral proximity of the previously infringing aircraft and no positive confirmation of its altitude. I continued to track the infringing aircraft to the Barkway area and GS Airports confirmed via the operator the destination the aircraft should have been flying to. The manoeuvres of the aircraft suggested it was lost and a subsequent phone call to intended destination resulted in the aircraft being transferred to D&D prior to landing at destination.
201507934	23/05/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing W Range 15nm	D	CTA	CYCLONE AIRSPORTS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Microlight at 1500ft. Traffic info given.	Background: Aircraft was inbound to Hunsdon, a Microlight site which Essex radar have a good working relationship with and one which we would all like to maintain given its close proximity to the SS CTA - this particular event in our opinion was cleared up on the day but I have been asked to file this report after the investigations department queried it. Event: As far as I can recall I took over as SS Fin and noticed a contact tracking towards the SS CTA in the vicinity of Hunsdon. It seemed to me that he was more than likely about to enter the CTA so I gave an inbound flight a very early warning that I would most likely be repositioning him for a down wind right hand pattern to avoid the contact until we established its intentions. When the contact entered controlled airspace myself on SS FIN (136.2) and SS INT (120.625) put out blanket calls for the aircraft in an attempt to gather his intentions. Shortly after the aircraft selected the 0013 monitoring squawk for Essex and talked to SS Int on 120.625. I cannot be sure what was said on this frequency, but it was established that he has been distracted in the cockpit, was fully aware of his error and was making an immediate descent to correct this through coordination with my SS INT colleague. Given this I continued to vector inbound aircraft as normal as the infringer was now known traffic and we were all happy that the situation as safe. We called the supervisor over at the time and asked him what we should do with regards to reporting action given the chain of events, which we classed as a very brief and non consequential infringement of the CTA although there was a very small margin of delay to the inbound flight In discussion we all agreed little would be gained from an MOR and that the infringer had quite clearly suffered from a

201507934	23/05/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing W Range 15nm	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Microlight at 1500ft. Traffic info given.	Background: Aircraft was inbound to Hunsdon, a Microlight site which Essex radar have a good working relationship with and one which we would all like to maintain given its close proximity to the SS CTA - this particular event in our opinion was cleared up on the day but I have been asked to file this report after the investigations department queried it. Event: As far as I can recall I took over as SS Fin and noticed a contact tracking towards the SS CTA in the vicinity of Hunsdon. It seemed to me that he was more than likely about to enter the CTA so I gave an inbound flight a very early warning that I would most likely be repositioning him for a down wind right hand pattern to avoid the contact until we established its intentions. When the contact entered controlled airspace myself on SS FIN (136.2) and SS INT (120.625) put out blanket calls for the aircraft in an attempt to gather his intentions. Shortly after the aircraft selected the 0013 monitoring squawk for Essex and talked to SS Int on 120.625. I cannot be sure what was said on this frequency, but it was established that he has been distracted in the cockpit, was fully aware of his error and was making an immediate descent to correct this through coordination with my SS INT colleague. Given this I continued to vector inbound aircraft as normal as the infringer was now known traffic and we were all happy that the situation as safe. We called the supervisor over at the time and asked him what we should do with regards to reporting action given the chain of events, which we classed as a very brief and non consequential infringement of the CTA although there was a very small margin of delay to the inbound flight In discussion we all agreed little would be gained from an MOR and that the infringer had quite clearly suffered from a
201507951	16/06/2015	EGTT : London (FIR)	SAM	Bearing 039 Range 12.5nm	D	CTA	OTHER	Reciprocating	1	Infringement of the Solent CTA (Class D) by two microlights in close formation squawking 7000 at 3500ft.	At approximately time 0845 I noticed two contacts in close formation passing Popham tracking south east bound towards New Arlesford. They both indicated 7000 at 3400 feet. I continued to monitor them and as they approached the Solent CTA Area 5 made blind calls to both of the Mode S indicated callsigns. Neither responded. At time 0851 both aircraft entered the Solent CTA Area 5 at 3500 feet setting off the AIW, bearing 039 from SAM at 12.5nm. The aircraft tracked southeast, entering Area 7 briefly, before leaving controlled airspace at time 0852. Both aircraft were seen to be descending in the vicinity of Goodwood at time 0913. □ Supplementary 22/06/15: □ The GPS trace show that we NEARLY entered controlled airspace. This near infringement was probably caused by me as the pilot of microlight (1). We were flying in close formation with microlight (2). We were concentrating on making the most of the ideal conditions to take some air to air photos. The pilot of microlight (2) would have been concerned with maintaining straight and level and may have not noticed the proximity of the CTA and I, as the pilot of microlight (1), was concentrating on maintaining separation from microlight (2). Having taken some photos I glanced at my GPS and noticed how close we had got to the CTA and moved further away. The solution is easy to comprehend, we should not have been taking air to air photos whilst so close to a CTA. I accept full responsibility for any problems caused by either aircraft and I will endeavour to never repeat the situation. □ Supplementary 10/08/15: □
201507951	16/06/2015	EGTT : London (FIR)	SAM	Bearing 039 Range 12.5nm	D	CTA	OTHER	Reciprocating	1	Infringement of the Solent CTA (Class D) by two microlights in close formation squawking 7000 at 3500ft.	At approximately time 0845 I noticed two contacts in close formation passing Popham tracking south east bound towards New Arlesford. They both indicated 7000 at 3400 feet. I continued to monitor them and as they approached the Solent CTA Area 5 made blind calls to both of the Mode S indicated callsigns. Neither responded. At time 0851 both aircraft entered the Solent CTA Area 5 at 3500 feet setting off the AIW, bearing 039 from SAM at 12.5nm. The aircraft tracked southeast, entering Area 7 briefly, before leaving controlled airspace at time 0852. Both aircraft were seen to be descending in the vicinity of Goodwood at time 0913. □ Supplementary 22/06/15: □ The GPS trace show that we NEARLY entered controlled airspace. This near infringement was probably caused by me as the pilot of microlight (1). We were flying in close formation with microlight (2). We were concentrating on making the most of the ideal conditions to take some air to air photos. The pilot of microlight (2) would have been concerned with maintaining straight and level and may have not noticed the proximity of the CTA and I, as the pilot of microlight (1), was concentrating on maintaining separation from microlight (2). Having taken some photos I glanced at my GPS and noticed how close we had got to the CTA and moved further away. The solution is easy to comprehend, we should not have been taking air to air photos whilst so close to a CTA. I accept full responsibility for any problems caused by either aircraft and I will endeavour to never repeat the situation. □ Supplementary 10/08/15: □
201507953	16/06/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	Northern End of LLR	D	CTA	GROB	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a Grob G115 squawking 7375 at 2000ft. Departures stopped.	AIW tool highlighted a zone infringement at 2000ft 7375 code in the northern portion of the LLR. The aircraft appeared to be tracking towards EGCB via Leigh Flash. I attempted to identify the aircraft by telephone calls to EGCB and EGGP. Neither units knew about the traffic. The aircraft then turned at Leigh Flash and headed south in the LLR at 2000ft. Calls were made on the approach frequency and departures from EGCC were stopped and those already airborne had amended routing's to avoid. Mode S info gave a callsign, a free call to the aircraft was made on approach and the aircraft answered. At this point the aircraft had descended to 1200ft and I placed it on a Manchester squawk. □ Supplementary 16/6/15: □ The transit route from Woodvale to Cranwell included transit of the Manchester Low VFR Route (southbound) at a planned altitude of 1200ft on the Manchester QNH (1025HPa). The planned route included descent from 2000 ft QNH to 1200 ft QNH prior to passing the M6 J26 VRP, which is 6nm WNW of the start of the VFR route. Due to pilot error, the descent was not commenced until 2nm south of the Leigh Flash VRP when a 'post-HAAT; check was carried out. As a result, approximately 6nm of Class D airspace at the north end of the VFR route was infringed. During communication with Manchester Radar and shortly after descent to 1200 ft was completed (just before crossing the M62), the crew was advised to contact Manchester ATC by landline after landing. I contacted Manchester ATC by landline, was advised that an ATC MOR was to be raised and passed my name, email and mobile number. I am expecting an email directing me to the CAA website to complete an
201507954	16/06/2015	EGTT : London (FIR)	SAM	7nm SSE	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft believed to be a PA28. Traffic info given. Standard separation maintained.	Infringement of Southampton CTR. At 0930 a primary contact was observed tracking into the Southampton CTR in the vicinity of Calshot (Northbound). There was no traffic affected. Shortly after, primary radar was taken OOS for maintenance, so radar contact was therefore lost with the aircraft in the vicinity of the Hamble river. Blind calls were made for the aircraft, the tower was asked if they could see anything (nothing seen), Bournemouth Radar were asked if they were working the traffic (they weren't). The Solent Co-ordinator called Lee On Solent airfield, they believed the aircraft to be a PA28 which joined their circuit at 0937 and was later confirmed to be on the ground. □ Supplementary 14/07/15: □ In order to enter for circuit for Runway 23, and being unsure of the position of the airfield, I veered too far to the north and thereby entered restricted airspace. In order to find the airfield, it was suggested that I should aim for an inlet to the north of the airfield and I mistook the Hamble for this feature. Cockpit pressure was quite high at that time knowing that I was close to Restricted airspace and at the same time trying to locate the airfield. I have since attend a presentation by Southampton ATC and have learned that it in a situation where there is a possibility coming close to restricted area then it is wise to speak with the relevant ATC to advise them of my intentions. □ Supplementary 10/08/15: □ The pilot entered the Southampton Control Zone without a clearance after passing Calshot whilst trying to identify and position for Lee-on-Solent. Although the pilot was aware of the

201507980	12/06/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	8nm S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by a C152 at 1800ft. Traffic info given. Standard separation maintained.	Zone infringer at Doncaster. When questioned, C152 reported flying at 1800' QNH 1012 where the base of controlled airspace is 1500'. C152 was informed that he was inside controlled airspace and provided with traffic information on a PA28 IFR on the procedural NDB approach. Traffic information was issued to PA28 (IFR on approach) but no avoiding action was required as C152 promptly left controlled airspace.
201507980	12/06/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	8nm S	D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by a C152 at 1800ft. Traffic info given. Standard separation maintained.	Zone infringer at Doncaster. When questioned, C152 reported flying at 1800' QNH 1012 where the base of controlled airspace is 1500'. C152 was informed that he was inside controlled airspace and provided with traffic information on a PA28 IFR on the procedural NDB approach. Traffic information was issued to PA28 (IFR on approach) but no avoiding action was required as C152 promptly left controlled airspace.
201507984	15/06/2015	EGTT : London (FIR)	BNN	Bearing 350 Range 4nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by an aircraft at 2200ft. Check all placed.	I was vectoring on to rwy 08 when an FIS cait appeared. I looked at the mode s which showed a/c identity. I called FIS to confirm the level and intentions of the a/c. It seems Essex were contacted about them. The assistant behind me gave me a note from fir with details on I9401. I was on the phone with FIS. They said the a/c were weather avoiding and they were transferred to me. A (possibly Italian) pilot called but was unable to understand my requests. I placed a check all on as he could not confirm he was going to leave the zone. I passed the details on to SVFR.☐ CAA Closure:☐ No action taken. Closed due elapsed time. Registration will be monitored.
201508074	17/06/2015	EGTT : London (FIR)	CPT		A	TMA	BEECH	Turboprop	2	Infringement of the London TMA (Class A) by an aircraft squawking 7000 at 5000ft. Aircraft identified as a BE300. Traffic info given. Separation lost.	I was working as the SW deps controller working a SR22 who was outside controlled airspace airborne from EGTB, routing towards CPT looking for a join. I advised aircraft that it was a Basic service outside controlled airspace and climbed him initially to 5000'. I had already given the aircraft traffic information on one aircraft outside controlled airspace when I noticed another A/C outside of controlled airspace west of CPT by about 10 miles tracking east at 5000'. I again gave SR22 traffic information on this aircraft and continued his climb to FL100. This unknown traffic west of CPT was initially squawking 37..? but soon after changed to 7000 and as a result was filtered out of my radar. Because the unknown aircraft continued in a easterly direction, as it passed CPT it changed to magenta as CAIT picked it up as an infringer, because it was still at 5000'. I believe I gave traffic information again to the SR22, as he was passing to the east of CPT heading south, but gave no avoiding action as SR22 was at this time at 6000' and climbing and the infringer was passing behind. I was then advised by my coordinator that Farnborough radar was talking to the infringer and were descending the aircraft out of controlled airspace. (I was told at some stage the identity of the unknown aircraft. ☐ Supplementary 29/06/2015:☐ After leaving the Daventry RC and descending to 5000ft on the RPS, a LARS was established with RAF Brize Norton requesting a handover to Farnborough Radar when available. An Easterly radar heading (095, if memory serves) was established approx 10NM West of CPT VOR and a short time later we were instructed to freecall Farnborough Radar.
201508074	17/06/2015	EGTT : London (FIR)	CPT		A	TMA	CIRRUS	Reciprocating	1	Infringement of the London TMA (Class A) by an aircraft squawking 7000 at 5000ft. Aircraft identified as a BE300. Traffic info given. Separation lost.	I was working as the SW deps controller working a SR22 who was outside controlled airspace airborne from EGTB, routing towards CPT looking for a join. I advised aircraft that it was a Basic service outside controlled airspace and climbed him initially to 5000'. I had already given the aircraft traffic information on one aircraft outside controlled airspace when I noticed another A/C outside of controlled airspace west of CPT by about 10 miles tracking east at 5000'. I again gave SR22 traffic information on this aircraft and continued his climb to FL100. This unknown traffic west of CPT was initially squawking 37..? but soon after changed to 7000 and as a result was filtered out of my radar. Because the unknown aircraft continued in a easterly direction, as it passed CPT it changed to magenta as CAIT picked it up as an infringer, because it was still at 5000'. I believe I gave traffic information again to the SR22, as he was passing to the east of CPT heading south, but gave no avoiding action as SR22 was at this time at 6000' and climbing and the infringer was passing behind. I was then advised by my coordinator that Farnborough radar was talking to the infringer and were descending the aircraft out of controlled airspace. (I was told at some stage the identity of the unknown aircraft. ☐ Supplementary 29/06/2015:☐ After leaving the Daventry RC and descending to 5000ft on the RPS, a LARS was established with RAF Brize Norton requesting a handover to Farnborough Radar when available. An Easterly radar heading (095, if memory serves) was established approx 10NM West of CPT VOR and a short time later we were instructed to freecall Farnborough Radar.

201508085	04/06/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	GROB	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7000 indicating 2100ft, resulting in loss of separation with an inbound B737. Aircraft identified as a G115. Traffic info and avoiding action given.	G115 infringed the Stansted CTA. B737 was downwind for R22 descending to 4000 feet. As I looked up to turn him onto base leg I realised that an unknown aircraft had entered the Stansted CTA indicating 2100 feet. I gave B737 avoiding action, stopped his descent at 6000 feet and gave him traffic information. The unknown aircraft soon left CAS and was tracked to an airfield who identified him as G115.
201508085	04/06/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7000 indicating 2100ft, resulting in loss of separation with an inbound B737. Aircraft identified as a G115. Traffic info and avoiding action given.	G115 infringed the Stansted CTA. B737 was downwind for R22 descending to 4000 feet. As I looked up to turn him onto base leg I realised that an unknown aircraft had entered the Stansted CTA indicating 2100 feet. I gave B737 avoiding action, stopped his descent at 6000 feet and gave him traffic information. The unknown aircraft soon left CAS and was tracked to an airfield who identified him as G115.
201508086	05/06/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	8nm ENE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C152 at 1700ft, resulting in loss of separation with inbound aircraft. Traffic info and avoiding action given.	C152 outbound infringed. C152 infringed the CTA at A17 and separation was lost between an inbound. I gave avoiding action to A319 and B737 to try to regain separation. The infringer was identified by the GS by calling C152's departure airfield. C152 left controlled airspace to the East.
201508086	05/06/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	8nm ENE	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a C152 at 1700ft, resulting in loss of separation with inbound aircraft. Traffic info and avoiding action given.	C152 outbound infringed. C152 infringed the CTA at A17 and separation was lost between an inbound. I gave avoiding action to A319 and B737 to try to regain separation. The infringer was identified by the GS by calling C152's departure airfield. C152 left controlled airspace to the East.
201508086	05/06/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	8nm ENE	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a C152 at 1700ft, resulting in loss of separation with inbound aircraft. Traffic info and avoiding action given.	C152 outbound infringed. C152 infringed the CTA at A17 and separation was lost between an inbound. I gave avoiding action to A319 and B737 to try to regain separation. The infringer was identified by the GS by calling C152's departure airfield. C152 left controlled airspace to the East.

201508121	18/06/2015	EGTT : London (FIR)	Not specified		D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an unknown aircraft, resulting in loss of separation with an inbound A320. Aircraft identified as a C177.	Gatwick CTA infringement. Whilst working as INT, I noticed an aircraft in an airfield's circuit flying downwind right for RWY36. Inbound IFR traffic for Gatwick was at 3.5nm and 10nm respectively with more in the pattern. The aircraft in the circuit was seen to infringe Gatwick CAS and make a late base turn. The infringing aircraft was observed to be at approximately 3nm from A320 at a similar height. I used the TWR priority line to instruct the tower to pass essential traffic information to the A320 that had been on the tower frequency for quite some time. If the infringing aircraft had carried on its original track it would have passed behind the A320. I therefore decided that it was safer to continue A320's approach and not break it off the ILS. From mode S data, the infringing aircraft was observed to be C177.☐ CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, retraining letter sent.
201508121	18/06/2015	EGTT : London (FIR)	Not specified		D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by an unknown aircraft, resulting in loss of separation with an inbound A320. Aircraft identified as a C177.	Gatwick CTA infringement. Whilst working as INT, I noticed an aircraft in an airfield's circuit flying downwind right for RWY36. Inbound IFR traffic for Gatwick was at 3.5nm and 10nm respectively with more in the pattern. The aircraft in the circuit was seen to infringe Gatwick CAS and make a late base turn. The infringing aircraft was observed to be at approximately 3nm from A320 at a similar height. I used the TWR priority line to instruct the tower to pass essential traffic information to the A320 that had been on the tower frequency for quite some time. If the infringing aircraft had carried on its original track it would have passed behind the A320. I therefore decided that it was safer to continue A320's approach and not break it off the ILS. From mode S data, the infringing aircraft was observed to be C177.☐ CAA Closure:☐ Pilot error. Situational awareness. Failed on-line test, retraining letter sent.
201508128	18/06/2015	EGTT : London (FIR)	EGLM : White waltham	SE	D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the London CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified as a DHC1. Heathrow departures stopped. Traffic info given. Standard separation maintained.	Infringer of London CTR. I was the SVFR controller on duty. The sector was split from Thames. At 1433, I noticed a primary contact leave the White Waltham LFA and enter the London CTR. I immediately stopped departures at Heathrow and informed TMA South. I then called White Waltham and asked them to make a broadcast to any aircraft that were operating to the south-east of their ATZ to track westbound. The aircraft then spent the next 7 minutes flying around the western half of the CTR before leaving at 1440 by Cookham. The aircraft then proceeded to fly through the Booker circuit without talking to them and they were able to identify the aircraft as a DHC1 but couldn't get a registration. The aircraft then carried on towards its destination and landed at 1453. The aircraft was identified as being on a base leg for runway 07 by the airfields FISO.
201508131	18/06/2015	EGTT : London (FIR)	Syerston		G	ATZ	BELL	Turboshaft	1	Alleged infringement of the Syerston ATZ (Class G) by a B206 at 800ft.	Suspected ATZ infringement. I entered the crew briefing room and could hear a helicopter approaching the airfield. The helicopter came into view approaching the airfield from the south. I made contact with the helicopter using the Syerston A/G frequency. He identified himself as a B206. I asked him if he had made contact with anyone at Syerston. He said that he had attempted to make contact and said that he thought the airfield was closed. This conclusion was from the active NOTAM. I suggested that he should have read the NOTAM more carefully as the NOTAM says that the ATZ is closed at weekends. He altered course overhead the airfield and departed in a north-westerly direction. I estimated that he overflew the airfield at 800 feet AGL. There were no Syerston based flying operations in progress at the time.☐ Supervisors Narrative:☐ I will make contact with the pilot to ascertain why he entered the ATZ without establishing positive two way communication.
201508159	01/06/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm SW	D	CTA	VANS	Reciprocating	1	Infringement of the Stansted CTA 2 (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a Vans RV4. Standard separation maintained.	Infringement Stansted CTA 2. An a/c squawking 7000 entered the Stansted southern CTA at 2A without a clearance. Luton Radar advised that they had last worked it and that it had called a destination. I called the destination and asked them to ask the pilot to descend to leave CAS which the pilot did. I also called TMA north who were working a DET departure out of Stansted to advise them that the infringer was leaving CAS. The infringer was previously identified by Luton as Vans RV4.

201508167	16/05/2015	EGTT : London (FIR)	WHI		D	CTR	CESSNA	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by an unknown aircraft indicating between 1500 and 1800ft. Aircraft identified as a C152. CAIT activated. Standard separation maintained.	C152 Liverpool Zone infringement (PC actions). C152 activated our CAIT alert once west of the Manchester LLR and infringed Liverpool Zone near WHI by about 0.5nm. Mode C indicated between 1.5A and 1.8A during the alert. We phoned Liverpool to see if it was known traffic to them and it was not. As a result, due to our need to 'take 5' against unknown traffic that is a CAIT alert, we put a Take Off Subject Radar (TOSR) restriction on A319 on a NANTI2T departure. This was removed when the infringer cleared the Liverpool Zone to the south. The aircraft was not delayed though.
201508167	16/05/2015	EGTT : London (FIR)	WHI		D	CTR	AIRBUS	Turbofan	2	Infringement of the Liverpool CTR (Class D) by an unknown aircraft indicating between 1500 and 1800ft. Aircraft identified as a C152. CAIT activated. Standard separation maintained.	C152 Liverpool Zone infringement (PC actions). C152 activated our CAIT alert once west of the Manchester LLR and infringed Liverpool Zone near WHI by about 0.5nm. Mode C indicated between 1.5A and 1.8A during the alert. We phoned Liverpool to see if it was known traffic to them and it was not. As a result, due to our need to 'take 5' against unknown traffic that is a CAIT alert, we put a Take Off Subject Radar (TOSR) restriction on A319 on a NANTI2T departure. This was removed when the infringer cleared the Liverpool Zone to the south. The aircraft was not delayed though.
201508168	03/06/2015	EGTT : London (FIR)	BARTN		D	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000 at 4700ft. Aircraft identified as a PA28. AIW activated. Northbound departures were suspended. Standard separation maintained.	Noticed magenta 7000 squawk, A4700, at BARTN tracking to the NW. Planner phoned Manchester to see if they knew anything, as a result deps to the NORTH sector were cancelled till a/c had vacated to the NW. □ Supplementary 19/06/15: □ An unknown aircraft triggered the AIW indicating approx. FL50. Northbound departures were suspended, coordination was effected with north and Walsy sectors and blind calls were made without success. An aircraft inbound was passing downwind to the north of the infringer's position. The aircraft tracked towards Winter Hill and appeared to slowly descend. Following coordination with Barton the aircraft was believed to be a PA28 at 2700ft.
201508169	03/06/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	11nm E	D	CTA	GROB	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by an unknown aircraft squawking 2612 at 2100ft. Aircraft identified as a G115. Inbound DA42 affected. Traffic info given. Standard separation maintained.	DA42 broken off wide left base due unknown traffic infringing CTA. DA42 was being vectored for the ILS on a wide left base in the descent to 3000ft when unknown traffic was seen approx 4miles SE of Nottingham airfield southbound, indicating 2100 ft and about to infringe the CTA-2 11 miles east of East Midlands. It subsequently entered controlled airspace at 2100ft without a clearance. I vectored DA42 to the NW and then downwind right hand. MOD ATC advised that due to high workload they were unaware of the aircrafts position.
201508169	03/06/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	11nm E	D	CTA	DIAMOND	Reciprocating	2	Infringement of the East Midlands CTA (Class D) by an unknown aircraft squawking 2612 at 2100ft. Aircraft identified as a G115. Inbound DA42 affected. Traffic info given. Standard separation maintained.	DA42 broken off wide left base due unknown traffic infringing CTA. DA42 was being vectored for the ILS on a wide left base in the descent to 3000ft when unknown traffic was seen approx 4miles SE of Nottingham airfield southbound, indicating 2100 ft and about to infringe the CTA-2 11 miles east of East Midlands. It subsequently entered controlled airspace at 2100ft without a clearance. I vectored DA42 to the NW and then downwind right hand. MOD ATC advised that due to high workload they were unaware of the aircrafts position.

201508175	04/06/2015	EGTT : London (FIR)	EGSX : North Weald	1nm N	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft at 1900ft. Aircraft identified as a R44. Standard separation maintained.	At the time of the incident, I was the controller on NE Departures. The sector was complex three airfields on easterlies and two others on a westerly configuration. At around 07:30(z), I noticed a CAIT activation to the south of Stansted, namely R44 tracking in a westerly direction. DHC8 was inbound via BPK and was tracking towards BPK descending to altitudes. I judged that R44 was slow moving and that the only avoiding action I could give to DHC8 to try and achieve 5nm separation would take DHC8 into the path of the Heathrow climb out, thus potentially making the situation worse. I decided that R44 was going behind DHC8 and that monitoring the aircraft would be a reasonable course of action. At some point during the incident, my co-ordinator told me that R44 was now working Thames. I therefore now assumed that the mode C readout of R44 was correct. Also during the incident I avoided turning a second inbound to Lambourne as it would have been in conflict with R44 and by co-ordinator declined a request for a release from Luton Air due to the infringer.☐ Supplementary 19/06/15:☐ Stansted CTA infringement R44. At approx. 0735z, unknown traffic appeared in the North Weald overhead tracking westbound, which climbed to 1900ft. The traffic was wearing a Farnborough squawk, but had not been coordinated into Stansted Airspace. I was not plugged in at the time. The radar controller D. Hendley coordinated a stop on Stansted departures to prevent a loss of separation against departing traffic. I helped with the coordination with adjacent sectors. It is unclear at present which agency was working the R44 (details form Mode S data), but it appears to be either North Weald or Farnborough
201508175	04/06/2015	EGTT : London (FIR)	EGSX : North Weald	1nm N	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Stansted CTA (Class D) by an unknown aircraft at 1900ft. Aircraft identified as a R44. Standard separation maintained.	At the time of the incident, I was the controller on NE Departures. The sector was complex three airfields on easterlies and two others on a westerly configuration. At around 07:30(z), I noticed a CAIT activation to the south of Stansted, namely R44 tracking in a westerly direction. DHC8 was inbound via BPK and was tracking towards BPK descending to altitudes. I judged that R44 was slow moving and that the only avoiding action I could give to DHC8 to try and achieve 5nm separation would take DHC8 into the path of the Heathrow climb out, thus potentially making the situation worse. I decided that R44 was going behind DHC8 and that monitoring the aircraft would be a reasonable course of action. At some point during the incident, my co-ordinator told me that R44 was now working Thames. I therefore now assumed that the mode C readout of R44 was correct. Also during the incident I avoided turning a second inbound to Lambourne as it would have been in conflict with R44 and by co-ordinator declined a request for a release from Luton Air due to the infringer.☐ Supplementary 19/06/15:☐ Stansted CTA infringement R44. At approx. 0735z, unknown traffic appeared in the North Weald overhead tracking westbound, which climbed to 1900ft. The traffic was wearing a Farnborough squawk, but had not been coordinated into Stansted Airspace. I was not plugged in at the time. The radar controller D. Hendley coordinated a stop on Stansted departures to prevent a loss of separation against departing traffic. I helped with the coordination with adjacent sectors. It is unclear at present which agency was working the R44 (details form Mode S data), but it appears to be either North Weald or Farnborough
201508179	04/06/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	8nm NE	D	CTA	PIPER	Reciprocating	1	Infringement of the East Midlands CTA 1 by an unknown aircraft squawking 6160 at 4700ft. Aircraft identified as a PA28. Standard separation maintained.	Infringement PA28. At 1602z I observed a 6160 squawk entering CTA1, 8nm north east of East Midlands at 4700ft (base of cta 2500ft). Aircraft continued on a south westerly track into the CTA and climbed to 5000ft. When it was 6.5nm north east of East Midlands it turned 180 degrees onto a north easterly track and exited the CTA at the same point where it had entered at 1605z. Doncaster radar were contacted and they then identified the aircraft on a 6162 squawk and confirmed it was at 5000ft. Doncaster confirmed the aircraft was a PA278.
201508194	22/04/2015	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	SCHEIBE	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft believed to be a SF25. Traffic info given.	CTR Infringement - SF25. SF25 was on the LARS VHF frequency, in receipt of a Basic Service. The aircraft was not transponder equipped, and as such could only be tracked by primary radar. As the service provided was a BS service, the aircraft had not been identified and its position was only generally known. A primary contact was seen to appear, approximately 1 mile inside the southern edge of the CTR boundary transiting East. This contact was suspected to be SF25, and a radio check was carried out in order to gain a DF bearing. The subsequent DF trace pointed to the primary contact, and SF25 (whilst still not officially identified) was advised that the controller believed the aircraft to be inside controlled airspace. The radar pattern to RW08 was active which would have brought SF25 into conflict with an aircraft climbing out and starting a right hand turn to the downwind leg. SF25 was advised to the traffic, and advised to adopt a SE heading to vacate controlled airspace. The primary contact appeared to alter to a SE heading and vacate controlled airspace. On clearing controller airspace, the flight continued without further incident.
201508197	05/06/2015	EGTT : London (FIR)	EGMC (SEN): Southend		D	CTA	BEAGLE	Reciprocating	1	Infringement of the Southend CTR and CTA 1 (Class D) by an unknown aircraft squawking 7000 at 1800ft. Aircraft identified as a Beagle B121. Traffic info and avoiding action given to an outbound ATR42.	Infringement of Southend CTR & CTA 1.At 17:39 Beagle B121 (based on mode s callsign id) #7000 infringed Southend CTA 1 at 1800ft and then left CTA 1 tracking south west. Blind calls made but no answer and phoned Rochester air ground but no answer on the landline. At 17:52 Beagle 121 #7000 re-entered CTA 1 at 1800ft and continued north east to infringe the CTR between 1800 and 2000ft before leaving southbound. ATR42 airborne rwy 24 on a LYD pdr given avoiding action. standard separation maintained.

201508197	05/06/2015	EGTT : London (FIR)	EGMC (SEN): Southend		D	CTA	ATR	Turboprop	2	Infringement of the Southend CTR and CTA 1 (Class D) by an unknown aircraft squawking 7000 at 1800ft. Aircraft identified as a Beagle B121. Traffic info and avoiding action given to an outbound ATR42.	Infringement of Southend CTR & CTA 1.At 17:39 Beagle B121 (based on mode s callsign id) #7000 infringed Southend CTA 1 at 1800ft and then left CTA 1 tracking south west. Blind calls made but no answer and phoned Rochester air ground but no answer on the landline. At 17:52 Beagle 121 #7000 re-entered CTA 1 at 1800ft and continued north east to infringe the CTR between 1800 and 2000ft before leaving southbound. ATR42 airborne rwy 24 on a LYD pdr given avoiding action. standard separation maintained.
201508197	05/06/2015	EGTT : London (FIR)	EGMC (SEN): Southend		D	CTR	BEAGLE	Reciprocating	1	Infringement of the Southend CTR and CTA 1 (Class D) by an unknown aircraft squawking 7000 at 1800ft. Aircraft identified as a Beagle B121. Traffic info and avoiding action given to an outbound ATR42.	Infringement of Southend CTR & CTA 1.At 17:39 Beagle B121 (based on mode s callsign id) #7000 infringed Southend CTA 1 at 1800ft and then left CTA 1 tracking south west. Blind calls made but no answer and phoned Rochester air ground but no answer on the landline. At 17:52 Beagle 121 #7000 re-entered CTA 1 at 1800ft and continued north east to infringe the CTR between 1800 and 2000ft before leaving southbound. ATR42 airborne rwy 24 on a LYD pdr given avoiding action. standard separation maintained.
201508197	05/06/2015	EGTT : London (FIR)	EGMC (SEN): Southend		D	CTR	ATR	Turboprop	2	Infringement of the Southend CTR and CTA 1 (Class D) by an unknown aircraft squawking 7000 at 1800ft. Aircraft identified as a Beagle B121. Traffic info and avoiding action given to an outbound ATR42.	Infringement of Southend CTR & CTA 1.At 17:39 Beagle B121 (based on mode s callsign id) #7000 infringed Southend CTA 1 at 1800ft and then left CTA 1 tracking south west. Blind calls made but no answer and phoned Rochester air ground but no answer on the landline. At 17:52 Beagle 121 #7000 re-entered CTA 1 at 1800ft and continued north east to infringe the CTR between 1800 and 2000ft before leaving southbound. ATR42 airborne rwy 24 on a LYD pdr given avoiding action. standard separation maintained.
201508245	18/06/2015	EGTT : London (FIR)	EGGP (LPL): Liverpool		D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by an unknown aircraft squawking 3641 at 2100ft. Aircraft identified as a PA28. Standard separation maintained.	Liverpool CTR infringement. Whilst OUTI on Liverpool APS I noticed an ac. squawking 3641, at the top of the Manchester low level corridor, indicating A014. I thought this worthy of note but as the upper limit of the corridor is A013, the ac was within limits. However, the ac then began to appear to climb and route westbound into the Liverpool CTR. I took over the landline communications from my trainee and called Warton, who confirmed that the ac was working them under a basic service. Warton identified the ac to me as a PA28 and said that they would be telling him to exit CAS immediately.
201508258	20/06/2015	EGTT : London (FIR)	CDF	7.2nm NW	D	CTR	OTHER	Reciprocating	1	Infringement of the Cardiff CTR (Class D) by an unknown aircraft squawking 7000 at 2300ft. Aircraft identified as a microlight. Standard separation maintained.	Microlight Airspace Infringement. Prior to this infringement I had noticed a lot of activity to the NW and Western edge of the CTR. At 14:12hrs I notice a 7000 squawk inside the zone approx. 7 Dme and bearing approx 310 degrees from the CDF. Having transmitted blind several times no reply was received. Actions: I continued to monitor the aircraft Rang the VCR ATCO and stopped departures (although no aircraft were delayed) FIR were contacted by the WM, they were not working the aircraft. Further blind transmissions made, no contact established. ATSA used Mode S to determine call sign as microlight. Aircraft seen to leave the zone 11.8d bearing 301 at time 1422 hrs. ATSA asked to ring Swansea, probable aircraft was in contact with them. Requested pilot ring Cardiff ATC.

201508263	21/06/2015	EGTT : London (FIR)	Not specified		D	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class D) by an unknown aircraft squawking 7000, indicating 2000ft. Aircraft identified as a PA28. CAIT activated.	Infringer at White Waltham. At 15:15 I observed a CAIT infringer to the East of White Waltham indicating 2000' unverified inside controlled airspace. The aircraft was observed to turn right onto a Westerly track and descend outside CAS. On contacting White Waltham airfield we requested that the aircraft suspected to be the infringer asked to display a squawk of 5002 for identification purposes. The suspect aircraft was identified by the squawk and the registration confirmed as PA28. White Waltham were then requested to ask him his altitude which he replied was 1300', which coincided with the indicated level on Radar - the Mode C was verified at 15:18. The aircraft proceeded to land at intended destination. □ Supplementary 23/06/15:□ I was not using the GPS and relying solely on my map and knowledge of the local area. I had planned to take a friend flying. I was running late that afternoon and arrived at the airfield an hour behind schedule. I was still hoping to complete the original itinerary I had planned. By the time we were airborne, it became clear that we would not have the time to make all the route, sign off and leave again before operations shut. I decided to stay in the local area. I was frustrated and disappointed at not being able to complete the originally intended itinerary. At some point, I lost focus and by the time I regained my bearings realized I might have infringed on controlled airspace. After receiving a radio call from White Waltham Radio confirming this was the case, I rejoined the circuit and landed. Back on the ground, I debriefed with our DCFI on the incident. I accept full responsibility for what
201508265	21/06/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ 2	G	Restricted area	PITTS	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft showing as a primary contact only. Aircraft identified as a Pitts S1.	Infringement of Stansted TMZ 2. I observed a primary only return infringe Stansted TMZ 2 at 1524. The aircraft then squawked 4671 and I obtained the details from Luton radar.
201508294	20/06/2015	EGTT : London (FIR)	EGXW (WTN): Waddington		G	ATZ	ROBINSON	Unknown	1	Infringement of the Waddington ATZ (Class G) and multiple other ATZs by an unknown aircraft squawking 7000, indicating 1000ft. Aircraft identified as a R66.	Civil Helicopter infringement of multiple ATZ's. Whilst manning the Approach position and monitoring WAD's frequencies in anticipation of a departure I received a call on 127.35 (Lars) from helicopter R66. The call contained no details and WAD Lars service was closed, but as the DF trace went through an AC squawking 7000 approximately 2nm south of Barkston Heath (BKH) and was tracking North (potentially affecting WAD's departing AC) I answered the call and received no response. I continued to monitor the AC as it continued North. Its mode C indicated 1000ft and I applied a Call for Release with the VCR controller on a taxiing CAT B flight. The AC went through BKH and Cranwell's ATZ's and then took a direct track for WAD overhead, still indicating 1000ft. I continued to try to raise the AC and continued to receive no response. Approximately 4nm south of WAD overhead the AC transmitted it's callsign again on 127.35. I responded immediately and once again received no reply. The VCR controller confirmed the AC came directly through the overhead at 1803Z . Also confirmed were the fact that it was a rotary AC and was at approximately 1000ft. I asked if they could make out its registration but they were unable to. The VCR controller also reported that the Rotary AC crossed the active runway West to East once north of the VCR. Once safely past the climb out lane I issued a release call on the awaiting CAT B flight which was on the runway and ready for departure. I called Humberside at 1805Z and requested they continue to track it. They confirmed it was R66 as it was displaying this on Mode S. I continued to track the AC as it continued North and saw it also infringe the Scampton ATZ at 1807Z, again believed to be at 1000ft. Shortly after this Humberside called to say the AC
201508378	19/06/2015	EGTT : London (FIR)	Warrington	N	D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, at 1500ft in climb. Aircraft identified as an Ikarus C42 microlight. Standard separation maintained.	AIW warning. At about 12:13 I was alerted by 7000 squawk AIW warning, of traffic north of Warrington 1500ft climbing eastbound into the Barton local flying area. Mode s indicated callsign Ikarus C42 microlight. I contacted Barton FISO who confirmed the traffic was on his frequency, I requested he remind the pilot of the base of CAS. No loss of separation was observed.
201508395	21/06/2015	EGTT : London (FIR)	EGXW (WTN): Waddington				OTHER	Unknown	1	Infringement of the Waddington ATZ (Class G) and multiple other ATZs by an unknown aircraft squawking 7000, indicating 1500ft. Aircraft identified as a R66.	infringement of multiple ATZ's. I was the LARS controller when I received a call from Humberside passing traffic information on an AC squawking 7000. The AC was approximately 3nm to the North of the SCA MATZ. They advised me it was displaying the callsign R66 on mode S and that it had just flown through Hibaldstow paratropping site. Both I and Humberside were aware of the AC as it had been involved in an incident of similar type. The AC was indicating 1500ft and appeared to be following the reverse route of its previous sortie. I passed traffic information to CWL advising them of a suspected upcoming infringement, particularly due to their high traffic levels at the time. R66 called me when inside SCA MATZ but did not respond to my reply, as per the previous incident. As expected the AC proceeded to infringe on SCA,WAD,CWL,BKH and WIT ATZ's. CWL were able to avoid an incident by keeping their AC clear and confirmed that R66 had not spoken to them. Due to the high traffic levels at the time this incident had more effect than the previous days.□ Supplementary 27/06/2015:□ At 0900Z, I received a call from the RAF Waddington Approach controller, providing traffic information on a 7000 squawk in the RAF Scampton overhead. It was indicating 1500 ft and tracking south. I was told that this aircraft had caused issues the day before by flying north through the ATZs of RAFs Barkston Heath, Cranwell, Waddington & Scampton without any calls to ATC. I monitored the traffic and it seemed to be making the same trip in reverse. It continued south through Waddingtons ATZ. I contacted the glider club, who were active on

201508428	18/06/2015	EGTT : London (FIR)	Not specified		D	CTA	ROBINSON	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a R44.	Circuits done, tracked slightly wide on circuit. Suggested Actions to Prevent a Recurrence: Adhere close to airfield pattern.
201508479	24/06/2015	EGTT : London (FIR)	GAM	4nm SSW	D	CTA	ROBINSON	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by an unknown aircraft squawking 7000, climbing to 2700ft. Traffic info given. Standard separation maintained.	Doncaster Zone Infringement SW of Gamston. A 7000 squawk was observed in a slow climb approx 8nm WSW of GAM VOR, tracking towards GAM. initially at 2000ft. The contact continued to climb to 2700ft. A blind transmission was made to try to identify the aircraft. No response. I was also speaking to an aircraft tracking through Doncaster zone towards the GAM area, which I passed traffic information to. No avoiding action required due to low speeds and sufficient spacing of both aircraft. I telephoned Gamston who confirmed they had 2 way contact with a helicopter. Have tried to speak with the pilot via telephone but unable to reach him at this time.
201508565	25/06/2015	EGTT : London (FIR)	Danger Area EG D123	Warminster	G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area EG D123 (Warminster) by a PA28 squawking 7000 at approx 2000ft.	I was the duty Deputy Training Ops Officer. At approximately 1401 (local time) I observed a 7000 squawk in the Westbury area that was previously on a south-easterly track turn left into D123 and subsequently in to the Warminster Danger Area. D123 was active to 17,000ft AMSL with PA31 traffic operating (1,500 - 6,000ft AMSL) and fast jet traffic just departed. Warminster was active to 2,500ft AMSL with live firing. I requested an emergency check fire on Warminster range. The 7000 squawk continued on an easterly track at approximately 2000ft towards the centre of the Warminster range before making a sharp right turn and exited the ranges to the South. The aircraft continued south and joined the circuit to land at Compton Abbas airfield. I contacted the duty FISO at Compton who passed the registration of the aircraft - a Compton based PA28 with a club member on board. The pilot called SPTA Air Ops shortly afterwards and was very honest and apologetic about the infringement stating that he was avoiding glider activity on the corner of the range but elected to left (in to the range) to avoid rather than right. He quickly realised his location when he saw the scrub land of the range and the range flags. He turned on to southerly heading as the quickest way out of the range.
201508567	25/06/2015	EGTT : London (FIR)	EG D123	Imber	G	Danger area	ROBINSON	Reciprocating	1	Infringement of active Danger Area EG D123 (Imber) by unknown pop up squawk 2650, at approx 800ft. Aircraft identified as a R44.	Infringement of D123. I was the duty Deputy Training Safety Officer. At 1000 local I observed a 2650 (Boscombe Conspicuity squawk) squawk pop up inside D123 at about 800ft. I called the Boscombe Zone controller who confirmed the aircraft had freecalled him inside D123 tracking south. D123 was activated from surface to 17,000ft AMSL with fixed wing flying in progress. I agreed with the Boscombe controller to keep the aircraft tracking south (shortest way out of the danger areas). The aircraft details passed from Boscombe were a R44. ☐ Supervisors Narrative:☐ Clearly pilot was unaware of the location of the Danger Area; lack of route planning.
201508568	23/06/2015	EGTT : London (FIR)	Danger Areas D123/D125	Salisbury Plain	G	Danger area	CESSNA	Reciprocating	1	Infringement of Danger Areas EG D123 and EG D125 (Salisbury Plain) by a C150 squawking 5063 with Mode C indicating 1800ft.	On the afternoon I was on duty in Air Operations on SPTA, when an aircraft track was seen on our SSR display to enter D123 from the N. It was squawking 3/A5063 indicating 1800ft Mode C HDG SE. The track continued a mile or two into the danger area, before turning NE and clearing near Market Lavington. D123 was notified as active SFC-8000ft amsl, D125 SFC- 30,000ft. We contacted Bristol ATC who said they were providing a BS to the aircraft, a C150. They asked the pilot ring us on landing. When he called he admitted his error, saying that as soon as he realised his position he turned out of the airspace.

201508581	25/06/2015	EGTT : London (FIR)	DET	2nm NW	A	TMA	MOONEY	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 3000ft, resulting in loss of separation with two airliners. Aircraft identified as a Mooney M20. CAIT activated.	Infringement of London TMA by Mooney M20. On duty as Thames Radar when I noticed an Infringing aircraft entering controlled airspace about 2NM Northwest of DET heading Northwest bound displaying 3000 feet on mode C and Callsign Mooney M20 on Secondary CAIT mode S. With no conflicting traffic in the THAMES RMA tracing action was initiated with phone calls to Rochester Tower and Southend Approach. Southend informed me that Mooney M20 had just called them and they had instructed the aircraft to descend to leave controlled airspace. Southend confirmed that the Mode C of Mooney M20 was verified.☐ Supplementary 14 Jul 2015:☐ My cruising altitude over the Channel was 3000'. I was always on London's information frequencies, reporting at each turning point: position, altitude, and an estimated time for the next point. I started my descend to late to 2000', when the controller confirmed that the maximum altitude in this area is 2400'. First, I am not used to the information service and the basic control in England. It's very different from using in France where the controller is always informing the pilot on restricted area and altitude limitation. Second, there was a lot of traffic in London area at this time and it wasn't easy to contact the information service; Be sure, I am very sorry to find myself in this situation. I know that traffic is very heavy in London area and you should be able to expect professionalism and knowledge from all pilots. I will be more attentive in the future.☐ CAA Closure:☐ No action taken. Closed due elapsed time. Registration will be monitored.
201508581	25/06/2015	EGTT : London (FIR)	DET	2nm NW	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 3000ft, resulting in loss of separation with two airliners. Aircraft identified as a Mooney M20. CAIT activated.	Infringement of London TMA by Mooney M20. On duty as Thames Radar when I noticed an Infringing aircraft entering controlled airspace about 2NM Northwest of DET heading Northwest bound displaying 3000 feet on mode C and Callsign Mooney M20 on Secondary CAIT mode S. With no conflicting traffic in the THAMES RMA tracing action was initiated with phone calls to Rochester Tower and Southend Approach. Southend informed me that Mooney M20 had just called them and they had instructed the aircraft to descend to leave controlled airspace. Southend confirmed that the Mode C of Mooney M20 was verified.☐ Supplementary 14 Jul 2015:☐ My cruising altitude over the Channel was 3000'. I was always on London's information frequencies, reporting at each turning point: position, altitude, and an estimated time for the next point. I started my descend to late to 2000', when the controller confirmed that the maximum altitude in this area is 2400'. First, I am not used to the information service and the basic control in England. It's very different from using in France where the controller is always informing the pilot on restricted area and altitude limitation. Second, there was a lot of traffic in London area at this time and it wasn't easy to contact the information service; Be sure, I am very sorry to find myself in this situation. I know that traffic is very heavy in London area and you should be able to expect professionalism and knowledge from all pilots. I will be more attentive in the future.☐ CAA Closure:☐ No action taken. Closed due elapsed time. Registration will be monitored.
201508581	25/06/2015	EGTT : London (FIR)	DET	2nm NW	A	TMA	UNKNOWN	Turbofan		Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 3000ft, resulting in loss of separation with two airliners. Aircraft identified as a Mooney M20. CAIT activated.	Infringement of London TMA by Mooney M20. On duty as Thames Radar when I noticed an Infringing aircraft entering controlled airspace about 2NM Northwest of DET heading Northwest bound displaying 3000 feet on mode C and Callsign Mooney M20 on Secondary CAIT mode S. With no conflicting traffic in the THAMES RMA tracing action was initiated with phone calls to Rochester Tower and Southend Approach. Southend informed me that Mooney M20 had just called them and they had instructed the aircraft to descend to leave controlled airspace. Southend confirmed that the Mode C of Mooney M20 was verified.☐ Supplementary 14 Jul 2015:☐ My cruising altitude over the Channel was 3000'. I was always on London's information frequencies, reporting at each turning point: position, altitude, and an estimated time for the next point. I started my descend to late to 2000', when the controller confirmed that the maximum altitude in this area is 2400'. First, I am not used to the information service and the basic control in England. It's very different from using in France where the controller is always informing the pilot on restricted area and altitude limitation. Second, there was a lot of traffic in London area at this time and it wasn't easy to contact the information service; Be sure, I am very sorry to find myself in this situation. I know that traffic is very heavy in London area and you should be able to expect professionalism and knowledge from all pilots. I will be more attentive in the future.☐ CAA Closure:☐ No action taken. Closed due elapsed time. Registration will be monitored.
201508670	26/06/2015	EGTT : London (FIR)	512327N / 0004082E	CTA	D	CTA	UNKNOWN	Unknown		Infringement of the Southend CTA (Class D) by an unknown Paramotor/glider, resulting in loss of separation with a DR400.	CAS infringement Paramotor/glider observed similar altitude inside CAS. At 1641 DR400 was transiting Southend controlled Airspace IFR at altitude 3000' when the pilot reported that they had passed very close to a parachute and asked if we (Southend) were aware of any in the area. The Pilot reported that his passenger had observed the canopy at a similar altitude descending approximately half a mile away.
201508670	26/06/2015	EGTT : London (FIR)	512327N / 0004082E	CTA	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Southend CTA (Class D) by an unknown Paramotor/glider, resulting in loss of separation with a DR400.	CAS infringement Paramotor/glider observed similar altitude inside CAS. At 1641 DR400 was transiting Southend controlled Airspace IFR at altitude 3000' when the pilot reported that they had passed very close to a parachute and asked if we (Southend) were aware of any in the area. The Pilot reported that his passenger had observed the canopy at a similar altitude descending approximately half a mile away.

201508673	24/06/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTA	PIPER	Reciprocating	1	Infringement of the Luton CTA (Class D) by a PA28.	Poor navigation. No excuse. There were two PPLs on board who have flown out of departure airfield for over 35 years each. The flight had been prepared and we believed we were just clear of Luton's airspace. (How we got it so wrong in such a short distance has been the cause of much debate). Inexcusable. Suggested Actions to Prevent a Recurrence: Check route and heading more thoroughly. Contact Farnborough north for advisory service.
201508677	26/06/2015	EGTT : London (FIR)	EGTK (OXF): Oxford/Kidlington	2nm South West	G	ATZ	BELL	Turboshaft	1	Infringement of the Oxford ATZ (Class G) by a helicopter squawking 3706 at 1300ft. Traffic info given.	Appropriate action is being taken as a result of this incident.
201508695	27/06/2015	EGTT : London (FIR)	Guildford		A	Restricted area	DE HAVILLAND	Reciprocating	1	Infringement of RA(T) Guildford by an unknown aircraft squawking 7000 on both outbound and inbound flights. Aircraft identified as a DH82. Traffic info given.	RA(T) Infringement. I was working as the Approach controller and controlling authority for the RA(T). I had on frequency a police helicopter and an Islander who was about to drop parachutists. I noticed a 7000 squawk with no Mode 'C' appear from the north western edge of the RA(T) which was mapped on my display console. I passed traffic information to the police helicopter and he informed me it was a biplane, passing underneath and he was unable to see a callsign. The infringing aircraft exited the RA(T) to the south east and got no closer than approx 2nm to the Islander. I got a colleague to track the aircraft and it landed at an airfield. The Supervisor then made contact with the airfield to ascertain the aircraft and pilot information.☐ Supervisors Narrative:☐ The Approach controller alerted me to an ac infringing the RA(T). The Police helicopter identified it as a 'bi-plane'. A spare controller followed the ac SSR code (unusual for an ac of this age) until it lined up at an airfield. I contacted the airfield and they confirmed that a DH82 was finals at their airfield, they asked 'has he flown through your RA(T) then?'. I passed contact details and asked the pilot to ring me. Shortly afterwards the pilot rang. After initially being economical with his flight details, I highlighted the tracking of his SSR code and the fact that the Police helicopter was above him in the RA(T). Resistance to the facts disappeared and he explained that he had a hand held GPS in an open cockpit and may of strayed into the RA(T). I explained the error of his airmanship and strongly suggested that rather than fly on a 7000 squawk near RA(T)s (which he was aware of) he should have
201508695	27/06/2015	EGTT : London (FIR)	Guildford		A	Restricted area	MD HELICOPTER	Turboshaft	2	Infringement of RA(T) Guildford by an unknown aircraft squawking 7000 on both outbound and inbound flights. Aircraft identified as a DH82. Traffic info given.	RA(T) Infringement. I was working as the Approach controller and controlling authority for the RA(T). I had on frequency a police helicopter and an Islander who was about to drop parachutists. I noticed a 7000 squawk with no Mode 'C' appear from the north western edge of the RA(T) which was mapped on my display console. I passed traffic information to the police helicopter and he informed me it was a biplane, passing underneath and he was unable to see a callsign. The infringing aircraft exited the RA(T) to the south east and got no closer than approx 2nm to the Islander. I got a colleague to track the aircraft and it landed at an airfield. The Supervisor then made contact with the airfield to ascertain the aircraft and pilot information.☐ Supervisors Narrative:☐ The Approach controller alerted me to an ac infringing the RA(T). The Police helicopter identified it as a 'bi-plane'. A spare controller followed the ac SSR code (unusual for an ac of this age) until it lined up at an airfield. I contacted the airfield and they confirmed that a DH82 was finals at their airfield, they asked 'has he flown through your RA(T) then?'. I passed contact details and asked the pilot to ring me. Shortly afterwards the pilot rang. After initially being economical with his flight details, I highlighted the tracking of his SSR code and the fact that the Police helicopter was above him in the RA(T). Resistance to the facts disappeared and he explained that he had a hand held GPS in an open cockpit and may of strayed into the RA(T). I explained the error of his airmanship and strongly suggested that rather than fly on a 7000 squawk near RA(T)s (which he was aware of) he should have
201508695	27/06/2015	EGTT : London (FIR)	Guildford		A	Restricted area	BRITTEN NORMAN	Reciprocating	2	Infringement of RA(T) Guildford by an unknown aircraft squawking 7000 on both outbound and inbound flights. Aircraft identified as a DH82. Traffic info given.	RA(T) Infringement. I was working as the Approach controller and controlling authority for the RA(T). I had on frequency a police helicopter and an Islander who was about to drop parachutists. I noticed a 7000 squawk with no Mode 'C' appear from the north western edge of the RA(T) which was mapped on my display console. I passed traffic information to the police helicopter and he informed me it was a biplane, passing underneath and he was unable to see a callsign. The infringing aircraft exited the RA(T) to the south east and got no closer than approx 2nm to the Islander. I got a colleague to track the aircraft and it landed at an airfield. The Supervisor then made contact with the airfield to ascertain the aircraft and pilot information.☐ Supervisors Narrative:☐ The Approach controller alerted me to an ac infringing the RA(T). The Police helicopter identified it as a 'bi-plane'. A spare controller followed the ac SSR code (unusual for an ac of this age) until it lined up at an airfield. I contacted the airfield and they confirmed that a DH82 was finals at their airfield, they asked 'has he flown through your RA(T) then?'. I passed contact details and asked the pilot to ring me. Shortly afterwards the pilot rang. After initially being economical with his flight details, I highlighted the tracking of his SSR code and the fact that the Police helicopter was above him in the RA(T). Resistance to the facts disappeared and he explained that he had a hand held GPS in an open cockpit and may of strayed into the RA(T). I explained the error of his airmanship and strongly suggested that rather than fly on a 7000 squawk near RA(T)s (which he was aware of) he should have

201508697	27/06/2015	EGTT : London (FIR)	Guildford		A	Restrict ed area	CIRRUS	Reciprocating	1	Infringement of RA(T) at Guildford by an unknown aircraft squawking 7000 at 2000ft. Aircraft identified as a SR22. Traffic info given.	RA(T) Infringement. At 1517 I noticed a 7000 squawk approaching the RA(T) from the north, southbound at 2000ft Farnborough QNH. The ac then flew through the RA(T) and exited at the southern boundary. It then turned around and flew back through the RA(T) at 1550 in the opposite direction. Both of it flights meant that agreed co-ordination with Farnborough was cancelled and they had to hold off until it vacated the RA(T). When the radar contact was final at an airfield the Supervisor rang them for the ac details. All displaying ac were warned by me and operated below 2000ft. Both reported visual with it.☐ Supervisors Narrative:☐ I was acting as ATCO i/c at the time of the incident and witnessed the infringement whilst writing another DASOR in the approach room. After seeing the ac short finals at an airfield I rang the Twr FISO who believed the ac to be a SR22. The pilot was requested to call me when able. The pilot telephoned me at approx 1630Z and confirmed that he had followed the route as described and had been aware of some kind of airspace active but not fully aware of the RA(T)'s existence. He stated that he had expected to free call Farnborough for a service on departure but they had been too busy; he had also been distracted by the testing of new NDB. The pilot was very polite and apologetic throughout.
201508747	25/06/2015	EGTT : London (FIR)	EGXT : Wittering		G		UNKNOWN	Unknown		Infringement of RAF Wittering ATZ (Class G) by an unknown aircraft at approx 1500ft, showing as a primary contact only. Aircraft described as a microlight. Traffic info given to a Spitfire performing a flypast.	ATZ Infringement. I was the approach controller for a flypast. The flypast consisted of a 4-ship Tutor formation followed by a Spitfire . The Tutor flypast completed without incident. As the Tutors completed 'Spitfire' who was in contacted with me on 119.675 transferred to Tower VHF 127.975 to speak to the Tutors and Tower. As the Spitfire commenced his run in SATCO, who was at the event and in contact with me, advised me of a microlight. I then observed a faint primary contact on radar and on the radar clearance line immediately told the ADC who relayed this information to the Spitfire, including the 15000' approx hgt. The pilot asked if it was over the flypast area and again on the radar clearance line I stated in 12 o'clock at 3 miles moving south, updating again at 2 miles. The microlight continued south and the flypast continued without incident. I continued to monitor the primary contact and it moved to 7 miles south. I asked D&D if they could monitor it but it was too low for them to see any return.☐ Supervisors Narrative:☐ I was the sole controller in the approach room, but an assistant was in place on switchboard and an assistant and controller were in Tower. The incident is described accurately above. I was working with capacity to spare, with equipment and frequencies required F/S.
201508747	25/06/2015	EGTT : London (FIR)	EGXT : Wittering		G		OTHER	Reciprocating	1	Infringement of RAF Wittering ATZ (Class G) by an unknown aircraft at approx 1500ft, showing as a primary contact only. Aircraft described as a microlight. Traffic info given to a Spitfire performing a flypast.	ATZ Infringement. I was the approach controller for a flypast. The flypast consisted of a 4-ship Tutor formation followed by a Spitfire . The Tutor flypast completed without incident. As the Tutors completed 'Spitfire' who was in contacted with me on 119.675 transferred to Tower VHF 127.975 to speak to the Tutors and Tower. As the Spitfire commenced his run in SATCO, who was at the event and in contact with me, advised me of a microlight. I then observed a faint primary contact on radar and on the radar clearance line immediately told the ADC who relayed this information to the Spitfire, including the 15000' approx hgt. The pilot asked if it was over the flypast area and again on the radar clearance line I stated in 12 o'clock at 3 miles moving south, updating again at 2 miles. The microlight continued south and the flypast continued without incident. I continued to monitor the primary contact and it moved to 7 miles south. I asked D&D if they could monitor it but it was too low for them to see any return.☐ Supervisors Narrative:☐ I was the sole controller in the approach room, but an assistant was in place on switchboard and an assistant and controller were in Tower. The incident is described accurately above. I was working with capacity to spare, with equipment and frequencies required F/S.
201508896	02/07/2015	EGTT : London (FIR)	EGCB : Manchester/Barton		D	CTR	CESSNA	Reciprocating	1	Infringement of the Manchester CTR (Class D) and Leeds CTR (Class D) by a C152. Standard separation maintained.	Airspace Infringement. I was on duty as the APR controller in light traffic conditions. I received a call from a C152 requesting a Basic service and transit on a local flight. I allocated a squawk of 3641 and provided the aircraft with a Basic service and MATZ transit. I did not initially see the squawk as I was looking for the aircraft NW of Barton but after a couple of minutes noticed the squawk in the Manchester zone. I advised the aircraft of this and suggested they turn Northbound to exit the zone ASAP. I telephoned Manchester Approach and appraised them of the situation. The aircraft continued North Eastbound but comms were proving difficult, and the aircraft had no Mode Charlie showing. I lost 2 way comms with the aircraft but since it was heading generally towards Leeds I telephoned them, identified the aircraft, and advised them that I had no comms and to keep a close eye on it. Shortly after I lost radar contact with the aircraft, but telephoned Leeds to confirm it was still visible to them, which it was. The aircraft reappeared close to Leeds overhead, so I again telephoned Leeds, and they advised it had infringed their airspace and flown close to the airfield. I managed to re-establish comms with the aircraft and once confirming good VFR ground contact, suggested the aircraft take up a westerly track as they were in Leeds airspace. After exiting Leeds zone the aircraft had further minor navigational issues but landed safely. The aircraft was not advised about reports being filed whilst airborne as I felt this would be distracting to their flying. My colleague spoke to a flying instructor where the C152 was based to appraise him of the situation and confirm he would speak to the pilots concerned.☐
201508911	03/07/2015	EGTT : London (FIR)	ASPEN		A	Airway - ATS Route	CESSNA	Reciprocating	1	Infringement of Airway Q41 (Class A) by a C182 at FL50. Standard separation maintained.	Infringement of controlled airspace on sector 21. C182 squawking 1177 working London information was tracking southbound adjacent to Q41 at FL50 but penetrated S21 airspace 5 miles SW of aspen.☐ Supplementary 07/07/15:☐ Infringement of Q41. Notified by S20 planner that C182 had infringed Q41. A/c had previously been advised to remain outside controlled airspace in particular the airway Q41.☐ Supplementary 04/07/2015:☐ C182 departs Prestwick Airport 08:56 on a VFR flight to Jersey.After leaving the Prestwick ATZ he was given a Basic Service and climb to 5500 feet and was instructed to "remain clear of Controlled Airspace" The aircraft was prenoted to Flight Information Service and then transferred to Scottish Information on 119.875MHz whilst outside CAS. Subsequently Scottish LAS called to advise that the C182 had activated their CAIT SE of Prestwick (airspace base 5500 feet) whilst working Scottish Information and they would be filing a report

201508917	04/07/2015	EGTT : London (FIR)	Not specified		A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the LTMA (Class A) by a DR400 at 6500ft. Traffic info given. Standard separation maintained.	Infringement of CAS to East of DVR. FIR bandboxed with initially light traffic. DR400 called mid channel at 0821 at 6,500 ft. (He had previously called twice but couldn't establish good 2 way). On initial call I instructed him to confirm he was remaining outside CAS due to his reported altitude, giving him the base of CAS in that area. He was given the Chatham QNH. He acknowledged these. As he routed West of DVR I then asked him to confirm he was ROCAS and that the base to the west of DVR was 5,500ft. I also told him that Lashenden/Headcorn had Para Activity and that the base of CAS in this area was 3,500ft and again asked to confirm he would be descending to remain outside. He acknowledged this. At approx. 0830 another FISO came back and plugged in as the 2nd FISO. DR400 was then transferred to London Control at their request (134.9) at 0841. ☐ Supplementary 07/07/15:☐ Infringer west of DVR. At 08.39 a 1177 squawk was seen to show FL63 west of DVR where the base is 5500ft. The FIS advised the aircraft was DR400 and he had been told to remain clear of controlled airspace. He remained inside CAS so was transferred to S15 on 134.9 and told to vacate. Once identified (using the turn method), DR400 was informed the base at his current position was 5500ft and that in 6 miles the base was 3500ft. DR400 was given a basic service outside controlled airspace and advised Lashenden/Headcorn were paradropping in his 11 o'clock at approx 8 miles. DR400 eventually descended and left CAS. At time 08.39 DR400 was transferred to Farnborough LARS for further service outside.
201508925	11/06/2015	EGTT : London (FIR)	Not specified		D	CTR	DIAMOND	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a motor glider squawking 3767 at 900ft. Inbound aircraft broken off approach.	At 1242 I was working KK INT / FIN bandboxed. A 3767 squawk was observed to enter the KK CTZ, approximately 4nm west of Redhill heading South towards the KK Final Approach. An Airbus was on final approach. I called Redhill to ask if they were working the aircraft, and they said not. I rang KK AIR on the priority line and advised them Redhill were not working the aircraft, and asked them to break aircraft off to the south and climb to altitude 3A. I believed at the time, the 3767 was in an unsafe proximity to inbound aircraft and thought this was the safest action. I subsequently called Redhill back and asked them if they were now working the aircraft to the West of them, and at this time the 3767 was tracking towards Redhill. Redhill confirmed they were working the aircraft, and had been the whole time. They said I had asked them about an aircraft to the East of them, not the West. I thought I had asked about an aircraft to the west of them tracking towards the Gatwick Final Approach. Inbound aircraft was repositioned for another approach to KK runway 08R. The GSA called KR to obtain the details of the infringing aircraft.
201508925	11/06/2015	EGTT : London (FIR)	Not specified		D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by a motor glider squawking 3767 at 900ft. Inbound aircraft broken off approach.	At 1242 I was working KK INT / FIN bandboxed. A 3767 squawk was observed to enter the KK CTZ, approximately 4nm west of Redhill heading South towards the KK Final Approach. An Airbus was on final approach. I called Redhill to ask if they were working the aircraft, and they said not. I rang KK AIR on the priority line and advised them Redhill were not working the aircraft, and asked them to break aircraft off to the south and climb to altitude 3A. I believed at the time, the 3767 was in an unsafe proximity to inbound aircraft and thought this was the safest action. I subsequently called Redhill back and asked them if they were now working the aircraft to the West of them, and at this time the 3767 was tracking towards Redhill. Redhill confirmed they were working the aircraft, and had been the whole time. They said I had asked them about an aircraft to the East of them, not the West. I thought I had asked about an aircraft to the west of them tracking towards the Gatwick Final Approach. Inbound aircraft was repositioned for another approach to KK runway 08R. The GSA called KR to obtain the details of the infringing aircraft.
201508928	15/06/2015	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	16nm W	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, climbing to indication of 3100ft, resulting in loss of separation with an inbound A320. Aircraft identified as a PA28. CAIT activated. Traffic info and avoiding action given.	Loss of separation. Unverified Mode C data of unknown traffic (squawk 7000) indicated it was underneath the base of controlled airspace but subsequently indicated a climb into and infringement of the TMA into conflict with A320, which was turning onto a closing heading for 09L. CAIT alert activated. A320 was in the descent to altitude 4000' and passing 5300'. The unknown traffic was indicating 2600' and continued climbing to an indication of 3100'. A320 was instructed to stop descent at 4500' and traffic was passed. The pilot of A320 reported they had the traffic on TCAS and it was 'passing underneath'. The aircraft were head-on, opposite direction and an avoiding turn onto heading 110 degrees did not prevent the blips merging. The unknown aircraft continued to track to the west, and the confliction with the next inbound on a base leg from the south was resolved by stopping descent at altitude 5000' and turning the aircraft in to establish for 09L. The Mode C of the unknown aircraft continued to indicate altitude 3000', and it then tracked into an area where the base of controlled airspace is 3500'. The unknown aircraft was then believed to be outside controlled airspace and so no further action was taken. The unknown aircraft continued to track west (further into areas with higher bases of CAS) and was observed to change squawk to 3601.
201508928	15/06/2015	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	16nm W	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, climbing to indication of 3100ft, resulting in loss of separation with an inbound A320. Aircraft identified as a PA28. CAIT activated. Traffic info and avoiding action given.	Loss of separation. Unverified Mode C data of unknown traffic (squawk 7000) indicated it was underneath the base of controlled airspace but subsequently indicated a climb into and infringement of the TMA into conflict with A320, which was turning onto a closing heading for 09L. CAIT alert activated. A320 was in the descent to altitude 4000' and passing 5300'. The unknown traffic was indicating 2600' and continued climbing to an indication of 3100'. A320 was instructed to stop descent at 4500' and traffic was passed. The pilot of A320 reported they had the traffic on TCAS and it was 'passing underneath'. The aircraft were head-on, opposite direction and an avoiding turn onto heading 110 degrees did not prevent the blips merging. The unknown aircraft continued to track to the west, and the confliction with the next inbound on a base leg from the south was resolved by stopping descent at altitude 5000' and turning the aircraft in to establish for 09L. The Mode C of the unknown aircraft continued to indicate altitude 3000', and it then tracked into an area where the base of controlled airspace is 3500'. The unknown aircraft was then believed to be outside controlled airspace and so no further action was taken. The unknown aircraft continued to track west (further into areas with higher bases of CAS) and was observed to change squawk to 3601.

201508937	05/07/2015	EGTT : London (FIR)	WCO	12nm NE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 with Mode C indicating 4900ft-5900ft, resulting in loss of separation with three IFR aircraft. Aircraft identified as a PA28. Traffic info and avoiding action given.	Infringement of class A airspace by possibly PA28. Whilst working Luton Radar I noticed a 7000 contact (no mode sierra) infringing to the North West climbing to 6200 unidentified. I quickly called NW TC and implemented a Check North fairly soon after. NW turned traffic away from the contact which was verified on the phone. At this stage I am certain the contacts did not merge. After numerous blind calls I boxed the contact and tracked it where it appeared to land. I called the airfield at 1520 from the Supervisor Airports position on the right hand panel. I attempted to see if the controller could get the traffic to squawk 7407, or ident. However, the controller quite sensibly asked the pilot if he had an instructor aboard. He didn't so I sensibly did not follow this line of identification at no time did I enforce the application of these procedures, merely enquired. From the picture it appeared the traffic was possibly PA28 (just landed). At this point the controller asked if I could talk to the instructors downstairs at which suggestion I declined and mentioned we would have to take reporting action on an infringement. At this he mentioned that we could if we wanted to but would get nowhere with it.☐ Supplementary 08/07/15:☐ As a consequence of this event, separation was lost against three IFR aircraft which had to be vectored away. PA28 was identified as the aircraft involved following a positive identification on the pilot's return flight. Radar pictures show PA28 within the LTMA with Mode C indicating 4900-5900' (base CAS 4500'). ☐ Supplementary 10/07/15:☐
201508937	05/07/2015	EGTT : London (FIR)	WCO	12nm NE	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 with Mode C indicating 4900ft-5900ft, resulting in loss of separation with three IFR aircraft. Aircraft identified as a PA28. Traffic info and avoiding action given.	Infringement of class A airspace by possibly PA28. Whilst working Luton Radar I noticed a 7000 contact (no mode sierra) infringing to the North West climbing to 6200 unidentified. I quickly called NW TC and implemented a Check North fairly soon after. NW turned traffic away from the contact which was verified on the phone. At this stage I am certain the contacts did not merge. After numerous blind calls I boxed the contact and tracked it where it appeared to land. I called the airfield at 1520 from the Supervisor Airports position on the right hand panel. I attempted to see if the controller could get the traffic to squawk 7407, or ident. However, the controller quite sensibly asked the pilot if he had an instructor aboard. He didn't so I sensibly did not follow this line of identification at no time did I enforce the application of these procedures, merely enquired. From the picture it appeared the traffic was possibly PA28 (just landed). At this point the controller asked if I could talk to the instructors downstairs at which suggestion I declined and mentioned we would have to take reporting action on an infringement. At this he mentioned that we could if we wanted to but would get nowhere with it.☐ Supplementary 08/07/15:☐ As a consequence of this event, separation was lost against three IFR aircraft which had to be vectored away. PA28 was identified as the aircraft involved following a positive identification on the pilot's return flight. Radar pictures show PA28 within the LTMA with Mode C indicating 4900-5900' (base CAS 4500'). ☐ Supplementary 10/07/15:☐
201508937	05/07/2015	EGTT : London (FIR)	WCO	12nm NE	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 with Mode C indicating 4900ft-5900ft, resulting in loss of separation with three IFR aircraft. Aircraft identified as a PA28. Traffic info and avoiding action given.	Infringement of class A airspace by possibly PA28. Whilst working Luton Radar I noticed a 7000 contact (no mode sierra) infringing to the North West climbing to 6200 unidentified. I quickly called NW TC and implemented a Check North fairly soon after. NW turned traffic away from the contact which was verified on the phone. At this stage I am certain the contacts did not merge. After numerous blind calls I boxed the contact and tracked it where it appeared to land. I called the airfield at 1520 from the Supervisor Airports position on the right hand panel. I attempted to see if the controller could get the traffic to squawk 7407, or ident. However, the controller quite sensibly asked the pilot if he had an instructor aboard. He didn't so I sensibly did not follow this line of identification at no time did I enforce the application of these procedures, merely enquired. From the picture it appeared the traffic was possibly PA28 (just landed). At this point the controller asked if I could talk to the instructors downstairs at which suggestion I declined and mentioned we would have to take reporting action on an infringement. At this he mentioned that we could if we wanted to but would get nowhere with it.☐ Supplementary 08/07/15:☐ As a consequence of this event, separation was lost against three IFR aircraft which had to be vectored away. PA28 was identified as the aircraft involved following a positive identification on the pilot's return flight. Radar pictures show PA28 within the LTMA with Mode C indicating 4900-5900' (base CAS 4500'). ☐ Supplementary 10/07/15:☐
201508937	05/07/2015	EGTT : London (FIR)	WCO	12nm NE	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 with Mode C indicating 4900ft-5900ft, resulting in loss of separation with three IFR aircraft. Aircraft identified as a PA28. Traffic info and avoiding action given.	Infringement of class A airspace by possibly PA28. Whilst working Luton Radar I noticed a 7000 contact (no mode sierra) infringing to the North West climbing to 6200 unidentified. I quickly called NW TC and implemented a Check North fairly soon after. NW turned traffic away from the contact which was verified on the phone. At this stage I am certain the contacts did not merge. After numerous blind calls I boxed the contact and tracked it where it appeared to land. I called the airfield at 1520 from the Supervisor Airports position on the right hand panel. I attempted to see if the controller could get the traffic to squawk 7407, or ident. However, the controller quite sensibly asked the pilot if he had an instructor aboard. He didn't so I sensibly did not follow this line of identification at no time did I enforce the application of these procedures, merely enquired. From the picture it appeared the traffic was possibly PA28 (just landed). At this point the controller asked if I could talk to the instructors downstairs at which suggestion I declined and mentioned we would have to take reporting action on an infringement. At this he mentioned that we could if we wanted to but would get nowhere with it.☐ Supplementary 08/07/15:☐ As a consequence of this event, separation was lost against three IFR aircraft which had to be vectored away. PA28 was identified as the aircraft involved following a positive identification on the pilot's return flight. Radar pictures show PA28 within the LTMA with Mode C indicating 4900-5900' (base CAS 4500'). ☐ Supplementary 10/07/15:☐
201508937	05/07/2015	EGTT : London (FIR)	WCO	12nm NE	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 with Mode C indicating 4900ft-5900ft, resulting in loss of separation with three IFR aircraft. Aircraft identified as a PA28. Traffic info and avoiding action given.	Infringement of class A airspace by possibly PA28. Whilst working Luton Radar I noticed a 7000 contact (no mode sierra) infringing to the North West climbing to 6200 unidentified. I quickly called NW TC and implemented a Check North fairly soon after. NW turned traffic away from the contact which was verified on the phone. At this stage I am certain the contacts did not merge. After numerous blind calls I boxed the contact and tracked it where it appeared to land. I called the airfield at 1520 from the Supervisor Airports position on the right hand panel. I attempted to see if the controller could get the traffic to squawk 7407, or ident. However, the controller quite sensibly asked the pilot if he had an instructor aboard. He didn't so I sensibly did not follow this line of identification at no time did I enforce the application of these procedures, merely enquired. From the picture it appeared the traffic was possibly PA28 (just landed). At this point the controller asked if I could talk to the instructors downstairs at which suggestion I declined and mentioned we would have to take reporting action on an infringement. At this he mentioned that we could if we wanted to but would get nowhere with it.☐ Supplementary 08/07/15:☐ As a consequence of this event, separation was lost against three IFR aircraft which had to be vectored away. PA28 was identified as the aircraft involved following a positive identification on the pilot's return flight. Radar pictures show PA28 within the LTMA with Mode C indicating 4900-5900' (base CAS 4500'). ☐ Supplementary 10/07/15:☐
201508962	30/06/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	6/7nm N	D	CTA	CESSNA	Reciprocating	1	Infringement of the East Midlands CTA 1 (Class D) by an unknown aircraft squawking 7000 at 2800ft. Aircraft identified as a C172. Traffic info and avoiding action given to an inbound B737. Standard separation maintained.	B737 visual circuit traffic given avoiding action against one holding at the boundary. Just after handover of the R1 position, the primary radar failed, and we were subsequently trying to stabilise the picture, and during this time there were moments when the picture was lost/distorted. There was a light aircraft wanting to enter the airspace from the north already (and on watching the radar pictures the contact believed to be C152 was already inside controlled airspace without clearance at handover). B737 came to radar from the visual circuit to be vectored for a wider approach to give tower a gap for a departure. When the B737 called I turned him onto 090 downwind, I had still not registered the displayed altitude of the contact to the north. I then dealt with a few other aircraft and then looking up to the B737 (which was squawking 4570 but not converting), I saw that the 7000 ahead of him was indicating 300ft below. I gave B737 the traffic and then gave avoiding action to climb, as the contact wasn't climbing and was believed to be the C172. The B737 took the climb and then when I updated the traffic he called visual (the 7000 contact was then descending and heading to the airfield), so he was given the option to return to 3000ft and turn right to carry on with vectors for the ILS, which he did, and the C172 continued into the zone.☐ Appropriate CAA action is to be taken as a result of this incident.

201508962	30/06/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	6/7nm N	D	CTA	BOEING	Turbofan	2	Infringement of the East Midlands CTA 1 (Class D) by an unknown aircraft squawking 7000 at 2800ft. Aircraft identified as a C172. Traffic info and avoiding action given to an inbound B737. Standard separation maintained.	B737 visual circuit traffic given avoiding action against one holding at the boundary. Just after handover of the R1 position, the primary radar failed, and we were subsequently trying to stabilise the picture, and during this time there were moments when the picture was lost/distorted. There was a light aircraft wanting to enter the airspace from the north already (and on watching the radar pictures the contact believed to be C152 was already inside controlled airspace without clearance at handover). B737 came to radar from the visual circuit to be vectored for a wider approach to give tower a gap for a departure. When the B737 called I turned him onto 090 downwind, I had still not registered the displayed altitude of the contact to the north. I then dealt with a few other aircraft and then looking up to the B737 (which was squawking 4570 but not converting), I saw that the 7000 ahead of him was indicating 300ft below. I gave B737 the traffic and then gave avoiding action to climb, as the contact wasn't climbing and was believed to be the C172. The B737 took the climb and then when I updated the traffic he called visual (the 7000 contact was then descending and heading to the airfield), so he was given the option to return to 3000ft and turn right to carry on with vectors for the ILS, which he did, and the C172 continued into the zone. □ Appropriate CAA action is to be taken as a result of this incident.
201508965	29/06/2015	EGTT : London (FIR)	EGCV : Sleep		G	ATZ	PIPER	Reciprocating	1	Infringement of the Shawbury ATZ (Class G) by an unknown aircraft. The aircraft made an approach to R/W23 before departing to the West. Military ATC emergency declared. Aircraft identified as a PA28 which had misidentified airfield. Traffic info given.	Unknown ac entered the ATZ and made an approach to Rwy 23. Unknown ac entered the ATZ and made an approach to Rwy 23. I was the ADC controller when I noticed an unknown ac enter the ATZ from the SW, I advised the Supervisor immediately and asked for him to if he was aware of the ac. The ac appeared to be conducting a left hand circuit for either Rwy 23 or 18. An Emergency State 2 was declared in case the ac was suffering from an emergency but unable to communicate this to ATC. At the time I had 2 aircraft conducting Under Slung Load (USL) training, 2 helicopters taxiing out and cleared to cross Rwy 23 for a westerly departure and a helicopter Taxiing out to depart VFR south from the Lazy Lane intersection of Rwy 18. I made an all stations broadcast on both studs 2 and 3 instructing all ac to hold and remain clear of Rwy 18 believing the ac might make an emergency landing on Rwy 18. The unknown ac then turned left base final for Rwy 23 and eventually went around and departed to the west. Once the unknown ac had left the Shawbury ATZ I broadcast on studs 2 and 3 for ac to resume normal operations. □ Supervisors Narrative: □ I was the Sup for the incident in question. Whilst sat in the ACR, I received a call from the ADC asking who the fixed wing was joining the cct. I was unaware of any fixed wing that would be near the airfield and, after checking with the RA and Zone controllers, proceeded immediately to the VCR. On entering the VCR the ac was pointed out to me, which appeared to be flying downwind for Rwy 18 (left hand). On seeing the ac bank towards the airfield, I immediately instructed the ADC to clear all surfaces and I called a state 2 on the crash
201508995	26/06/2015	EGTT : London (FIR)	ABBOT	E	A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft with an FIS squawk at 5400ft. Aircraft identified as a SR22. CAIT activated. Traffic info and avoiding action given to an inbound B737.	Infringement of LTMA East of Abbot - SR22. I was working as INT/FIN Bandboxed. At approximately 1036z, an unknown radar return wearing an FIS squawk was observed to be inside LTMA at 5400', which activated CAIT. This was in confliction with a B738 which had been given descent clearance to 6000' being vectored for runway 22. B737 was given an immediate right turn onto 310, and then further right onto 180. Descent was stopped at FL70. Adjacent colleagues helped with the coordination and confirmed that London FIR were working the traffic, SR22 and advised that they would request that the pilot leaves controlled airspace. After further telephone calls, SR22 was transferred to my frequency, 120.625, and confirmed he was level at 5400' on QNH1017. SR22 was advised that he was inside controlled airspace without a clearance and instructed to descend immediately below 3400' or turn right to vacate controlled airspace. SR22 elected to descend. Once outside controlled airspace, I suggested SR22 free call Cambridge 123.6 due to their circuit being active. B737 was vectored behind the infringing traffic to runway 22 and passed on his thanks before landing. London FIR gave the details of the aircraft as an SR22 aircraft. □ Appropriate CAA action is to be taken as a result of this incident.
201508995	26/06/2015	EGTT : London (FIR)	ABBOT	E	A	TMA	BOEING	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft with an FIS squawk at 5400ft. Aircraft identified as a SR22. CAIT activated. Traffic info and avoiding action given to an inbound B737.	Infringement of LTMA East of Abbot - SR22. I was working as INT/FIN Bandboxed. At approximately 1036z, an unknown radar return wearing an FIS squawk was observed to be inside LTMA at 5400', which activated CAIT. This was in confliction with a B738 which had been given descent clearance to 6000' being vectored for runway 22. B737 was given an immediate right turn onto 310, and then further right onto 180. Descent was stopped at FL70. Adjacent colleagues helped with the coordination and confirmed that London FIR were working the traffic, SR22 and advised that they would request that the pilot leaves controlled airspace. After further telephone calls, SR22 was transferred to my frequency, 120.625, and confirmed he was level at 5400' on QNH1017. SR22 was advised that he was inside controlled airspace without a clearance and instructed to descend immediately below 3400' or turn right to vacate controlled airspace. SR22 elected to descend. Once outside controlled airspace, I suggested SR22 free call Cambridge 123.6 due to their circuit being active. B737 was vectored behind the infringing traffic to runway 22 and passed on his thanks before landing. London FIR gave the details of the aircraft as an SR22 aircraft. □ Appropriate CAA action is to be taken as a result of this incident.
201508996	06/07/2015	EGTT : London (FIR)	Not specified		D		CIRRUS	Reciprocating	1	Infringement of Stansted CAS (Class D) by a SR22. Standard separation maintained.	Infringement of Stansted Zone. SR22 called up at 1806. He was asked to report at CLN at which he was given the London QNH and told that the base of CAS after Colchester drops to 4,500 feet and to confirm that he would ROCAS, which he acknowledged, stating he was routing towards Haverhill VRP. Essex radar called at 1829 stating that my 1177 was going to infringe CAS in 1.5 miles. The Essex radar controller told me the A/C needed to descend. I advised the controller that I couldn't issue an executive instruction and would he like the A/C transferred to his frequency, to which he replied he knew this but requested I told the pilot that he would infringe controlled airspace in 1.5 miles. I relayed this to the pilot, who then stated he was now descending to 3,500 ft. I then re-iterated to the pilot that the base of CAS was 3,500ft, and the pilot then stated he was descending to 3,400ft.

201509013	23/06/2015	EGTT : London (FIR)	EGLS : Old sarum		G	ATZ	UNKNOWN	Unknown		Infringement of the Old Sarum ATZ (Class G) by an unknown glider. PA28 took evasive action.	Infringement of ATZ by Glider. During a circuit training flight, at the start of the downwind leg at 800ft using Runway 24 with a left hand circuit, a glider was observed orbiting at similar height at the midpoint of the downwind leg, by the commander of PA28. Repeated radio calls to the glider from PA28 did not produce any response. PA28 the reversed direction and flew up the downwind leg in order to avoid a collision, and then flew a low close circuit to land, avoiding the glider. The glider was then seen to continue the orbiting inside the ATC for the next 20 minutes before leaving, the A/G radio operator later reported no calls received from the glider during before or after the period the glider was observed to be in the ATZ. Later investigation indicated the glider may have originated its flight from a specific airfield, but no positive identification could be obtained.
201509013	23/06/2015	EGTT : London (FIR)	EGLS : Old sarum		G	ATZ	PIPER	Reciprocating	1	Infringement of the Old Sarum ATZ (Class G) by an unknown glider. PA28 took evasive action.	Infringement of ATZ by Glider. During a circuit training flight, at the start of the downwind leg at 800ft using Runway 24 with a left hand circuit, a glider was observed orbiting at similar height at the midpoint of the downwind leg, by the commander of PA28. Repeated radio calls to the glider from PA28 did not produce any response. PA28 the reversed direction and flew up the downwind leg in order to avoid a collision, and then flew a low close circuit to land, avoiding the glider. The glider was then seen to continue the orbiting inside the ATC for the next 20 minutes before leaving, the A/G radio operator later reported no calls received from the glider during before or after the period the glider was observed to be in the ATZ. Later investigation indicated the glider may have originated its flight from a specific airfield, but no positive identification could be obtained.
201509054	26/06/2015	EGTT : London (FIR)	EGVN (BZZ): Brize norton	CTR	D	CTR	ROBINSON	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by an unknown aircraft squawking 7000 at reported altitude 1700ft. Aircraft identified as a R44.	CTR infringement R44. I was the approach controller when an Air System squawking 7000 with NMC entered the CTR at BZN 078 10.2nm and left at BZN 073 9.1nm. London Oxford airport controller confirmed the Air System as R44 reported at altitude 1700ft and had been trying to call them but was not receiving their transmissions. There was no Brize traffic at the time of the infringement.
201509059	04/07/2015	EGTT : London (FIR)	Not specified		D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with an inbound EMB195. Aircraft described as a PA28. Traffic info given.	Infringement of the Southampton CTR by an unknown aircraft. At approximately 1150 a primary radar return was observed entering the Southampton CTR 8 miles north of Southampton. Blind transmissions were made, with no response received. EMB195 was on left base runway 20 for the ILS and had already been given traffic information when the unknown aircraft when it was in CTA-3 and was given an update when it entered the CTR. Avoiding action was not given to DHC8 as turning away from the unknown aircraft would require a turn to the north and leave controlled airspace. The unknown aircraft was monitored as it tracked southeast and left the CTR SAM060R 8.7DME tracking toward the Petersfield area. Subsequently another aircraft on the Solent frequency reported seeing what was believed to be the infringing aircraft and described it as a red and white PA28.
201509059	04/07/2015	EGTT : London (FIR)	Not specified		D	CTR	EMBRAER	Turbofan	2	Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with an inbound EMB195. Aircraft described as a PA28. Traffic info given.	Infringement of the Southampton CTR by an unknown aircraft. At approximately 1150 a primary radar return was observed entering the Southampton CTR 8 miles north of Southampton. Blind transmissions were made, with no response received. EMB195 was on left base runway 20 for the ILS and had already been given traffic information when the unknown aircraft when it was in CTA-3 and was given an update when it entered the CTR. Avoiding action was not given to DHC8 as turning away from the unknown aircraft would require a turn to the north and leave controlled airspace. The unknown aircraft was monitored as it tracked southeast and left the CTR SAM060R 8.7DME tracking toward the Petersfield area. Subsequently another aircraft on the Solent frequency reported seeing what was believed to be the infringing aircraft and described it as a red and white PA28.

201509062	04/07/2015	EGTT : London (FIR)	EGBV : Silverstone	6nm S	A	Restrict ed area	CESSNA	Reciprocating	1	Infringement of the Red Arrows RA(T) at Silverstone by an unknown aircraft squawking 7000. Aircraft identified as a C152. Traffic info given.	Whilst working as the controller for the Red Arrows display at Silverstone, I noticed a 7000 squawk tracking northbound towards the RAT. I called the traffic to the Red Arrows from about 10 miles as it approached. When the a/c got to about 5.8 miles from the centre, the it made a right turn and tracked north east bound. The a/c was just inside the RAT at the time and it remained inside for a number of minutes. Using the A/C Data function on Node the a/c was identified as C152. The Red Arrows eventually became visual with the traffic when they had completed their display and they were leaving the RAT.☐ Supplementary 21/07/15:☐ I was the pilot of the aircraft, a C152 that infringed the RAT. That morning, as is our usual procedure the duty instructor gave a brief of the weather, all NOTAMs and relevant AICs, and general operational information. During this briefing the temporary airspace at Silverstone was highlighted and I was aware of its existence. On the flight in question I was teaching in-flight diversions to my PPL student. Aware of the restriction at Silverstone, I had asked the student to plan towards the area, with the intention of diverting to the north east before getting too close to the restricted airspace. This, seemed to me, had the benefit of creating a "realistic scenario" for the student. There were many NOTAMs on the day and my student and I had talked about them and the areas that we were to avoid - this was a good teaching point for him and an ideal time to reinforce the importance of reading and understanding the NOTAMs. I believed at the time that the planned turning point (Buckingham) would not only keep our aircraft clear of the r! restricted area but also provide
201509063	04/07/2015	EGTT : London (FIR)	Sheerness	5nm S	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Southampton CTA 7 (Class D) by a DR400 at 3100ft. Avoiding action given. Standard separation maintained.	Controlled airspace infringement. DR400 was observed heading towards Southend CTA 7 at 3A. As the aircraft passed 5nm to run to the boundary I called London Fir and asked them to tell the pilot to remain outside controlled airspace and to contact me. The pilot did not call me until he was 7nm inside controlled airspace at 3a. I tried to educate the pilot about Southend airspace but his English was to poor.☐ CAA Closure:☐ No action taken. Closed due elapsed time. Registration will be monitored.
201509066	05/07/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	NE CTA	D	CTA	HUGHES	Turboshaft	1	Infringement of the Gatwick CTA (Class D) by a Hughes 369 squawking 7000 at 1800ft, resulting in loss of separation with an inbound A319. Inbounds delayed.	Infringement of Gatwick CTA. Hughes 369 infringed the Gatwick CTA causing me to delay an inbound buy several miles. ☐ Supplementary 10/07/15:☐ I was aware of the controlled airspace above me as regularly use this route. I flew in to a large rain shower and changed my route to take a more Northerly one and may of inadvertently increased my altitude. I also had a customer on his first flight and he constantly asked questions as he was excited about the experience and I delayed my call to ATC. In future I will call up the relevant ATC unit earlier. I would obviously like to apologise if it proves that I did in fact infringe controlled airspace as I pride myself on my airmanship and did not intend to cause stress or endanger anyone. ☐ Supplementary 07/09/15:☐ The loss of separation was caused by a controlled airspace infringement of the Gatwick CTA by Hughes 369. The incident was resolved because the aircraft were diverging. Hughes 369 descended out of controlled airspace.
201509066	05/07/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	NE CTA	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a Hughes 369 squawking 7000 at 1800ft, resulting in loss of separation with an inbound A319. Inbounds delayed.	Infringement of Gatwick CTA. Hughes 369 infringed the Gatwick CTA causing me to delay an inbound buy several miles. ☐ Supplementary 10/07/15:☐ I was aware of the controlled airspace above me as regularly use this route. I flew in to a large rain shower and changed my route to take a more Northerly one and may of inadvertently increased my altitude. I also had a customer on his first flight and he constantly asked questions as he was excited about the experience and I delayed my call to ATC. In future I will call up the relevant ATC unit earlier. I would obviously like to apologise if it proves that I did in fact infringe controlled airspace as I pride myself on my airmanship and did not intend to cause stress or endanger anyone. ☐ Supplementary 07/09/15:☐ The loss of separation was caused by a controlled airspace infringement of the Gatwick CTA by Hughes 369. The incident was resolved because the aircraft were diverging. Hughes 369 descended out of controlled airspace.
201509068	30/06/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	N	D	CTA	CESSNA	Reciprocating	1	Infringement of the Southampton CTA by a C172.	Left at 16:20 (we were aware airfield closed at 16:30 so some pressure to go). The aircraft was being collected after major avionics upgrade. My colleague who flew me down tried to input the return route, generated by old GPS and converted into the new GPS but wasn't able to do so. He was also unfamiliar with new GPS. I was happy that with the Airspace Avoid, the old GPS generated PLOG and my map with the route drawn on it I could get back safely. The map on the new GPS is different to the old GPS, more IFR than VFR, so didn't want to rely on it until more familiar. However the tablet running Airspace Avoid failed just after takeoff . In trying to reboot it I lost awareness of location. When I got it restored I was in the Class D airspace to the north of Southampton. The tablet shut down on three more occasions on the return trip but by then I was using the PLOG and the track from the new gps for navigation. Should have selected listen squawk - the frequency and code 0011 were on the old GPS generated PLOG - but I had tuned to Odiham after takeoff as was going to ask for MATZ transit through their western stub. The extra facility of the new nav/com upgrade would have allowed me to do both but I was not sure how at that point. When the tablet failed I should have reverted straight away to the PLOG and GPS track - the compass hadn't been reswung after avionics fit so not reliable. Even then I could have tuned into 0011 and it may have avoided the infringement but I became distracted by trying to get the tablet to reboot. The tablet will be checked over the next non critical flights (in terms of navigation) to see if it shuts down again, and replaced if it does - I have always found the software very good (Airspace Avoid). Always have a plan if the electronics fail. I had alternatives but was

201509068	30/06/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	N	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTA by a C172.	Left at 16:20 (we were aware airfield closed at 16:30 so some pressure to go). The aircraft was being collected after major avionics upgrade. My colleague who flew me down tried to input the return route, generated by old GPS and converted into the new GPS but wasn't able to do so. He was also unfamiliar with new GPS. I was happy that with the Airspace Avoid, the old GPS generated PLOG and my map with the route drawn on it I could get back safely. The map on the new GPS is different to the old GPS, more IFR than VFR, so didn't want to rely on it until more familiar. However the tablet running Airspace Avoid failed just after takeoff . In trying to reboot it I lost awareness of location. When I got it restored I was in the Class D airspace to the north of Southampton. The tablet shut down on three more occasions on the return trip but by then I was using the PLOG and the track from the new gps for navigation. Should have selected listen squawk - the frequency and code 0011 were on the old GPS generated PLOG - but I had tuned to Odiham after takeoff as was going to ask for MATZ transit through their western stub. The extra facility of the new nav/com upgrade would have allowed me to do both but I was not sure how at that point. When the tablet failed I should have reverted straight away to the PLOG and GPS track - the compass hadn't been reswung after avionics fit so not reliable. Even then I could have tuned into 0011 and it may have avoided the infringement but I became distracted by trying to get the tablet to reboot. The tablet will be checked over the next non critical flights (in terms of navigation) to see if it shuts down again, and replaced if it does - I have always found the software very good (Airspace Avoid). Always have a plan if the electronics fail. I had alternatives but was
201509074	04/07/2015	EGTT : London (FIR)	51942 N / 000 41 11 W		A	TMA	CESSNA	Turboprop	1	Infringement of the LTMA (Class A) by a C208 at 4400ft. The C208 had been instructed to operate not above 3400ft. Standard separation maintained.	C208 infringement of LTMA. I was working as the approach controller with C208 on frequency inbound for a parachute drop. On taking the hand over I was informed by the outgoing controller that the pilot had been briefed to be not above altitude 3,400 feet, I did not confirm this with the pilot expecting him to carry out his task as briefed. At approximately 1405 I noticed C208 climbing above 3,400 feet and tried to call him twice with no response, at this point I phoned the TCSW Co-ordinator as the aircraft was passing 4000 feet and I was aware that this would affect the Heathrow departures. C208 stopped his climb at 4,400 feet and on regaining contact I instructed the pilot to descend immediately.☐ CAA Closure:☐ No action taken. Closed due elapsed time. Registration will be monitored.
201509090	05/07/2015	EGTT : London (FIR)	SAM	9.5nm ESE	D	CTA	VANS	Reciprocating	1	Infringement of Solent CTAs 6 and 7 (Class D) by a Vans RV7 squawking 7000, indicating 2500ft and climbing. Standard separation maintained.	Infringement of Solent CTA areas 6 and 7 by Vans RV7. I was operating as the Solent ATCO (120.225) when at approximately 1109 I received a free call from Vans RV7. As I was on the telephone at the time to TC I told the free-caller to standby, which he did not do - he started passing his details which I did not catch due to listening to the TC ATCO. As I hung up the phone I realised that a 7000 squawk was climbing rapidly into the CTA (area 6) tracking northbound into area 7, the Mode S displayed the callsign as Vans RV7. The aircraft entered bearing 115 from SAM at 9.5nm, indicating 2500 feet and climbing. I called the aircraft back saying that I believed that he was inside of controlled airspace without a clearance, cleared him in 'not above altitude 5000 feet VFR' and asked for his details again. I issued 3661 as a squawk and reminded the pilot of the importance of obtaining a clearance prior to entering controlled airspace. No other aircraft were affected by the infringement. The pilot reported that he was on an air-test.
201509091	06/07/2015	EGTT : London (UIR)	Near LAM		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C152, resulting in loss of separation with an outbound DHC8. Traffic info and avoiding action given.	Infringing aircraft near LAM. I was an OJTI on Thames radar with a fairly experienced trainee when C152 infringed the LTMA forcing the trainee to give avoiding action to a DHC8 departure to achieve 5 nm separation.
201509091	06/07/2015	EGTT : London (UIR)	Near LAM		A	TMA	DE HAVILLAND	Turboprop	2	Infringement of the LTMA (Class A) by a C152, resulting in loss of separation with an outbound DHC8. Traffic info and avoiding action given.	Infringing aircraft near LAM. I was an OJTI on Thames radar with a fairly experienced trainee when C152 infringed the LTMA forcing the trainee to give avoiding action to a DHC8 departure to achieve 5 nm separation.

201509093	01/07/2015	EGTT : London (FIR)	Not specified		Unknown		SCHWEIZER	Reciprocating	1	Infringement of Manchester CAS by an unknown aircraft squawking 7000. Aircraft identified as a Schweizer 269. AIW activated. Standard separation maintained.	Zone infringement. A 7000 squawk triggered the AIW in the Saddleworth area on the very edge of the CAS boundary. An inbound aircraft agreed to accept a short final in order to maintain separation. Blind transmissions were made. No reply was received initially, but on reviewing my VFR traffic I contacted Schweizer 269, who apologised. I then identified the aircraft and issued a VFR clearance to continue on track.☐ Supplementary 21/07/15:☐ Tracking M62, turned on track at J21 intending to use reservoir as blocking point to avoid infringement as track took me close to control zone. Reservoir was over a ridge and therefore had no blocking point for initial part of flight. Once over ridge, blocking point seen and observed I had entered the zone. It was at this point I heard radar control call and I replied with an apology - clearance was issued VFR not above 2000'.
201509093	01/07/2015	EGTT : London (FIR)	Not specified		Unknown		UNKNOWN	Unknown		Infringement of Manchester CAS by an unknown aircraft squawking 7000. Aircraft identified as a Schweizer 269. AIW activated. Standard separation maintained.	Zone infringement. A 7000 squawk triggered the AIW in the Saddleworth area on the very edge of the CAS boundary. An inbound aircraft agreed to accept a short final in order to maintain separation. Blind transmissions were made. No reply was received initially, but on reviewing my VFR traffic I contacted Schweizer 269, who apologised. I then identified the aircraft and issued a VFR clearance to continue on track.☐ Supplementary 21/07/15:☐ Tracking M62, turned on track at J21 intending to use reservoir as blocking point to avoid infringement as track took me close to control zone. Reservoir was over a ridge and therefore had no blocking point for initial part of flight. Once over ridge, blocking point seen and observed I had entered the zone. It was at this point I heard radar control call and I replied with an apology - clearance was issued VFR not above 2000'.
201509098	03/07/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	CTR	D	CTR	UNKNOWN	Unknown		Infringement of the Luton CTR (Class D) by an unknown aircraft showing as a primary contact only. Traffic info given. Standard separation maintained.	Primary infringement of Luton CTR. A primary only infringed Luton CTR South to North. I had to re-position B737 downwind. PA28 had just entered the CTR and the pilot stated that he could see the infringing a/c. PA28 was a VFR transit and I offered him avoiding action but he declined. The infringer left the CTR near Tring and I then vectored B37 onto the localiser - having to use several headings to avoid overflying the infringer.
201509098	03/07/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	CTR	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown aircraft showing as a primary contact only. Traffic info given. Standard separation maintained.	Primary infringement of Luton CTR. A primary only infringed Luton CTR South to North. I had to re-position B737 downwind. PA28 had just entered the CTR and the pilot stated that he could see the infringing a/c. PA28 was a VFR transit and I offered him avoiding action but he declined. The infringer left the CTR near Tring and I then vectored B37 onto the localiser - having to use several headings to avoid overflying the infringer.
201509098	03/07/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	CTR	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown aircraft showing as a primary contact only. Traffic info given. Standard separation maintained.	Primary infringement of Luton CTR. A primary only infringed Luton CTR South to North. I had to re-position B737 downwind. PA28 had just entered the CTR and the pilot stated that he could see the infringing a/c. PA28 was a VFR transit and I offered him avoiding action but he declined. The infringer left the CTR near Tring and I then vectored B37 onto the localiser - having to use several headings to avoid overflying the infringer.

201509117	03/07/2015	EGTT : London (FIR)	EGCT : Tilstock		G		CIRRUS	Reciprocating	1	Infringement of the Tilstock parachute drop zone (Class G) by an unknown aircraft indicating 3700ft, squawking 7000. Aircraft believed to be a SR20. Traffic info given to a parachropping aircraft.	Unknown ac penetrated Tilstock Avoid. An unknown ac entered the Tilstock Avoid approximately 5 mins after the ac had dropped parachutists. As the LARS controller I passed the traffic information to the parachropping ac. The ac was originally on a London FIS squawk indicating 3700ft. The RA controller had spotted the ac south abeam Tern Hill ATZ and contacted the London FIS controller to free call it to SHY LARS as it looked like the track would transit close to the Tilstock avoid. The RA controller pointed out the traffic to me the LARS controller and told me to expect the ac free call me imminently. I watched the ac as it changed to a 7000 squawk but the ac did not free call. This was the point at which I passed traffic information to the parachropping ac unfortunately the ac had already dropped the parachutists well before the London FIS ac was spotted. The unknown ac then continued to not speak to anyone and penetrated the South West edge of the Tilstock Avoid.☐ Supervisor's Narrative:☐ I was employed as the Watch Supervisor and witnessed the occurrence just after the unknown ac had cleared the Tilstock Avoid to the North West of the area. I was advised by the RA Controller that the unknown ac was previously believed to have been receiving a service from London Information and that TI had been passed to the Para drop pilot (under TS). I endeavoured to contact the Tilstock DZ controller in order to ascertain whether the unknown ac had received permission from him to transit the Tilstock Avoid, however, I did not establish contact with them until after the event. Once contact had been established with the Tilstock DZ Controller he confirmed that he had maintained visual contact with the
201509117	03/07/2015	EGTT : London (FIR)	EGCT : Tilstock		G		GIPPSLAND	Reciprocating	1	Infringement of the Tilstock parachute drop zone (Class G) by an unknown aircraft indicating 3700ft, squawking 7000. Aircraft believed to be a SR20. Traffic info given to a parachropping aircraft.	Unknown ac penetrated Tilstock Avoid. An unknown ac entered the Tilstock Avoid approximately 5 mins after the ac had dropped parachutists. As the LARS controller I passed the traffic information to the parachropping ac. The ac was originally on a London FIS squawk indicating 3700ft. The RA controller had spotted the ac south abeam Tern Hill ATZ and contacted the London FIS controller to free call it to SHY LARS as it looked like the track would transit close to the Tilstock avoid. The RA controller pointed out the traffic to me the LARS controller and told me to expect the ac free call me imminently. I watched the ac as it changed to a 7000 squawk but the ac did not free call. This was the point at which I passed traffic information to the parachropping ac unfortunately the ac had already dropped the parachutists well before the London FIS ac was spotted. The unknown ac then continued to not speak to anyone and penetrated the South West edge of the Tilstock Avoid.☐ Supervisor's Narrative:☐ I was employed as the Watch Supervisor and witnessed the occurrence just after the unknown ac had cleared the Tilstock Avoid to the North West of the area. I was advised by the RA Controller that the unknown ac was previously believed to have been receiving a service from London Information and that TI had been passed to the Para drop pilot (under TS). I endeavoured to contact the Tilstock DZ controller in order to ascertain whether the unknown ac had received permission from him to transit the Tilstock Avoid, however, I did not establish contact with them until after the event. Once contact had been established with the Tilstock DZ Controller he confirmed that he had maintained visual contact with the
201509151	09/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 050 Range 10nm	G	Restrict ed area	OTHER	Reciprocating	1	Infringement of the Stansted TMZ1 (Class G) by a Microlight squawking 7000 at 1500ft. Traffic info given.	A primary return was observed tracking northwest through the Stansted TMZ1. Fltnum508L, fltnum2601 and fltnum37PX were all in sequence to land on runway 22 at Stansted and had to be given delaying vectors before being repositioned for their approaches. During its transit through the TMZ there were 2 or 3 occasions when a squawk was displayed very briefly, during which it was able to be ascertained from mode-s that the aircraft 's identity. Blind calls were made on both Stansted FIN & INT frequencies with no answer. As the aircraft was heading in the direction of Duxford, I tried to call them, but the phone line was constantly engaged. The return was first noticed just west of Wethersfield, so I also tried to call them but no answer. After handing over the position, I also contacted Cambridge, who were not working the aircraft. I also managed to contact Duxford ATC by going through the main switchboard at IWM, but they were not working the aircraft.☐ Supplementary 10/7/15:☐ The radar data has been viewed. The primary radar return was present in TMZ 1. On three separate occasions the transponder details appeared and allowed the aircraft to be identified. The mode S data indicated that the aircraft was at 1500ft, within the confines of TMZ 1 and therefore there was no loss of separation.The controller acted correctly by issuing extended vectors to three inbound aircraft. STAR has been interrogated and there have been a total of three incidents involving this registration.☐ Supplementary 10/08/15:☐ Suspect transponder fault. In future will use RT to talk to Farnborough radar in addition to
201509151	09/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 050 Range 10nm	G	Restrict ed area	BOEING	Turbofan	2	Infringement of the Stansted TMZ1 (Class G) by a Microlight squawking 7000 at 1500ft. Traffic info given.	A primary return was observed tracking northwest through the Stansted TMZ1. Fltnum508L, fltnum2601 and fltnum37PX were all in sequence to land on runway 22 at Stansted and had to be given delaying vectors before being repositioned for their approaches. During its transit through the TMZ there were 2 or 3 occasions when a squawk was displayed very briefly, during which it was able to be ascertained from mode-s that the aircraft 's identity. Blind calls were made on both Stansted FIN & INT frequencies with no answer. As the aircraft was heading in the direction of Duxford, I tried to call them, but the phone line was constantly engaged. The return was first noticed just west of Wethersfield, so I also tried to call them but no answer. After handing over the position, I also contacted Cambridge, who were not working the aircraft. I also managed to contact Duxford ATC by going through the main switchboard at IWM, but they were not working the aircraft.☐ Supplementary 10/7/15:☐ The radar data has been viewed. The primary radar return was present in TMZ 1. On three separate occasions the transponder details appeared and allowed the aircraft to be identified. The mode S data indicated that the aircraft was at 1500ft, within the confines of TMZ 1 and therefore there was no loss of separation.The controller acted correctly by issuing extended vectors to three inbound aircraft. STAR has been interrogated and there have been a total of three incidents involving this registration.☐ Supplementary 10/08/15:☐ Suspect transponder fault. In future will use RT to talk to Farnborough radar in addition to
201509151	09/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 050 Range 10nm	G	Restrict ed area	UNKNOWN	Unknown		Infringement of the Stansted TMZ1 (Class G) by a Microlight squawking 7000 at 1500ft. Traffic info given.	A primary return was observed tracking northwest through the Stansted TMZ1. Fltnum508L, fltnum2601 and fltnum37PX were all in sequence to land on runway 22 at Stansted and had to be given delaying vectors before being repositioned for their approaches. During its transit through the TMZ there were 2 or 3 occasions when a squawk was displayed very briefly, during which it was able to be ascertained from mode-s that the aircraft 's identity. Blind calls were made on both Stansted FIN & INT frequencies with no answer. As the aircraft was heading in the direction of Duxford, I tried to call them, but the phone line was constantly engaged. The return was first noticed just west of Wethersfield, so I also tried to call them but no answer. After handing over the position, I also contacted Cambridge, who were not working the aircraft. I also managed to contact Duxford ATC by going through the main switchboard at IWM, but they were not working the aircraft.☐ Supplementary 10/7/15:☐ The radar data has been viewed. The primary radar return was present in TMZ 1. On three separate occasions the transponder details appeared and allowed the aircraft to be identified. The mode S data indicated that the aircraft was at 1500ft, within the confines of TMZ 1 and therefore there was no loss of separation.The controller acted correctly by issuing extended vectors to three inbound aircraft. STAR has been interrogated and there have been a total of three incidents involving this registration.☐ Supplementary 10/08/15:☐ Suspect transponder fault. In future will use RT to talk to Farnborough radar in addition to

201509151	09/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 050 Range 10nm	G	Restricted area	AIRBUS	Turbofan	2	Infringement of the Stansted TMZ1 (Class G) by a Microlight squawking 7000 at 1500ft. Traffic info given.	A primary return was observed tracking northwest through the Stansted TMZ1. Fltnum508L, fltnum2601 and fltnum37PX were all in sequence to land on runway 22 at Stansted and had to be given delaying vectors before being repositioned for their approaches. During its transit through the TMZ there were 2 or 3 occasions when a squawk was displayed very briefly, during which it was able to be ascertained from mode-s that the aircraft 's identity. Blind calls were made on both Stansted FIN & INT frequencies with no answer. As the aircraft was heading in the direction of Duxford, I tried to call them, but the phone line was constantly engaged. The return was first noticed just west of Wethersfield, so I also tried to call them but no answer. After handing over the position, I also contacted Cambridge, who were not working the aircraft. I also managed to contact Duxford ATC by going through the main switchboard at IWM, but they were not working the aircraft.☐ Supplementary 10/7/15:☐ The radar data has been viewed. The primary radar return was present in TMZ 1. On three separate occasions the transponder details appeared and allowed the aircraft to be identified. The mode S data indicated that the aircraft was at 1500ft, within the confines of TMZ 1 and therefore there was no loss of separation.The controller acted correctly by issuing extended vectors to three inbound aircraft. STAR has been interrogated and there have been a total of three incidents involving this registration.☐ Supplementary 10/08/15:☐ Suspect transponder fault. In future will use RT to talk to Farnborough radar in addition to
201509166	02/07/2015	EGTT : London (FIR)	EG D036	Plymouth	G	Danger area	BEECH	Reciprocating	1	Infringement of Danger Area EG D036 (Plymouth) by an unknown aircraft squawking 7030 at FL53. Aircraft identified as a BE33.	Airspace Infringement. A 7030 squawk was observed 5nm north of the FIR boundary within EGD036. The aircraft continued to track north towards the Isle of Wight and exit the danger area. Solent radar were subsequently contacted to establish the callsign details of the flight. No hazardous activity was taking place within D036 at the time of the incident
201509167	10/07/2015	EGTT : London (FIR)	Not specified		D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a PA28. Departures stopped.	Luton Zone Infringer. I was working as INT. At approx 1111Z, a 7000 squawk entered the CTR north of M1 J8 VRP. The aircraft was identified by mode S to be PA28. Departures were stopped from Luton for a period of about 5 minutes. The tower advised that the aircraft appeared to be a fixed wing. It travelled north in the zone for approx 4 miles before turning 180 and exiting southbound. The aircraft was tracked on radar and eventually called Farnborough LARS. The GS AIR spoke to Farnborough who said the aircraft was a local flight.
201509213	09/07/2015	EGTT : London (FIR)	CDF	12nm NNW	D	CTA	BAC	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a Jet Provost at 3500ft. Traffic info given. Standard separation maintained.	CAS infringement - Jet Provost. Radar was split, workload was medium / Light. I was operating as a controller under training conducting SRAs. I completed an SRA for runway 30 with the radar range reduced from normal operations so that I could provide an accurate SRA. After the approach was completed at 2NM I adjusted the range back to 40NM and scanned through my strips & radar. As I was doing this scan Jet Provost infringed controlled airspace 12NM North West of Cardiff Airport in the Taff Ely area at 3500'. No other aircraft were compromised, the pilots intentions were sought and a clearance to operate within controlled airspace was subsequently issued. Traffic information was passed to Jet Provost on a military helicopter which was departing to the North, the vertical separation was approximately 2000', both aircraft were operating VFR so no separation minima were required. The pilot advised he had intended to route outside CAS, I advised him that for future operations the base in the area was 3000' not 3500'. The aircraft routed to the east and then conducted a VFR SRA to runway 30.
201509213	09/07/2015	EGTT : London (FIR)	CDF	12nm NNW	D	CTA	OTHER	Unknown		Infringement of the Cardiff CTA (Class D) by a Jet Provost at 3500ft. Traffic info given. Standard separation maintained.	CAS infringement - Jet Provost. Radar was split, workload was medium / Light. I was operating as a controller under training conducting SRAs. I completed an SRA for runway 30 with the radar range reduced from normal operations so that I could provide an accurate SRA. After the approach was completed at 2NM I adjusted the range back to 40NM and scanned through my strips & radar. As I was doing this scan Jet Provost infringed controlled airspace 12NM North West of Cardiff Airport in the Taff Ely area at 3500'. No other aircraft were compromised, the pilots intentions were sought and a clearance to operate within controlled airspace was subsequently issued. Traffic information was passed to Jet Provost on a military helicopter which was departing to the North, the vertical separation was approximately 2000', both aircraft were operating VFR so no separation minima were required. The pilot advised he had intended to route outside CAS, I advised him that for future operations the base in the area was 3000' not 3500'. The aircraft routed to the east and then conducted a VFR SRA to runway 30.

201509224	09/07/2015	EGTT : London (FIR)	Not specified		D	CTA	CESSNA	Reciprocating	1	Infringement of the Doncaster CTR and CTA (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C172. Standard separation maintained.	Zone infringer - RHADS. While on Doncaster radar I observed a 7000 squawk climb into the RHADS CTR/CTA to the north of Gamston. I had observed that the ac was previously wearing a Humberside squawk and they confirmed that it was C172. I called Gamston and they did not answer. Several blind calls made to the ac and again no response. The aircraft performed orbits in the area north and overhead Gamston, and further within the RHADS CTR/CTA for approximately 20 mins. I also called Netherthorpe and they confirmed that they were not working the ac.
201509224	09/07/2015	EGTT : London (FIR)	Not specified		D	CTR	CESSNA	Reciprocating	1	Infringement of the Doncaster CTR and CTA (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C172. Standard separation maintained.	Zone infringer - RHADS. While on Doncaster radar I observed a 7000 squawk climb into the RHADS CTR/CTA to the north of Gamston. I had observed that the ac was previously wearing a Humberside squawk and they confirmed that it was C172. I called Gamston and they did not answer. Several blind calls made to the ac and again no response. The aircraft performed orbits in the area north and overhead Gamston, and further within the RHADS CTR/CTA for approximately 20 mins. I also called Netherthorpe and they confirmed that they were not working the ac.
201509258	09/07/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	8nm E	D	CTA	PIPER	Reciprocating	1	Infringement of the East Midlands CTA (Class D) by an unknown aircraft squawking 7000, indicating 3200ft. Aircraft identified as a PA28. Traffic info and avoiding action given to an inbound B737. Standard separation maintained.	Infringement of Class D airspace. B737 was given descent to alt 3000ft from the South for the ILS RWY27. I noticed a primary return passing approximately 8nm East of East Midlands southbound. There was a call from an unknown aircraft on the frequency at about this time and I instructed the aircraft to check his frequency as he was talking to East Midlands Director. (This later turned out to be the aircraft infringing CAS). I then noticed a 7000 squawk indicating alt 3200ft in that area. The contact was unknown to the APR controller. B737 was given traffic information and avoiding action to pass to the East of the contact. In the meantime PA28 called APR and was indentified. B737 was vectored through the approach to intercept the ILS from the North and completed a normal ILS approach.
201509258	09/07/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	8nm E	D	CTA	BOEING	Turbofan	2	Infringement of the East Midlands CTA (Class D) by an unknown aircraft squawking 7000, indicating 3200ft. Aircraft identified as a PA28. Traffic info and avoiding action given to an inbound B737. Standard separation maintained.	Infringement of Class D airspace. B737 was given descent to alt 3000ft from the South for the ILS RWY27. I noticed a primary return passing approximately 8nm East of East Midlands southbound. There was a call from an unknown aircraft on the frequency at about this time and I instructed the aircraft to check his frequency as he was talking to East Midlands Director. (This later turned out to be the aircraft infringing CAS). I then noticed a 7000 squawk indicating alt 3200ft in that area. The contact was unknown to the APR controller. B737 was given traffic information and avoiding action to pass to the East of the contact. In the meantime PA28 called APR and was indentified. B737 was vectored through the approach to intercept the ILS from the North and completed a normal ILS approach.
201509274	09/07/2015	EGTT : London (FIR)	Not specified		D	CTA	VANS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a RV6 squawking 0013 at 1700ft. Traffic info and avoiding action given. Separation lost.	At time 1012 an unknown aircraft squawking 0013 approached the Stansted CTA at altitude 1,700 ft where the base of controlled airspace is 1,500ft. The unknown aircraft had mode S and was identified. A transmission was made on the Stansted FIN and INT frequency to contact it but no reply was given. Inbound aircraft which was turning onto a base leg was given avoiding action and traffic information.

201509274	09/07/2015	EGTT : London (FIR)	Not specified		D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a RV6 squawking 0013 at 1700ft. Traffic info and avoiding action given. Separation lost.	At time 1012 an unknown aircraft squawking 0013 approached the Stansted CTA at altitude 1,700 ft where the base of controlled airspace is 1,500ft. The unknown aircraft had mode S and was identified. A transmission was made on the Stansted FIN and INT frequency to contact it but no reply was given. Inbound aircraft which was turning onto a base leg was given avoiding action and traffic information.
201509278	11/07/2015	EGTT : London (FIR)	SAM	14.5nm SSW	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA 2 by an unknown aircraft squawking 3671 at 2600ft. Aircraft identified as a PA28. Traffic info given. Standard separation maintained.	Airspace infringement of Solent CTA-2 by PA28. At approximately 1203 as the Solent Radar controller I observed a primary and secondary radar contact with transponder code selected to 7000 on the north-west coast of the Isle of Wight on a north-easterly track with the mode C altitude information indicating the aircraft was climbing, which appeared to level off at 2600FT. The AIW was activated. Blind transmissions were made but no response was received. Bournemouth Radar were contacted but stated they had no knowledge of the aircraft but offered to make blind transmissions. VFR traffic operating in the area were advised of the unknown aircraft, its track and altitude but the aircraft was not seen. There was no 'Loss of Separation' with IFR traffic. Approximately one minute later the Bournemouth radar controller contacted the Southampton Radar controller to advise that the aircraft was and had been on their frequency and they were in fact providing the aircraft with a service. They did not explain whether they had provided an entry clearance into CTA. The Bournemouth Radar controller asked whether we wished to work the aircraft and the aircraft was eventually transferred to the Solent frequency after it had descended below 2000Ft in the area of Cowes. The aircraft was identified by the use of Southampton 3671 transponder code and provided with a Basic Service. Prior to the aircraft being transferred to Bournemouth Radar the pilot was asked whether he was aware that he had infringed controlled airspace which he acknowledged that he was aware.
201509279	10/07/2015	EGTT : London (FIR)	Cotswold CTA	North of Salisbury DG Complex	A	CTA	CESSNA	Reciprocating	1	Infringement of the Cotswold CTA (Class A) by a Cessna208 squawking 0033 indicating FL125 to FL135.	0033 squawk at time 15.05z was observed by S23 tactical to be inside controlled airspace for S23. It indicated FL125-135, the Cotswold CTA base in this area is FL105. The unique transponder was used within G-INFO the CAA website to confirm the aircraft registration. Netheravon were spoken to by telephone and the Chief pilot advised of the penetration and that CA4114 paperwork would be submitted in relation to the infringement. He assured that the pilot in question would be spoken to at the first opportunity to ensure no further infringements were made today.
201509283	11/07/2015	EGTT : London (FIR)	THRED	5nm ESE	A	Airway - ATS Route	CIRRUS	Reciprocating	1	Infringement of Airway Q41 (Class A) by an unknown aircraft squawking 3673, indicating 5500ft, descending. Aircraft identified as a SR22. Standard separation maintained.	SR22 infringers Q41 south of THRED. I was operating as Solent Radar at approximately 1325z when the coordinator pointed out a FIS squawk SE of THRED in AWY Q41, indicating A055 descending on a north westerly track. The coordinator advised that S21 had declined coordination with London FIS for it to cross and that it would be calling Solent - details SR22. When it did call it was past THRED to the SW and was put on a 3673. The mode C was checked and I therefore advised the pilot he had crossed an airway without permission. The pilot said there was no airway on his chart. On leaving the aircraft was transferred to radar at 1331z. No other aircraft were affected.☐ Supplementary 14/07/15:☐ Infringement of airway Q41 by VFR traffic callsign SR22. I was working London FIS West and North sectors combined as FISO 2. FISO 1 was working FIS East which was split off due to traffic loading. It was with reasonably good weather, and traffic at the time of this event was moderate. I took over the sector at 1300Z and had several airplanes of frequency. At 1320 I received a call from SR22 requesting descent from FL65, with 14 mins to destination. I had no details of this callsign, and as far as I knew it was not on my frequency. I informed the pilot he was unknown traffic to me and asked for details. He apologised and explained that he had been working another ATC sector and that he thought his details had been passed by them to London, prior to his call. He reported mid-channel and that he was at FL65 and requesting descent. At that FL I was initially concerned that he may be in close proximity to airway Q41. I instructed him to squawk 1177 and confirmed he would remain
201509292	10/07/2015	EGTT : London (FIR)	LAM	5nm E	A	TMA	FLIGHT DESIGN	Unknown	1	Infringement of the LTMA (Class A) by a Flight Design microlight at 3300ft, resulting in loss of separation with traffic. London City departures stopped. CAIT activated. Traffic info given.	Infringement of Class A TMA by Flight Design microlight. CAIT alerted when entered CAS without a clearance at approx. 1025 UTC. Blind calls were made but Flight Design microlight made no response. Calls to other airfields were made to see if Flight Design microlight was on their freq. A Thames CHECK ALL was placed in order to stop all London City departures. Inbounds to London City were given extended vectors and delayed to ensure separation from the infringer. Inbounds via DET were not accepted on the standing agreement. TC North, South and Gatwick were informed of the infringing aircraft. Flight Design microlight was observed to track southbound at approx. 3300ft +/-200ft. The base of CAS is 2500ft in this area. Further details were gained from TC Essex with whom it was working earlier.

201509292	10/07/2015	EGTT : London (FIR)	LAM	5nm E	A	TMA	UNKNOWN	Unknown		Infringement of the LTMA (Class A) by a Flight Design microlight at 3300ft, resulting in loss of separation with traffic. London City departures stopped. CAIT activated. Traffic info given.	Infringement of Class A TMA by Flight Design microlight. CAIT alerted when entered CAS without a clearance at approx. 1025 UTC. Blind calls were made but Flight Design microlight made no response. Calls to other airfields were made to see if Flight Design microlight was on their freq. A Thames CHECK ALL was placed in order to stop all London City departures. Inbounds to London City were given extended vectors and delayed to ensure separation from the infringer. Inbounds via DET were not accepted on the standing agreement. TC North, South and Gatwick were informed of the infringing aircraft. Flight Design microlight was observed to track southbound at approx. 3300ft +/-200ft. The base of CAS is 2500ft in this area. Further details were gained from TC Essex with whom it was working earlier.
201509294	10/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	CTA	D	CTA	FLIGHT DESIGN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a Flight Design microlight squawking 7000, indicating 2600ft. AIW activated. Traffic info and avoiding action given. Standard separation maintained.	Flight Design microlight infringe of Stansted CTA. Whilst working A319 on a Buzzard departure runway 22 I noticed Flight Design microlight indicating 2600ft tracking Eastbound. Initially inside CAS with base of 2500ft he then entered the CTA base of 1500ft. As A319 was already turning northwards and climbing to FL70 I passed traffic information and explained that the best action was for A319 to continue his heading - avoiding action therefore not given laterally. I also didn't issue avoiding action climb as A319 was already climbing under the inbound flight level and I didn't want the pilot to level bust (the distance between A319 and the infringer always improving). Flight Design microlight was identified by Mode S and eventually contacted Farnborough LARS (they issued a squawk). Supplementary 14/07/15: I was working as the LARS N controller whilst also carrying out OJTI. The frequency was fairly busy. Flight Design microlight had been on frequency for approximately six minutes and had been previously given advice to avoid the Stansted CTA. Both myself and the trainee were focused on another part of the airspace due to traffic routing North of Stansted CTA on frequency when the AIW alert generated and Flight Design microlight was observed to be just inside the Stansted CTR and was immediately instructed to turn North to leave CAS. At the same time we had a phone call from Essex radar advising that they had to take avoiding action.
201509294	10/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	CTA	D	CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a Flight Design microlight squawking 7000, indicating 2600ft. AIW activated. Traffic info and avoiding action given. Standard separation maintained.	Flight Design microlight infringe of Stansted CTA. Whilst working A319 on a Buzzard departure runway 22 I noticed Flight Design microlight indicating 2600ft tracking Eastbound. Initially inside CAS with base of 2500ft he then entered the CTA base of 1500ft. As A319 was already turning northwards and climbing to FL70 I passed traffic information and explained that the best action was for A319 to continue his heading - avoiding action therefore not given laterally. I also didn't issue avoiding action climb as A319 was already climbing under the inbound flight level and I didn't want the pilot to level bust (the distance between A319 and the infringer always improving). Flight Design microlight was identified by Mode S and eventually contacted Farnborough LARS (they issued a squawk). Supplementary 14/07/15: I was working as the LARS N controller whilst also carrying out OJTI. The frequency was fairly busy. Flight Design microlight had been on frequency for approximately six minutes and had been previously given advice to avoid the Stansted CTA. Both myself and the trainee were focused on another part of the airspace due to traffic routing North of Stansted CTA on frequency when the AIW alert generated and Flight Design microlight was observed to be just inside the Stansted CTR and was immediately instructed to turn North to leave CAS. At the same time we had a phone call from Essex radar advising that they had to take avoiding action.
201509295	10/07/2015	EGTT : London (FIR)	EGTO (RCS): Rochester		A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 squawking 7000, climbing to 3400ft. Standard separation maintained.	C172 infringement of LTMA. I was on Thames radar with a trainee when C172 was observed climbing into the TMA, CAIT activated, on a NW'ly track. A blind transmission was made and the A/C was seen to climb to 3400ft QNH 1022. The squawk changed from 7000 to 4575 squawk and was confirmed as C172 which was instructed by Southend to turn onto a N'ly track as it was about to enter the London City CTR.
201509298	11/07/2015	EGTT : London (FIR)	LAM		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft, indicating 2600ft. Aircraft identified as a Piper Cub. CAIT activated. Traffic info and avoiding action given to an inbound BAe125. Standard separation maintained.	Piper Cub infringement causing avoiding action on BAe125. I was the Thames radar controller when BAe125 came on frequency from London on his agreed release of LAM 180 degrees 4000ft, I was alerted to an a/c that had climbed into CAS by CAIT showing 2600ft 5 miles south of BAe125. I gave avoiding action and traffic information to BAe125, avoided the unknown traffic and continued with a normal approach.

201509298	11/07/2015	EGTT : London (FIR)	LAM		A	TMA	BAE	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft, indicating 2600ft. Aircraft identified as a Piper Cub. CAIT activated. Traffic info and avoiding action given to an inbound BAe125. Standard separation maintained.	Piper Cub infringement causing avoiding action on BAe125. I was the Thames radar controller when BAe125 came on frequency from London on his agreed release of LAM 180 degrees 4000ft, I was alerted to an a/c that had climbed into CAS by CAIT showing 2600ft 5 miles south of BAe125. I gave avoiding action and traffic information to BAe125, avoided the unknown traffic and continued with a normal approach.
201509300	11/07/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	MUDRY	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an aircraft squawking 7000 observed climbing to 2100ft. Traffic info and avoiding action given. Separation lost.	I was on duty as KK INT. RW 26L. At 0847 I spotted a 7000 sqk at 1.7A to the north of the centre line. At this time A330 was on a base leg at 3A I gave avoiding action to the A330 and turned him heading 260 and told him where the infringer was. The infringer continued climbing up to 2.1A and eventually left the CTA to the west and left controlled airspace. From mode S the aircraft was identified. I called Redhill to see if they were still working him but they told me that he had left their frequency. A330 was then vectored back onto the ILS. At the same time I also had an A319 downwind dropping to 4A who I gave a right hand orbit to and stopped him at 5A in case the infringer turned southbound. I believe separation was lost between the infringer and the A330.
201509300	11/07/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by an aircraft squawking 7000 observed climbing to 2100ft. Traffic info and avoiding action given. Separation lost.	I was on duty as KK INT. RW 26L. At 0847 I spotted a 7000 sqk at 1.7A to the north of the centre line. At this time A330 was on a base leg at 3A I gave avoiding action to the A330 and turned him heading 260 and told him where the infringer was. The infringer continued climbing up to 2.1A and eventually left the CTA to the west and left controlled airspace. From mode S the aircraft was identified. I called Redhill to see if they were still working him but they told me that he had left their frequency. A330 was then vectored back onto the ILS. At the same time I also had an A319 downwind dropping to 4A who I gave a right hand orbit to and stopped him at 5A in case the infringer turned southbound. I believe separation was lost between the infringer and the A330.
201509300	11/07/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		D	CTR	AIRBUS	Turbofan	2	Infringement of the Gatwick CTR (Class D) by an aircraft squawking 7000 observed climbing to 2100ft. Traffic info and avoiding action given. Separation lost.	I was on duty as KK INT. RW 26L. At 0847 I spotted a 7000 sqk at 1.7A to the north of the centre line. At this time A330 was on a base leg at 3A I gave avoiding action to the A330 and turned him heading 260 and told him where the infringer was. The infringer continued climbing up to 2.1A and eventually left the CTA to the west and left controlled airspace. From mode S the aircraft was identified. I called Redhill to see if they were still working him but they told me that he had left their frequency. A330 was then vectored back onto the ILS. At the same time I also had an A319 downwind dropping to 4A who I gave a right hand orbit to and stopped him at 5A in case the infringer turned southbound. I believe separation was lost between the infringer and the A330.
201509303	11/07/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	8nm S	D	CTR	PIPER	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 5022. Aircraft identified as a PA28. ATC broke an A319 off approach to R/W26. CAIT activated. Traffic info given. Standard separation maintained.	Infringement of CTR by PA28. Whilst working as INT I noticed a Farnborough LARS Squawk tracking towards the zone boundary (5022 squawk) I called them to discuss remedial action to take it away. It entered the zone and activated sCait. I elected to break off an inbound A319 aircraft until the contact under Farnborough LARS instruction departed the zone to the South. A later phone call whilst in the position established that the aircraft was a PA28, trying to get to destination although the controller stated that he was unfamiliar with the airspace around the TMA.☐ Supplementary 14/07/15:☐ I was working as the solo LARS North controller in medium traffic. PA28 was on frequency and reported tracking LAM to BPK. Luton Radar rung the LARS North land line and advised me that PA28 was on track to infringe the Luton Control Zone. I immediately spoke to PA28 and advised him to turn left and to track south to leave the Luton Control Zone. The pilot asked me to repeat this which I did. The pilot then started his South Bound turn to leave the Luton Zone. At this point I observed an inbound to Luton being broken off the Approach. PA28 once outside Controlled Airspace then went on to request a Luton Zone transit as it appeared he was unfamiliar with the airspace around the Luton Zone. I spoke to Luton Radar but due to traffic density it was declined and a service outside the zone was offered. I said if PA28 was to remain outside I would keep him and work him on my frequency which the Luton Controller agreed.

201509303	11/07/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	8nm S	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 5022. Aircraft identified as a PA28. ATC broke an A319 off approach to R/W26. CAIT activated. Traffic info given. Standard separation maintained.	Infringement of CTR by PA28. Whilst working as INT I noticed a Farnborough LARS Squawk tracking towards the zone boundary (5022 squawk) I called them to discuss remedial action to take it away. It entered the zone and activated sCait. I elected to break off an inbound A319 aircraft until the contact under Farnborough LARS instruction departed the zone to the South. A later phone call whilst in the position established that the aircraft was a PA28, trying to get to destination although the controller stated that he was unfamiliar with the airspace around the TMA.☐ Supplementary 14/07/15:☐ I was working as the solo LARS North controller in medium traffic. PA28 was on frequency and reported tracking LAM to BPK. Luton Radar rung the LARS North land line and advised me that PA28 was on track to infringe the Luton Control Zone. I immediately spoke to PA28 and advised him to turn left and to track south to leave the Luton Control Zone. The pilot asked me to repeat this which I did. The pilot then started his South Bound turn to leave the Luton Zone. At this point I observed an inbound to Luton being broken off the Approach. PA28 once outside Controlled Airspace then went on to request a Luton Zone transit as it appeared he was unfamiliar with the airspace around the Luton Zone. I spoke to Luton Radar but due to traffic density it was declined and a service outside the zone was offered. I said if PA28 was to remain outside I would keep him and work him on my frequency which the Luton Controller agreed.
201509306	11/07/2015	EGTT : London (FIR)	EGKR (KRH): Redhill	1.75nm SE	D	CTR	PIPER	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a PA28. Standard separation maintained.	Minor infringement of Gatwick CTR by PA28. PA28 reported over DORKING returning from previous sector; the pilot reported receipt of ATIS Information P and I instructed him to squawk 3767 and to report at a specific VRP. When the pilot piloted at the VRP there were several other fixed-wing joining or already in the fixed-wing visual circuit so I instructed the pilot to make "ONE ORBIT AND THEN JOIN RIGHT BASE." At approximately 1550hrs the pilot reported "GST JUST COMPLETED THE ORBIT" and I replied "PA28 JOIN RIGHT BASE YOU'RE NUMBER NUMBER TWO FOLLOWING AN AIRCRAFT TURNING FINAL." The pilot correctly read this back. At approximately 1552hrs a helicopter made a standard position report as I observed PA28 continue south through the extended centre line of Runway 26L, as soon as this transmission finished I transmitted "PA28 YOU'VE GONE THROUGH THE CENTRE LINE MAKE A LEFT TURN, LEFT TURN BACK ON TO FINAL FOR RUNWAY 26L." The pilot of PA28 did not reply however another aircraft then made a transmission about taxiing when this transmission finished I called PA28 again saying "PA28 TOWER TURN LEFT PLEASE TURN LEFT" the pilot replied "PA28 TURNING LEFT." I added "THAT'S IT RUNWAY 26L YOU ARE SOUTH OF THE CENTRE LINE TURN LEFT PLEASE BACK ON TO FINAL FOR RUNWAY 26L." A helicopter then requested joining instructions; whilst passing these I observed the PA28 commencing the left turn however it was slower than I expected at which point the Gatwick telephone line rang. I answered the phone whilst again telling PA28 to turn back towards the final approach for Runway 26L. I confirmed to Gatwick TC Director that PA28 was turning back. I estimate that PA28 was
201509308	11/07/2015	EGTT : London (FIR)	EGDX : St. Athan		D	CTR	AERO VODOCHODY	Turbofan	1	Aircraft was released and not coordinated as per the letter of agreement.	I was the aerodrome controller. I was operating in accordance with SRATCOH extension for Weekend operations as granted by CAA SARG for MOD St Athan. At approximately 0920UTC aircraft called for taxi and was given standard instructions to taxi to holding point A along with departure instructions for a Nash South departure as detailed in the St Athan - Cardiff Letter of Agreement (LOA). A second aircraft was cleared to land at 0921, and the L29 aircraft was given conditional line up instructions. At approx 0922, the second aircraft vacated Runway 28 and the L29 was given take-off clearance, getting airborne at 0923. Approx one minute after departure I instructed the aircraft to contact Cardiff Radar on frequency 119.150. At approx 0925 I received a call from Cardiff Radar on the landline enquiring whether I had just launched an aircraft I confirmed that was correct and it was this point I realised that i had not obtained the St Athan LFZ from Cardiff ATC. Without the LFZ St Athan is required to 'Check before Release' with Cardiff ATC before all departures. As per the LOA.☐ Supplementary 12/07/15:☐ Radar positions were split. Workload was light. EGDY ATC was open on runway 26. LFZ NOT active. At approx. 0925 aircraft free-called Radar 2 on 119.15 outbound from EGDY via Nash Point. No primary or secondary radar contact was seen. The aircraft had been pre-noted to Cardiff and FPS produced, but EGDY had not 'Checked Before Release'. The aircraft therefore entered the CTR without a clearance or knowledge of Cardiff ATC. The EGDY ATCO apologised and stated they had not appreciated a CBR was required when
201509315	11/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 050 Range 14nm	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a DR400 squawking 7000 at 3600ft. Traffic info given. Separation lost.	At 1718 an unknown aircraft infringed CAS to the North east of Stansted at 3600 feet. This conflicted with inbound B737. I instructed the B737 to stop descent at 5000feet and vectored it away from the infringer. I achieved about 3nms separation.☐ CAA Closure:☐ No action taken. Closed due elapsed time. Registration will be monitored.
201509315	11/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 050 Range 14nm	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a DR400 squawking 7000 at 3600ft. Traffic info given. Separation lost.	At 1718 an unknown aircraft infringed CAS to the North east of Stansted at 3600 feet. This conflicted with inbound B737. I instructed the B737 to stop descent at 5000feet and vectored it away from the infringer. I achieved about 3nms separation.☐ CAA Closure:☐ No action taken. Closed due elapsed time. Registration will be monitored.

201509316	05/07/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	8nm E	D	CTA	VANS	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a Vans RV7.	The flight was to test the engine. The planned flight was to get airborne in an easterly direction climbing away from the control zone. As I climbed I encountered cloud on my track and turned north to avoid it I thought I was well to the east of the zone. I spent too much time looking at the engine instruments and making control changes and forgot about my position. Looking at the engine data was, I'm afraid was all consuming I thought my position was well to the east. I should have realised after turning to avoid cloud I should have broken off the climb and reposition. Suggested actions to prevent a recurrence: To take a passenger to help note the data and to lookout. To assure myself I'm in clear airspace before attempting any information gathering.
201509326	10/07/2015	EGTT : London (FIR)	EGKB (BQH): Biggin hill		G	ATZ	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Biggin Hill ATZ (Class G) by an EV97 squawking 7000. The EV97 flew through R/W21 ILS approach track, causing a C750 to go around and the Red Arrows to be held on the ground. Traffic info and avoiding action given.	Light aircraft flies through ILS approach with A/C on final. An EV97 was seen to enter the ATZ about 1 to 2nm NNE of airfield tracking West. Without any calls to ATC, he was also only showing 7000 on the ATM with no Mode C. At the same time a C750 was on the ILS at a range of approx 5nm. As EV97 got closer to the final approach I decided to send C750 around at a range of 4nm as I couldn't be certain of the altitude of EV97. C750 carried out a missed approach and was given traffic info on the crossing A/C. The pilot of C750 reported that he did not have EV97 in sight. C750 was then handed over to THAMES radar for him to hold all other inbound and outbound A/C were held while I sorted out the ATZ infringer. EV97 then continued to orbit inside the ATZ to the NW of airfield at a range of about 1.5nm over my circuit traffic who was orbiting downwind due to the inbound ILS traffic. At the same time the Red Arrows were about to depart and they were also held on the runway until I was certain that EV97 was leaving the area. He was observed on the ATM and visually routing towards their destination. I then called the EV97's destination to obtain details pf the A/C and pilot. At 1553z C750 made a second approach and landed safely.
201509326	10/07/2015	EGTT : London (FIR)	EGKB (BQH): Biggin hill		G	ATZ	CESSNA	Turbofan	2	Infringement of the Biggin Hill ATZ (Class G) by an EV97 squawking 7000. The EV97 flew through R/W21 ILS approach track, causing a C750 to go around and the Red Arrows to be held on the ground. Traffic info and avoiding action given.	Light aircraft flies through ILS approach with A/C on final. An EV97 was seen to enter the ATZ about 1 to 2nm NNE of airfield tracking West. Without any calls to ATC, he was also only showing 7000 on the ATM with no Mode C. At the same time a C750 was on the ILS at a range of approx 5nm. As EV97 got closer to the final approach I decided to send C750 around at a range of 4nm as I couldn't be certain of the altitude of EV97. C750 carried out a missed approach and was given traffic info on the crossing A/C. The pilot of C750 reported that he did not have EV97 in sight. C750 was then handed over to THAMES radar for him to hold all other inbound and outbound A/C were held while I sorted out the ATZ infringer. EV97 then continued to orbit inside the ATZ to the NW of airfield at a range of about 1.5nm over my circuit traffic who was orbiting downwind due to the inbound ILS traffic. At the same time the Red Arrows were about to depart and they were also held on the runway until I was certain that EV97 was leaving the area. He was observed on the ATM and visually routing towards their destination. I then called the EV97's destination to obtain details pf the A/C and pilot. At 1553z C750 made a second approach and landed safely.
201509368	14/07/2015	EGTT : London (FIR)	EGSR : Earls Colne				CESSNA	Reciprocating	1	Infringement of the Earls Colne ATZ (Class G) by a C172 at 800ft.	At the time aircraft was unknown. Flew through ATZ @ 800ft. Not communicating with air ground. EGSR telephoned Wattisham (EGUW). Explain the situation .EGUW confirmed that the aircraft was on a Farnborough squawk and that it was south east of EGSR at 800ft. Wattisham very kindly traced the aircraft. Aircraft had reportedly flown though Andrewsfield (EGSU), EGSR, and the danger zone south of Colchester at 600-800ft. Not talking to anyone.
201509535	16/07/2015	EGTT : London (FIR)	EGBE (CVT): Coventry	2mn S	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Birmingham CTA 2 (Class D) by a R2160, indicating 1700ft. Avoiding action issued.	Alleged CTA2 Infringement. R2160 was orbiting on right base for runway 05, on the second orbit the aircraft indicated 1700ft on the ATM, approaching CTA2 class D. Pilot was told to report their level, response was "descending". Birmingham call radar to advise that avoiding action had been taken on the alleged infringement. Pilot advised of this once landed. Tapes not checked for accuracy.

201509536	16/07/2015	EGTT : London (FIR)	Near White Waltham		A	TMA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the LTMA (Class A) by an EV97, resulting in loss of separation with an inbound A320. Traffic info and avoiding action given.	A/c was observed to be infringing on the west edge of the Heathrow control zone. I was alerted to the a/c by a CAIT alert (which displayed the a/c c/s but no level information) while A320 was on a base leg. A320 was given a turn to the right to avoid the a/c and traffic information was passed against the unknown traffic. The unknown traffic was then observed to enter the White Waltham LFA before tracking north west outside the zone. ☐ Supplementary 20/07/15:☐ At the time of the event I was the LARS West Controller split from Farnborough Approach Radar. EV97 called me routing from ***** to **** and was given a basic service with a squawk of 0431. He had no mode Charlie but reported at 1,600ft altitude on first call. During his flight I became aware of him tracking towards the London CTR on two separate occasions. My recollection of both these events was that he had not entered the London CTR, however the following day I was contacted by Swanwick investigations to provide unit comment on a loss of separation between EV97 and traffic inbound to London Heathrow. I believe the event to relate to the first time he flew towards the London CTR. I observed him tracking east and challenged his routing. I believe the aircraft reported routing to ****, and I instructed the pilot to turn left immediately to avoid the London CTR. Coincident with this RT exchange I observed the TC SVFR line ringing and I answered it promptly providing information to the SVFR controller on the 0431 being turned away. This was not why the SVFR controller was ringing, but he acknowledged the information and dealt with his other purpose. EV97 then declared he was happy to continue on his own navigation. A short while later he again
201509536	16/07/2015	EGTT : London (FIR)	Near White Waltham		A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by an EV97, resulting in loss of separation with an inbound A320. Traffic info and avoiding action given.	A/c was observed to be infringing on the west edge of the Heathrow control zone. I was alerted to the a/c by a CAIT alert (which displayed the a/c c/s but no level information) while A320 was on a base leg. A320 was given a turn to the right to avoid the a/c and traffic information was passed against the unknown traffic. The unknown traffic was then observed to enter the White Waltham LFA before tracking north west outside the zone. ☐ Supplementary 20/07/15:☐ At the time of the event I was the LARS West Controller split from Farnborough Approach Radar. EV97 called me routing from ***** to **** and was given a basic service with a squawk of 0431. He had no mode Charlie but reported at 1,600ft altitude on first call. During his flight I became aware of him tracking towards the London CTR on two separate occasions. My recollection of both these events was that he had not entered the London CTR, however the following day I was contacted by Swanwick investigations to provide unit comment on a loss of separation between EV97 and traffic inbound to London Heathrow. I believe the event to relate to the first time he flew towards the London CTR. I observed him tracking east and challenged his routing. I believe the aircraft reported routing to ****, and I instructed the pilot to turn left immediately to avoid the London CTR. Coincident with this RT exchange I observed the TC SVFR line ringing and I answered it promptly providing information to the SVFR controller on the 0431 being turned away. This was not why the SVFR controller was ringing, but he acknowledged the information and dealt with his other purpose. EV97 then declared he was happy to continue on his own navigation. A short while later he again
201509538	14/07/2015	EGTT : London (FIR)	EGXT : Wittering		G	ATZ	PIPER	Reciprocating	1	Infringement of the Wittering ATZ (Class G) by an unknown aircraft squawking 7000, indicating 2000ft. Aircraft identified as a PA28. Traffic info given.	I was conducting my duties as the Wittering TC(Zone) controller, during a busy period of circuit/Zone activity, when I observed a 7000 Squawk (Wittering code callsign conversion "V") tracking in a Northerly direction from a position 8nm South of Wittering. The AS was established in a slow climb that didn't rise above an indicated altitude of 2000ft on the observed (unverified) Mode C. I contacted the Wittering TC(ADC) controller and provided Traffic Information on the track, stating that it was not under a service with Wittering and that unless it was manoeuvring as part of the Sibson Aerodrome visual circuit, that it would likely infringe the MATZ and ATZ. The Witt TC(ADC) controller stated that they would pass appropriate information to circuit traffic as required. The AS was observed passing 1.7nm to the West of the Wittering Overhead, indicating an altitude between 1800ft and 2000ft on Mode C (Wittering QFE was 1007). As the AS cleared to the North of RAF Wittering the nominated DSS requested that I pursue an investigation in order to determine the identity of the AS. I requested traffic information from Swanwick (Mil) Distress and Diversion Cell, where they were able to interrogate the Mode S of the AS, identifying the callsign as PA28. Coincident with this action, the AS was observed changing its' squawk which indicated that it was receiving a service from a Waddington Zone controller. I advised the Wittering ATCO IC of the incident and my actions to determine the AS identity, including verifying the callsign with the Waddington Zone Controller. ☐ Supervisors Narrative:☐ I was acting as the ATCO I/C at the time of the incident and although not controlling at the
201509540	15/07/2015	EGTT : London (FIR)	MCT	11nm NNW	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7366, indicating 2300ft, resulting in loss of separation. Aircraft identified as a PA28. AIW activated.	Zone infringement PA28. I observed a 7366 squawk 5m NE of Manchester Barton indicating MODE C of 2300ft (and climbing) which had activated the AIW. I broadcast for the a/c to call me if listening out (it was then just north of Middleton). One a/c called to which I allocated a squawk, but that was not the subject target. Shortly afterwards the pilot of PA28 called on frequency and said he was in that position. I requested the pilot to select code 7351 for identification, which confirmed the a/c was PA28. I pointed out that he had climbed a little early out of the departure airfield. The pilot apologised. I continued to offer a BAS service as the a/c was now clear of the CTR and the a/c continued to track NE and left the frequency shortly afterwards. ☐ Supplementary 21/07/15:☐ Misjudged groundspeed/rate of climb ratio and infringed vertically before clearing laterally. Visual/topographical map navigation. Neither panel mounted GPS or 'Aware' in use for navigation at time of infringement. Suggested Actions to Prevent a Recurrence: Establish visual/gps way points on future plog sheets which will afford greater margins of clearance from relevant CAS volumes.
201509540	15/07/2015	EGTT : London (FIR)	MCT	11nm NNW	D	CTR	UNKNOWN	Unknown		Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7366, indicating 2300ft, resulting in loss of separation. Aircraft identified as a PA28. AIW activated.	Zone infringement PA28. I observed a 7366 squawk 5m NE of Manchester Barton indicating MODE C of 2300ft (and climbing) which had activated the AIW. I broadcast for the a/c to call me if listening out (it was then just north of Middleton). One a/c called to which I allocated a squawk, but that was not the subject target. Shortly afterwards the pilot of PA28 called on frequency and said he was in that position. I requested the pilot to select code 7351 for identification, which confirmed the a/c was PA28. I pointed out that he had climbed a little early out of the departure airfield. The pilot apologised. I continued to offer a BAS service as the a/c was now clear of the CTR and the a/c continued to track NE and left the frequency shortly afterwards. ☐ Supplementary 21/07/15:☐ Misjudged groundspeed/rate of climb ratio and infringed vertically before clearing laterally. Visual/topographical map navigation. Neither panel mounted GPS or 'Aware' in use for navigation at time of infringement. Suggested Actions to Prevent a Recurrence: Establish visual/gps way points on future plog sheets which will afford greater margins of clearance from relevant CAS volumes.

201509545	16/07/2015	EGTT : London (FIR)	SAM	6nm S	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified as a PA28. Standard separation maintained.	PA28 infringes the Southampton Control Zone while believed to be working Bournemouth Radar. Primary contact observed within the Southampton Control Zone (bearing 180 6NM from SAM) tracking west. Blind calls made, ATSA and Coordinator made phone calls to Bournemouth and to Southampton tower, the aircraft did not respond to blind calls, the tower reported the aircraft as a low wing aircraft. The aircraft turned south and left the Southampton Control Zone at 1439, I telephoned Bournemouth again and requested they make blind calls, the ATCO reported no response and not his traffic. At 1442 the Bournemouth ATCO reported it was his traffic a PA28 from Lee on Solent to Bournemouth airport, squawking 7350. We were also operating SSR only most of the day and this would not have been observed as the Squawk was only seen once the contact was outside controlled airspace. Appropriate CAA action being taken.
201509547	16/07/2015	EGTT : London (FIR)	EGCB : Manchester/Barton	5nm SE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000 at 2000ft. Aircraft identified as a C150. CAIT activated. Traffic info and avoiding action given. Standard separation maintained.	While on duty as APP South I noticed an AIW 5SE of Manchester Barton. It appeared that the a/c had commenced its climb about a mile west of the eastern edge of the LLR. As it crossed the boundary, into the portion of airspace with a base of 2000', the warning stopped. I had identified the call sign using mode S, and phoned Barton to enquire if they were working the traffic. They were, and advised the pilot of his infringement. □ Supplementary 20/07/15:□ Avoiding action given to DHC8 due CAIT alert in low level corridor. CAIT alert activated in low level corridor with an aircraft indicating 1700ft. DHC8 was airborne from Manchester and on the standard ASMIM departure. I immediately issued avoiding action to DHC8 to turn north and passed traffic. This was not read back so I issued it again (with traffic) and the aircraft took the turn. I haven't seen the replay so from memory I think the DHC8 was passing around 5500 - 6000ft when I issued the avoiding action distance was approx 6miles at that time (The infringing aircraft was in the DHC8's 12 o'clock position). From Mode S - callsign of infringer showed to be C150. Shortly after taking the turn the CAIT alert deactivated and the DHC8 was released on his own navigation.□ Supplementary 20/07/15:□ NOTI: Avoiding action on ASMIM departure from Manchester due to infringing aircraft.
201509547	16/07/2015	EGTT : London (FIR)	EGCB : Manchester/Barton	5nm SE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Manchester CTA (Class D) by an unknown aircraft squawking 7000 at 2000ft. Aircraft identified as a C150. CAIT activated. Traffic info and avoiding action given. Standard separation maintained.	While on duty as APP South I noticed an AIW 5SE of Manchester Barton. It appeared that the a/c had commenced its climb about a mile west of the eastern edge of the LLR. As it crossed the boundary, into the portion of airspace with a base of 2000', the warning stopped. I had identified the call sign using mode S, and phoned Barton to enquire if they were working the traffic. They were, and advised the pilot of his infringement. □ Supplementary 20/07/15:□ Avoiding action given to DHC8 due CAIT alert in low level corridor. CAIT alert activated in low level corridor with an aircraft indicating 1700ft. DHC8 was airborne from Manchester and on the standard ASMIM departure. I immediately issued avoiding action to DHC8 to turn north and passed traffic. This was not read back so I issued it again (with traffic) and the aircraft took the turn. I haven't seen the replay so from memory I think the DHC8 was passing around 5500 - 6000ft when I issued the avoiding action distance was approx 6miles at that time (The infringing aircraft was in the DHC8's 12 o'clock position). From Mode S - callsign of infringer showed to be C150. Shortly after taking the turn the CAIT alert deactivated and the DHC8 was released on his own navigation.□ Supplementary 20/07/15:□ NOTI: Avoiding action on ASMIM departure from Manchester due to infringing aircraft.
201509629	17/07/2015	EGTT : London (FIR)	BCN		A	Airway - ATS Route	PIPER	Reciprocating	1	Infringement of Airway N864 (Class A) by an unknown aircraft squawking 7000 at FL72. Aircraft identified as a PA28. AIW activated. Standard separation maintained.	CAS infringement - Unknown Aircraft. I was the boxed radar controller under training. Workload was light. AIW activated with a 7000 squawk west of BCN by 7NM. I transmitted blind and interrogated the MODE S to try and identify the aircraft. The reg PA28 was returned by the RDP. I followed the aircraft ident towards the Gloucester area but lost the ident whilst dealing with another traffic scenario in the EXMOR area.
201509632	17/07/2015	EGTT : London (FIR)	POL	9nm NW	A	Airway - ATS Route	OTHER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an unknown aircraft climbing to 4000ft. Aircraft identified as a MCR-01 microlight. CAIT activated. Standard separation maintained,	Class A infringed in the vicinity of POL. CAIT triggered when a aircraft at approximately 1424Z 9 NM to the NW of POL climbed to 3,500 ft. where the base is 3,500ft. Over the next 2 minutes the aircraft, travelling in a south easterly direction, climbed to 4,000 ft. before descending below 3,500 ft. at approximately 1430Z 8 NM to the SE of POL. Mode S data indicates the aircraft call-sign is MCR-01 microlight. Aircraft I was working at the time: Fltnum 208 inbound descending to FL80 was on a heading through the southerly gate which passed more than 5 NM south of the infringer. Fltnum 63JF inbound, I chose not to descend below FL100 and placed the aircraft on a heading to prevent the blips merging. Fltnum 4RZ outbound was on a heading against the fltnum 63JF and subsequently was well above the infringing aircraft when travelling over (in fact the infringer was out of CAS at that point). At the point I handed the sector over to the incoming tactical controller, the infringing aircraft had left CAS and the fltnum 63JF was subsequently descended and returned to ROSUN. The sector was quiet enough that the infringer did not distract me too much from the task at hand.□ Supplementary 23/07/15:□ Lack of currency, distraction. Failure to select Manchester approach frequency and transpond listening squawk. Thermic activity and rising ground wrongly responded by climbing.

201509632	17/07/2015	EGTT : London (FIR)	POL	9nm NW	A	Airway - ATS Route	UNKNOWN	Unknown		Infringement of the Manchester TMA (Class A) by an unknown aircraft climbing to 4000ft. Aircraft identified as a MCR-01 microlight. CAIT activated. Standard separation maintained,	Class A infringed in the vicinity of POL. CAIT triggered when a aircraft at approximately 1424Z 9 NM to the NW of POL climbed to 3,500 ft. where the base is 3,500ft. Over the next 2 minutes the aircraft, travelling in a south easterly direction, climbed to 4,000 ft. before descending below 3,500 ft. at approximately 1430Z 8 NM to the SE of POL. Mode S data indicates the aircraft call-sign is MCR-01 microlight. Aircraft I was working at the time: Fltnum 208 inbound descending to FL80 was on a heading through the southerly gate which passed more than 5 NM south of the infringer. Fltnum 63JF inbound, I chose not to descend below FL100 and placed the aircraft on a heading to prevent the blips merging. Fltnum 4RZ outbound was on a heading against the fltnum 63JF and subsequently was well above the infringing aircraft when travelling over (in fact the infringer was out of CAS at that point). At the point I handed the sector over to the incoming tactical controller, the infringing aircraft had left CAS and the fltnum 63JF was subsequently descended and returned to ROSUN. The sector was quiet enough that the infringer did not distract me too much from the task at hand.☐ Supplementary 23/07/15:☐ Lack of currency, distraction. Failure to select Manchester approach frequency and transpond listening squawk. Thermic activity and rising ground wrongly responded by climbing.
201509632	17/07/2015	EGTT : London (FIR)	POL	9nm NW	A	Airway - ATS Route	UNKNOWN	Unknown		Infringement of the Manchester TMA (Class A) by an unknown aircraft climbing to 4000ft. Aircraft identified as a MCR-01 microlight. CAIT activated. Standard separation maintained,	Class A infringed in the vicinity of POL. CAIT triggered when a aircraft at approximately 1424Z 9 NM to the NW of POL climbed to 3,500 ft. where the base is 3,500ft. Over the next 2 minutes the aircraft, travelling in a south easterly direction, climbed to 4,000 ft. before descending below 3,500 ft. at approximately 1430Z 8 NM to the SE of POL. Mode S data indicates the aircraft call-sign is MCR-01 microlight. Aircraft I was working at the time: Fltnum 208 inbound descending to FL80 was on a heading through the southerly gate which passed more than 5 NM south of the infringer. Fltnum 63JF inbound, I chose not to descend below FL100 and placed the aircraft on a heading to prevent the blips merging. Fltnum 4RZ outbound was on a heading against the fltnum 63JF and subsequently was well above the infringing aircraft when travelling over (in fact the infringer was out of CAS at that point). At the point I handed the sector over to the incoming tactical controller, the infringing aircraft had left CAS and the fltnum 63JF was subsequently descended and returned to ROSUN. The sector was quiet enough that the infringer did not distract me too much from the task at hand.☐ Supplementary 23/07/15:☐ Lack of currency, distraction. Failure to select Manchester approach frequency and transpond listening squawk. Thermic activity and rising ground wrongly responded by climbing.
201509632	17/07/2015	EGTT : London (FIR)	POL	9nm NW	A	Airway - ATS Route	UNKNOWN	Unknown		Infringement of the Manchester TMA (Class A) by an unknown aircraft climbing to 4000ft. Aircraft identified as a MCR-01 microlight. CAIT activated. Standard separation maintained,	Class A infringed in the vicinity of POL. CAIT triggered when a aircraft at approximately 1424Z 9 NM to the NW of POL climbed to 3,500 ft. where the base is 3,500ft. Over the next 2 minutes the aircraft, travelling in a south easterly direction, climbed to 4,000 ft. before descending below 3,500 ft. at approximately 1430Z 8 NM to the SE of POL. Mode S data indicates the aircraft call-sign is MCR-01 microlight. Aircraft I was working at the time: Fltnum 208 inbound descending to FL80 was on a heading through the southerly gate which passed more than 5 NM south of the infringer. Fltnum 63JF inbound, I chose not to descend below FL100 and placed the aircraft on a heading to prevent the blips merging. Fltnum 4RZ outbound was on a heading against the fltnum 63JF and subsequently was well above the infringing aircraft when travelling over (in fact the infringer was out of CAS at that point). At the point I handed the sector over to the incoming tactical controller, the infringing aircraft had left CAS and the fltnum 63JF was subsequently descended and returned to ROSUN. The sector was quiet enough that the infringer did not distract me too much from the task at hand.☐ Supplementary 23/07/15:☐ Lack of currency, distraction. Failure to select Manchester approach frequency and transpond listening squawk. Thermic activity and rising ground wrongly responded by climbing.
201509635	17/07/2015	EGTT : London (FIR)	ROSUN	Bearing NW Range 3nm	D	TMA	VANS	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a RV6 squawking 7000 at 3800ft. Standard separation maintained.	As NE Planner, a CAIT alert was seen 3NM NW of ROSUN for a 7000 squawk a/c indicating A3.8 and heading NE. Mode S indicated callsign A phone call was made to Manchester APC, who had noticed the a/c but were not in communication with them. Manchester APC then called back, saying they contacted EGNO, which were providing a Basic Service to the mentioned a/c. A call was then made to EGNO to confirm a/c details. The a/c eventually descended outside CAS and turned westbound. At no point was any a/c under the control of NE sector affected by the infringer.☐ Supplementary 27/07/15:☐ This was only the second flight of this aircraft. Because the engine is new it was being run at high rpm, resulting in a lively performance with a TAS in the cruise of around 160kts. I was aware of the TMA limits and intended to remain below 3500 feet but at a safe height should engine failure occur. The windy conditions caused moderate turbulence, and a short lapse of attention to the altimeter resulted in the a/c drifting up very briefly into the TMA. Apologies.
201509639	17/07/2015	EGTT : London (FIR)	WAL VOR	8nm South	D	CTA	CESSNA	Reciprocating	1	Infringement of the Liverpool CTA (Class D) by a C182 squawking 7000 at 2500ft.	Aircraft freecalled 119.850. Aircraft told to standby due to busy traffic levels. 7000 squawk observed entering controlled airspace 8nm south of WAL VOR indicating 2500ft. Aircraft then issued a squawk of 5050. the zone infringer was then identified as a C182. Pilot had previously been in contact with Hawarden. Once aircraft had left the Hawarden ATZ, he was instructed to remain outside CAS and freecall Liverpool approach. Pilot informed by Liverpool that he had entered controlled airspace. Pilot apologised and said he thought he was a mile further west of the Liverpool zone boundary. However even the CTA to the west of Liverpool has a base of 2000ft therefore the pilot would have entered CAS regardless of his exact position.

201509644	17/07/2015	EGTT : London (FIR)	Stretton		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 squawking 7366 at 1300ft. Departure stopped until infringer was identified.	AIR2 telephoned to say they could see a 7366 squawk entering the zone at Stretton. I checked mode S (which showed its identity) and called the aircraft. The pilot replied, so I instructed him to return to the Low Level Route and gave him a local squawk. The mode C was not indicating a level until I requested the pilot to select it. The aircraft infringed approximately 1nm and there was no separation issue because AIR2 did not depart any traffic from Rwy 23L until the infringer was identified. At no time did the AIW activate.☐ Supplementary 21/07/15:☐ This flight was to provide a simple navigation exercise to refresh GPS free skills. My passenger accompanied me to assist in this exercise, however, the exceptionally bumpy conditions made him unwell and left me to navigate and care for him. During the sick bag handling I drifted into Manchester CTR. I should note that the remaining journey past without event and my passenger improved after a light lunch. Suggested Actions to Prevent a Recurrence: Use the GPS as a back up to chart navigation and increase hours spent out of my familiar area.
201509646	19/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	9nm SSW	D	CTR	CESSNA	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an unknown aircraft showing as a primary contact only. Departures stopped. Aircraft identified as a C172. Standard separation maintained.	Infringement of Stansted CTR. I was mentoring an early hours trainee on FIN. Observed a primary only return tracking northeast within the Stansted TMZ2, which pCAIT had highlighted. Tried to blind call from myself and from INT, but no response received. Called Stansted Tower and stopped all departures. Called an airfield on the phone to ask if they had any traffic in that area and they reported having one "in the circuit". By this time the primary return had turned onto what would be a very wide base leg at intended destination, from its previous very wide downwind leg. Track was observed to match the positions reported to intended destination tower as it turned final. Aircraft identity obtained from intended destination, and asked them to remind pilot of need to remain within a sensibly small circuit pattern. Once established onto its final approach at intended destination, departures released at Stansted.
201509647	19/07/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	17nm E	D	CTA	VANS	Reciprocating	1	Infringement of the Manchester CTA (Class D) by an unknown aircraft, indicating 3100ft, resulting in loss of separation with inbound traffic. Aircraft identified as a Vans RV8.	Zone infringement. A 6xxx squawk was observed outside CAS 8 miles east of Holme Moss transmitter heading east to west. At this point I warned Director about this traffic for information and that I wasn't working it. The aircraft then changed to 7000 and shortly after to 7366. The altitude was 3000ft indicated on Mode C and I assumed the aircraft to be flying beneath the base of CAS which was 3000ft. A short time later the AIW alerted and the mode C showed 3100ft. I called the aircraft and established contact. The aircraft reported its altitude to be 3200ft. I advised the pilot of the QNH and asked him to descend outside of CAS below 3000ft, while checking he was VMC. I also advised director what I was doing as there was inbound IFR traffic at 4000ft to the north of Vans RV8. I advised the pilot the level of the base of controlled airspace and he replied he won't do that again.☐ Supplementary 20/07/15:☐ Shortly after taking over the Final Director position, Approach South pointed out an AIW alert to the east of Glossop squawking 7366, indicating 3100ft where the base of CAS is 3000ft. Fltnum 581E was on my frequency, and whilst assessing the best means of avoiding action to maintain '5 miles and 5000ft' I heard APP S in communication with the infringing aircraft (Vans RV8) being told to descend below CAS. Since the infringing aircraft was indicating only 100ft above the base of Class D CAS and told to descend (and therefore would quickly be clear of CAS), I elected to continue normal vectoring with fltnum 581E.☐ CAA Closure:☐ Pilot error. Poor preflight planning. No further action required.
201509647	19/07/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	17nm E	D	CTA	UNKNOWN	Unknown		Infringement of the Manchester CTA (Class D) by an unknown aircraft, indicating 3100ft, resulting in loss of separation with inbound traffic. Aircraft identified as a Vans RV8.	Zone infringement. A 6xxx squawk was observed outside CAS 8 miles east of Holme Moss transmitter heading east to west. At this point I warned Director about this traffic for information and that I wasn't working it. The aircraft then changed to 7000 and shortly after to 7366. The altitude was 3000ft indicated on Mode C and I assumed the aircraft to be flying beneath the base of CAS which was 3000ft. A short time later the AIW alerted and the mode C showed 3100ft. I called the aircraft and established contact. The aircraft reported its altitude to be 3200ft. I advised the pilot of the QNH and asked him to descend outside of CAS below 3000ft, while checking he was VMC. I also advised director what I was doing as there was inbound IFR traffic at 4000ft to the north of Vans RV8. I advised the pilot the level of the base of controlled airspace and he replied he won't do that again.☐ Supplementary 20/07/15:☐ Shortly after taking over the Final Director position, Approach South pointed out an AIW alert to the east of Glossop squawking 7366, indicating 3100ft where the base of CAS is 3000ft. Fltnum 581E was on my frequency, and whilst assessing the best means of avoiding action to maintain '5 miles and 5000ft' I heard APP S in communication with the infringing aircraft (Vans RV8) being told to descend below CAS. Since the infringing aircraft was indicating only 100ft above the base of Class D CAS and told to descend (and therefore would quickly be clear of CAS), I elected to continue normal vectoring with fltnum 581E.☐ CAA Closure:☐ Pilot error. Poor preflight planning. No further action required.
201509648	19/07/2015	EGTT : London (FIR)	BKY	3nm W	D	CTA	HUNTING PERCIVAL	Turbofan	1	Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000, climbing to 2900ft, resulting in loss of separation with an inbound A319. Aircraft identified as a Jet Provost.	Infringer Jet Provost loss of separation against A319. At approx. 1645 7000 squawk was observed west of BKY at 2600. A319 was on base leg for 26 descending to 3000ft. The contact was observed descending back to 2500ft so I allowed the A318 to continue on base leg. As they passed abeam each other, Jet Provost was observed climbing again, eventually up to 2900ft. I didn't give avoiding action as they were opposite direction and already passing each other. The A319 was then given a turn to the localiser. I tracked the contact and as it returned to destination, the controller there passed me his details.☐ Supplementary 20/07/15:☐ Infringement of Luton/Stansted buffer. At approx. An aircraft later identified as Jet Provost was observed in the buffer indicating a Mode C altitude of 2700'. This quickly changed to 2400' then later went up again and at some stage was indicating 3000'. A319 was on an easterly heading to the north of the infringing aircraft descending to 6000'. At the same time outbound aircraft was climbing through approx. 6500' for FL80 2-3nm to the SE of the infringer. No action was taken by either INT or FIN as it was determined there was no immediate collision risk. In the case of A319 a turn away from the infringing aircraft would have posed a risk due to traffic to the north and northeast.☐ Supplementary 10/08/15:☐ The purpose of the flight was general handling and Display Authorisation workup sortie operating to the West of Duxford in the Bassingbourn area under the 4500' LTMA. The aircraft was being operated solo. Having departed under the 1500' Stansted TMZ stub, a

201509648	19/07/2015	EGTT : London (FIR)	BKY	3nm W	D	CTA	AIRBUS	Turbofan	2	Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000, climbing to 2900ft, resulting in loss of separation with an inbound A319. Aircraft identified as a Jet Provost.	Infringer Jet Provost loss of separation against A319. At approx. 1645 7000 squawk was observed west of BKY at 2600. A319 was on base leg for 26 descending to 3000ft. The contact was observed descending back to 2500ft so I allowed the A318 to continue on base leg. As they passed abeam each other, Jet Provost was observed climbing again, eventually up to 2900ft. I didn't give avoiding action as they were opposite direction and already passing each other. The A319 was then given a turn to the localiser. I tracked the contact and as it returned to destination, the controller there passed me his details.☐ Supplementary 20/07/15:☐ Infringement of Luton/Stansted buffer. At approx. An aircraft later identified as Jet Provost was observed in the buffer indicating a Mode C altitude of 2700'. This quickly changed to 2400' then later went up again and at some stage was indicating 3000'. A319 was on an easterly heading to the north of the infringing aircraft descending to 6000'. At the same time outbound aircraft was climbing through approx. 6500' for FL80 2-3nm to the SE of the infringer. No action was taken by either INT or FIN as it was determined there was no immediate collision risk. In the case of A319 a turn away from the infringing aircraft would have posed a risk due to traffic to the north and northeast.☐ Supplementary 10/08/15:☐ The purpose of the flight was general handling and Display Authorisation workup sortie operating to the West of Duxford in the Bassingbourn area under the 4500' LTMA. The aircraft was being operated solo. Having departed under the 1500' Stansted TMZ stub, a
201509649	16/07/2015	EGTT : London (FIR)	EGLD : Denham	1nm West	D	CTR	PIPER	Reciprocating	1	Infringement of the London CTR (Class D) by a PA28 squawking 7000 at 1300ft. Traffic info and avoiding action given.	Military aircraft was being vectored inbound for the PAR at 10miles within the Northolt Radar Manoeuvring Area in the descent to 1800ft. PA28 appeared to be making an approach to Denham at the time squawking 7000 and indicating 1300ft however, aircraft continued to track southbound entering the NRMA 1nm west of the Denham ATZ boundary turning from white to purple and indicating 1100ft on our radar screen. I immediately stopped military aircraft's descent to 2000ft and issued avoiding action to turn left heading 360 degrees to avoid. Denham were contacted immediately and established that it was their aircraft and instructed them to turn the infringer east into their ATZ at 1000ft. Military aircraft was vectored further left and turned inbound to re-establish on the PAR once separation was achieved.☐ Supplementary 24/07/15:☐ Coming from Nottingham I reported at St Giles noticed another aircraft in the circuit so I tracked approximate south west bound to maintain separation. I was setting up the aircraft for 06 when I got a call to turn East momentarily disorientated I turned slightly west then corrected and turned East thus seeming I was continuing south.
201509649	16/07/2015	EGTT : London (FIR)	EGLD : Denham	1nm West	D	CTR	UNKNOWN	Unknown		Infringement of the London CTR (Class D) by a PA28 squawking 7000 at 1300ft. Traffic info and avoiding action given.	Military aircraft was being vectored inbound for the PAR at 10miles within the Northolt Radar Manoeuvring Area in the descent to 1800ft. PA28 appeared to be making an approach to Denham at the time squawking 7000 and indicating 1300ft however, aircraft continued to track southbound entering the NRMA 1nm west of the Denham ATZ boundary turning from white to purple and indicating 1100ft on our radar screen. I immediately stopped military aircraft's descent to 2000ft and issued avoiding action to turn left heading 360 degrees to avoid. Denham were contacted immediately and established that it was their aircraft and instructed them to turn the infringer east into their ATZ at 1000ft. Military aircraft was vectored further left and turned inbound to re-establish on the PAR once separation was achieved.☐ Supplementary 24/07/15:☐ Coming from Nottingham I reported at St Giles noticed another aircraft in the circuit so I tracked approximate south west bound to maintain separation. I was setting up the aircraft for 06 when I got a call to turn East momentarily disorientated I turned slightly west then corrected and turned East thus seeming I was continuing south.
201509707	17/07/2015	EGTT : London (FIR)	EGXT : Wittering				CESSNA	Reciprocating	1	Infringement of the Wittering ATZ (Class G) by a C150 squawking 7000 at 1900ft. Traffic info given.	As 2 air systems (AS) were due to depart a 7000 squawk was observed (code callsign 'V') 4-5nm South of Wittering proceeding in a North Westerly direction, indicating mode C 1900ft. I passed traffic information to the Wittering ADC controller and attempted to hail the AS on the published VHF Zone Frequency 119.675 and legacy VHF frequency 125.525. There was no noticeable response to this request from AS at 1315Z or 1318Z. As the second of the AS became airborne I provided advice on the conflicting aircraft which was now within 1nm and 400ft on mode C (Wittering QFE 1000hPa). Second AS became visual with the conflicting AS following provision of further traffic information. At this point the conflicting AS was observed adjusting its' track to a Southerly heading. I called the Swanwick (Mil) Distress and Diversion Cell requesting that they interrogate the Mode S of the conflicting AS in order to determine its' call sign. They confirmed it was based at Peterborough Sibson airfield. I monitored the AS track as it recovered directly to Sibson and telephoned Sibson flying club in order to describe the events as observed. They advised that the aircraft was airborne from Sibson and that they would debrief the pilot and advise Wittering ATC once complete. I advised the Unit FSO(BM) and ASIMS Occurrence manager. NFTR.
201509707	17/07/2015	EGTT : London (FIR)	EGXT : Wittering				GROB	Reciprocating	1	Infringement of the Wittering ATZ (Class G) by a C150 squawking 7000 at 1900ft. Traffic info given.	As 2 air systems (AS) were due to depart a 7000 squawk was observed (code callsign 'V') 4-5nm South of Wittering proceeding in a North Westerly direction, indicating mode C 1900ft. I passed traffic information to the Wittering ADC controller and attempted to hail the AS on the published VHF Zone Frequency 119.675 and legacy VHF frequency 125.525. There was no noticeable response to this request from AS at 1315Z or 1318Z. As the second of the AS became airborne I provided advice on the conflicting aircraft which was now within 1nm and 400ft on mode C (Wittering QFE 1000hPa). Second AS became visual with the conflicting AS following provision of further traffic information. At this point the conflicting AS was observed adjusting its' track to a Southerly heading. I called the Swanwick (Mil) Distress and Diversion Cell requesting that they interrogate the Mode S of the conflicting AS in order to determine its' call sign. They confirmed it was based at Peterborough Sibson airfield. I monitored the AS track as it recovered directly to Sibson and telephoned Sibson flying club in order to describe the events as observed. They advised that the aircraft was airborne from Sibson and that they would debrief the pilot and advise Wittering ATC once complete. I advised the Unit FSO(BM) and ASIMS Occurrence manager. NFTR.

201509712	11/07/2015	EGTT : London (FIR)	Not specified		D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 5025 at 3700ft, resulting in loss of separation with traffic. Aircraft identified as a DR400. Traffic info and avoiding action given.	At time 13 13 a 5025 squawk was observed entering the Stansted CTA around the abbot area at 3,700ft where the base is 3,400ft. An aircraft was given avoiding action and traffic information. Farnborough LARS was phoned and the 5025 squawk was identified as DR400.☐ CAA Closure:☐ No action taken. Closed due elapsed time. Registration will be monitored.
201509712	11/07/2015	EGTT : London (FIR)	Not specified		D	CTA	UNKNOWN	Unknown		Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 5025 at 3700ft, resulting in loss of separation with traffic. Aircraft identified as a DR400. Traffic info and avoiding action given.	At time 13 13 a 5025 squawk was observed entering the Stansted CTA around the abbot area at 3,700ft where the base is 3,400ft. An aircraft was given avoiding action and traffic information. Farnborough LARS was phoned and the 5025 squawk was identified as DR400.☐ CAA Closure:☐ No action taken. Closed due elapsed time. Registration will be monitored.
201509715	11/07/2015	EGTT : London (FIR)	Not specified		D	CTR	AVIONS ROBIN	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a DR400 squawking 7000 at 2600ft. Traffic info given. Standard separation maintained.	At time 1809 a 7000 squawk with no mode C entered the Stansted CTR. The plane then displayed 2,600 ft. Blind transmissions were made to no avail. The plane then squawked 5027 so Farnborough was called and it was identified as a DA40 from EGSC to LFAT. Fltnum4ME was given an extended routing to the south to avoid it.
201509715	11/07/2015	EGTT : London (FIR)	Not specified		D	CTR	UNKNOWN	Unknown		Infringement of the Stansted CTR (Class D) by a DR400 squawking 7000 at 2600ft. Traffic info given. Standard separation maintained.	At time 1809 a 7000 squawk with no mode C entered the Stansted CTR. The plane then displayed 2,600 ft. Blind transmissions were made to no avail. The plane then squawked 5027 so Farnborough was called and it was identified as a DA40 from EGSC to LFAT. Fltnum4ME was given an extended routing to the south to avoid it.
201509807	19/07/2015	EGTT : London (FIR)	EGMC (SEN): Southend	11nm WSW	D	CTA	PITTS	Reciprocating	1	Infringement of the Southend CTA 1 (Class D) by an unknown aircraft squawking 7000, indicating 2000ft. Aircraft identified as a formation of two Pitts S2. Standard separation maintained.	Airspace Infringement. Farnborough LARS called to advise of a #7000 SSR contact SW of Southend that had infringed Gatwick zone and was heading towards Southend CTA 1. At time 1549Z aircraft observed entering Southend CTA1 by 3NM indicating 2A. Aircraft observed exiting Southend CAS and landing at destination. After tracing action aircraft believed to be a formation of 2 Pitts S2.

201509807	19/07/2015	EGTT : London (FIR)	EGMC (SEN): Southend	11nm WSW	D	CTA	PITTS	Reciprocating	1	Infringement of the Southend CTA 1 (Class D) by an unknown aircraft squawking 7000, indicating 2000ft. Aircraft identified as a formation of two Pitts S2. Standard separation maintained.	Airspace Infringement. Farnborough LARS called to advise of a #7000 SSR contact SW of Southend that had infringed Gatwick zone and was heading towards Southend CTA 1. At time 1549Z aircraft observed entering Southend CTA1 by 3NM indicating 2A. Aircraft observed exiting Southend CAS and landing at destination. After tracing action aircraft believed to be a formation of 2 Pitts S2.
201509819	18/07/2015	EGTT : London (FIR)	Reading	4nm W	A	TMA	SCHEMPP HIRTH	Reciprocating	1	Infringement of the LTMA (Class A) by a Ventus 2CT glider.	Level bust - Airspace infringement LTMA 4500+. I was returning to airfield under sustainer engine after a failed cross-country flight. I started the engine south east of Benson at approx 2600' QNH. I climbed on track routing around Chiltern Park heading direct to airfield. Under power I became concerned that I had insufficient fuel and became preoccupied with keeping a lookout and monitoring the steadily decreasing fuel gauge reading. I was concerned that I would gain insufficient height to complete a glide to airfield if the engine suddenly quit. I had another airfield in range so there was no immediate prospect of an off-airfield landing. I was fully aware of my position over the ground, but with the preoccupation of the fuel state I failed to monitor my vertical relationship to the airspace above. It was only after several minutes that I suddenly realised that the in-panel navigation was displaying that I was several hundred feet above the 4500' base of the LTMA. I immediately cut the engine and commenced a rapid descent to clear the airspace. Factors 1) Preoccupation with the fuel state. 2) A navigation device which is new to me. While I understand the operation of it, I have not had much experience interpreting the display. The display I have used in the past gave a much more robust warning approaching controlled airspace. I have been flying this area for the past 30+ years and am fully familiar and aware of the airspace in this area, and have always avoided infringement. On this occasion I failed to both monitor the airspace above me, and I did not recognise the navigational warning on the instrument in front of me. I am most sorry about this infringement and will ensure that through this experience and increased familiarity with the new instrumentation that it will not happen again.
201509821	18/07/2015	EGTT : London (FIR)	Not specified		D	CTA	EUROPA	Reciprocating	1	Infringement of the Stansted CTA by an unknown aircraft squawking 0013 at 1600ft, resulting in loss of separation with traffic. Aircraft identified as a Europa. Traffic info and avoiding action given.	At approximately 10 45 an aircraft squawking 0013 entered the Stansted CTA at 1,600 ft tracking north west bound. Fltnum 84BA was given avoiding action and traffic information. Int position was then able to call the unknown aircraft squawking 0013 and identify him as Europa. The plane then descending to 1,400ft outside controlled airspace.☐ Supplementary 05/08/15:☐ Avoiding action due to infringing aircraft.
201509821	18/07/2015	EGTT : London (FIR)	Not specified		D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Stansted CTA by an unknown aircraft squawking 0013 at 1600ft, resulting in loss of separation with traffic. Aircraft identified as a Europa. Traffic info and avoiding action given.	At approximately 10 45 an aircraft squawking 0013 entered the Stansted CTA at 1,600 ft tracking north west bound. Fltnum 84BA was given avoiding action and traffic information. Int position was then able to call the unknown aircraft squawking 0013 and identify him as Europa. The plane then descending to 1,400ft outside controlled airspace.☐ Supplementary 05/08/15:☐ Avoiding action due to infringing aircraft.
201509834	21/07/2015	EGTT : London (FIR)	EGLM : White waltham	SE	D	CTR	STEARMAN	Reciprocating	1	Infringement of the London CTR (Class D) by a Stearman B75 squawking 7000. Heathrow departures stopped. Standard separation maintained.	Infringing aircraft London Zone. I was SVFR position when I noticed CAIT alert me to a Stearman B75 infringing the London CTR south of White Waltham. As the aircraft was on a south easterly track I stopped Heathrow southbound departures for 3 minutes. I contacted White Waltham who said they were working it. I told them to instruct the aircraft to track west immediately. The aircraft did not change its track so I recalled White Waltham who said they had given it to Farnborough. I phoned Farnborough, the assistant picked up the phone and so I asked whether the controller was working the Stearman B75. The assistant told me it was on standby and so I told him that it was infringing and maybe they should do something about it.☐ CAA Closure:☐ No action taken. Closed due elapsed time. Registration will be monitored.

201509847	18/07/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham		D	CTR	CESSNA	Reciprocating	1	Infringement of the Birmingham CTR Class D) by a C172 squawking 4361 at 1700ft.	Just prior to this EGBB called to ask whether I was working traffic just to the east of their ATZ squawking 7000. I informed them that I was not. An aircraft then called me saying he was overhead the M69. There were not any contacts over the M69 so I guessed it could be that aircraft. I asked him to squawk 4361 and realised it was that aircraft. He was very close to the EGBB ATZ by this point. I called EGBB and informed them. They asked me to pass him to them on 118.050, which I did.☐ Supplementary 29/07/15:☐ Not sure why the light aircraft infringed airspace. External threats:- Company aircraft behind also given similar instructions and continual ATC confusion of call signs. Wrong direction of turn when avoiding action given. No update on ATC intentions as we believed we where being vectored for final during our second transition of the 33 localiser. Probably would not have started to configure but we where having to second guess ATC who where having callsign issues.☐ Appropriate CAA action is to be taken as a result of this incident.
201509847	18/07/2015	EGTT : London (FIR)	EGBB (BHX): Birmingham		D	CTR	DE HAVILLAND	Turbofan	2	Infringement of the Birmingham CTR Class D) by a C172 squawking 4361 at 1700ft.	Just prior to this EGBB called to ask whether I was working traffic just to the east of their ATZ squawking 7000. I informed them that I was not. An aircraft then called me saying he was overhead the M69. There were not any contacts over the M69 so I guessed it could be that aircraft. I asked him to squawk 4361 and realised it was that aircraft. He was very close to the EGBB ATZ by this point. I called EGBB and informed them. They asked me to pass him to them on 118.050, which I did.☐ Supplementary 29/07/15:☐ Not sure why the light aircraft infringed airspace. External threats:- Company aircraft behind also given similar instructions and continual ATC confusion of call signs. Wrong direction of turn when avoiding action given. No update on ATC intentions as we believed we where being vectored for final during our second transition of the 33 localiser. Probably would not have started to configure but we where having to second guess ATC who where having callsign issues.☐ Appropriate CAA action is to be taken as a result of this incident.
201509903	22/07/2015	EGTT : London (FIR)	EGSX : North Weald	Bearing SW Range 2nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 indicating 1900ft. Traffic info given. Check all imposed.	CAIT activated by contact squawking 7000 indicating 1900ft 2nm SW of EGSX, tracking NE. The contact was identified using mode S. A 'CHECK ALL' was established, however, an A319 was rolling, I decided to work the aircraft and instructed the tower to lock aircraft on runway.☐ heading, I advised NE. PA28's level varied climbing up to 2100ft and then turning in the vicinity of EGSX, this allowed the A319 to be turned onto 135 degrees away from the infringer. The GS airports contacted EGSX, by virtue of the fact that the aircraft was talking to EGSX the message to leave CAS was passed to the pilot, prior to landing at EGSX. Traffic information was given to the A319. A number of outbound A/C were delayed.
201509903	22/07/2015	EGTT : London (FIR)	EGSX : North Weald	Bearing SW Range 2nm	D	CTR	AIRBUS	Turbofan	2	Infringement of the Stansted CTR (Class D) by a PA28 squawking 7000 indicating 1900ft. Traffic info given. Check all imposed.	CAIT activated by contact squawking 7000 indicating 1900ft 2nm SW of EGSX, tracking NE. The contact was identified using mode S. A 'CHECK ALL' was established, however, an A319 was rolling, I decided to work the aircraft and instructed the tower to lock aircraft on runway.☐ heading, I advised NE. PA28's level varied climbing up to 2100ft and then turning in the vicinity of EGSX, this allowed the A319 to be turned onto 135 degrees away from the infringer. The GS airports contacted EGSX, by virtue of the fact that the aircraft was talking to EGSX the message to leave CAS was passed to the pilot, prior to landing at EGSX. Traffic information was given to the A319. A number of outbound A/C were delayed.
201509966	23/07/2015	EGTT : London (FIR)	SAM	12nm NNE	D	CTA	OTHER	Reciprocating	1	Infringement of the Solent CTA 5 (Class D) by an unknown aircraft squawking 0432, believed to be indicating 2800ft - 2900ft. Aircraft identified as a Spitfire. Traffic info and avoiding action given to an inbound DHC8.	Infringement of Solent CTA-5 by Spitfire, DHC8 issued avoiding action. At approximately 1520 I was operating as Solent Radar vectoring DHC8 for ILS 20. The aircraft had turned left base descending out of Alt 4A for Alt 3A. I noticed a 0432 squawk approximately 16NE SAM westbound Alt 2.7A on a track that would infringe CTA-5 and quite fast. I asked the coordinator to phone Farnborough to request it be turned away or transferred to us and started putting out blind calls. Mode S indicated it was a Spitfire. The coordinator advised Farnborough were having problems contacting the aircraft. Given the 0432 was now slowly climbing on the same track, I told the DHC8 to fly 240 degrees to go through the localiser as I believed an infringement was imminent. About 5secs later the 0432 entered, I believe indicating Alt 2.8A-2.9A. I told DHC8 the heading was now an avoiding action heading and the traffic was in their 6 o'clock range of 5miles. The contact then began a right turn to the NW and the coordinator advised that Farnborough had regained contact and were turning it away. I believe 5nm was maintained. I resumed vectoring the DHC8 who landed without further incident. Shortly after the Spitfire called on frequency and advised he was a westbound to display. It was put on a 3661 squawk and the Mode C checked out as in tolerance. Before transferring it south, I advised Spitfire that the aircraft had infringed, a schedule had been given avoiding action and that we would be filing a report. Spitfire said he had had radio problems.☐ Supplementary 01/09/15:☐ NOTI: Avoiding action due to infringing aircraft.

201509966	23/07/2015	EGTT : London (FIR)	SAM	12nm NNE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA 5 (Class D) by an unknown aircraft squawking 0432, believed to be indicating 2800ft - 2900ft. Aircraft identified as a Spitfire. Traffic info and avoiding action given to an inbound DHC8.	Infringement of Solent CTA-5 by Spitfire, DHC8 issued avoiding action. At approximately 1520 I was operating as Solent Radar vectoring DHC8 for ILS 20. The aircraft had turned left base descending out of Alt 4A for Alt 3A. I noticed a 0432 squawk approximately 16NE SAM westbound Alt 2.7A on a track that would infringe CTA-5 and quite fast. I asked the coordinator to phone Farnborough to request it be turned away or transferred to us and started putting out blind calls. Mode S indicated it was a Spitfire. The coordinator advised Farnborough were having problems contacting the aircraft. Given the 0432 was now slowly climbing on the same track, I told the DHC8 to fly 240 degrees to go through the localiser as I believed an infringement was imminent. About 5secs later the 0432 entered, I believe indicating Alt 2.8A-2.9A. I told DHC8 the heading was now an avoiding action heading and the traffic was in their 6 o'clock range of 5miles. The contact then began a right turn to the NW and the coordinator advised that Farnborough had regained contact and were turning it away. I believe 5nm was maintained. I resumed vectoring the DHC8 who landed without further incident. Shortly after the Spitfire called on frequency and advised he was a westbound to display. It was put on a 3661 squawk and the Mode C checked out as in tolerance. Before transferring it south, I advised Spitfire that the aircraft had infringed, a schedule had been given avoiding action and that we would be filing a report. Spitfire said he had had radio problems.☐ Supplementary 01/09/15:☐ NOTI: Avoiding action due to infringing aircraft.
201509982	23/07/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	10nm N	D	CTA	NICCOLLIER	Reciprocating	1	Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000, indicating 4200ft. Aircraft identified as a HN700. CAIT activated. Standard separation maintained.	Infringement of Luton CTA by HN700. At approximately 13:28 I observed a A7000 squawk activate CAIT in the Luton CTA indicating 4200ft alt approximately 10 nms north of Luton. I turned an inbound slightly early before the LOREL Gate in order to ensure separation and continued to monitor the progress of the infringing aircraft (MODE S FLID indicating HN700) whilst making blind transmissions. I continued to track the infringer until it descended below CAS in the vicinity of Old Warden and then observed it make an approach at an airfield. I requested another aircraft on the frequency inbound to the airfield to attempt to pass the pilot of HN700 a telephone number for TC. The pilot of HN700 later called TC acknowledging his error and apologising.
201510133	25/07/2015	EGTT : London (FIR)	BKY	2nm NE	A	TMA	OTHER	Turbojet	1	Folland Gnat climbed to 3100ft instead of cleared altitude 2400ft and infringed the LTMA (Class A), resulting in loss of separation with an inbound Falcon 900. AIW and CAIT activated.	Folland Gnat working Farnborough to 3.1. Folland Gnat working Farnborough level bust up to 3.1, small fast jet. It happened inside the Stansted RMA with inbound traffic A319 at FL90. Folland Gnat popped up right inform of the A319 checked the height readout to make sure we had 5A ft and then answered phone from East, got controller to standby whilst I checked again and the Folland Gnat had descended outside CAS. Subsequently found out the Folland Gnat had bust its level.☐ Supplementary 27/07/15:☐ Airspace infringement near BKY. At 0841z secondary CAIT showed an aircraft (Folland Gnat, 5026 squawk) entering the Stansted CTA, climbing rapidly to 3000'. After only a couple of sweeps of the radar, the aircraft appeared to leave controlled airspace. At the time I was in contact with an aircraft inbound to Luton. It was on a diverging track from Folland Gnat whilst joining the ILS for runway 26 at Luton, however there was less than 5 miles between the 2 aircraft.☐ Supplementary 27/07/15:☐ I was the LARS North controller when Folland Gnat called on frequency at 0837. He initially routed towards the West to clear the TMZ then north towards Cambridge. Initially on a basic service, given 5026 squawk and London QNH 1012 (Validated and verified). Folland Gnat requested to climb to 2400ft and for a traffic service, of which I was busy at the time, so climb was approved to 2400ft, but would upgrade the service shortly due to making a phone call. The aircraft in the climb was told he was identified and under a traffic service. The AIW
201510133	25/07/2015	EGTT : London (FIR)	BKY	2nm NE	A	TMA	DASSAULT	Turbofan	3	Folland Gnat climbed to 3100ft instead of cleared altitude 2400ft and infringed the LTMA (Class A), resulting in loss of separation with an inbound Falcon 900. AIW and CAIT activated.	Folland Gnat working Farnborough to 3.1. Folland Gnat working Farnborough level bust up to 3.1, small fast jet. It happened inside the Stansted RMA with inbound traffic A319 at FL90. Folland Gnat popped up right inform of the A319 checked the height readout to make sure we had 5A ft and then answered phone from East, got controller to standby whilst I checked again and the Folland Gnat had descended outside CAS. Subsequently found out the Folland Gnat had bust its level.☐ Supplementary 27/07/15:☐ Airspace infringement near BKY. At 0841z secondary CAIT showed an aircraft (Folland Gnat, 5026 squawk) entering the Stansted CTA, climbing rapidly to 3000'. After only a couple of sweeps of the radar, the aircraft appeared to leave controlled airspace. At the time I was in contact with an aircraft inbound to Luton. It was on a diverging track from Folland Gnat whilst joining the ILS for runway 26 at Luton, however there was less than 5 miles between the 2 aircraft.☐ Supplementary 27/07/15:☐ I was the LARS North controller when Folland Gnat called on frequency at 0837. He initially routed towards the West to clear the TMZ then north towards Cambridge. Initially on a basic service, given 5026 squawk and London QNH 1012 (Validated and verified). Folland Gnat requested to climb to 2400ft and for a traffic service, of which I was busy at the time, so climb was approved to 2400ft, but would upgrade the service shortly due to making a phone call. The aircraft in the climb was told he was identified and under a traffic service. The AIW
201510133	25/07/2015	EGTT : London (FIR)	BKY	2nm NE	A	TMA	AIRBUS	Turbofan	2	Folland Gnat climbed to 3100ft instead of cleared altitude 2400ft and infringed the LTMA (Class A), resulting in loss of separation with an inbound Falcon 900. AIW and CAIT activated.	Folland Gnat working Farnborough to 3.1. Folland Gnat working Farnborough level bust up to 3.1, small fast jet. It happened inside the Stansted RMA with inbound traffic A319 at FL90. Folland Gnat popped up right inform of the A319 checked the height readout to make sure we had 5A ft and then answered phone from East, got controller to standby whilst I checked again and the Folland Gnat had descended outside CAS. Subsequently found out the Folland Gnat had bust its level.☐ Supplementary 27/07/15:☐ Airspace infringement near BKY. At 0841z secondary CAIT showed an aircraft (Folland Gnat, 5026 squawk) entering the Stansted CTA, climbing rapidly to 3000'. After only a couple of sweeps of the radar, the aircraft appeared to leave controlled airspace. At the time I was in contact with an aircraft inbound to Luton. It was on a diverging track from Folland Gnat whilst joining the ILS for runway 26 at Luton, however there was less than 5 miles between the 2 aircraft.☐ Supplementary 27/07/15:☐ I was the LARS North controller when Folland Gnat called on frequency at 0837. He initially routed towards the West to clear the TMZ then north towards Cambridge. Initially on a basic service, given 5026 squawk and London QNH 1012 (Validated and verified). Folland Gnat requested to climb to 2400ft and for a traffic service, of which I was busy at the time, so climb was approved to 2400ft, but would upgrade the service shortly due to making a phone call. The aircraft in the climb was told he was identified and under a traffic service. The AIW

201510137	25/07/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	10nm SW	D	CTR	STAMPE	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified as a Stampe SV4. Check all imposed. Traffic info given. Standard separation maintained.	Airspace infringement Luton CTR. At around 0913z a primary contact entered the Luton CTR roughly 10nm southwest of Luton Airport. It triggered the primary CAIT tool. As the contact was heading steadily towards Luton Airport I imposed a "check all" against departing aircraft. I also made some blind calls without any reply and phoned Farnborough LARS to check if they were working it, which they weren't. At around 0917z EMB135 came on frequency expecting vectors for the ILS runway 26 at Luton. I informed the crew to expect some delay due to the unknown aircraft in the Luton CTR. At 0918z I handed over to a colleague but I remained close-by. At 0921z tower phoned to confirm they could see what appeared to be an aircraft out of the VCR windows. At this point the contact appeared to be southeast of the field by about 7nm. Shortly after this tower phoned to ask for a release on a MATCH departure from Luton, call sign GLF4. My colleague denied the request. At roughly 0924z the contact appeared to leave the Luton CTR to the southeast of Luton Airport. After the infringement, my colleagues tracked the contact and believe the aircraft to be a Stampe SV4. This information was gathered from both Southend Radar and the air traffic workers at Stampe SV4 destination.☐ Supplementary 29/07/15:☐ Single pilot operation VFR planned. Errors made in identifying ground features together with over allowance of drift made for strong northerly winds and difficulty reading compass due moderate turbulence caused increased workload. Track was adjusted to return clear of CTR. Difficulty in maintaining good control of aircraft meant no call was made to D&D on 121.5.
201510137	25/07/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	10nm SW	D	CTR	EMBRAER	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified as a Stampe SV4. Check all imposed. Traffic info given. Standard separation maintained.	Airspace infringement Luton CTR. At around 0913z a primary contact entered the Luton CTR roughly 10nm southwest of Luton Airport. It triggered the primary CAIT tool. As the contact was heading steadily towards Luton Airport I imposed a "check all" against departing aircraft. I also made some blind calls without any reply and phoned Farnborough LARS to check if they were working it, which they weren't. At around 0917z EMB135 came on frequency expecting vectors for the ILS runway 26 at Luton. I informed the crew to expect some delay due to the unknown aircraft in the Luton CTR. At 0918z I handed over to a colleague but I remained close-by. At 0921z tower phoned to confirm they could see what appeared to be an aircraft out of the VCR windows. At this point the contact appeared to be southeast of the field by about 7nm. Shortly after this tower phoned to ask for a release on a MATCH departure from Luton, call sign GLF4. My colleague denied the request. At roughly 0924z the contact appeared to leave the Luton CTR to the southeast of Luton Airport. After the infringement, my colleagues tracked the contact and believe the aircraft to be a Stampe SV4. This information was gathered from both Southend Radar and the air traffic workers at Stampe SV4 destination.☐ Supplementary 29/07/15:☐ Single pilot operation VFR planned. Errors made in identifying ground features together with over allowance of drift made for strong northerly winds and difficulty reading compass due moderate turbulence caused increased workload. Track was adjusted to return clear of CTR. Difficulty in maintaining good control of aircraft meant no call was made to D&D on 121.5.
201510137	25/07/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	10nm SW	D	CTR	GULFSTREAM	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified as a Stampe SV4. Check all imposed. Traffic info given. Standard separation maintained.	Airspace infringement Luton CTR. At around 0913z a primary contact entered the Luton CTR roughly 10nm southwest of Luton Airport. It triggered the primary CAIT tool. As the contact was heading steadily towards Luton Airport I imposed a "check all" against departing aircraft. I also made some blind calls without any reply and phoned Farnborough LARS to check if they were working it, which they weren't. At around 0917z EMB135 came on frequency expecting vectors for the ILS runway 26 at Luton. I informed the crew to expect some delay due to the unknown aircraft in the Luton CTR. At 0918z I handed over to a colleague but I remained close-by. At 0921z tower phoned to confirm they could see what appeared to be an aircraft out of the VCR windows. At this point the contact appeared to be southeast of the field by about 7nm. Shortly after this tower phoned to ask for a release on a MATCH departure from Luton, call sign GLF4. My colleague denied the request. At roughly 0924z the contact appeared to leave the Luton CTR to the southeast of Luton Airport. After the infringement, my colleagues tracked the contact and believe the aircraft to be a Stampe SV4. This information was gathered from both Southend Radar and the air traffic workers at Stampe SV4 destination.☐ Supplementary 29/07/15:☐ Single pilot operation VFR planned. Errors made in identifying ground features together with over allowance of drift made for strong northerly winds and difficulty reading compass due moderate turbulence caused increased workload. Track was adjusted to return clear of CTR. Difficulty in maintaining good control of aircraft meant no call was made to D&D on 121.5.
201510143	25/07/2015	EGTT : London (FIR)	Near Leighton Buzzard				EUROPA	Reciprocating	1	Infringement of the Luton CTA (Class D) by an aircraft squawking 7000 at 3000ft. Standard separation maintained.	At about 1055z I noticed an aircraft with 7000 squawk, showing 3600' mode C, heading towards Luton controlled airspace. Mode S data showed the call sign. It then entered controlled airspace descending to 3000'. I made a blind call and the aircraft was listening out on frequency. I asked whether they were anything to do with the Dunstable Gliding Club/competition to which they answered no, therefore it was clear this was unknown/lost traffic. I therefore quickly got the details and identified it to become known traffic. I informed him that he was inside controlled airspace and to descend to be not above 2400'. The aircraft left frequency at 1104z when it contacted its destination. ☐ Supplementary 28/07/15:☐ Was using Mode S and was tuned and listening to Luton controller well in advance. There were numerous glider contacts in the area and immediately N of the CTA. In fairly turbulent conditions we both became pre occupied with looking out for glider traffic keeping a watchful eye on several gliders in our vicinity. We received the expected airspace warning and had anticipated descending. However only the 3500 warning was seen on the GPS. We immediately descended to 3000 before entering the zone unaware at the time that there was also a 2500 CTA ahead. I believe both alarms were accepted using the touch screen in turbulent conditions. Immediately after entering the zone at 3000 on our current QNH we were contacted by Luton controller and informed we were inside the 2500 CTA. We immediately descended to 2200 feet and apologised. We continued the with a squawk a! and basic service from Luton until clear of the CTA. Needed to take more care in noting the
201510146	25/07/2015	EGTT : London (FIR)	Colwyn Bay		A	Airway - ATS Route	PIPER	Reciprocating	1	Infringement of Airway L975 by a PA28 squawking 1177.	I had been working as the 2nd FISO (planner) since approx. 0910, all 3 frequencies were band-boxed but traffic levels were increasing.☐ PA28 had been on frequency since 0917. Outbound from EGBJ he was routing up to Colwyn Bay to coast out en route to EGNS. Flying at FL60, he reported an estimate for Colwyn Bay of 1005. At around 0935 traffic levels increased to the extent that we split the frequencies, and I took 125.475 and 124.750, FIS North and West. My colleague then said to 'keep an eye' on PA28 as he might be heading for the part of L975 where the base is FL45. I immediately told the a/c to Remain Outside CAS and he acknowledged that he would. Again my colleague said it looked likely that a/c might be a bit close to CAS and again I told a/c to ROCAS. I explained that the base of CAS north of the Eastern part of Colwyn Bay was FL45 and again he responded that he would remain clear. My colleague then took a phone call from the Scottish WAL Planner, who reported a/c was in CAS, and yet again I told a/c that a RADAR controller reported he was likely to infringe CAS, pilot responded by saying he was remaining clear. My colleague then phoned WAL controller to ask if he would work a/c. Controller declined saying he was too busy and he didn't really have anything to affect. The a/c then appeared to turn West and the WAL controller agreed. However a/c then seemed to turn back on Northerly heading and my colleague phoned WAL Controller again, who still declined to work a/c but recommended he descend to FL44. I told a/c that WAL Controller requested that he descend to FL44 and a/c responded that he was descending. A/c was then transferred to EGNS at 1003.☐

201510149	22/07/2015	EGTT : London (FIR)	Dunstable Downs	2nm N	D	CTR	CESSNA	Turboprop	1	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C208. Check all placed. Standard separation maintained. Pilot misidentified chart.	Infringement - Luton CTR - C208. I observed a A7000 squawk approaching the Luton CTR a quite high speed from the north. I checked the Mode S FLID and established the callsign was C208. I made blind transmissions but got no response. I had previously released B737 on an SDR Juliet which would come into conflict with the now infringing aircraft. I asked the tower to stop B737 which they did and vacated the aircraft. I also placed a check all requirement on the tower. C208 entered the Luton CTR north of Dunstable Downs in an area of numerous gliding contacts and tracked south into the CTR before turning through east to northbound leaving the CTR towards Cranfield. I phone Cranfield ATC who confirmed they were working C208 and I allocated a discrete squawk 4676 to confirm the identity.☐ Supplementary 27/07/15:☐ When flying in the UK, there is obviously a lot of controlled airspace adjacent and overlapping each other. As such, the airspace visual advisory feature is continuously alerting therefore rendering it nearly unusable for effective identification and prevention of penetration of proximate to controlled airspace. Prior to conducting a VFR demonstration flight in the local area of EGTC, I reviewed the airspace on my Jeppesen VFR chart. I recognized the airspace at both Dunstable Downs glider port as well as EGGW. My error however, was that I thought the airspace vertical limits of the location I infringed was SFC-1500 feet. Being at 3000 feet, I thought I was clear of the airspace when obviously I was not. At no point during the flight was I advised by ATC that I infringed on Luton's airspace. It was only after I landed that the people I was showing the airplane to were advised by the
201510149	22/07/2015	EGTT : London (FIR)	Dunstable Downs	2nm N	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C208. Check all placed. Standard separation maintained. Pilot misidentified chart.	Infringement - Luton CTR - C208. I observed a A7000 squawk approaching the Luton CTR a quite high speed from the north. I checked the Mode S FLID and established the callsign was C208. I made blind transmissions but got no response. I had previously released B737 on an SDR Juliet which would come into conflict with the now infringing aircraft. I asked the tower to stop B737 which they did and vacated the aircraft. I also placed a check all requirement on the tower. C208 entered the Luton CTR north of Dunstable Downs in an area of numerous gliding contacts and tracked south into the CTR before turning through east to northbound leaving the CTR towards Cranfield. I phone Cranfield ATC who confirmed they were working C208 and I allocated a discrete squawk 4676 to confirm the identity.☐ Supplementary 27/07/15:☐ When flying in the UK, there is obviously a lot of controlled airspace adjacent and overlapping each other. As such, the airspace visual advisory feature is continuously alerting therefore rendering it nearly unusable for effective identification and prevention of penetration of proximate to controlled airspace. Prior to conducting a VFR demonstration flight in the local area of EGTC, I reviewed the airspace on my Jeppesen VFR chart. I recognized the airspace at both Dunstable Downs glider port as well as EGGW. My error however, was that I thought the airspace vertical limits of the location I infringed was SFC-1500 feet. Being at 3000 feet, I thought I was clear of the airspace when obviously I was not. At no point during the flight was I advised by ATC that I infringed on Luton's airspace. It was only after I landed that the people I was showing the airplane to were advised by the
201510152	25/07/2015	EGTT : London (FIR)	Cookham/Maidenhead		D	CTR	RHEIN	Turboshaft	1	Infringement of the Heathrow CTR (Class D) by an unknown aircraft squawking 7000, indicating 900ft. Aircraft identified as a R66. CAIT activated. Standard separation maintained.	R66 infringe Heathrow. At approx. 1135z an unknown contact entered CAS North of White Waltham tracking ESE, squawking 7000 and indicating 900'. CAIT showed the callsign as R66. Heathrow were departing 27, there was one aircraft in the vicinity but it was 5000' above and climbing. I made a blind transmission while the Thames Radar controller called White Waltham. White Waltham were unaware of the aircraft, I made one last blind transmission, instructing the aircraft to track West to leave the zone, as I went to stop Heathrow departures. The aircraft turned immediately hard right and left the zone between 700 and 900 feet, tracking along the Northern edge of Maidenhead. Given the short distance to run to leave CAS I did not stop Heathrow departures. The aircraft subsequently squawked Farnborough Radar 0432, and they confirmed the details.
201510157	25/07/2015	EGTT : London (FIR)	SAM	12nm NNE	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA 5 (Class D) by an unknown aircraft squawking 0011, indicating 2900ft. Aircraft identified as a DR400. AIW activated. Standard separation maintained.	Infringement of Solent CTA area 5 by DR400. I was operating as OJTI at the time of the infringement with the trainee working heavy traffic loading. At approximately time 1410 my ATSA pointed out a 0011 squawk approaching the CTA area 5 indicating 2900 feet. It entered controlled airspace, setting off the AIW. Mode S showed the contact to be DR400 who had called prior to the infringement for a Basic Service, but had not requested a transit. I asked the aircraft to squawk 3670 (no reply) and my trainee also tried to get the pilot to squawk 3670 (which the pilot did not do). The trainee told the pilot that he was inside of controlled airspace without a clearance - the pilot replied he was remaining outside at 2800 feet. My trainee explained that the base of controlled airspace was 2500ft in that position. No other aircraft were affected by the infringement.
201510361	23/07/2015	EGTT : London (FIR)	Burford	2nm E	D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by a PA32 at 2800ft. Standard separation maintained.	CTR infringement PA32. I was working as the RA Controller whilst bandboxed with Zone. I had several departures and Zone transits on frequency and was in the process of splitting the console and handing the Zone position over. PA32 called with approximately 2nm to run to the Northern CTR Boundary, just to the East of Burford. I instructed the ac to remain outside CAS and to standby as I had several other tasks to complete. The ac continued on his track (SSW) and entered the CTR. I suggested a northerly track to clear CAS as the ac hadn't been positively identified at the time. The ac was subsequently identified by the Zone controller and was issued a squawk of 3701. The ac was approximately 1.5nm inside the CTR when they turned Northbound.☐ Supervisors Narrative:☐ I was fully aware that traffic levels were increasing and had instructed the Zone controller to be in position and take this task from the RA controller. In this process PA32 had called and was instructed to remain outside CAS. This instruction was not initiated resulting in the unauthorised penetration of the Brize CTR. The handover of the Zone task from RA to the Zone controller had no effect on this occurrence. Even without the instruction to remain outside CAS the Air System failed to ensure he remained outside CAS before receiving a positive ATC clearance.

201510364	25/07/2015	EGTT : London (FIR)	EGVN (BZZ): Brize norton		D	CTR	PIPER	Reciprocating	1	Infringement of the Brize Norton CTR (Class D) by an unknown aircraft squawking 1177 climbing to 2900ft. Aircraft identified as a PA32.	CTR infringement. I was the LARS controller working a single basic service track. I noticed a track approaching the edge of Brize CTR wearing a 1177 (FIS) Squawk. I observed its track and pointed it out to the approach controller who was also watching the aircrafts progress. The mode Charlie indicated 023 and climbed. It looked as though the aircraft was trying to climb over the CTR but the mode Charlie stopped at 029 and the aircraft entered Brize CTR at Brize 277 degrees 9 miles and transited through the Zone before leaving at Brize 256 degrees 9.9 miles. There was no traffic to effect. I called London Flight Information Service (FIS) and requested traffic information, I was told it was being worked by their agency and they asked if I wanted to work it which I declined as it had already left Brize CTR. I told the controller the aircraft had entered the CTR and they asked if I was going to file to which I replied that I was. They informed me of the Callsign PA32.
201510468	27/07/2015	EGTT : London (FIR)	Danger Areas EG D123 and EG D125	Imber/Larkhill	G	Danger area	OTHER	Reciprocating	1	Infringement of Danger Areas EG D123 (Imber) and EG D125 (Larkhill) by an aircraft squawking 7000 at 2100ft.	I was the duty Deputy Training Safety Officer on the afternoon of Mon 27th Jul 2015. At about 1340 local I observed a 7000 squawk enter EDG D125 in the area just to the west of Netheravon at 2100ft AMSL (a marked parachuting airfield) heading on a westerly track at a speed of 59kts. I immediately telephone SPTA ground operations to request a safety check fire (EGD D125 was notified as active to 30,000ft AMSL) as the aircraft was on course to enter the live firing area of EDG D125. Fortunately, I was informed that firing had just ceased so no check fire was actually required. I was also informed that Warminster Danger Area (WDA) had also completed firing. The aircraft continued to fly towards the village of Tilishead whereupon it entered EDG D123, notified as active to 3,000ft. I was able to observe the aircraft as it flew towards Tilishead as the Salisbury Operations office is located nearby. It then turned northwest to exit EGD D123 in the area of Bratton at 1354. I tracked the 7000 as it continued north/northwest but the squawk disappeared in the area to the west of Lyneham (disused). At no point did the aircraft speak to Salisbury Air Operations on the published Danger Area frequency 122.75. I replayed a recording of our SSR feed to endeavour to establish were the aircraft may have originated from and was able to discover that he had been in contact with Farnborough LARS as he had been squawking 0430. Farnborough were able to inform me of the probable aircraft details and registration number and that he had departed from Redhill and was routing towards Bristol. I spoke with Redhill and they confirmed the registration & provided me with the pilot's contact details. Having managed to trace the pilots
201510478	22/07/2015	EGTT : London (FIR)	EGGP (LPL): Liverpool	10nm South East	D	CTR	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by an aircraft squawking 7000 and indicating 1200ft. Standard separation maintained.	7000 squawk observed entering the Liverpool CTR approximately 10nm south east of Liverpool Airport indicating altitude 1200'. The aircraft routed westbound for about 4 miles before turning southeast and leaving the zone. Manchester ATC were able to use their Mode S to provide us with the registration of the aircraft, which was recognised by one of the Liverpool ATC staff as being based at Barton Aerodrome, although whether the flight had originated from there is unknown. Type also unknown. Blind call made on the approach frequency in case the crew were listening out, but to no avail. No other aircraft were affected. Weather conditions were good.
201510488	30/07/2015	EGTT : London (FIR)	MIRSI	Bearing 100 Range 4nm	D	CTR	PIPER	Reciprocating	1	Possible infringement of the Manchester CTR (Class D) by a PA28 observed climbing 2000ft. Traffic info and avoiding action given.	At about 14:33 an AIW was observed north end of LLR 1.7 climbing 2000ft. I instructed aircraft approaching MIRSI to continue heading ?024 to avoid the AIW. PA28 responded to my call for info on the traffic, was identified and advised that he may have infringed CAS before leaving my frequency for Warton Radar. I was too busy to recall/record further information.□ Supplementary 14/08/15:□ The aircraft was on a flight via the Low Level route. The aircraft was crewed by two Pilots, an Instructor in the right hand seat, the qualified pilot in the left had seat was the Captain for this flight. There was one passenger in the back. The aircraft tracked 360 deg northwards up the low level route and when 2 miles north of the M62, turned left to track 330 deg. Haydock racecourse was positively identified on the left of track, and when the racecourse was assessed as 2 miles astern, and with the aircraft on the northern boundary of the route, a climb was commenced aiming to remain under the area of controlled airspace D, lower boundary 2,500ft. At this time the Manchester controller asked 'aircraft at northern end of low level route to identify itself'. The Instructor responded and reported that we were outside the northern end of the route. The controller advised that he believed PA28 was in controlled airspace and an immediate descent was initiated. The aircraft was given a new squawk. No further communication was held with the Manchester controller until changing frequency to Warton at a position north west of Burscough. At this point a simple frequency change was requested and acknowledged by the Manchester controller. Both Pilots believed that they
201510488	30/07/2015	EGTT : London (FIR)	MIRSI	Bearing 100 Range 4nm	D	CTR	UNKNOWN	Unknown		Possible infringement of the Manchester CTR (Class D) by a PA28 observed climbing 2000ft. Traffic info and avoiding action given.	At about 14:33 an AIW was observed north end of LLR 1.7 climbing 2000ft. I instructed aircraft approaching MIRSI to continue heading ?024 to avoid the AIW. PA28 responded to my call for info on the traffic, was identified and advised that he may have infringed CAS before leaving my frequency for Warton Radar. I was too busy to recall/record further information.□ Supplementary 14/08/15:□ The aircraft was on a flight via the Low Level route. The aircraft was crewed by two Pilots, an Instructor in the right hand seat, the qualified pilot in the left had seat was the Captain for this flight. There was one passenger in the back. The aircraft tracked 360 deg northwards up the low level route and when 2 miles north of the M62, turned left to track 330 deg. Haydock racecourse was positively identified on the left of track, and when the racecourse was assessed as 2 miles astern, and with the aircraft on the northern boundary of the route, a climb was commenced aiming to remain under the area of controlled airspace D, lower boundary 2,500ft. At this time the Manchester controller asked 'aircraft at northern end of low level route to identify itself'. The Instructor responded and reported that we were outside the northern end of the route. The controller advised that he believed PA28 was in controlled airspace and an immediate descent was initiated. The aircraft was given a new squawk. No further communication was held with the Manchester controller until changing frequency to Warton at a position north west of Burscough. At this point a simple frequency change was requested and acknowledged by the Manchester controller. Both Pilots believed that they

201510499	29/07/2015	EGTT : London (FIR)	Not specified		G	Danger area	PIPER	Reciprocating	1	Infringement of active Plymouth Danger Areas by a PA28 at 5000ft.	Aircraft infringed active Plymouth Danger Areas. At 1224z aircraft PA28 came on frequency requesting basic service and gave position report of 15m south of coast. When I questioned which 'coast' they were south of, e.g. BHD, the reply was yes BHD. I asked the pilot to squawk 1177 and requested which point the aircraft would be coasting in, the reply was St Austell. I quickly checked on the map, and believed on that track the aircraft would cross the Plymouth Danger Areas, which I confirmed on the SIS were active. At the same time I observed a 1177 squawk within the Plymouth Danger areas and informed the pilot that all of the DAs were active. The pilot responded that she had been told that they were not active as activity had been cancelled. I rang Plymouth Military though the line was dropped, I believe because they started to ring the FIS. When contact was made with Plymouth Mil, we exchanged information about the aircraft and they confirmed that the Danger Areas were all active with live firing. I was asked to tell the aircraft to turn and leave the Danger Areas, so I said that I would transfer the aircraft to their frequency 121.25 asap as I was unable to instruct the pilot. Aircraft was transferred to 121.25 at 1227z. I recontacted Plymouth Military after a few mins to allow them to take details from the pilot. They had been told by the pilot that previous sector had informed her that DAs were not active, Ply Mil confirmed that they would be filing a report against her. I spoke to previous sector ATC who confirmed that they had information that the Plymouth Danger Areas were active and they would have told the pilot this, their procedure was to transfer such aircraft to Plymouth Military in this situation and not to FIS.
201510501	27/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	8mn NNE	D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a PA28. Traffic info given. Standard separation maintained.	PA28 infringing Stansted CTA. I was working as Stansted Final director working B737 inbound. I spotted a 7000 squawk indicating 20 pointing towards the CTA and had a feeling it was about to infringe. When it did infringe, INT and I both made blind transmissions to PA28 (from mode S) but to no avail. B737 was on right base for RY22 so the best course of action was to continue through the localiser and pass T1 on the infringing aircraft. I tried another blind transmission and was able to make contact with the aircraft, identify it and continue B737's approach.
201510501	27/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	8mn NNE	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a PA28. Traffic info given. Standard separation maintained.	PA28 infringing Stansted CTA. I was working as Stansted Final director working B737 inbound. I spotted a 7000 squawk indicating 20 pointing towards the CTA and had a feeling it was about to infringe. When it did infringe, INT and I both made blind transmissions to PA28 (from mode S) but to no avail. B737 was on right base for RY22 so the best course of action was to continue through the localiser and pass T1 on the infringing aircraft. I tried another blind transmission and was able to make contact with the aircraft, identify it and continue B737's approach.
201510526	28/07/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	CTA	D	CTA	PIPER	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 3767 at 1700ft. ATC broke an inbound B747 off approach to R/W26L. Traffic info given. Standard separation maintained.	PA28 infringed NE corner of CTA tracking SE. PA28 infringed NE corner of the CTA tracking SE. The aircraft was on a 3767 squawk and went up to 1.7A, I broke off the B747 and gave traffic and stopped the B737 at 6A and got him to take up an orbit. The PA28 then turned off their transponder so it was primary only. I rang Redhill and they said that they had gave it to Farnborough, I rang them and they had him squawking 1730 just as he was leaving CAS.
201510526	28/07/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	CTA	D	CTA	BOEING	Turbofan	4	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 3767 at 1700ft. ATC broke an inbound B747 off approach to R/W26L. Traffic info given. Standard separation maintained.	PA28 infringed NE corner of CTA tracking SE. PA28 infringed NE corner of the CTA tracking SE. The aircraft was on a 3767 squawk and went up to 1.7A, I broke off the B747 and gave traffic and stopped the B737 at 6A and got him to take up an orbit. The PA28 then turned off their transponder so it was primary only. I rang Redhill and they said that they had gave it to Farnborough, I rang them and they had him squawking 1730 just as he was leaving CAS.

201510526	28/07/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	CTA	D	CTA	BOEING	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a PA28 squawking 3767 at 1700ft. ATC broke an inbound B747 off approach to R/W26L. Traffic info given. Standard separation maintained.	PA28 infringed NE corner of CTA tracking SE. PA28 infringed NE corner of the CTA tracking SE. The aircraft was on a 3767 squawk and went up to 1.7A, I broke off the B747 and gave traffic and stopped the B737 at 6A and got him to take up an orbit. The PA28 then turned off their transponder so it was primary only. I rang Redhill and they said that they had gave it to Farnborough, I rang them and they had him squawking 1730 just as he was leaving CAS.
201510544	31/07/2015	EGTT : London (FIR)	SAM	Bearing 063 Range 7.3nm	D	CTR	UNKNOWN	Unknown		Infringement of the Southampton CTR (Class D) by an unknown aircraft. Traffic info and avoiding action given. Separation lost.	A primary contact was observed entering the Southampton CTR North Westbound SAM bearing 063 range 7.3nm. A blind call was made for the aircraft. Inbound aircraft (which was downwind left for ILS approach RWY20) was given avoiding action and broken off the approach. A C172 was transiting the zone VFR and was given traffic information on the unknown aircraft. The unknown aircraft was observed to continue to track Northwest bound, leaving the zone.
201510544	31/07/2015	EGTT : London (FIR)	SAM	Bearing 063 Range 7.3nm	D	CTR	BRITTEN NORMAN	Reciprocating	3	Infringement of the Southampton CTR (Class D) by an unknown aircraft. Traffic info and avoiding action given. Separation lost.	A primary contact was observed entering the Southampton CTR North Westbound SAM bearing 063 range 7.3nm. A blind call was made for the aircraft. Inbound aircraft (which was downwind left for ILS approach RWY20) was given avoiding action and broken off the approach. A C172 was transiting the zone VFR and was given traffic information on the unknown aircraft. The unknown aircraft was observed to continue to track Northwest bound, leaving the zone.
201510544	31/07/2015	EGTT : London (FIR)	SAM	Bearing 063 Range 7.3nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown aircraft. Traffic info and avoiding action given. Separation lost.	A primary contact was observed entering the Southampton CTR North Westbound SAM bearing 063 range 7.3nm. A blind call was made for the aircraft. Inbound aircraft (which was downwind left for ILS approach RWY20) was given avoiding action and broken off the approach. A C172 was transiting the zone VFR and was given traffic information on the unknown aircraft. The unknown aircraft was observed to continue to track Northwest bound, leaving the zone.
201510550	02/08/2015	EGTT : London (FIR)	SAM	11.5nm NNE	D	CTA	VANS	Reciprocating	1	Infringement of the Southampton CTA 5 (Class D) by an unknown aircraft squawking 7000, indicating 3000ft. Aircraft identified as a Vans RV6. Traffic info given. Standard separation maintained.	Vans RV6 - Infringement of CTA. 7000 squawk observed abeam Popham tracking SE bound, indicating A030. Several blind calls made with no response, no mode S. Two inbounds advised of unknown and that I may need to vector them to the west of the airfield. Eventually on about the 5th time of making blind calls, as the unknown enter CAS (CTA-5), Vans RV6 responds. He was allocated squawk 3670 and reported at A025. The unknown was identified as Vans RV6 who was then cleared to transit CAS not above A025. No loss of separation.

201510552	31/07/2015	EGTT : London (FIR)	SAM	14nm S	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA 2 (Class D) by an unknown aircraft squawking 7000 at 2300ft. Aircraft identified as a C150. The C150 left CAS but subsequently infringed the same airspace again at 3700ft. Traffic info given. Standard separation maintained.	Infringement of Solent CTA - 2. A 7000 contact was observed tracking west bound indicating 2.2A. It went up to 2.3A and continued west subsequently infringing the Solent CTA - 2. It turned and left CAS. It then popped up as a Farnborough squawk 0434 and tracked east infringing the same airspace again at 3.7A. Farnborough were phoned and details of the a/c were taken as C150.
201510555	30/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm NNE	G	Restricted area	ISAACS	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by an unknown aircraft squawking 7000 with no Mode C. Aircraft identified as an Isaacs Fury. Traffic info given.	TMZ infringement. At approximately 1550 an unknown contact was observed squawking 7000 with no mode C entering the Stansted CTA in TMZ 1. B737 was given a turn away from the unknown and given traffic information. The unknown was observed to change squawk and be identified by Southend Radar as an Isaacs Fury.
201510555	30/07/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm NNE	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ (Class G) by an unknown aircraft squawking 7000 with no Mode C. Aircraft identified as an Isaacs Fury. Traffic info given.	TMZ infringement. At approximately 1550 an unknown contact was observed squawking 7000 with no mode C entering the Stansted CTA in TMZ 1. B737 was given a turn away from the unknown and given traffic information. The unknown was observed to change squawk and be identified by Southend Radar as an Isaacs Fury.
201510562	01/08/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ 1	G	Restricted area	STEARMAN	Reciprocating	1	Infringement of the Stansted TMZ 1 (Class G) by an unknown aircraft showing as a primary contact only. Aircraft identified as a Stearman. Standard separation maintained.	TMZ 1 Infringement. Working FIN boxed. At time 1640 I observed a primary target in TMZ 1 heading NW. B737(1) was heading 310 descending to 5000 and B737(2) heading 035 descending to 6000. I gave both aircraft new headings to vector around the target. At approx.1643 the target disappeared from radar, and after a moments monitoring with the GS A beside me I decided to position B737(1) back to the centreline. Shortly after the primary returned. I advised B737(1) of this and that I'd have to reposition. He said he was good VMC and would keep a good look out. I confirmed he was happy to continue an approach whilst looking out and the pilot was very happy to do so. B737(2) was vectored behind. I called TOWER to explain the interesting approaches. They could see the aircraft and believed it to be a Piper Cub. I tracked the primary to its destination and called ATC there at 1653. They confirmed they had a Stearman on base leg, which matched with my observation on radar. They gave the aircraft details.
201510562	01/08/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ 1	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by an unknown aircraft showing as a primary contact only. Aircraft identified as a Stearman. Standard separation maintained.	TMZ 1 Infringement. Working FIN boxed. At time 1640 I observed a primary target in TMZ 1 heading NW. B737(1) was heading 310 descending to 5000 and B737(2) heading 035 descending to 6000. I gave both aircraft new headings to vector around the target. At approx.1643 the target disappeared from radar, and after a moments monitoring with the GS A beside me I decided to position B737(1) back to the centreline. Shortly after the primary returned. I advised B737(1) of this and that I'd have to reposition. He said he was good VMC and would keep a good look out. I confirmed he was happy to continue an approach whilst looking out and the pilot was very happy to do so. B737(2) was vectored behind. I called TOWER to explain the interesting approaches. They could see the aircraft and believed it to be a Piper Cub. I tracked the primary to its destination and called ATC there at 1653. They confirmed they had a Stearman on base leg, which matched with my observation on radar. They gave the aircraft details.

201510562	01/08/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	TMZ 1	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 1 (Class G) by an unknown aircraft showing as a primary contact only. Aircraft identified as a Stearman. Standard separation maintained.	TMZ 1 Infringement. Working FIN bandboxed. At time 1640 I observed a primary target in TMZ 1 heading NW. B737(1) was heading 310 descending to 5000 and B737(2) heading 035 descending to 6000. I gave both aircraft new headings to vector around the target. At approx.1643 the target disappeared from radar, and after a moments monitoring with the GS A beside me I decided to position B737(1) back to the centreline. Shortly after the primary returned. I advised B737(1) of this and that I'd have to reposition. He said he was good VMC and would keep a good look out. I confirmed he was happy to continue an approach whilst looking out and the pilot was very happy to do so. B737(2) was vectored behind. I called TOWER to explain the interesting approaches. They could see the aircraft and believed it to be a Piper Cub. I tracked the primary to its destination and called ATC there at 1653. They confirmed they had a Stearman on base leg, which matched with my observation on radar. They gave the aircraft details.
201510565	01/08/2015	EGTT : London (FIR)	EGMC (SEN): Southend	CTA 7	D	CTA	BEECH	Reciprocating	1	Infringement of the Southend CTA 7 (Class D) by an unknown aircraft squawking 1177 at 2900ft. Aircraft identified as a BE33. Standard separation maintained.	Southend Controlled Airspace infringement. Traffic observed tracking northwest bound entering Southend towards CTA7 squawking 1177 at 2900' indicated on mode C. London FIR South contacted by landline and the aircraft entered CTA7. BE33 was transferred to Southend radar on 130.775MHz, identified inside CTA1 and given retrospective clearance to cross at 2500' VFR on track LAM. Pilot was informed via R/T that he had entered Controlled Airspace.
201510584	02/08/2015	EGTT : London (FIR)	EGLC (LCY): London city	Bearing 060 Range 5nm	D	CTR	PIPER	Reciprocating	1	Infringement of the London City CTR (Class D) by a PA28 squawking 7000 at 2300ft.	I was the Thames radar controller and at approximately 1738 I was alerted by CAIT to a zone infringement NE of EGLC at 2300ft squawking 7000 (tracked to EGTR and identified), Saab2000 had departed and was level at 4000ft and 2nm north of infringing aircraft at the time it entered controlled airspace. No avoiding action was taken as the a/c were diverging at the time.
201510584	02/08/2015	EGTT : London (FIR)	EGLC (LCY): London city	Bearing 060 Range 5nm	D	CTR	SAAB	Turboprop	2	Infringement of the London City CTR (Class D) by a PA28 squawking 7000 at 2300ft.	I was the Thames radar controller and at approximately 1738 I was alerted by CAIT to a zone infringement NE of EGLC at 2300ft squawking 7000 (tracked to EGTR and identified), Saab2000 had departed and was level at 4000ft and 2nm north of infringing aircraft at the time it entered controlled airspace. No avoiding action was taken as the a/c were diverging at the time.
201510587	01/08/2015	EGTT : London (FIR)	CLN		A	TMA	CIRRUS	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 4575 at 5600ft and climbing. Aircraft identified as a SR22. CAIT activated. Standard separation maintained.	Infringer at CLN. SCAIT activated at CLN showing a 4575 squawk (SR22 on Mode S) at altitude 5600 feet and climbing. I vectored two Abbot arrivals around the infringer and kept them high. No LOS occurred. The infringer was seen to climb to altitude 6600 feet tracking north and left CAS north of CLN.

201510602	02/08/2015	EGTT : London (FIR)	MCT	13nm SW	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, indicating 2500ft. Aircraft identified as a PA28. Standard separation maintained.	Zone infringement PA28. On duty as Approach South I was aware of a 7000 squawk approaching the zone from the south indicating 2500'. As it became clear that the contact would enter, or come close to entering CAS, both FIN DIR and myself attempted to call the aircraft using the callsign derived from the aircraft's Mode S readout. No reply was received and the contact entered CAS in the vicinity of Winsford at 2500'. The aircraft then responded to a call and was instructed to squawk a Manchester code and to descend to 1300' or below. I confirmed that the pilot was sure of his position - which he was. I informed the aircraft that he had infringed CAS. Manchester traffic was not affected by the infringement
201510605	01/08/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing NE Range 10nm			CYCLONE AIRSPORTS	Reciprocating	1	Reporter has raised concerns around poor airmanship displayed.	This observation has been raised by two controllers who both talked to this aircraft on Essex radar across two frequencies over the course of approximately 30 minutes. Aircraft departed for a site south of Southend. During the course of the half an hour or so we were jointly concerned as to his ability to communicate and navigate effectively across the airspace surrounding Stansted. We tried our best to help the pilot who seemed disorientated at times both in his navigation and his general RT. We found it unsettling that someone may choose to fly if they do not have confidence in their abilities and felt an observation was worth submitting in the hope that if there is an established channel the pilot could be contacted and may choose to re-affirm some of his basic skills before commencing a flight across busy airspace in the future. The general problems which were encountered and should be clear on the radar replay and tapes was a late call to request a transit resulting in a minor infringement, unfamiliarity with the equipment on board, becoming temporarily lost, and persistently not replying or reading back important instructions correctly. The pilot eventually elected not to continue to his intended destination as he felt he did not have enough fuel to complete his flight. Whilst we were more than happy to help the pilot given the situation and were pleased that he eventually landed safely at Rayne, we would like to think that the whole flight could have been conducted much more effectively through better airmanship. Luckily the sector and ops room was quiet at the time and we were able to help the pilot, but in the future it may be the case that we wouldn't be able to give him as much attention as was
201510800	05/08/2015	EGTT : London (FIR)	ABBOT		A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the London TMA (Class A) by a DR40 squawking 6177 (initially 7000) at 4100ft. Traffic info and avoiding action given. Separation lost.	I was working on SS FIN when I observed a A7000 squawk in a left hand orbit just south west of ABBOT. He was climbing. He then entered CAS and reached 4100 feet. B737 was on a left base for R22 within 5 miles of the infringer but going away. I simply turned him onto final approach and cleared him for the ILS. There was no point in issuing him avoiding action. A319 however was down wind right hand for R22. I initially stopped his descent at 6000 feet and turned him east while trying to work out what the infringer's intentions were. Infringer then put on a Cambridge squawk and tracked north. I gave A319 avoiding action and never lost 5 mile. Supplementary 05/08/15: A/C on 7000 observed near ABBOT indicating 4100. His squawk changed to 6177 once inside CAS. B747 level at FL80 was given avoiding action to increase separation. Supplementary 06/08/15: I had booked a 1600hrs (local) training slot for RNAV approach to destination followed by two NDB holds to the ILS runway 23. Departed from a private site at 15.40 and contacted Cambridge on 123.60 at 15.45 to say inbound for the training flight estimating the CAM in 10 minutes. Advised by Cambridge that I was now under a procedural service and to climb to 4000' on 1011, but to remain 10 minutes (not miles) from the CAM. As I was at that time 10 minutes away and under a procedural service, I orbited in my position to await clearance to continue. After one orbit I was cleared direct to GOPOD at 4000' for the RNAV approach and to remain clear of controlled airspace (it was too late for that instruction as they had already
201510800	05/08/2015	EGTT : London (FIR)	ABBOT		A	TMA	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by a DR40 squawking 6177 (initially 7000) at 4100ft. Traffic info and avoiding action given. Separation lost.	I was working on SS FIN when I observed a A7000 squawk in a left hand orbit just south west of ABBOT. He was climbing. He then entered CAS and reached 4100 feet. B737 was on a left base for R22 within 5 miles of the infringer but going away. I simply turned him onto final approach and cleared him for the ILS. There was no point in issuing him avoiding action. A319 however was down wind right hand for R22. I initially stopped his descent at 6000 feet and turned him east while trying to work out what the infringer's intentions were. Infringer then put on a Cambridge squawk and tracked north. I gave A319 avoiding action and never lost 5 mile. Supplementary 05/08/15: A/C on 7000 observed near ABBOT indicating 4100. His squawk changed to 6177 once inside CAS. B747 level at FL80 was given avoiding action to increase separation. Supplementary 06/08/15: I had booked a 1600hrs (local) training slot for RNAV approach to destination followed by two NDB holds to the ILS runway 23. Departed from a private site at 15.40 and contacted Cambridge on 123.60 at 15.45 to say inbound for the training flight estimating the CAM in 10 minutes. Advised by Cambridge that I was now under a procedural service and to climb to 4000' on 1011, but to remain 10 minutes (not miles) from the CAM. As I was at that time 10 minutes away and under a procedural service, I orbited in my position to await clearance to continue. After one orbit I was cleared direct to GOPOD at 4000' for the RNAV approach and to remain clear of controlled airspace (it was too late for that instruction as they had already
201510800	05/08/2015	EGTT : London (FIR)	ABBOT		A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by a DR40 squawking 6177 (initially 7000) at 4100ft. Traffic info and avoiding action given. Separation lost.	I was working on SS FIN when I observed a A7000 squawk in a left hand orbit just south west of ABBOT. He was climbing. He then entered CAS and reached 4100 feet. B737 was on a left base for R22 within 5 miles of the infringer but going away. I simply turned him onto final approach and cleared him for the ILS. There was no point in issuing him avoiding action. A319 however was down wind right hand for R22. I initially stopped his descent at 6000 feet and turned him east while trying to work out what the infringer's intentions were. Infringer then put on a Cambridge squawk and tracked north. I gave A319 avoiding action and never lost 5 mile. Supplementary 05/08/15: A/C on 7000 observed near ABBOT indicating 4100. His squawk changed to 6177 once inside CAS. B747 level at FL80 was given avoiding action to increase separation. Supplementary 06/08/15: I had booked a 1600hrs (local) training slot for RNAV approach to destination followed by two NDB holds to the ILS runway 23. Departed from a private site at 15.40 and contacted Cambridge on 123.60 at 15.45 to say inbound for the training flight estimating the CAM in 10 minutes. Advised by Cambridge that I was now under a procedural service and to climb to 4000' on 1011, but to remain 10 minutes (not miles) from the CAM. As I was at that time 10 minutes away and under a procedural service, I orbited in my position to await clearance to continue. After one orbit I was cleared direct to GOPOD at 4000' for the RNAV approach and to remain clear of controlled airspace (it was too late for that instruction as they had already

201510800	05/08/2015	EGTT : London (FIR)	ABBOT		A	TMA	BOEING	Turbofan	4	Infringement of the London TMA (Class A) by a DR40 squawking 6177 (initially 7000) at 4100ft. Traffic info and avoiding action given. Separation lost.	I was working on SS FIN when I observed a A7000 squawk in a left hand orbit just south west of ABBOT. He was climbing. He then entered CAS and reached 4100 feet. B737 was on a left base for R22 within 5 miles of the infringer but going away. I simply turned him onto final approach and cleared him for the ILS. There was no point in issuing him avoiding action. A319 however was down wind right hand for R22. I initially stopped his descent at 6000 feet and turned him east while trying to work out what the infringer's intentions were. Infringer then put on a Cambridge squawk and tracked north. I gave A319 avoiding action and never lost 5 mile.☐ Supplementary 05/08/15:☐ A/C on 7000 observed near ABBOT indicating 4100. His squawk changed to 6177 once inside CAS. B747 level at FL80 was given avoiding action to increase separation.☐ Supplementary 06/08/15:☐ I had booked a 1600hrs (local) training slot for RNAV approach to destination followed by two NDB holds to the ILS runway 23. Departed from a private site at 15.40 and contacted Cambridge on 123.60 at 15.45 to say inbound for the training flight estimating the CAM in 10 minutes. Advised by Cambridge that I was now under a procedural service and to climb to 4000' on 1011, but to remain 10 minutes (not miles) from the CAM. As I was at that time 10 minutes away and under a procedural service, I orbited in my position to await clearance to continue. After one orbit I was cleared direct to GOPOD at 4000' for the RNAV approach and to remain clear of controlled airspace (it was too late for that instruction as they had already
201510838	07/08/2015	EGTT : London (FIR)	MCT	Bearing 315 Range 15nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 squawking 7000 indicating 1600ft. Traffic info given.	I became aware of a 7000 squawk indicating 1600' altitude, in the Wigan area and tracking towards Barton. If it continued at current level and track, it would just cut the corner of the LLR / Barton LFA junction and infringe CAS. Mode S showed the registration- I called but the aircraft was not on frequency. I telephoned Barton, who confirmed the aircraft had just called them, and I requested they get the pilot to descend to 1300' or below if continuing on his present track. Moments later the aircraft entered CAS, still indicating 1600' altitude. I passed essential traffic information to a VFR survey flight operating in the vicinity (2 miles east of the infringer, about 800' above but tracking towards) and updated that traffic information when the aircraft were about a mile apart. Moments later the aircraft left CAS into the Barton LFA and the situation was resolved. There were no IFR flights in the vicinity therefore no loss of separation occurred. (I subsequently advised Barton that I would be taking reporting action: they replied that the pilot had earlier been squawking 7600 (R/T fail) on the same flight).
201510838	07/08/2015	EGTT : London (FIR)	MCT	Bearing 315 Range 15nm	D	CTR	UNKNOWN	Unknown		Infringement of the Manchester CTR (Class D) by a PA28 squawking 7000 indicating 1600ft. Traffic info given.	I became aware of a 7000 squawk indicating 1600' altitude, in the Wigan area and tracking towards Barton. If it continued at current level and track, it would just cut the corner of the LLR / Barton LFA junction and infringe CAS. Mode S showed the registration- I called but the aircraft was not on frequency. I telephoned Barton, who confirmed the aircraft had just called them, and I requested they get the pilot to descend to 1300' or below if continuing on his present track. Moments later the aircraft entered CAS, still indicating 1600' altitude. I passed essential traffic information to a VFR survey flight operating in the vicinity (2 miles east of the infringer, about 800' above but tracking towards) and updated that traffic information when the aircraft were about a mile apart. Moments later the aircraft left CAS into the Barton LFA and the situation was resolved. There were no IFR flights in the vicinity therefore no loss of separation occurred. (I subsequently advised Barton that I would be taking reporting action: they replied that the pilot had earlier been squawking 7600 (R/T fail) on the same flight).
201510844	07/08/2015	EGTT : London (FIR)	BRI	Bearing 035 Range 4nm	D	CTR	PIPER	Reciprocating	1	Infringement of the Bristol CTR (Class D) by a primary contact at 2300ft. All inbounds put on hold.	A primary contact was observed 8NM ESE of the airfield at 0615, believed to be outside controlled airspace below the CTA I informed the tower ATCO of this traffic and the fact it was not communicating . At this stage there was no reason to blind call it as this a common occurrence and in conjunction with MATS pt1. Soon after it disappeared ,but at 0622 it appeared to appear inside CAS at the Ashton court balloon site , whilst a launch of 130+ was taking place. All inbounds were put to the hold awaiting it's departure from the area. Blind calls were made but no response received. Balloon pilots in the area were asked en masse to try to identify the aircraft and photograph it. One Balloon reported it might be a kitfox, but soon after the aircraft was identified as highly probably a J3C Cub. The aircraft was observed again on primary at 0628 and in the next few minutes moved away to the northeast eventually disappearing from primary radar cover 11NM ENE of the BRI. At approximately 0633 arrivals were vectored for landing as the aircraft appeared to have left the area.☐ CAA closure:☐ Appropriate CAA action is to be taken as a result of this incident.
201510847	07/08/2015	EGTT : London (FIR)	WAL	4nm North West	D	CTA	OTHER	Turboshaft	1	Infringement of the Liverpool CTA (Class D) by a Gyrocopter squawking 5050 at 2400ft.	A Gyrocopter squawking 5050 was under a Basic Service with Liverpool Radar. Aircraft was instructed to remain outside controlled airspace.☐ Aircraft observed at altitude 2400ft 4nm north west of WAL VOR in Liverpool CTA2. No traffic effected. Weather CAVOK

201510854	07/08/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	Bearing 005 Range 25nm	A	TMA	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a Microlight squawking 7000 indicating 4000ft. Check imposed for Northbound departures.	Aircraft infringed the Manchester TMA about 25nm north of EGCC. Transponder indicated A40, squawking 7000. (Identified by Mode S). Aircraft tracked East South-East for about 15nm then lost radar contact. Check imposed for Northbound departures for around ten minutes
201510857	08/08/2015	EGTT : London (FIR)	EGNR : Hawarden		A	Airway - ATS Route	EUROPA	Reciprocating	1	Infringement of the Airway near Hawarden of an aircraft squawking 7000 at 3600ft.	I was on duty as the approach controller. I noticed a 7000 squawk heading towards controlled airspace at 3600ft and made blind calls on the frequency to which there was no response. An aircraft had been calling me previous to this but the transmission was unreadable so I told him to call me again in five miles. I tried to ascertain if this 7000 squawk was the same aircraft. I managed to make 2 way contact and the aircraft replied it was not him in the stated position. The aircraft then called me again at which point he was readability 5. I asked him again his position and deduced that it was him inside controlled airspace. I suggested he descend immediately and I positively identified him. I advised Liverpool radar who said they had nothing to affect.
201510862	08/08/2015	EGTT : London (FIR)	EGSC (CBG): Cambridge	ATZ	G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Cambridge ATZ (Class G) by an unknown aircraft indicating 1700ft, squawking 7000. Aircraft identified as a R44. Traffic info given.	ATZ infringement. Whilst conducting my duties as Cambridge radar at approximately 14:25z I witnessed an aircraft displaying squawk code 7000 and indicating 1700' transit through the Cambridge ATZ. Cambridge tower were very busy at the time and were holding traffic in the overhead at 2000' who became adjacent to the infringing aircraft. Broadcasts were made on both Cambridge tower and Cambridge approach frequencies in order to see if the aircraft was listening out but we received no reply. The aircraft was observed by the tower controller as a R44 helicopter. Essex radar assisted me using their mode s to identify the aircraft as R44 and this was later corroborated by Lakenheath as the aircraft called and was positively identified by them. ☐ Appropriate CAA action is to be taken as a result of this incident.
201510862	08/08/2015	EGTT : London (FIR)	EGSC (CBG): Cambridge	ATZ	G	ATZ	UNKNOWN	Unknown		Infringement of the Cambridge ATZ (Class G) by an unknown aircraft indicating 1700ft, squawking 7000. Aircraft identified as a R44. Traffic info given.	ATZ infringement. Whilst conducting my duties as Cambridge radar at approximately 14:25z I witnessed an aircraft displaying squawk code 7000 and indicating 1700' transit through the Cambridge ATZ. Cambridge tower were very busy at the time and were holding traffic in the overhead at 2000' who became adjacent to the infringing aircraft. Broadcasts were made on both Cambridge tower and Cambridge approach frequencies in order to see if the aircraft was listening out but we received no reply. The aircraft was observed by the tower controller as a R44 helicopter. Essex radar assisted me using their mode s to identify the aircraft as R44 and this was later corroborated by Lakenheath as the aircraft called and was positively identified by them. ☐ Appropriate CAA action is to be taken as a result of this incident.
201510863	07/08/2015	EGTT : London (FIR)	Not specified		A	Airway - ATS Route	ECLIPSE AVIATION	Turboprop	1	Infringement of Airway L9 (Class A) by an aircraft squawking 5066 observed climbing to FL078. Traffic info given. Standard separation maintained.	Aircraft called climbing to FL080 southbound but turning to remain outside of our airspace. I instructed the aircraft to remain outside CAS whilst I coordinated. I then saw that an aircraft on Bristol squawk 5066 climbing into L9 immediately east of Bristol's CAS. Base level is FL075 and the aircraft was passing FL073. I instructed the aircraft to descend FL070. The aircraft climbed to FL078 before descending to FL070. I believe the aircraft entered the airway for approximately 1nm before leaving the southern boundary of L9 although the mode C was unverified.☐ An E145 inbound from the east was passing FL120 at the time cleared to FL080. RAD1 was advised of the potential infringer during the coordination and stopped the inbound descent at FL090. The infringer was given traffic information on the E145. The pilot later advised that he had thought he was clear of L9 but would contact ATC with his details so we could forward him an infringement questionnaire.☐ Supplementary 09/08/15:☐ Planned route was south through Bristol controlled airspace via overhead of EGHS then through the Portland Danger areas D021 and D023 as they were inactive. It took longer than I had hoped to contact Bristol to obtain crossing clearance through their airspace due to other radio transmissions so I turned on to a heading of 155 to avoid Bristol controlled air space and just entered the base of airway L9.

201510863	07/08/2015	EGTT : London (FIR)	Not specified		A	Airway - ATS Route	EMBRAER	Turbofan	2	Infringement of Airway L9 (Class A) by an aircraft squawking 5066 observed climbing to FL078. Traffic info given. Standard separation maintained.	Aircraft called climbing to FL080 southbound but turning to remain outside of our airspace. I instructed the aircraft to remain outside CAS whilst I coordinated. I then saw that an aircraft on Bristol squawk 5066 climbing into L9 immediately east of Bristol's CAS. Base level is FL075 and the aircraft was passing FL073. I instructed the aircraft to descend FL070. The aircraft climbed to FL078 before descending to FL070. I believe the aircraft entered the airway for approximately 1nm before leaving the southern boundary of L9 although the mode C was unverified.□ An E145 inbound from the east was passing FL120 at the time cleared to FL080. RAD1 was advised of the potential infringer during the coordination and stopped the inbound descent at FL090. The infringer was given traffic information on the E145. The pilot later advised that he had thought he was clear of L9 but would contact ATC with his details so we could forward him an infringement questionnaire.□ Supplementary 09/08/15:□ Planned route was south through Bristol controlled airspace via overhead of EGHS then through the Portland Danger areas D021 and D023 as they were inactive. It took longer than I had hoped to contact Bristol to obtain crossing clearance through their airspace due to other radio transmissions so I turned on to a heading of 155 to avoid Bristol controlled air space and just entered the base of airway L9.
201510865	09/08/2015	EGTT : London (FIR)	BIG	8nm ENE	A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (A) by an unknown aircraft squawking 7000 climbing to 2600ft. Aircraft identified as a PA28. Traffic info and avoiding action given to an inbound LJ45.	TMA infringement PA28 leading to avoiding action on LJ45. I was the Thames controller vectoring LJ45 at 3000ft inbound when I observed 7000 traffic at 2500ft (the base of the TMA). I was concerned by the altitude and was intending to route behind the unknown traffic when it climbed to 2600ft. I took avoiding action and routed clear of the traffic which then descended to 2300ft. Identification was made on mode S.
201510865	09/08/2015	EGTT : London (FIR)	BIG	8nm ENE	A	TMA	LEARJET	Turbofan	2	Infringement of the LTMA (A) by an unknown aircraft squawking 7000 climbing to 2600ft. Aircraft identified as a PA28. Traffic info and avoiding action given to an inbound LJ45.	TMA infringement PA28 leading to avoiding action on LJ45. I was the Thames controller vectoring LJ45 at 3000ft inbound when I observed 7000 traffic at 2500ft (the base of the TMA). I was concerned by the altitude and was intending to route behind the unknown traffic when it climbed to 2600ft. I took avoiding action and routed clear of the traffic which then descended to 2300ft. Identification was made on mode S.
201510867	09/08/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm ENE	D	Unknown	AVIONS ROBIN	Reciprocating	1	Infringement of Stansted CAS (Class D) by an unknown aircraft squawking 7000, indicating 1700ft. Aircraft identified as a DR400. CAIT activated. Traffic info given to an inbound B737. Standard separation maintained.	Infringement DR400. CAIT activated by DR400 indicating 1700ft in Stansted NE stub. B737 turned NE to ensure separation. DR400 identified using mode S.
201510867	09/08/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	12nm ENE	D	Unknown	BOEING	Turbofan	2	Infringement of Stansted CAS (Class D) by an unknown aircraft squawking 7000, indicating 1700ft. Aircraft identified as a DR400. CAIT activated. Traffic info given to an inbound B737. Standard separation maintained.	Infringement DR400. CAIT activated by DR400 indicating 1700ft in Stansted NE stub. B737 turned NE to ensure separation. DR400 identified using mode S.

201510868	09/08/2015	EGTT : London (FIR)	DET	7nm WNW	A	TMA	DIAMOND	Reciprocating	1	Infringement of the LTMA (Class A) by a DA40 in climb to 2900ft. Standard separation maintained.	TMA infringement DA40. At 10:33 4575 SQUAWK was seen to enter the TMA and climb to 2900ft, the base is 2500ft. The aircraft was identified as DA40 and the altitude verified with Southend QNH 1020.
201510869	09/08/2015	EGTT : London (FIR)	SAM	7.2nm NE	D	CTR	UNKNOWN	Unknown		Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only. Traffic info given.	Infringement of Southampton CTR. A primary contact was observed 8nm NE of Southampton tracking west. Several blind calls were made with no response. The a/c infringed the Southampton CTR for around 4 miles then disappeared from radar. At the time I was working a VFR transit, PA24, level at 4A. I gave traffic information on the unknown contact.
201510869	09/08/2015	EGTT : London (FIR)	SAM	7.2nm NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only. Traffic info given.	Infringement of Southampton CTR. A primary contact was observed 8nm NE of Southampton tracking west. Several blind calls were made with no response. The a/c infringed the Southampton CTR for around 4 miles then disappeared from radar. At the time I was working a VFR transit, PA24, level at 4A. I gave traffic information on the unknown contact.
201510896	06/08/2015	EGTT : London (FIR)	BIG	8nm NE	A	TMA	EUROCOPTER	Turboshaft	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 2700ft. Aircraft identified as an EC120. CAIT activated. Traffic info given to an inbound EMB190. Standard separation maintained.	On duty as Thames Radar with a trainee when a 7000 squawking aircraft entered the Thames RMA up to an indicated altitude of 2700 feet London QNH 1012 at a position 8NM Northeast of Biggin Hill heading eastbound. EMB190 was at the time being vectored at 4000 feet onto the ILS runway 27 and was vectored clear of the infringing aircraft to maintain 5NM lateral separation. The infringing aircraft had a Mode s transponder which highlighted with CAIT and was identified as an EC120. The infringing aircraft descended to 2000 feet on Mode C and disappeared from radar about 3NM north of EGTO. Tracing action with Biggin Hill and Southend was initiated but nobody was talking to the aircraft.
201510896	06/08/2015	EGTT : London (FIR)	BIG	8nm NE	A	TMA	EMBRAER	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000, indicating 2700ft. Aircraft identified as an EC120. CAIT activated. Traffic info given to an inbound EMB190. Standard separation maintained.	On duty as Thames Radar with a trainee when a 7000 squawking aircraft entered the Thames RMA up to an indicated altitude of 2700 feet London QNH 1012 at a position 8NM Northeast of Biggin Hill heading eastbound. EMB190 was at the time being vectored at 4000 feet onto the ILS runway 27 and was vectored clear of the infringing aircraft to maintain 5NM lateral separation. The infringing aircraft had a Mode s transponder which highlighted with CAIT and was identified as an EC120. The infringing aircraft descended to 2000 feet on Mode C and disappeared from radar about 3NM north of EGTO. Tracing action with Biggin Hill and Southend was initiated but nobody was talking to the aircraft.

201510898	07/08/2015	EGTT : London (FIR)	Dunstable	2nm N	D	CTR	DIAMOND	Reciprocating	1	Infringement of the Luton CTR by an unknown aircraft squawking 0013 at 2000ft, resulting in a loss of separation. Aircraft identified as a DA40.	Whilst controlling on Luton INT I observed an unknown aircraft squawking 0013 enter the Luton CTR north of Dunstable without a clearance. I called the aircraft and instructed the pilot to turn northbound. The pilot apologised for the infringement, stating that he'd misread the chart. Separation was lost against an inbound aircraft on final approach to runway 08. I didn't give avoiding action to the inbound aircraft since I considered it easier to turn the infringer out of the way.☐ Supplementary 12/08/15:☐ As a consequence of this event, separation was lost against a Luton inbound aircraft. DA40 was identified as the aircraft involved following a positive identification using the aircrafts mode S information.☐ Supplementary 17/08/15:☐ I was intending to do some circuits at **** since I had not flown DA40 for 4 weeks. Since the circuit was full, I went on a local flight first. My first mistake was not to study the chart properly and to mark a route on the chart. I did look at the NOTAMs and saw that there was gliding competition at Gransden lodge and therefore wanted to stay as far away from Gransden/as close to the Luton CTR as possible to avoid any gliders. I am of course aware of the Luton CTR and have flown around/transited it before. I chose not to talk to ATC since it was a short/easy flight in CAVOK and saw no need to bother them. I did select the listening squawk after getting airborne. As I crossed the M1 flying westward north of the CTR, I misread the chart - I mistook the fillet of airspace where the CTR goes from SFC to
201510898	07/08/2015	EGTT : London (FIR)	Dunstable	2nm N	D	CTR	UNKNOWN	Turbofan		Infringement of the Luton CTR by an unknown aircraft squawking 0013 at 2000ft, resulting in a loss of separation. Aircraft identified as a DA40.	Whilst controlling on Luton INT I observed an unknown aircraft squawking 0013 enter the Luton CTR north of Dunstable without a clearance. I called the aircraft and instructed the pilot to turn northbound. The pilot apologised for the infringement, stating that he'd misread the chart. Separation was lost against an inbound aircraft on final approach to runway 08. I didn't give avoiding action to the inbound aircraft since I considered it easier to turn the infringer out of the way.☐ Supplementary 12/08/15:☐ As a consequence of this event, separation was lost against a Luton inbound aircraft. DA40 was identified as the aircraft involved following a positive identification using the aircrafts mode S information.☐ Supplementary 17/08/15:☐ I was intending to do some circuits at **** since I had not flown DA40 for 4 weeks. Since the circuit was full, I went on a local flight first. My first mistake was not to study the chart properly and to mark a route on the chart. I did look at the NOTAMs and saw that there was gliding competition at Gransden lodge and therefore wanted to stay as far away from Gransden/as close to the Luton CTR as possible to avoid any gliders. I am of course aware of the Luton CTR and have flown around/transited it before. I chose not to talk to ATC since it was a short/easy flight in CAVOK and saw no need to bother them. I did select the listening squawk after getting airborne. As I crossed the M1 flying westward north of the CTR, I misread the chart - I mistook the fillet of airspace where the CTR goes from SFC to
201510904	07/08/2015	EGTT : London (FIR)	EGNM (LBA): LEEDS BRADFORD	8nm S	D	CTR	PIPER	Reciprocating	1	Infringement of the Leeds Bradford CTR (Class D) by an unknown aircraft indicating 2300ft, squawking A7000. Aircraft identified as a PA28. Standard separation maintained.	I was the radar controller on duty at the time of the incident. I was providing a Basic Service to PA28 en route, remaining outside controlled airspace. At approximately 12:27 I observed an aircraft squawking A7000 indicating 2300ft enter the Leeds Bradford control zone approximately 8nm due south of the airfield. I believed the aircraft to be the PA28 and instructed the pilot to squawk 2675. I observed the squawk of the infringing aircraft change to 2675. I identified the infringing aircraft as the PA28 and informed the pilot that he was inside controlled airspace without a clearance. The pilot stated that he believed he was underneath the base of controlled airspace. I asked the pilot to contact Leeds ATC on landing at Blackpool. I then handed over the position to the oncoming controller.
201510920	02/08/2015	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire	2nm NE	G	ATZ	OTHER	Unknown	0	Inbound PA28 reported a Drone in close proximity whilst turning 2nm final for R/W22 at 800ft.	Sighting of a drone close to aircraft flight path. At 1645 PA28, turning 2 mile final RWY22 from a right base reported getting close to a drone at about 800ft QFE 1009. Following C208 & circuit helicopter informed. Colleague in tower then reported sighting the drone with binoculars estimating it now down to 150 ft. Police informed.
201510920	02/08/2015	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire	2nm NE	G	ATZ	PIPER	Reciprocating	1	Inbound PA28 reported a Drone in close proximity whilst turning 2nm final for R/W22 at 800ft.	Sighting of a drone close to aircraft flight path. At 1645 PA28, turning 2 mile final RWY22 from a right base reported getting close to a drone at about 800ft QFE 1009. Following C208 & circuit helicopter informed. Colleague in tower then reported sighting the drone with binoculars estimating it now down to 150 ft. Police informed.

201510920	02/08/2015	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire	2nm NE	G	ATZ	CESSNA	Turboprop	1	Inbound PA28 reported a Drone in close proximity whilst turning 2nm final for R/W22 at 800ft.	Sighting of a drone close to aircraft flight path. At 1645 PA28, turning 2 mile final RWY22 from a right base reported getting close to a drone at about 800ft QFE 1009. Following C208 & circuit helicopter informed. Colleague in tower then reported sighting the drone with binoculars estimating it now down to 150 ft. Police informed.
201510920	02/08/2015	EGTT : London (FIR)	EGBJ (GLO): Gloucestershire	2nm NE	G	ATZ	UNKNOWN	Unknown	0	Inbound PA28 reported a Drone in close proximity whilst turning 2nm final for R/W22 at 800ft.	Sighting of a drone close to aircraft flight path. At 1645 PA28, turning 2 mile final RWY22 from a right base reported getting close to a drone at about 800ft QFE 1009. Following C208 & circuit helicopter informed. Colleague in tower then reported sighting the drone with binoculars estimating it now down to 150 ft. Police informed.
201510929	10/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	16nm NNE	D	Unknown	MOONEY	Reciprocating	1	Infringement of the Luton CAS (Class D) by an unknown aircraft squawking 0013, at 3800ft. Aircraft identified as a Mooney M20. CAIT activated.	CAIT activated by a Mooney M20 which was squawking 0013 at 3800ft. Contact was made with the Mooney M20. The Mooney M20 was instructed to leave CAS. Mooney M20 was identified using mode S.
201510930	11/08/2015	EGTT : London (FIR)	BKY		D	CTA	VANS	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an aircraft squawking 0013 at 3000ft.	At approximately 1705z, an aircraft squawking 0013 infringed CAS at BKY level at 3000ft where the base of CAS is 2500ft. Blind calls were made from Essex Radar and Stansted FIN position. Aircraft was found to be listening out on Luton, 129.550 who advised him of the base of controlled airspace and requested he descend immediately to beneath the base. No loss of separation occurred.
201510931	11/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	6nm NE	D	Unknown	PIPER	Reciprocating	1	Infringement of Luton CAS (Class D) by a PA28 squawking 5020, at 1800ft. Standard separation maintained.	PA28 squawking 5020 infringed CAS at 1800ft, LARS rang, at first I was under the impression PA28 was on the LARS frequency, however, it was not. PA28 was tracking West, it then turned North and left CAS.

201510986	11/08/2015	EGTT : London (FIR)	EGGP (LPL): Liverpool	8nm WSW	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a PA28 squawking 7000 at 1500ft.	PA28A was receiving a basic service from Liverpool ATC, instructed to squawk 5050 but had not changed from 7000. Unknown aircraft squawking 7000 observed entering the CTR in the vicinity of Neston (VRP 8nm WSW of Liverpool Airport). Identity established as a PA28, instructed to squawk 5050, issued with a radar control service, and advised of the infringement. Aircraft continued through the Liverpool CTR without further incident. No other aircraft were affected.
201511021	11/08/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	6nm SE	D	CTR	COMCO IKARUS	Reciprocating	1	Infringement of the Southampton CTR by an unknown aircraft showing as a primary contact only. Aircraft identified as a C42. Traffic info given. Standard separation maintained.	Unknown primary contact observed NW of Lee-on-Solent tracking NW bound, slow moving. Several blind calls made with no response. I asked the co-ordinator to call ***** to enquire whether they had any inbound traffic. They advised the co-ordinator that they had 1 inbound that had reported at Wickham woods. Another ATCO was in the room whom I asked to call ***** back, as I strongly believed that this was their inbound traffic. The unknown traffic infringed the Southampton eastern CTR boundary. My colleague through ***** established that it was their inbound C42. Inbound DHC8 was kept in Class A airspace on a heading to the west of SAM. No loss of separation, extended track for inbound DHC8.
201511021	11/08/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	6nm SE	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR by an unknown aircraft showing as a primary contact only. Aircraft identified as a C42. Traffic info given. Standard separation maintained.	Unknown primary contact observed NW of Lee-on-Solent tracking NW bound, slow moving. Several blind calls made with no response. I asked the co-ordinator to call ***** to enquire whether they had any inbound traffic. They advised the co-ordinator that they had 1 inbound that had reported at Wickham woods. Another ATCO was in the room whom I asked to call ***** back, as I strongly believed that this was their inbound traffic. The unknown traffic infringed the Southampton eastern CTR boundary. My colleague through ***** established that it was their inbound C42. Inbound DHC8 was kept in Class A airspace on a heading to the west of SAM. No loss of separation, extended track for inbound DHC8.
201511023	11/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	CESSNA	Reciprocating	1	Infringement of the Luton CTR (Class D) by a C182 squawking 0013 indicating 1400ft. Avoiding action given. Standard separation maintained.	I was working as GW INT, with the incident taking place at watch handover time, so the incoming controller was also witness to the following events.☐ I noticed an unknown aircraft in the vicinity of the Pirton VRP, to the north of the GW CTR. It was squawking 0013 and indicating 1400ft, tracking South☐ Eastbound. It continued on this track, subsequently entering and infringing the GW CTR. Mode S data showed the callsign to be a C182 and I immediately made a couple of blind calls to the aircraft, anticipating that he would be listening out due to the use of 0013. The calls went unanswered.☐ I noticed from the departure display that an A319 had been cleared for takeoff on a CPT departure, so telephoned the tower to request that they give it☐ an early avoiding action turn to the right to increase separation against the infringing aircraft. In the meantime the Essex radar controller tried calling the aircraft to see if he was listening out on 120.625 and subsequently managed to gain contact with the infringing aircraft. He advised the pilot of his whereabouts and issued instructions to assist him in leaving CAS by the quickest route. The aircraft was then transferred to the Luton radar frequency.☐ I instructed the pilot to squawk 4670, and formally identified the aircraft as a C182. As he left CAS, I asked if he was happy with his position and his navigation. The pilot's response was along the lines of "Yes I'm fine with that, I was told before departure that if I squawked 0013, stayed below 1500ft and listened out on 120.625 I could just go straight through." I briefly explained that he was obviously getting confused with the rules for the SS TMZs, and that he
201511023	11/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a C182 squawking 0013 indicating 1400ft. Avoiding action given. Standard separation maintained.	I was working as GW INT, with the incident taking place at watch handover time, so the incoming controller was also witness to the following events.☐ I noticed an unknown aircraft in the vicinity of the Pirton VRP, to the north of the GW CTR. It was squawking 0013 and indicating 1400ft, tracking South☐ Eastbound. It continued on this track, subsequently entering and infringing the GW CTR. Mode S data showed the callsign to be a C182 and I immediately made a couple of blind calls to the aircraft, anticipating that he would be listening out due to the use of 0013. The calls went unanswered.☐ I noticed from the departure display that an A319 had been cleared for takeoff on a CPT departure, so telephoned the tower to request that they give it☐ an early avoiding action turn to the right to increase separation against the infringing aircraft. In the meantime the Essex radar controller tried calling the aircraft to see if he was listening out on 120.625 and subsequently managed to gain contact with the infringing aircraft. He advised the pilot of his whereabouts and issued instructions to assist him in leaving CAS by the quickest route. The aircraft was then transferred to the Luton radar frequency.☐ I instructed the pilot to squawk 4670, and formally identified the aircraft as a C182. As he left CAS, I asked if he was happy with his position and his navigation. The pilot's response was along the lines of "Yes I'm fine with that, I was told before departure that if I squawked 0013, stayed below 1500ft and listened out on 120.625 I could just go straight through." I briefly explained that he was obviously getting confused with the rules for the SS TMZs, and that he

201511063	12/08/2015	EGTT : London (FIR)	EGHF : Lee-On-Solent	3nm West	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA28.	Once en route towards Hanky, though tacking slightly south of the direct track EGHO-Hanky (as at 1500 and therefore below the northern edge of the Solent CTA), I established contact with Solent Radar I was given a Transponder code and told to remain clear of Soton airspace. I then cleared with Solent, advising I wished to contact Fleetlands, which I did. Fleetlands then put me over to Lee Radio who advised of glider flying at Lee, I was positioning to a left downwind leg for Runway 05 at Lee but widened the circuit to something less than three miles as I wanted good separation from the gliding activity. As mentioned above, and quite exceptional, on the afternoon in question the Sly Demon on my mini iPad had been unable to locate the aircraft position. I was aware that I was close to and below the western edge of the CTA but now appreciate I may have infringed the CTR. My focus was on looking outside for non radio gliders which, in the event, I did not see.
201511068	12/08/2015	EGTT : London (FIR)	Danger Area EG D406	Eskmeals	G	Danger area	PIPER	Reciprocating	1	Infringement of Danger Area EG D406 (Eskmeals) by a PA28. Check fire given.	Eskmeals staff reported to Range Control that an Aircraft was flying over the range from South to North at 15:24 Local time. Check fire given to active firing battery immediately. Range Control contacted Warton ATC to confirm. Warton ATC confirmed aircraft within Air Danger Area and would advise when clear to resume firing. Aircraft confirmed clear by Warton ATC and firing resumed at 15:31 local time. C/S identified aircraft as a PA28.
201511072	12/08/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		G	Restricted area	MAULE	Reciprocating	1	Infringement of the Stansted TMZ (Class G) by an aircraft squawking 7000 led to a loss of separation. Traffic info given.	At approx. 1538 a primary contact was observed leaving the SX ATZ tracking toward's Ware and promptly activated PCAIT. As it appeared to be an a/c I informed an inbound B737 downwind broke it off to the NE and proceeded to re-position it and the subsequent B737 inbound. SX were contacted shortly after PCAIT activated and the a/c was presumed to be a MX7 that had departed from its destination and transferred to LFLARS. The a/c subsequently started squawking 7000A only (therefore still a TMZ infringer). As the a/c left the TMZ the B737 resumed normal vectors having been extensively delayed. A departure was also delayed for a minute toward's the end of the incident. The a/c later called on Essex, was identified using 7402.
201511072	12/08/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ (Class G) by an aircraft squawking 7000 led to a loss of separation. Traffic info given.	At approx. 1538 a primary contact was observed leaving the SX ATZ tracking toward's Ware and promptly activated PCAIT. As it appeared to be an a/c I informed an inbound B737 downwind broke it off to the NE and proceeded to re-position it and the subsequent B737 inbound. SX were contacted shortly after PCAIT activated and the a/c was presumed to be a MX7 that had departed from its destination and transferred to LFLARS. The a/c subsequently started squawking 7000A only (therefore still a TMZ infringer). As the a/c left the TMZ the B737 resumed normal vectors having been extensively delayed. A departure was also delayed for a minute toward's the end of the incident. The a/c later called on Essex, was identified using 7402.
201511074	12/08/2015	EGTT : London (FIR)	Not specified		D	Unknown	OTHER	Reciprocating	1	Infringement of Heathrow CAS (Class D) by an unknown aircraft squawking 7000, indicating 1500ft, resulting in loss of separation against two inbound aircraft. Aircraft identified as a DV20. Traffic info given.	DV20 infringed Heathrow zone. At 1825z DV20 departed from an airfield and infringed the western edge of the Heathrow control zone. DV20 was squawking 7000 and indicating 1500 feet. The aircraft then climbed to 2000 feet and departed the Heathrow control zone. The aircraft then squawked 0431 and was provided a service by Farnborough LARS, who confirmed the aircraft registration.□ Supplementary 25/08/15:□ As a consequence of this event, separation was lost against two Heathrow inbound aircraft. DV20 was identified as the aircraft involved following a positive identification by Farnborough LARS when the aircraft selected squawk 0431 at 18.33.05 UTC. By this time DV20 had left controlled airspace, therefore Farnborough would have confirmed that the aircraft was not inside CAS.

201511074	12/08/2015	EGTT : London (FIR)	Not specified		D	Unknown	UNKNOWN	Unknown		Infringement of Heathrow CAS (Class D) by an unknown aircraft squawking 7000, indicating 1500ft, resulting in loss of separation against two inbound aircraft. Aircraft identified as a DV20. Traffic info given.	DV20 infringed Heathrow zone. At 1825z DV20 departed from an airfield and infringed the western edge of the Heathrow control zone. DV20 was squawking 7000 and indicating 1500 feet. The aircraft then climbed to 2000 feet and departed the Heathrow control zone. The aircraft then squawked 0431 and was provided a service by Farnborough LARS, who confirmed the aircraft registration.☐ Supplementary 25/08/15:☐ As a consequence of this event, separation was lost against two Heathrow inbound aircraft. DV20 was identified as the aircraft involved following a positive identification by Farnborough LARS when the aircraft selected squawk 0431 at 18.33.05 UTC. By this time DV20 had left controlled airspace, therefore Farnborough would have confirmed that the aircraft was not inside CAS.
201511074	12/08/2015	EGTT : London (FIR)	Not specified		D	Unknown	UNKNOWN	Unknown		Infringement of Heathrow CAS (Class D) by an unknown aircraft squawking 7000, indicating 1500ft, resulting in loss of separation against two inbound aircraft. Aircraft identified as a DV20. Traffic info given.	DV20 infringed Heathrow zone. At 1825z DV20 departed from an airfield and infringed the western edge of the Heathrow control zone. DV20 was squawking 7000 and indicating 1500 feet. The aircraft then climbed to 2000 feet and departed the Heathrow control zone. The aircraft then squawked 0431 and was provided a service by Farnborough LARS, who confirmed the aircraft registration.☐ Supplementary 25/08/15:☐ As a consequence of this event, separation was lost against two Heathrow inbound aircraft. DV20 was identified as the aircraft involved following a positive identification by Farnborough LARS when the aircraft selected squawk 0431 at 18.33.05 UTC. By this time DV20 had left controlled airspace, therefore Farnborough would have confirmed that the aircraft was not inside CAS.
201511082	13/08/2015	EGTT : London (FIR)	EGCB : Manchester/Barton	2nm W	A	TMA	PIPER	Reciprocating	1	Infringement of the Manchester TMA (Class A) by an unknown aircraft at 2200ft. Aircraft identified as a PA28. CAIT activated. Traffic info and avoiding action given. Standard separation maintained.	CAIT alert in the vicinity of Manchester Barton. WAL/IOM Tactical - my planner brought my attention to a CAIT activation approximately 2nm to the west of Manchester Barton. CAIT showed the callsign as PA28. EMB170 was departing and when I spotted it I believe it was at FL75 I turned the aircraft immediately north to prevent the blips from merging and gave traffic information. My planner checked with Manchester - the aircraft was believed to be working Manchester Barton who confirmed the aircraft was not above 2.0A on Q1016.
201511082	13/08/2015	EGTT : London (FIR)	EGCB : Manchester/Barton	2nm W	A	TMA	EMBRAER	Turbofan	2	Infringement of the Manchester TMA (Class A) by an unknown aircraft at 2200ft. Aircraft identified as a PA28. CAIT activated. Traffic info and avoiding action given. Standard separation maintained.	CAIT alert in the vicinity of Manchester Barton. WAL/IOM Tactical - my planner brought my attention to a CAIT activation approximately 2nm to the west of Manchester Barton. CAIT showed the callsign as PA28. EMB170 was departing and when I spotted it I believe it was at FL75 I turned the aircraft immediately north to prevent the blips from merging and gave traffic information. My planner checked with Manchester - the aircraft was believed to be working Manchester Barton who confirmed the aircraft was not above 2.0A on Q1016.
201511168	19/07/2015	EGTT : London (FIR)	EGVN (BZZ): Brize norton	Bearing 145 Range 9nm	D	Restricted area	PIPER	Reciprocating	1	Infringement of the Fairford RA(T) by a PA28 squawking 7000. Traffic info given.	I was the FFD Co-ord at the time of the incident when I noticed a 7000 squawk enter the RA(T) at a range of bearing from BZN of 145 at 9nm, I immediately phoned Oxford to ask if they were working any traffic to the South. They were not so I asked them to check their radar as it is Mode-S equipped and I was informed of the registration, however no altitude was notified. Traffic Information was passed to the aircraft in the RA(T) as the controller was not aware of the altitude. The aircraft left the RA(T) at a range and bearing of 035 at 5nm.

201511176	14/08/2015	EGTT : London (FIR)	EGBE (CVT): Coventry		G	ATZ	ROBINSON	Reciprocating	1	Infringement of Coventry ATZ (Class G) by a helicopter squawking 7000 at 1000ft.	Helicopter, not on frequency, transits ATZ N to S at 1A. Aircraft details passed to EGBB, as a/c also crossed BB CAS.
201511181	15/08/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	4.5nm ESE	D	CTR	OTHER	Unknown	1	Infringement of the Southampton CTR (Class D by an unknown aircraft showing as a primary contact at 1000ft. Aircraft identified as a microlight. Standard separation maintained.	At approximately 0759 I observed a primary radar contact entering and just entering the Southampton CTR on a northerly track. I initially considered the primary contact to be spurious but the contact was not tracking into wind and it did not correlate to any known aircraft, so came to the conclusion that the primary contact was an unknown aircraft.□ ***7LM was on final approach having commenced an NDB approach for runway 02 and had been transferred to Southampton Tower on 118.200MHz when the primary radar contact was observed. The aircraft had been transferred slightly later than normal due to an Non-Standard Flight operating inside the CTR at the docks. I made blind transmissions whilst the on-coming controller contacted Lower Upham airfield to ascertain whether the aircraft was inbound to their field. I contacted the aerodrome controller to advise them of the unknown contact and whether they were able to see anything. We both considered the safest option was to allow the ***7LM to land rather than 'go-around'. ***7LM was not passed traffic information relating to the unknown aircraft given the relative positions of the two aircraft with ***7LM in the late stage of the final approach. I made further 'blind transmissions' but received no response. It is not possible to provide a vertical separation between the microlight and ***7LM but the lateral distance is believed to be 3.5NM. The aerodrome controller subsequently reported that the unknown aircraft could be seen. Lower Upham later reported a microlight had over flown their sight at approximately 1000FT. Roughay Farm also telephoned the unit to state a orange coloured microlight had over flown their site at 300FT. ***8WQ, a Southampton departure from runway 02, was delayed until the unknown
201511181	15/08/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	4.5nm ESE	D	CTR	DE HAVILLAND	Turboprop	2	Infringement of the Southampton CTR (Class D by an unknown aircraft showing as a primary contact at 1000ft. Aircraft identified as a microlight. Standard separation maintained.	At approximately 0759 I observed a primary radar contact entering and just entering the Southampton CTR on a northerly track. I initially considered the primary contact to be spurious but the contact was not tracking into wind and it did not correlate to any known aircraft, so came to the conclusion that the primary contact was an unknown aircraft.□ ***7LM was on final approach having commenced an NDB approach for runway 02 and had been transferred to Southampton Tower on 118.200MHz when the primary radar contact was observed. The aircraft had been transferred slightly later than normal due to an Non-Standard Flight operating inside the CTR at the docks. I made blind transmissions whilst the on-coming controller contacted Lower Upham airfield to ascertain whether the aircraft was inbound to their field. I contacted the aerodrome controller to advise them of the unknown contact and whether they were able to see anything. We both considered the safest option was to allow the ***7LM to land rather than 'go-around'. ***7LM was not passed traffic information relating to the unknown aircraft given the relative positions of the two aircraft with ***7LM in the late stage of the final approach. I made further 'blind transmissions' but received no response. It is not possible to provide a vertical separation between the microlight and ***7LM but the lateral distance is believed to be 3.5NM. The aerodrome controller subsequently reported that the unknown aircraft could be seen. Lower Upham later reported a microlight had over flown their sight at approximately 1000FT. Roughay Farm also telephoned the unit to state a orange coloured microlight had over flown their site at 300FT. ***8WQ, a Southampton departure from runway 02, was delayed until the unknown
201511192	15/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the Luton CTR (Class D) by an aircraft squawking 0013 indicating 2400ft. Traffic info given. Check all imposed. Inbound aircraft sent around.	At about 14.48z I noticed a A0013 squawk had entered the Luton CTR from the west indicating 2400 feet. I called the TWR and put a check all on. TWR called back to say they couldn't get the departure off the runway so C560 was going around. I told TWR to turn him south immediately rather than follow the standard missed approach to keep him away from the infringer. I also had to delay two subsequent inbounds to allow the C560 to be re-positioned. When able I made a blind transmission to the infringer to see if he was on the frequency. He identified himself and stated that he was lost. I got him to put a squawk of 4674 and helped him with his navigation to his destination.
201511192	15/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTR	CESSNA	Turbofan	2	Infringement of the Luton CTR (Class D) by an aircraft squawking 0013 indicating 2400ft. Traffic info given. Check all imposed. Inbound aircraft sent around.	At about 14.48z I noticed a A0013 squawk had entered the Luton CTR from the west indicating 2400 feet. I called the TWR and put a check all on. TWR called back to say they couldn't get the departure off the runway so C560 was going around. I told TWR to turn him south immediately rather than follow the standard missed approach to keep him away from the infringer. I also had to delay two subsequent inbounds to allow the C560 to be re-positioned. When able I made a blind transmission to the infringer to see if he was on the frequency. He identified himself and stated that he was lost. I got him to put a squawk of 4674 and helped him with his navigation to his destination.

201511196	15/08/2015	EGTT : London (FIR)	EGKR (KRH): Redhill		D	CTA	MCDONNELL DOUGLAS	Turboshaft	1	Infringement of the Gatwick CTA and CTR (Class D) by a MD369 at 1800ft. Standard separation maintained.	MD369 was spotted at 10:47 entering the Gatwick CTA at 1800' north of Redhill. A blind call was placed on the Gatwick frequencies to see if the pilot was listening in on our frequencies, but to no avail. It was observed descending into Redhill so a call was made to the Redhill controller who mentioned that he'd only just called in on their frequency and was descending. It descended out of the CTA but continued on its southerly track and infringed on the Gatwick CTR at 1000' before being turning away and back out again.
201511196	15/08/2015	EGTT : London (FIR)	EGKR (KRH): Redhill		D	CTR	MCDONNELL DOUGLAS	Turboshaft	1	Infringement of the Gatwick CTA and CTR (Class D) by a MD369 at 1800ft. Standard separation maintained.	MD369 was spotted at 10:47 entering the Gatwick CTA at 1800' north of Redhill. A blind call was placed on the Gatwick frequencies to see if the pilot was listening in on our frequencies, but to no avail. It was observed descending into Redhill so a call was made to the Redhill controller who mentioned that he'd only just called in on their frequency and was descending. It descended out of the CTA but continued on its southerly track and infringed on the Gatwick CTR at 1000' before being turning away and back out again.
201511208	16/08/2015	EGTT : London (FIR)	EGLC (LCY): London city	NE	D	CTA	PIPER	Reciprocating	1	Infringement of the London City CTA (Class D) by an unknown aircraft squawking 7000 at 1600ft, resulting in loss of separation with an outbound FK50. Aircraft identified as a PA28. Traffic info given.	A 7000 contact was seen to infringe the NE corner of the London City CTA tracking SE at 1600ft. FK50 had just departed RWY 09. FK50 was turned <input type="checkbox"/> heading 340 degree in order to increase separation. Traffic information was passed to FK50. The 7000 was identified via MODE S as being PA28. PA28 remained in the London City CTA for approx. 30s and left via descent to 1500ft (unverified). FK50 was turned eastbound again. TWR were informed of the infringement and also that FK50 was turned off the SID.
201511208	16/08/2015	EGTT : London (FIR)	EGLC (LCY): London city	NE	D	CTA	FOKKER	Turboprop	2	Infringement of the London City CTA (Class D) by an unknown aircraft squawking 7000 at 1600ft, resulting in loss of separation with an outbound FK50. Aircraft identified as a PA28. Traffic info given.	A 7000 contact was seen to infringe the NE corner of the London City CTA tracking SE at 1600ft. FK50 had just departed RWY 09. FK50 was turned <input type="checkbox"/> heading 340 degree in order to increase separation. Traffic information was passed to FK50. The 7000 was identified via MODE S as being PA28. PA28 remained in the London City CTA for approx. 30s and left via descent to 1500ft (unverified). FK50 was turned eastbound again. TWR were informed of the infringement and also that FK50 was turned off the SID.
201511209	16/08/2015	EGTT : London (FIR)	MAY	NW	D	CTA	NORTH AMERICAN	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an unknown aircraft squawking 7000, indicating 2000ft, resulting in loss of separation with an outbound A319. Traffic info and avoiding action given.	A/c on A7000 observed infringing CTA NW of MAY indicating 2000ft. A319 on a SFD dep was given avoiding action. Phoned tower to stop ODVIK and SFD deps but while on the call the a/c turned right and descended below airspace. ODVIK and SFD deps were resumed. A/C was identified as P51 from mode S.

201511209	16/08/2015	EGTT : London (FIR)	MAY	NW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by an unknown aircraft squawking 7000, indicating 2000ft, resulting in loss of separation with an outbound A319. Traffic info and avoiding action given.	A/c on A7000 observed infringing CTA NW of MAY indicating 2000ft. A319 on a SFD dep was given avoiding action. Phoned tower to stop ODVIK and SFD deps but while on the call the a/c turned right and descended below airspace. ODVIK and SFD deps were resumed. A/C was identified as P51 from mode S.
201511223	16/08/2015	EGTT : London (FIR)	EGLC (LCY): London city	Bearing NE Range 6nm	D	CTA	BOLKOW	Reciprocating	1	Infringement of the London City CTA (Class D) by an aircraft squawking 7000 indicating between 1600ft and 1800ft. Separation lost.	Aircraft infringed the north east corner of the control zone, indicating between 1800ft and 1600ft. Separation was lost against a departing DHC8. No avoiding action was given as the DHC8 was already turning away and climbing above the infringing aircraft
201511223	16/08/2015	EGTT : London (FIR)	EGLC (LCY): London city	Bearing NE Range 6nm	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the London City CTA (Class D) by an aircraft squawking 7000 indicating between 1600ft and 1800ft. Separation lost.	Aircraft infringed the north east corner of the control zone, indicating between 1800ft and 1600ft. Separation was lost against a departing DHC8. No avoiding action was given as the DHC8 was already turning away and climbing above the infringing aircraft
201511226	25/07/2015	EGTT : London (FIR)	LAM	Bearing 130 Range 7nm	A	TMA	CESSNA	Reciprocating	1	Infringement of the LTMA (Class A) by a C172 squawking 7010 at 2500ft. Traffic info and avoiding action given. Separation lost with DHC8. TCAS RA.	On duty as Thames radar bandboxed with LC Director when DHC8 on a CLN7U SID at initially 3000 feet and given a climb instruction to 4000 feet was given an avoiding action right turn onto 160 degrees and traffic information against unknown traffic squawking 7010 at 2500 feet on Mode C crossing right to left about 2 NM ahead. The pilot of DHC8 reported a TCAS RA which was acknowledged and soon after reported clear of confliction and was resuming last assigned level and heading. The unknown aircraft had a Mode S transponder which gave the callsign
201511226	25/07/2015	EGTT : London (FIR)	LAM	Bearing 130 Range 7nm	A	TMA	DE HAVILLAND	Turboprop	2	Infringement of the LTMA (Class A) by a C172 squawking 7010 at 2500ft. Traffic info and avoiding action given. Separation lost with DHC8. TCAS RA.	On duty as Thames radar bandboxed with LC Director when DHC8 on a CLN7U SID at initially 3000 feet and given a climb instruction to 4000 feet was given an avoiding action right turn onto 160 degrees and traffic information against unknown traffic squawking 7010 at 2500 feet on Mode C crossing right to left about 2 NM ahead. The pilot of DHC8 reported a TCAS RA which was acknowledged and soon after reported clear of confliction and was resuming last assigned level and heading. The unknown aircraft had a Mode S transponder which gave the callsign

201511228	16/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 270 Range 5nm	D	CTR	DE HAVILLAND	Reciprocating	1	Infringement of the Luton CTR (Class D) by a primary contact. Traffic and avoiding action given. Separation lost.	At approximately 1700z I was in control of the Luton Radar position when a primary radar contact entered the CTR, south bound, cutting through the 08 extended centre-line approximately 5 miles west of the airport. At the time I had an A320 establishing on the ILS for runway 08, therefore I broke it off the approach and gave traffic information. I believe separation was lost between A320 and the unknown aircraft. I attempted blind calls in case the unknown aircraft was on frequency, however there was no reply. When I phoned tower to inform them about the situation, they informed me that a B737 was rolling on a CPT departure. I instructed them to keep the aircraft on runway heading, so to not turn right as per the normal SID track and into confliction with the unknown aircraft. B737 was subsequently turned away and climb was co-ordinated with London Control. After leaving the zone, the unknown aircraft appeared to land at RAF Henlow at around 1730z. I attempted to phone various Henlow phone numbers, however there was no answer. It is worth noting that once the aircraft had left controlled airspace to the south of airport it was clear the pilot then knew where they were because they perfectly circumnavigated the CTR round to the east, before landing at their destination. Subsequently, at around 1750z, we received a phone call from the Tower saying that they had received a phone call from the pilot who admitted that they thought they had infringed controlled airspace. The pilot left their contact details.
201511228	16/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 270 Range 5nm	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by a primary contact. Traffic and avoiding action given. Separation lost.	At approximately 1700z I was in control of the Luton Radar position when a primary radar contact entered the CTR, south bound, cutting through the 08 extended centre-line approximately 5 miles west of the airport. At the time I had an A320 establishing on the ILS for runway 08, therefore I broke it off the approach and gave traffic information. I believe separation was lost between A320 and the unknown aircraft. I attempted blind calls in case the unknown aircraft was on frequency, however there was no reply. When I phoned tower to inform them about the situation, they informed me that a B737 was rolling on a CPT departure. I instructed them to keep the aircraft on runway heading, so to not turn right as per the normal SID track and into confliction with the unknown aircraft. B737 was subsequently turned away and climb was co-ordinated with London Control. After leaving the zone, the unknown aircraft appeared to land at RAF Henlow at around 1730z. I attempted to phone various Henlow phone numbers, however there was no answer. It is worth noting that once the aircraft had left controlled airspace to the south of airport it was clear the pilot then knew where they were because they perfectly circumnavigated the CTR round to the east, before landing at their destination. Subsequently, at around 1750z, we received a phone call from the Tower saying that they had received a phone call from the pilot who admitted that they thought they had infringed controlled airspace. The pilot left their contact details.
201511228	16/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	Bearing 270 Range 5nm	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by a primary contact. Traffic and avoiding action given. Separation lost.	At approximately 1700z I was in control of the Luton Radar position when a primary radar contact entered the CTR, south bound, cutting through the 08 extended centre-line approximately 5 miles west of the airport. At the time I had an A320 establishing on the ILS for runway 08, therefore I broke it off the approach and gave traffic information. I believe separation was lost between A320 and the unknown aircraft. I attempted blind calls in case the unknown aircraft was on frequency, however there was no reply. When I phoned tower to inform them about the situation, they informed me that a B737 was rolling on a CPT departure. I instructed them to keep the aircraft on runway heading, so to not turn right as per the normal SID track and into confliction with the unknown aircraft. B737 was subsequently turned away and climb was co-ordinated with London Control. After leaving the zone, the unknown aircraft appeared to land at RAF Henlow at around 1730z. I attempted to phone various Henlow phone numbers, however there was no answer. It is worth noting that once the aircraft had left controlled airspace to the south of airport it was clear the pilot then knew where they were because they perfectly circumnavigated the CTR round to the east, before landing at their destination. Subsequently, at around 1750z, we received a phone call from the Tower saying that they had received a phone call from the pilot who admitted that they thought they had infringed controlled airspace. The pilot left their contact details.
201511235	16/08/2015	EGTT : London (FIR)	Isle of Wight		D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by a PA32 at 3000ft.	Flew at 3000' over the IOW and accidentally cut the south east corner of the Solent zone where the ceiling was 2000'. Decision to go to 3000' vs initial altitude of 2000' was to increase safety. This was purely accidental, and I have learnt to be more careful the next time I fly over the IoW.
201511239	17/08/2015	EGTT : London (FIR)	SAM	14.8nm SSW	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Solent CTA 2 (Class D) by an unknown aircraft squawking 7000, indicating 2400ft. Aircraft identified as a DR400. AIW activated. Traffic info given. Standard separation maintained.	Airspace Infringement - Solent CTA 2. A primary and secondary radar contact was observed entering the Solent CTA-2, displaying transponder code 7000 and indicating an altitude of 2400FT. (Solent CTA-2 base: 2000FT) on an east north easterly track between the Needles and Cowes. The AIW activated. Blind transmissions were made in respect of the unknown aircraft with respect to its track and altitude. The Mode S data block provided a callsign of DR400, but the first blind transmission referred to another a/c reg, but this was subsequently corrected for further transmissions. I contacted Bournemouth Radar and queried whether they were in contact with the aircraft. The response was "yes, he called but I don't know where he is....can't see him". I explained to the Bournemouth controller the situation and they offered, and I agreed, for the aircraft to descend below 2000FT. The aircraft subsequently descended below the base of the Solent CTA. An inbound DHC8 aircraft had been given descent to 5000FT on a heading to position downwind right hand runway 02 for the NDB approach. As the aircraft passed abeam SAM, DHC8 was instructed to stop descent at 6000FT, which was read back correctly, and turned on to a heading of 290 degrees. The descent to 6000FT kept the aircraft within Class A airspace and the flight crew advised that the heading was to keep clear of the unknown aircraft. Once the unknown aircraft had left the CTA, DHC8 was re positioned for the approach. Approximate delay for arrival: 5 minutes.

201511239	17/08/2015	EGTT : London (FIR)	SAM	14.8nm SSW	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA 2 (Class D) by an unknown aircraft squawking 7000, indicating 2400ft. Aircraft identified as a DR400. AIW activated. Traffic info given. Standard separation maintained.	Airspace Infringement - Solent CTA 2. A primary and secondary radar contact was observed entering the Solent CTA-2, displaying transponder code 7000 and indicating an altitude of 2400FT. (Solent CTA-2 base: 2000FT) on an east north easterly track between the Needles and Cowes. The AIW activated. Blind transmissions were made in respect of the unknown aircraft with respect to its track and altitude. The Mode S data block provided a callsign of DR400, but the first blind transmission referred to another a/c reg, but this was subsequently corrected for further transmissions. I contacted Bournemouth Radar and queried whether they were in contact with the aircraft. The response was "yes, he called but I don't know where he is....can't see him". I explained to the Bournemouth controller the situation and they offered, and I agreed, for the aircraft to descend below 2000FT. The aircraft subsequently descended below the base of the Solent CTA. An inbound DHC8 aircraft had been given descent to 5000FT on a heading to position downwind right hand runway 02 for the NDB approach. As the aircraft passed abeam SAM, DHC8 was instructed to stop descent at 6000FT, which was read back correctly, and turned on to a heading of 290 degrees. The descent to 6000FT kept the aircraft within Class A airspace and the flight crew advised that the heading was to keep clear of the unknown aircraft. Once the unknown aircraft had left the CTA, DHC8 was re positioned for the approach. Approximate delay for arrival: 5 minutes.
201511241	15/08/2015	EGTT : London (FIR)	SAM	13nm NNE	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA 5 (Class D) by an unknown aircraft squawking 3660, indicating 3000ft. Aircraft identified as a PA28. Standard separation maintained.	Infringement of Solent CTA 5. A contact was observed with a Farnborough squawk around 13nm NE of Southampton tracking SE. It was indicating 3A. Farnborough were phoned by the coordinator and said the a/c was coming to us. The a/c finally called us but this was after it had infringed CAS. It was identified and given a BS.
201511251	15/08/2015	EGTT : London (FIR)	Not specified		A	Airway - ATS Route	BEECH	Reciprocating	1	Infringement of Airway Q41 by an aircraft squawking 1177 indicating 5600ft.	Aircraft was alleged to have infringed EGJJ CTR. The flight was routing between a position east of Weymouth and ORTAC, and onwards to Cherbourg beacon. The flight was last reported at altitude 2,800ft on the Portland RPS (QNH1008) with an ORTAC ETA/1050. The flight reported transferring to EGJJ (125.2) at 1059. Due to severe RTF loading the FIS-W frequency was operating independently due to the large amount of traffic in the region. I did not have the opportunity to pass an estimate to EGJJ beforehand as due to rostered staffing I am obliged to work single-handed and without the assistance of a FIS ATSA or third FISO, which increases FISO workload and which may have contributed to the incident.☐ Supplementary 17/08/15:☐ Having reviewed the LTCC Multi Track Radar. The pilot was observed to infringe Q41 (Base of 3500 feet) at 10:55:08 indicating 5600 feet. The aircraft continued on a south-easterly track towards ORTAC fluctuating between 5600 and 5800 feet exiting the UK FIR at 10:57:44 entering the Jersey CTA.☐ Supplementary 19/08/15:☐ I saw BE36 approaching Q41 from the north west squawking 1177 with no details in the Jersey flight data system. The aircraft then infringed Q41, where there was traffic at FL060 but well clear. As it approached the airspace boundary, Zone 2 spoke to London Sector 20 and London Information about the traffic. It eventually called 125.2 approx 3 miles inside the CICTR at flight level 55, was identified and informed that it had infringed channel islands airspace. After handover, the next controller ascertained the aircraft type, point of departure
201511325	18/08/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	10nm NW	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a PA28 squawking 7000, indicating 2000ft. AIW activated. Standard separation maintained.	A 7000 squawk approaching Leigh Flash inbound from the North West triggered the AIW due to its altitude of 2000ft indicated on Mode C fltnum 1JM was given a wider heading from MIRSI to ensure separation at FL60. Free calls were made and FIN DIR called Manchester Barton who had the aircraft on frequency and advised him to descend. No outbounds were pending at this time and Air 2 were made aware of the AIW.☐ Supplementary 27/08/15:☐ The DI became permanently caged during the flight (reported on landing) Using the less damped compass did, I believe, cause me to spend too much time observing this instrument as I made the turn from the M6/M58 junction VRP. Consequently, I missed some ground references including the Haydock Park VRP, Leigh, and the Leigh Flash reservoir before I was too far South. I do know these and other surrounding land marks well and regularly use them for Navigation purposes from the VRP and to ensure I keep clear of the LLCD before heading South for Barton. I have made changes to my procedures when flying into Barton whilst using the M6/M58 junction VRP. It has been my past practice to take up a heading of 105 deg from the VRP to avoid the North East corner of the LLCD before turning for Barton. I will now fly 090 deg from the VRP for 11 miles before turning South for the Barton overhead at 1800ft; this will ensure I remain well clear of the LLCD whilst observing the upper limits of adjacent airspace. More generally, I will be sure to always squawk conspicuity codes and monitor the relevant frequencies whenever they are available. In the case of Manchester (7366 & 118.575) I will use this facility until no more than 5 miles from Barton.
201511325	18/08/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	10nm NW	D	CTR	UNKNOWN	Unknown		Infringement of the Manchester CTR (Class D) by a PA28 squawking 7000, indicating 2000ft. AIW activated. Standard separation maintained.	A 7000 squawk approaching Leigh Flash inbound from the North West triggered the AIW due to its altitude of 2000ft indicated on Mode C fltnum 1JM was given a wider heading from MIRSI to ensure separation at FL60. Free calls were made and FIN DIR called Manchester Barton who had the aircraft on frequency and advised him to descend. No outbounds were pending at this time and Air 2 were made aware of the AIW.☐ Supplementary 27/08/15:☐ The DI became permanently caged during the flight (reported on landing) Using the less damped compass did, I believe, cause me to spend too much time observing this instrument as I made the turn from the M6/M58 junction VRP. Consequently, I missed some ground references including the Haydock Park VRP, Leigh, and the Leigh Flash reservoir before I was too far South. I do know these and other surrounding land marks well and regularly use them for Navigation purposes from the VRP and to ensure I keep clear of the LLCD before heading South for Barton. I have made changes to my procedures when flying into Barton whilst using the M6/M58 junction VRP. It has been my past practice to take up a heading of 105 deg from the VRP to avoid the North East corner of the LLCD before turning for Barton. I will now fly 090 deg from the VRP for 11 miles before turning South for the Barton overhead at 1800ft; this will ensure I remain well clear of the LLCD whilst observing the upper limits of adjacent airspace. More generally, I will be sure to always squawk conspicuity codes and monitor the relevant frequencies whenever they are available. In the case of Manchester (7366 & 118.575) I will use this facility until no more than 5 miles from Barton.

201511343	17/08/2015	EGTT : London (FIR)	Not specified		A	TMA	ROBINSON	Reciprocating	1	Infringement of the London TMA (Class A) by an unknown aircraft indicating 5500ft climbing, resulting in loss of separation with an inbound A319. Aircraft identified as a R44. Traffic info and avoiding action given.	I was instructing on SE controlling an A319 into BONDY at 6A. My trainee instructed the aircraft to maintain present heading once established on track BONDY. As he said this, we both noticed an aircraft indicating 5.5A climbing My trainee immediately gave avoiding action to the A319 and pointed out the potential traffic as the other a/c was now indicating FL60 where the base is 5.5A. The A319 reported it was on TCAS. As the A319 had passed, we asked if he visually saw the aircraft. He said no and had only seen it on TCAS. The a/c appeared to climb to FL68 before the mode c disappeared. The a/c also appeared to descend into Headcorn airfield.☐ Supplementary 24/08/15:☐ As a consequence of this event, separation was lost against a Southend inbound aircraft that had to be vectored away. R44 was identified as the aircraft involved following a positive identification using mode S information.
201511343	17/08/2015	EGTT : London (FIR)	Not specified		A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by an unknown aircraft indicating 5500ft climbing, resulting in loss of separation with an inbound A319. Aircraft identified as a R44. Traffic info and avoiding action given.	I was instructing on SE controlling an A319 into BONDY at 6A. My trainee instructed the aircraft to maintain present heading once established on track BONDY. As he said this, we both noticed an aircraft indicating 5.5A climbing My trainee immediately gave avoiding action to the A319 and pointed out the potential traffic as the other a/c was now indicating FL60 where the base is 5.5A. The A319 reported it was on TCAS. As the A319 had passed, we asked if he visually saw the aircraft. He said no and had only seen it on TCAS. The a/c appeared to climb to FL68 before the mode c disappeared. The a/c also appeared to descend into Headcorn airfield.☐ Supplementary 24/08/15:☐ As a consequence of this event, separation was lost against a Southend inbound aircraft that had to be vectored away. R44 was identified as the aircraft involved following a positive identification using mode S information.
201511448	20/08/2015	EGTT : London (FIR)	WAL	7nm W	D	CTA	AVIONS ROBIN	Reciprocating	1	Infringement of the Liverpool CTA (Class D) by a DR400 at 2800ft. Standard separation maintained.	Infringement of regulated airspace to the west of WAL by DR400. Whilst operating as Liverpool radar control and providing a basic service to DR400 I noticed a Squawk #5050 inside class D airspace to the west of the WAL VOR. Believing this could be DR400 I asked the pilot to squawk ident, which he did. This confirmed the identity of the infringing aircraft as being DR400. I then instructed DR400 to descend to not above altitude 2000 feet to leave controlled airspace. DR400's destination was then contacted to request they ask the pilot of DR400 to contact Liverpool ATC once he had landed. The pilot, did contact Liverpool ATC. He acknowledged his error was very apologetic.
201511522	21/08/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 080 Range 13nm	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C152 squawking 1731 at 2000ft. Traffic info given. Separation lost.	I was operating on LARS East with 3 a/c on frequency. As a fourth a/c called I observed a C152 tracking towards KK. At this point the controller on my right also alerted me to the a/c and the KK DCT line illuminated. I instructed the aircraft to descend to 1500 feet the pilot did not respond. The a/c was observed turning right so I instructed aircraft to turn right to head East. The pilot responded and started to descend and turned East. The pilot sounded confused and made me aware that he was unsure of his position. I provided him with a track to MD and track distance. I then provided assistance to enable the pilot to find Bewl Water. Once the pilot had located Bewl Water he reported happy to continue his own navigation.☐ Supplementary 22/08/15:☐ A319 was on a closing heading for the ILS runway 26L. I noticed an aircraft to the South of them wearing a Farnborough LARS East squawk of☐ 1731, at altitude 2100ft and heading directly West towards the edge of the CTA where the base of CAS changes from 2500ft to 1500ft. It became immediately apparent that this aircraft was going to infringe CAS, and I phoned Farnborough to ensure they were aware of the situation and were going to take appropriate action, which I was assured they were on both counts. The aircraft was certainly in proximity to the A319 as it entered the CTA, but taking into account the tracks, relative speeds, the stage of the approach for the A319 and the information I had obtained from Farnborough that they were actively seeking to resolve the situation, I deemed that the proximity was not unsafe enough to warrant avoiding action. Traffic information was passed, but the safest and most practical course of action using my
201511522	21/08/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing 080 Range 13nm	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by a C152 squawking 1731 at 2000ft. Traffic info given. Separation lost.	I was operating on LARS East with 3 a/c on frequency. As a fourth a/c called I observed a C152 tracking towards KK. At this point the controller on my right also alerted me to the a/c and the KK DCT line illuminated. I instructed the aircraft to descend to 1500 feet the pilot did not respond. The a/c was observed turning right so I instructed aircraft to turn right to head East. The pilot responded and started to descend and turned East. The pilot sounded confused and made me aware that he was unsure of his position. I provided him with a track to MD and track distance. I then provided assistance to enable the pilot to find Bewl Water. Once the pilot had located Bewl Water he reported happy to continue his own navigation.☐ Supplementary 22/08/15:☐ A319 was on a closing heading for the ILS runway 26L. I noticed an aircraft to the South of them wearing a Farnborough LARS East squawk of☐ 1731, at altitude 2100ft and heading directly West towards the edge of the CTA where the base of CAS changes from 2500ft to 1500ft. It became immediately apparent that this aircraft was going to infringe CAS, and I phoned Farnborough to ensure they were aware of the situation and were going to take appropriate action, which I was assured they were on both counts. The aircraft was certainly in proximity to the A319 as it entered the CTA, but taking into account the tracks, relative speeds, the stage of the approach for the A319 and the information I had obtained from Farnborough that they were actively seeking to resolve the situation, I deemed that the proximity was not unsafe enough to warrant avoiding action. Traffic information was passed, but the safest and most practical course of action using my

201511528	22/08/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	13nm WSW	D	CTA	DE HAVILLAND	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by an unknown aircraft squawking 0434 indicating 2100ft, resulting in loss of separation with inbound traffic. Aircraft identified as a DH82. Traffic info and avoiding action given.	I was working bandboxed on a busy Approach and Lars West sector. (No Approach traffic on frequency at the time. I had been working multiple formations of aircraft routing South through the sector creating a very high traffic workload. At 0850Z DH82 reported leaving the frequency for destination. I told the AC to squawk 7000 and free call 123.15. I looked at the radar a few seconds later and noticed a 7000 infringing the Southwest corner of the Gatwick zone. I then checked on the mode S and realised this was DH82 I tried to call the AC but it had left the frequency so I called Gatwick to let them know where it was going.☐ Supplementary 24/08/15:☐ I was working the Gatwick sector bandboxed when at approximately 0850 UTC an unknown aircraft entered the Gatwick Control Area to the south west of Gatwick. It was indicating 2100 feet at that time and tracking approximately 165 degrees. A320 was on a downwind heading for Runway 08R and in a descent to altitude 4000 feet. As the infringing aircraft entered controlled airspace it was immediately in conflict with the A320. A320 was given an avoiding action turn to the south, together with detailed traffic information regarding the unknown aircraft. The pilot informed me that they had seen him on TCAS. I estimate that I kept the A320 approximately 2 miles to the east of the infringing aircraft, which was the best I could hope to achieve while heading downwind into the funnel of airspace that is the Gatwick RMA. The A320 was then given a right turn to keep him inside controlled airspace which resulted in him circling around the infringing aircraft to the south. As this right turn was given, the infringing aircraft left controlled airspace and continued its flight below controlled
201511528	22/08/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	13nm WSW	D	CTA	AIRBUS	Turbofan	2	Infringement of the Gatwick CTA (Class D) by an unknown aircraft squawking 0434 indicating 2100ft, resulting in loss of separation with inbound traffic. Aircraft identified as a DH82. Traffic info and avoiding action given.	I was working bandboxed on a busy Approach and Lars West sector. (No Approach traffic on frequency at the time. I had been working multiple formations of aircraft routing South through the sector creating a very high traffic workload. At 0850Z DH82 reported leaving the frequency for destination. I told the AC to squawk 7000 and free call 123.15. I looked at the radar a few seconds later and noticed a 7000 infringing the Southwest corner of the Gatwick zone. I then checked on the mode S and realised this was DH82 I tried to call the AC but it had left the frequency so I called Gatwick to let them know where it was going.☐ Supplementary 24/08/15:☐ I was working the Gatwick sector bandboxed when at approximately 0850 UTC an unknown aircraft entered the Gatwick Control Area to the south west of Gatwick. It was indicating 2100 feet at that time and tracking approximately 165 degrees. A320 was on a downwind heading for Runway 08R and in a descent to altitude 4000 feet. As the infringing aircraft entered controlled airspace it was immediately in conflict with the A320. A320 was given an avoiding action turn to the south, together with detailed traffic information regarding the unknown aircraft. The pilot informed me that they had seen him on TCAS. I estimate that I kept the A320 approximately 2 miles to the east of the infringing aircraft, which was the best I could hope to achieve while heading downwind into the funnel of airspace that is the Gatwick RMA. The A320 was then given a right turn to keep him inside controlled airspace which resulted in him circling around the infringing aircraft to the south. As this right turn was given, the infringing aircraft left controlled airspace and continued its flight below controlled
201511530	22/08/2015	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	10nm Final	D		NORTH AMERICAN	Reciprocating	1	Infringement of Heathrow CAS by an unknown aircraft showing as a primary contact only, resulting in loss of separation with inbound traffic. Arrivals and departures stopped. Aircraft identified as a SNJ. Traffic info given.	Zone infringer stops departures and arrivals. At 1007 I received a phone call from GS A to inform me that aircraft were being broken off the approach for 09L due to a primary return they suspected was a zone infringer. We subsequently made visual contact with the aircraft and as a result, arrivals and CPT departures were suspended until it was confirmed to be well clear of the zone.☐ Supplementary 24/08/15:☐ Infringement by primary contact. I was operating as Heathrow FIN when I observed an infringer entering the South-West corner of the Heathrow zone. At the same time SVFR phoned to inform me it was a solid contact and was potentially an aircraft. I judged the infringer's relative speed to fltnum 114 not to be an issue and so no action was taken. Next in my sequence was B777, I established that aircraft on the localiser for 09L and reduced its speed to 160K as we continued to monitor the validity of the contact. After a few more sweeps the contact continued to look solid so I took the decision to break B777 off the approach (1007Z), I passed traffic information and turned it away from the contact. I informed AIR N of my actions and the chap in the tower said he was looking out for the infringer. Behind B777 were fltnum 3R and FLTNUM 158, in turn I established both on the localiser to reduce my workload and then vectored them in a left hand race track pattern to follow the B777. At 1012 the infringer was observed by Tower to be genuine and south of H3. I was informed of this by SVFR, I passed on the information to the aircraft. The infringer then began to turn away and maintain a steady track to the south, I decided to start
201511530	22/08/2015	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	10nm Final	D		BOEING	Turbofan	2	Infringement of Heathrow CAS by an unknown aircraft showing as a primary contact only, resulting in loss of separation with inbound traffic. Arrivals and departures stopped. Aircraft identified as a SNJ. Traffic info given.	Zone infringer stops departures and arrivals. At 1007 I received a phone call from GS A to inform me that aircraft were being broken off the approach for 09L due to a primary return they suspected was a zone infringer. We subsequently made visual contact with the aircraft and as a result, arrivals and CPT departures were suspended until it was confirmed to be well clear of the zone.☐ Supplementary 24/08/15:☐ Infringement by primary contact. I was operating as Heathrow FIN when I observed an infringer entering the South-West corner of the Heathrow zone. At the same time SVFR phoned to inform me it was a solid contact and was potentially an aircraft. I judged the infringer's relative speed to fltnum 114 not to be an issue and so no action was taken. Next in my sequence was B777, I established that aircraft on the localiser for 09L and reduced its speed to 160K as we continued to monitor the validity of the contact. After a few more sweeps the contact continued to look solid so I took the decision to break B777 off the approach (1007Z), I passed traffic information and turned it away from the contact. I informed AIR N of my actions and the chap in the tower said he was looking out for the infringer. Behind B777 were fltnum 3R and FLTNUM 158, in turn I established both on the localiser to reduce my workload and then vectored them in a left hand race track pattern to follow the B777. At 1012 the infringer was observed by Tower to be genuine and south of H3. I was informed of this by SVFR, I passed on the information to the aircraft. The infringer then began to turn away and maintain a steady track to the south, I decided to start
201511530	22/08/2015	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	10nm Final	D		UNKNOWN	Unknown		Infringement of Heathrow CAS by an unknown aircraft showing as a primary contact only, resulting in loss of separation with inbound traffic. Arrivals and departures stopped. Aircraft identified as a SNJ. Traffic info given.	Zone infringer stops departures and arrivals. At 1007 I received a phone call from GS A to inform me that aircraft were being broken off the approach for 09L due to a primary return they suspected was a zone infringer. We subsequently made visual contact with the aircraft and as a result, arrivals and CPT departures were suspended until it was confirmed to be well clear of the zone.☐ Supplementary 24/08/15:☐ Infringement by primary contact. I was operating as Heathrow FIN when I observed an infringer entering the South-West corner of the Heathrow zone. At the same time SVFR phoned to inform me it was a solid contact and was potentially an aircraft. I judged the infringer's relative speed to fltnum 114 not to be an issue and so no action was taken. Next in my sequence was B777, I established that aircraft on the localiser for 09L and reduced its speed to 160K as we continued to monitor the validity of the contact. After a few more sweeps the contact continued to look solid so I took the decision to break B777 off the approach (1007Z), I passed traffic information and turned it away from the contact. I informed AIR N of my actions and the chap in the tower said he was looking out for the infringer. Behind B777 were fltnum 3R and FLTNUM 158, in turn I established both on the localiser to reduce my workload and then vectored them in a left hand race track pattern to follow the B777. At 1012 the infringer was observed by Tower to be genuine and south of H3. I was informed of this by SVFR, I passed on the information to the aircraft. The infringer then began to turn away and maintain a steady track to the south, I decided to start

201511535	22/08/2015	EGTT : London (FIR)	EGMC (SEN): Southend	CTA 7	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Southend CTA 7 (Class D) by a SR22 at 3500ft. Traffic info given. Standard separation maintained.	Southend controlled airspace infringement. SR22 observed on Mode S tracking towards the CTA7 boundary at altitude 3500ft mode C squawking 1177. London FIR South contacted by Southend Radar and asked for SR22 to be transferred to 135.450 Southend DIR and descend to altitude 3000 QNH. (B717 inbound via DET not yet coordinated with Thames radar). SR22 contacted Southend DIR and was given appropriate clearance and advised of infringement.
201511538	22/08/2015	EGTT : London (FIR)	OKESI	S	A	CTA	CESSNA	Turboprop	1	Infringement of the Cotswold CTA (Class A) by a C208 at FL115. Standard separation maintained.	At time 10.40z 0033 SSR code was observed within the confines of S23 just north of danger area D128 at FL05-115, the base of the Cotswold CTA here is FL105. From the mode S address this was confirmed as callsign C208, operated by military ATC. At time 10.54z another 0033 SSR code but not the same a/c as this had descended, was observed to possibly penetrate at a similar place and level. There was no mode S address for this return but likely to be operating from military base due to its similar location. This is far from the first occasion that these a/c have penetrated CAS. If this continues to happen, in my opinion it will only be a matter of time before it either leads directly to an incident or is a contributory factor in an event on S23 which given its complexity and congestion is already a trouble spot for overloads. I believe the LAS on Duty spoke by telephone to military base but I have no further details on the outcome of this call.
201511547	19/08/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	S	A	TMA	FOURNIER	Reciprocating	1	Infringement of the LTMA by an unknown aircraft squawking 7000 at 3400ft. Aircraft identified as a Fournier RF5. Departures were stopped as a precaution. Standard separation maintained.	Infringement of CAS south of Gatwick. An a/c squawking 7000 was observed to enter CAS WSW of Gatwick and track in an easterly direction for approx 20nm at 3.4A. BOGNA departures were stopped as a precaution. Farnborough LARS and Shoreham were called to see if they were working the a/c but they advised that they weren't. The a/c left CAS approx. 15nm south of Gatwick. It was identified on mode S as a Fournier RF5 and appeared to land on the south coast.☐ Supplementary 01/09/15:☐ Late identification of geographical fix which made us aware that we were about to (or had entered Gatwick CTA), and which caused us to make a rapid descent to 2000 feet. Suggested Actions to Prevent a Recurrence: That one pilot should monitor progress of the map reading pilot with GPS to ensure compliance with controlled airspace, and maintain radio contact with Radar unit.
201511549	22/08/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 360 Range 12nm		CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2000ft. Traffic info given. Standard separation maintained.	An a/c squawking 7000 at 2A was observed to enter the northern SS CTA. The sector was being split at the time. A320 was on a closing heading for 22 on the other side of the loc and given traffic. The unknown a/c started tracking NE and was contacted after I made a blind transmission to the aircraft which was believed to be the a/c identified on Mode S. Aircraft replied and was identified and Mode C verified as 2A. I instructed the pilot to leave the zone immediately to the NE.
201511549	22/08/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Bearing 360 Range 12nm		CTA	AIRBUS	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172 squawking 7000 at 2000ft. Traffic info given. Standard separation maintained.	An a/c squawking 7000 at 2A was observed to enter the northern SS CTA. The sector was being split at the time. A320 was on a closing heading for 22 on the other side of the loc and given traffic. The unknown a/c started tracking NE and was contacted after I made a blind transmission to the aircraft which was believed to be the a/c identified on Mode S. Aircraft replied and was identified and Mode C verified as 2A. I instructed the pilot to leave the zone immediately to the NE.

201511566	24/08/2015	EGTT : London (FIR)	DET	25nm SE	A	TMA	SOCATA	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft initially squawking 7000. Aircraft identified as a Socata TB20. Standard separation maintained.	I was working on BIG/TIM bandboxed and an inbound Socata TB20 had been co-ordinated into my sector off-route from the NE avoiding weather at FL80. TCE later advised us that the traffic had requested descent and would work the FIR, the a/c squawked 7000 and I highlighted it in case it would be co-ordinated with Thames. When the traffic was SW of TANET I observed the squawk change to 1730, the a/c altitude was 4.2A and the track of the a/c looked like it would re-enter CAS. At this them I co-ordinated a KB arrival at 5A with Thames and pointed out the traffic on the assumption that it would either be co-ordinated with Thames or turn/descend to avoid CAS. I was handing over the sector at the time and pointed out the traffic to the incoming controller as the KB inbound was at 6A on a crossing track. At this time it was still OCAS. I then looked up the squawk and saw it was a Farnborough LARS E squawk. The a/c then infringed CAS to the SE of DET. The incoming controller rang Thames to see if LF LARS had co-ordinated the traffic and they had not. Thames agreed to take the KB arrival at 6A as it looked like 5 miles separation would be achieved. The 1730 squawk then turned to leave CAS and descended.
201511574	22/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTA	DIAMOND	Reciprocating	1	Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000 climbing to 2700ft. Aircraft identified as a Diamond HK36. CAIT activated. Check all imposed.	I was working as GW INT & GW FIN bandboxed. At approximately 1130, I noticed a 7000 squawk near BPK that has activated CAIT as the altitude was indicating 2600ft where the base of CAS is 2400ft. The aircraft was then seen to climb to 2700ft indicated and I called GW tower to Check East as eastbound departures route towards that area. At minute or two earlier, an easterly departure from GW had got airborne (callsign unknown) but was under the control of TMA North (118.825). I do not think that 5nm or 5000ft was achieved. The 7000 squawk was then observed to route towards Panshanger disused and then J6 of the A1(M) - Welwyn Garden City before turning southbound and then northbound again while climbing to 3500ft. I changed the Check East to Check All to stop all departures and held the three inbound aircraft on my frequency in the final approach area. No more GW inboundes were accepted from Essex with the Gate standing agreement suspended. These aircraft were held by Essex. The tower reported that they could see the aircraft but could only tell me that it was a fixed wing. The aircraft came within 4nm of GW airport (routed via the LUT) and then left controlled airspace to the north, climbing to 3700ft, and then briefly entered the controlled airspace located further north of Luton. Once the aircraft was clear of controlled airspace and seemed to be continuing away from Luton, I removed the check all and began vectoring aircraft to land. No movements occurred for approximately 15 minutes due to the infringing aircraft, which seemed to continue towards the Northampton area and beyond. I made several blind calls on the RT with no success.☐ Supplementary 26/08/15:☐
201511574	22/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTA	BOMBARDIER	Turbofan	2	Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000 climbing to 2700ft. Aircraft identified as a Diamond HK36. CAIT activated. Check all imposed.	I was working as GW INT & GW FIN bandboxed. At approximately 1130, I noticed a 7000 squawk near BPK that has activated CAIT as the altitude was indicating 2600ft where the base of CAS is 2400ft. The aircraft was then seen to climb to 2700ft indicated and I called GW tower to Check East as eastbound departures route towards that area. At minute or two earlier, an easterly departure from GW had got airborne (callsign unknown) but was under the control of TMA North (118.825). I do not think that 5nm or 5000ft was achieved. The 7000 squawk was then observed to route towards Panshanger disused and then J6 of the A1(M) - Welwyn Garden City before turning southbound and then northbound again while climbing to 3500ft. I changed the Check East to Check All to stop all departures and held the three inbound aircraft on my frequency in the final approach area. No more GW inboundes were accepted from Essex with the Gate standing agreement suspended. These aircraft were held by Essex. The tower reported that they could see the aircraft but could only tell me that it was a fixed wing. The aircraft came within 4nm of GW airport (routed via the LUT) and then left controlled airspace to the north, climbing to 3700ft, and then briefly entered the controlled airspace located further north of Luton. Once the aircraft was clear of controlled airspace and seemed to be continuing away from Luton, I removed the check all and began vectoring aircraft to land. No movements occurred for approximately 15 minutes due to the infringing aircraft, which seemed to continue towards the Northampton area and beyond. I made several blind calls on the RT with no success.☐ Supplementary 26/08/15:☐
201511574	22/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTA	AIRBUS	Turbofan	2	Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000 climbing to 2700ft. Aircraft identified as a Diamond HK36. CAIT activated. Check all imposed.	I was working as GW INT & GW FIN bandboxed. At approximately 1130, I noticed a 7000 squawk near BPK that has activated CAIT as the altitude was indicating 2600ft where the base of CAS is 2400ft. The aircraft was then seen to climb to 2700ft indicated and I called GW tower to Check East as eastbound departures route towards that area. At minute or two earlier, an easterly departure from GW had got airborne (callsign unknown) but was under the control of TMA North (118.825). I do not think that 5nm or 5000ft was achieved. The 7000 squawk was then observed to route towards Panshanger disused and then J6 of the A1(M) - Welwyn Garden City before turning southbound and then northbound again while climbing to 3500ft. I changed the Check East to Check All to stop all departures and held the three inbound aircraft on my frequency in the final approach area. No more GW inboundes were accepted from Essex with the Gate standing agreement suspended. These aircraft were held by Essex. The tower reported that they could see the aircraft but could only tell me that it was a fixed wing. The aircraft came within 4nm of GW airport (routed via the LUT) and then left controlled airspace to the north, climbing to 3700ft, and then briefly entered the controlled airspace located further north of Luton. Once the aircraft was clear of controlled airspace and seemed to be continuing away from Luton, I removed the check all and began vectoring aircraft to land. No movements occurred for approximately 15 minutes due to the infringing aircraft, which seemed to continue towards the Northampton area and beyond. I made several blind calls on the RT with no success.☐ Supplementary 26/08/15:☐
201511574	22/08/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton		D	CTA	EMBRAER	Turbofan	2	Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000 climbing to 2700ft. Aircraft identified as a Diamond HK36. CAIT activated. Check all imposed.	I was working as GW INT & GW FIN bandboxed. At approximately 1130, I noticed a 7000 squawk near BPK that has activated CAIT as the altitude was indicating 2600ft where the base of CAS is 2400ft. The aircraft was then seen to climb to 2700ft indicated and I called GW tower to Check East as eastbound departures route towards that area. At minute or two earlier, an easterly departure from GW had got airborne (callsign unknown) but was under the control of TMA North (118.825). I do not think that 5nm or 5000ft was achieved. The 7000 squawk was then observed to route towards Panshanger disused and then J6 of the A1(M) - Welwyn Garden City before turning southbound and then northbound again while climbing to 3500ft. I changed the Check East to Check All to stop all departures and held the three inbound aircraft on my frequency in the final approach area. No more GW inboundes were accepted from Essex with the Gate standing agreement suspended. These aircraft were held by Essex. The tower reported that they could see the aircraft but could only tell me that it was a fixed wing. The aircraft came within 4nm of GW airport (routed via the LUT) and then left controlled airspace to the north, climbing to 3700ft, and then briefly entered the controlled airspace located further north of Luton. Once the aircraft was clear of controlled airspace and seemed to be continuing away from Luton, I removed the check all and began vectoring aircraft to land. No movements occurred for approximately 15 minutes due to the infringing aircraft, which seemed to continue towards the Northampton area and beyond. I made several blind calls on the RT with no success.☐ Supplementary 26/08/15:☐

201511616	22/08/2015	EGTT : London (FIR)	Taff ELY VRP	2nm S			PIPER	Reciprocating	1	Infringement of the Cardiff CTA (Class D) by a PA32 at 3000ft. Standard separation maintained.	I was the radar ATCO. Radar was boxed. Workload was light, but with IFR weather avoiding. The ATSA was present. I noted PA32 approx. 1nm north of Cardiff CTA 3 at altitude 3000ft and heading towards controlled airspace. I asked the aircraft if it required entry clearance and got no response. The aircraft continued towards CAS without establishing communication. I passed a blind clearance to enter CAS, to which an incomplete readback was received. By this time the aircraft had entered CAS. After prompting, a correct readback of the clearance was received.
201511619	21/08/2015	EGTT : London (FIR)	SAM	7nm E	D	CTA	EUROPA	Reciprocating	1	Infringement of the Solent CTA 7 (Class D) by an unknown aircraft squawking 7000, climbing through 3000ft to 3800ft. Aircraft identified as a Europa. Standard separation maintained.	At 1826 a contact was observed climbing into the Solent CTA-7 without a clearance. Blind calls were made for the aircraft using the observed Mode S downlink callsign Europa. The position of the aircraft as it entered controlled airspace was SAM 080R 7nm, routing north, climbing through 3A to 3.8A before leaving the lateral limits of the CTA.
201511683	19/08/2015	EGTT : London (FIR)	EGTO (RCS): Rochester		A	TMA	PIPER	Reciprocating	1	Infringement of the London TMA (Class A) by a PA28 squawking 1177 at 3600ft.	At 1449, aircraft called me East of Rochester at 3,000', I told him to squawk 1177 and gave him a basic service and gave him the Chatham regional QNH as he was heading towards DVR. My colleague took a phone call from Farnborough LARS informing us that the A/C's mode c was indicating 3,700'. I asked the aircraft to confirm his altitude, which he reported at 3,600' and I then asked him to confirm that he was remaining outside all controlled airspace, after which he apologised and descended to 2,500' very shortly after. At no time did the pilot indicate that he had left 3,000' and he did not report climbing and passing on first contact. In retrospect I could have given the pilot the London QNH but as the difference was only 5 hectopascals (150ft) it would not have prevented the pilot from infringing controlled airspace on this occasion
201511827	20/08/2015	EGTT : London (FIR)	EGVO (ODH): Odiham		G	ATZ	PIPER	Reciprocating	1	Infringement of the Odiham ATZ (Class G) by a PA28 squawking 4752.	At 1329z a radar track squawking 4572 NMC was observed to enter the lateral dimensions of the Odiham ATZ by approx 0.5nm routing East-West. As the aircraft passed close to Odiham it was visually confirmed to be a white PA28 flying below the main cloud base (reported at OVC 1800ft AGL). An Odiham based aircraft was in the process of departing VFR to the South sighted the aircraft and declared there to be no immediate confliction at approx 1-2nm separation. The radar contact was followed to the vicinity of Popham, where it faded from radar. A subsequent telephone call to Popham confirmed that an aircraft matching the infringer's description had landed at a corresponding time, the registration obtained and the pilot requested to call Odiham. The pilot subsequently apologised for entering the ATZ and stated that he was flying further north than usual to avoid weather. He believed that the was further south than his actual track and under the impression that, by squawking 4572, Farnborough would have warned him of his proximity to any airspace restrictions.
201511869	27/08/2015	EGTT : London (FIR)	EGCN : DONCASTER SHEFFIELD	10nm South	D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster Sheffield CTA (Class D) by a PA28 squawking 6170 at 3500ft.	#6170 enters CAS west of GAM at A3.5. Aircraft was called and identified.

201511885	28/08/2015	EGTT : London (FIR)	POL	5nm South	A	CTA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA28 squawking 7000 with Mode C indicating 3700ft. CAIT activated. Standard separation maintained.	I observed a 7000 squawk trigger an AIW alert south of POL VOR - Mode C indicating 3700A unverified. Using the RDP target information window, the Mode S of the a/c showed the registration. I made several broadcasts on the frequency (as did DIR) to ascertain if the pilot was listening out but received no reply. The contact continued to track SSE and transited the CTA and CTR indicating altitudes between 3500 and 3800 ft, continuously triggering the AIW alert. Manchester inboundS were vectored to remain at least 5 miles from the contact. I warned East Midlands by phone that the a/c was tracking towards their zone, although just north of Camphill it turned onto a more SE track. No further□ action was possible and no report subsequently from East Midlands that they had made contact with the a/c.□ Supplementary 29/08/15:□ CAIT activated on a A7000 squawk south of POL. Aircraft mode C indicating between A3400 and A3800, base of the MTA in this location A3500. The CAIT deactivated when aircraft dropped out of the MTA for a short while then reactivated as it entered the EGCC CTA at A3400(base A3000) the aircraft then climbed to A3800 indicated back into the MTA(base A3500). From mode s tab on radar aircraft showed call sign. I warned EGCC approach who had seen it and called blind. I checked with both EGNM and EGCN but neither had worked the traffic. The LAS was informed and I asked for him to contact EGNX as the aircraft was tracking in their direction. There was no impact on any traffic in the sector. The next controller continued to track the aircraft which was seen to orbit and descend to 500ft in the
201511885	28/08/2015	EGTT : London (FIR)	POL	5nm South	A	TMA	PIPER	Reciprocating	1	Infringement of the Manchester CTA (Class D) by a PA28 squawking 7000 with Mode C indicating 3700ft. CAIT activated. Standard separation maintained.	I observed a 7000 squawk trigger an AIW alert south of POL VOR - Mode C indicating 3700A unverified. Using the RDP target information window, the Mode S of the a/c showed the registration. I made several broadcasts on the frequency (as did DIR) to ascertain if the pilot was listening out but received no reply. The contact continued to track SSE and transited the CTA and CTR indicating altitudes between 3500 and 3800 ft, continuously triggering the AIW alert. Manchester inboundS were vectored to remain at least 5 miles from the contact. I warned East Midlands by phone that the a/c was tracking towards their zone, although just north of Camphill it turned onto a more SE track. No further□ action was possible and no report subsequently from East Midlands that they had made contact with the a/c.□ Supplementary 29/08/15:□ CAIT activated on a A7000 squawk south of POL. Aircraft mode C indicating between A3400 and A3800, base of the MTA in this location A3500. The CAIT deactivated when aircraft dropped out of the MTA for a short while then reactivated as it entered the EGCC CTA at A3400(base A3000) the aircraft then climbed to A3800 indicated back into the MTA(base A3500). From mode s tab on radar aircraft showed call sign. I warned EGCC approach who had seen it and called blind. I checked with both EGNM and EGCN but neither had worked the traffic. The LAS was informed and I asked for him to contact EGNX as the aircraft was tracking in their direction. There was no impact on any traffic in the sector. The next controller continued to track the aircraft which was seen to orbit and descend to 500ft in the
201511886	28/08/2015	EGTT : London (FIR)	SND	3nm North	A	TMA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the London TMA (Class A) by a EV97 at 4600ft.	Unknown traffic was observed tracking towards Southend ATZ within the CTR. Aircraft called me at approximately 0915Z. Obtaining his details I asked his heading and if he could accept a turn for identification. He said he could so I turned him onto a heading of 240 degrees, he reported his altitude as being 4.6A. I instructed the pilot to descend immediately to not above 3.4A and report passing 3.5A. My colleague called Thames to inform of the traffic. The aircraft was subsequently transferred to Director on 132.450 in order to explain to the pilot on quiet frequency what had happened.
201511889	29/08/2015	EGTT : London (FIR)	Overhead Cowes		D	CTA	PIPER	Reciprocating	1	Infringement of the Southampton CTA (Class D) by an unknown aircraft squawking 7000 indicating 2700ft. Aircraft left the CTA 2, turned and infringed again. Aircraft identified as a PA38. Traffic info given. Standard separation maintained.	At approximately 1048 I observed an unknown aircraft enter Solent CTA 2 in the vicinity of Cowes westbound indicating 2700FT, mode S indicated a PA38. Several calls were made to the aircraft without reply and traffic information was passed to VFR traffic in the vicinity. My coordinator advised Bournemouth of the unknown traffic and checked that it was not on their frequency. The PA38 was monitored on radar and was observed to leave the Solent CTA 2 in the vicinity of the needles before turning and re-entering CTA 2 at 1057.The mode C indicated between 2100 and 2300FT. The PA38 then re-traced its route eastward and left CTA 2 in the vicinity of Cowes. Further traffic information was passed to VFR traffic in the vicinity.
201511891	29/08/2015	EGTT : London (FIR)	SAM	Bearing 215 Range 5.5nm	D	CTR	SCHEIBE	Other	1	Infringement of the Southampton CTR (Class D) by a glider. Traffic info and avoiding action given. Separation lost.	Appropriate CAA action is being taken as a result of this incident.

201511891	29/08/2015	EGTT : London (FIR)	SAM	Bearing 215 Range 5.5nm	D	CTR	EMBRAER	Turbofan	2	Infringement of the Southampton CTR (Class D) by a glider. Traffic info and avoiding action given. Separation lost.	Appropriate CAA action is being taken as a result of this incident.
201511895	29/08/2015	EGTT : London (FIR)	KENET		A	Airway - ATS Route	EUROPA	Reciprocating	1	Infringement of Airway L9 by an aircraft squawking 7000 and observed climbing to FL78.	As BCN Planner I noticed an INT 7000 squawk pop up passing FL60 in the vicinity of KENET with a g'speed of approx. 100kts. The aircraft proceeded in the westerly direction towards MIMBI & through the REDLANDS paradrropping zone (which was down at the time) before turning towards the east again towards KENET and TC SW airspace. During this time the a/c climbed to FL78. The a/c eventually descended below controlled airspace after approx 10mins without incident. A blocking strip was created to reflect the intruder and the 5000ft separation required and TC SW were made aware for their CPT departures. I spoke to EGVN, EGGD and TC SW during this event but they had not worked the aircraft. However from their mode S they informed me of the a/c reg/callsign. I spoke to D&D (as the LAS was busy speaking to the FIR & flight plans about the a/c) and they gave me the details.
201511897	29/08/2015	EGTT : London (FIR)	Haydock		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a R44 squawking 7000. Traffic info given. Separation lost.	Appendix 2 to report 113285. Between 13:30 and 14:00 R44 called at Haydock requesting entry to Manchester CTR for a private site near Northwich. The aircraft was identified by SSR squawk 7351 inside the Liverpool CTR. The pilot was informed and given guidance back to the LLR, GP radar was informed by telephone. □ Supplementary 29/08/15:□ Appendix 1 to Report ref 113285. At about 14:03 a primary target was observed orbiting near Stretton and entering the Manchester CTR during a single orbit before disappearing. I advised AIR2 of the traffic and subsequently the watch manager. Subsequently a primary return reappear perhaps for two sweeps with no direction determined before again disappearing. The watch manager later informed me that this may have resulted in a separation loss with a B737 departure out of EGCC then working Scottish Control.□ Supplementary 29/08/15:□ Appendix 3 to report 113285. At about 14:14 an AIW was observed north of EGCB briefly, showing on mode s as G.□ Supplementary 29/08/15:□ At about 14:03 a primary target was observed inside CAS orbiting near Stretton. AIR2 advised of the traffic which disappeared after the orbit. Subsequently a return appeared for 2 sweeps same area before disappearing, again AIR2 and Watch Manager informed, operations continued. My broadcast to any aircraft in the area elicited reply from an aircraft from Warrington to Warrington primary only which though not identified looked to be in the
201511897	29/08/2015	EGTT : London (FIR)	Haydock		D	CTR	BOEING	Turbofan	2	Infringement of the Manchester CTR (Class D) by a R44 squawking 7000. Traffic info given. Separation lost.	Appendix 2 to report 113285. Between 13:30 and 14:00 R44 called at Haydock requesting entry to Manchester CTR for a private site near Northwich. The aircraft was identified by SSR squawk 7351 inside the Liverpool CTR. The pilot was informed and given guidance back to the LLR, GP radar was informed by telephone. □ Supplementary 29/08/15:□ Appendix 1 to Report ref 113285. At about 14:03 a primary target was observed orbiting near Stretton and entering the Manchester CTR during a single orbit before disappearing. I advised AIR2 of the traffic and subsequently the watch manager. Subsequently a primary return reappear perhaps for two sweeps with no direction determined before again disappearing. The watch manager later informed me that this may have resulted in a separation loss with a B737 departure out of EGCC then working Scottish Control.□ Supplementary 29/08/15:□ Appendix 3 to report 113285. At about 14:14 an AIW was observed north of EGCB briefly, showing on mode s as G.□ Supplementary 29/08/15:□ At about 14:03 a primary target was observed inside CAS orbiting near Stretton. AIR2 advised of the traffic which disappeared after the orbit. Subsequently a return appeared for 2 sweeps same area before disappearing, again AIR2 and Watch Manager informed, operations continued. My broadcast to any aircraft in the area elicited reply from an aircraft from Warrington to Warrington primary only which though not identified looked to be in the
201511904	28/08/2015	EGTT : London (FIR)	South of OCK BIG line		A	TMA	PIPER	Reciprocating	1	Infringement of London TMA (Class A) by an unknown aircraft at 1900ft, resulting in loss of separation with an outbound A380. Aircraft believed to be a PA28. Traffic info given.	I was working TC South East Band boxed A380 was leaving EPM heading 125 degrees an infringer popped up in the A380's 12 o clock at 1900 ft. I initially turned the A380 right 105 degrees and when I realised that wasn't enough I continued the turn heading 090 degrees. I did not prefix the turn with avoiding action. □ Supplementary 03/09/15:□ Strong head wind, climb rate unexpected at such a rate.

201511904	28/08/2015	EGTT : London (FIR)	South of OCK BIG line		A	TMA	AIRBUS	Turbofan	4	Infringement of London TMA (Class A) by an unknown aircraft at 1900ft, resulting in loss of separation with an outbound A380. Aircraft believed to be a PA28. Traffic info given.	I was working TC South East Band boxed A380 was leaving EPM heading 125 degrees an infringer popped up in the A380's 12 o clock at 1900 ft. I initially turned the A380 right 105 degrees and when I realised that wasn't enough I continued the turn heading 090 degrees. I did not prefix the turn with avoiding action. □ Supplementary 03/09/15: □ Strong head wind, climb rate unexpected at such a rate.
201511906	30/08/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	7.5nm N	D	CTA	UNKNOWN	Unknown		Infringement of the Solent CTA 1 (Class D) by an unknown aircraft showing as a primary contact only squawking 7000, indicating 1600ft climbing to 1700ft. AIW activated. Traffic info and avoiding action given to a PA28. Standard separation maintained.	PA28 was at 5000FT IFR and in receipt of a Radar Control Service crossing the Solent CTA, on its own navigation between SAM and CPT. Two primary only radar contacts were observed approaching the Solent CTA-5 boundary on a south westerly track and then continued towards the Solent CTA-3 boundary. The tracks indicated they would pass towards CTA-1. PA28 was advised of the primary contacts and advised that it was assumed the aircraft were operating beneath controlled airspace at the time (below 2000FT). PA28 was advised that it may become necessary to turn to avoid the aircraft, if necessary, but would be kept advised. A 7000 transponder code appeared indicating an altitude of 1600FT followed by a climb to 1700FT. PA28 was instructed to turn right onto a heading of 060 degrees as avoiding action. I was aware that at the time I had in excess of 3000FT separation but as the unknown contact was commencing a climb it was possible that this separation may have been eroded. The AIW activated and at the same time, blind transmissions were made in relation to Southampton, Winchester and Romsey. The mode S data block did not provide any callsign or additional information. The ATSA informed Bournemouth Radar of the situation and also tracked the aircraft for as long as possible. Bournemouth ATC did not provide the aircraft with a service. The primary and secondary contact faded below cover approximately 25NM west of Southampton, 10 minutes later. Vertical Separation: 3300FT. Estimated Lateral Separation: 2.8NM
201511906	30/08/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	7.5nm N	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA 1 (Class D) by an unknown aircraft showing as a primary contact only squawking 7000, indicating 1600ft climbing to 1700ft. AIW activated. Traffic info and avoiding action given to a PA28. Standard separation maintained.	PA28 was at 5000FT IFR and in receipt of a Radar Control Service crossing the Solent CTA, on its own navigation between SAM and CPT. Two primary only radar contacts were observed approaching the Solent CTA-5 boundary on a south westerly track and then continued towards the Solent CTA-3 boundary. The tracks indicated they would pass towards CTA-1. PA28 was advised of the primary contacts and advised that it was assumed the aircraft were operating beneath controlled airspace at the time (below 2000FT). PA28 was advised that it may become necessary to turn to avoid the aircraft, if necessary, but would be kept advised. A 7000 transponder code appeared indicating an altitude of 1600FT followed by a climb to 1700FT. PA28 was instructed to turn right onto a heading of 060 degrees as avoiding action. I was aware that at the time I had in excess of 3000FT separation but as the unknown contact was commencing a climb it was possible that this separation may have been eroded. The AIW activated and at the same time, blind transmissions were made in relation to Southampton, Winchester and Romsey. The mode S data block did not provide any callsign or additional information. The ATSA informed Bournemouth Radar of the situation and also tracked the aircraft for as long as possible. Bournemouth ATC did not provide the aircraft with a service. The primary and secondary contact faded below cover approximately 25NM west of Southampton, 10 minutes later. Vertical Separation: 3300FT. Estimated Lateral Separation: 2.8NM
201511908	30/08/2015	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		D	CTR	SOCATA	Reciprocating	1	Infringement of the Heathrow CTR (Class D) by a TB20 at 1000ft. Departures to the South were suspended and fltnum 460 had their take-off clearance cancelled. Traffic info given. Standard separation maintained.	TB20 Infringement No Loss. TB20 entered the Heathrow CTR to the south of Heathrow, tracking northbound. Heathrow departures to the south were immediately suspended. The aircraft took an immediate left turn and left controlled airspace quickly after before landing at ****. **** report the aircraft as a TB20. Fltnum 460 had been cleared for take-off from 09R at Heathrow but had not yet started rolling. His take-off clearance was cancelled.
201511908	30/08/2015	EGTT : London (FIR)	EGLL (LHR): London/Heathrow		D	CTR	UNKNOWN	Unknown		Infringement of the Heathrow CTR (Class D) by a TB20 at 1000ft. Departures to the South were suspended and fltnum 460 had their take-off clearance cancelled. Traffic info given. Standard separation maintained.	TB20 Infringement No Loss. TB20 entered the Heathrow CTR to the south of Heathrow, tracking northbound. Heathrow departures to the south were immediately suspended. The aircraft took an immediate left turn and left controlled airspace quickly after before landing at ****. **** report the aircraft as a TB20. Fltnum 460 had been cleared for take-off from 09R at Heathrow but had not yet started rolling. His take-off clearance was cancelled.

201511909	30/08/2015	EGTT : London (FIR)	MONTY		A	Airway - ATS Route	CESSNA	Reciprocating	1	Infringement of Airway N864 (Class A) by a C208 at 4700ft at MONTY. CAIT activated. Standard separation maintained.	Infringer at Monty. C208,working FIR on squawk 1177 climbed to altitude 4700' and infringed 3nm SW MONTY. CAIT activated, no other traffic in vicinity.
201511910	28/08/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	12mn E	D	CTA	CESSNA	Reciprocating	1	Infringement of the Gatwick CTA (Class D) by a C172 between 2500ft and 2700ft, squawking 7010. ATC were unable to establish contact with the C172. Traffic info given. Standard separation maintained.	Zone infringer. C172 flew Southbound approx 12 miles east of Gatwick indicating an altitude of between 2500 feet and 2700 feet. The aircraft was squawking 7010 but despite the efforts of Gatwick Fin, Gatwick Int, Gatwick tower and Farnborough Radar the aircraft could not be contacted. Several aircraft were held in the stack some were given additional vectoring to ensure separation was not lost. When it was 4 miles north of Mayfield it changed its squawk to 7000, indicated an altitude of 2400 feet and subsequently landed at ****.
201511911	28/08/2015	EGTT : London (FIR)	MALBY	6nm ENE	A	Airway - ATS Route	SCOTTISH AVIATION	Reciprocating	1	Infringement of Airway L9 (Class A) by a Bulldog at FL75 squawking 5061. Standard separation maintained.	Whilst receiving a Traffic Service in the Kemble area a Bulldog was seen to enter the airway L9 during a general handling manoeuvre 6NM ENE of MALBY at FL75 where the base is FL65. The aircraft was informed that he had entered the airway and instructed to descend immediately to vacate. London S23 controller was informed by telephone. The aircraft then asked if paperwork would be filed, to which I advised, yes. He advised that he would also file a report and acknowledged that he had been confused over location and base levels, thinking that the base was FL75 in his location.
201511912	30/08/2015	EGTT : London (FIR)	Manchester	LLR	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000 at 1400ft, climbing to 1600ft. Aircraft identified as a PA28. CAIT activated. Standard separation maintained.	PA28 Manchester LLR CAIT Infringement. CAIT activated in the Manchester LLR at 1204Z, the callsign was PA28 at A14 on a 7000 squawk tracking southbound near ASMIM. It subsequently climbed to A16 at 1206Z, still on a 7000 squawk. We asked Manchester Approach if he was listening on their frequency as it was likely Wallasey would have had to take avoiding action against the unknown traffic with the 3 Manchester departures pending. Before Manchester confirmed he was not on their frequency we realised we needed to TOSR departures into Wallasey sector, which we did for about a minute until Manchester felt they could provide Wallasey sector with the requisite separation against the unknown traffic. At time 1207Z it changed to a Liverpool squawk of 5050 and descended to A13 (QNH 1019). We called Liverpool at 1211Z to ascertain what QNH the pilot had selected prior to calling them and they said it was 1019 (the Manchester QNH). Wallasey Support phoned Liverpool Support to find out further details about the flight.
201511950	01/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	Solent CTA-7	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Solent CTA 7 by an unknown aircraft squawking 7000 indicating 4500ft. Aircraft identified as an SR22. Standard separation maintained	SR22 had called me but was instructed to standby due my workload, when I looked on radar I could see a 7000 entering CAS, it was identified using mode S. No loss of separation.

201511951	01/09/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	12nm E	D	CTA	VANS	Reciprocating	1	Infringement of the East Midlands CTA 2 by an unknown aircraft squawking 7000 indicating 2000ft, resulting in a loss of separation with an incoming B737. Traffic info and avoiding action given. Unknown aircraft identified as a Vans RV8.	B737 was being vectored for an ILS approach to runway 27. Whilst on a base leg, heading 360 and descending, an unknown contact was observed squawking 7000 indicating 2000ft approaching the eastern controlled area (CTA2). The B737 was advised of a potential imminent zone infringer and was initially turned 15 degrees left. The unknown aircraft was then seen entering controlled airspace at which point B737 was turned onto 270 degrees to keep clear. The unknown aircraft continued on a south, south westerly track, maintaining 2000ft, though the control area. B737 was routed north west through the final approach before subsequently being turned right hand downwind. Unfortunately mode S was unavailable at East Midlands at the time of the incident. However, a conversation with the Birmingham radar assistant revealed that the mode S of the unknown aircraft was showing a Vans RV8. At time 1558Z this was confirmed a second time, this time with the Birmingham Radar Director. An exact range and bearing based on Coventry was used to transfer the identity.□ Appropriate CAA action being taken.
201511951	01/09/2015	EGTT : London (FIR)	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	12nm E	D	CTA	BOEING	Turbofan	2	Infringement of the East Midlands CTA 2 by an unknown aircraft squawking 7000 indicating 2000ft, resulting in a loss of separation with an incoming B737. Traffic info and avoiding action given. Unknown aircraft identified as a Vans RV8.	B737 was being vectored for an ILS approach to runway 27. Whilst on a base leg, heading 360 and descending, an unknown contact was observed squawking 7000 indicating 2000ft approaching the eastern controlled area (CTA2). The B737 was advised of a potential imminent zone infringer and was initially turned 15 degrees left. The unknown aircraft was then seen entering controlled airspace at which point B737 was turned onto 270 degrees to keep clear. The unknown aircraft continued on a south, south westerly track, maintaining 2000ft, though the control area. B737 was routed north west through the final approach before subsequently being turned right hand downwind. Unfortunately mode S was unavailable at East Midlands at the time of the incident. However, a conversation with the Birmingham radar assistant revealed that the mode S of the unknown aircraft was showing a Vans RV8. At time 1558Z this was confirmed a second time, this time with the Birmingham Radar Director. An exact range and bearing based on Coventry was used to transfer the identity.□ Appropriate CAA action being taken.
201511953	30/08/2015	EGTT : London (FIR)	Not specified		D	CTR	CESSNA	Reciprocating	1	Infringement of the Heathrow CTR (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a C152. The aircraft infringed a further two times whilst trying to identify an inbound VRP. Standard separation maintained.	Heathrow CTR infringer C150. I was working as OJTI on Thames. At approx 1044Z, a 7000 squawk entered the Heathrow CTR west of Denham. Heathrow were informed, and they turned downwind traffic away. Denham were called, and eventually the aircraft called them as it was inbound. The aircraft infringed a further 2 times whilst trying to identify the inbound VRP.
201512161	02/09/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	PIPER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a PA28 at 2000ft. Three inbound aircraft were given extended routings. Standard separation maintained.	At 15:09 I noticed a primary return approaching the Stansted CTA/TMZ 1, SW of Haverhill VRP. I also highlighted it to the Essex radar Controller. It was then see to enter the CTA on a southerly track and then changed to a Wattisham radar squawk. I telephoned them for identification. They confirmed the routing and aircraft as a PA28. Whilst no mode C was indicated they confirmed the aircraft was at 2000' on the Stansted QNH of 1017 and that it was a student pilot who had called them on becoming unaware of position. I asked Wattisham to descend the aircraft below 1500' as soon as possible as we were holding aircraft away from the final approach track of runway 22 and to confirm when the aircraft had done so. Three aircraft under the control of Essex Radar were given extended routings as a result of the infringement. Another aircraft was well ahead of the infringement and continued its approach as normal.
201512162	30/08/2015	EGTT : London (FIR)	Rhyl	1nm South	Other	Other	MOONEY	Reciprocating	1	Infringement of NOTAMed air display by an aircraft at approximately 1500ft.	The air display was protected by a NOTAM specifying protected airspace from surface to 3500ft amsl and 4nm radius from the datum on Rhyl seafront. As flying display director I was monitoring the flying display from the datum point when a member of the committee drew my attention to a light aircraft infringing the area directly to the south of the datum. The aircraft, later identified, as flying a left hand race track pattern at approximately 1500ft. It flew this pattern at least twice coming to within 1nm of display datum. An aircraft in the display holding area was asked to identify the aircraft and was able to report the registration to display control. Simultaneously, display control using a flight tracking app identified the aircraft. We tracked the aircraft for 10mins or so as it eventually left the area to the south. Fortunately, the aircraft was spotted and appropriate action was taken to prevent a more serious incident. The display was temporarily suspended and only resumed when we were confident that it was leaving the display airspace.

201512164	03/09/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	Bearing W Range 8nm	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by a C172 squawking 3767. Standard separation maintained.	8nm west of the airport a 3767 squawk entered the CTR, height unknown. INT called KR to identify it using squawk ident and subsequently told them to instruct the aircraft to leave controlled airspace to the north immediately. GS Air called KR to get the details of the aircraft concerned. I stopped departures temporarily and restarted them when the infringer left to the north.
201512193	04/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	14.4nm S	D	CTR	OTHER	Reciprocating	1	Infringement of the Solent CTA 2 (Class D) by two unknown aircraft in formation squawking 0011, indicating 2A climbing to 2900ft. Traffic info given to an inbound aircraft. Standard separation maintained.	A contact squawking 0011 was observed at Beaulieu tracking SE indicating 2A. Blind calls were made with no response. Bournemouth were contacted but were not working it. The contact continued SE and started to climb. It reached 2.9A over Newtown on the IOW, just on the edge of CAS. ***184G was inbound at this time. The inbound was on a visual approach and was warned about the infringer. As the infringer climbed into CAS, the inbound was told to turn base which it did. This kept it clear of the infringer.☐ Supplementary 09/09/15:☐ Was in contact with Southampton ATC remaining at 1700 - 1800ft i.e. below the 2000ft limit. Just before Beulieu I Asked Southampton if D037 was active (I actually meant D036) for the channel crossing, they did not know. Called Plymouth Mil who requested a transit altitude, I suggested 2,500ft and they cleared me to transit at that level. Keen to get to the transit altitude, I got almost to the southern edge of the class D airspace and started climbing a little too soon, I infringed the southern edge of the class D. My colleague following in a microlight was carrying a transponder, also was on Plymouth mil, and his xponder trace showed he did infringe the southern edge. Southampton could not contact either of us. At mid channel I got a message from Plymouth Mil to contact Southampton which I could barely receive, My colleague relayed it for me. We telephoned Southampton from Cherbourg. 1) Note to self not to get distracted by onward clearance from another station when under existing airspace restriction. 2) Plymouth to provide Southampton and Bournemouth with status of the D036 area so no need to transfer to another station when coasting out. 3)Fly with GPS which
201512193	04/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	14.4nm S	D	CTR	UNKNOWN	Unknown		Infringement of the Solent CTA 2 (Class D) by two unknown aircraft in formation squawking 0011, indicating 2A climbing to 2900ft. Traffic info given to an inbound aircraft. Standard separation maintained.	A contact squawking 0011 was observed at Beaulieu tracking SE indicating 2A. Blind calls were made with no response. Bournemouth were contacted but were not working it. The contact continued SE and started to climb. It reached 2.9A over Newtown on the IOW, just on the edge of CAS. ***184G was inbound at this time. The inbound was on a visual approach and was warned about the infringer. As the infringer climbed into CAS, the inbound was told to turn base which it did. This kept it clear of the infringer.☐ Supplementary 09/09/15:☐ Was in contact with Southampton ATC remaining at 1700 - 1800ft i.e. below the 2000ft limit. Just before Beulieu I Asked Southampton if D037 was active (I actually meant D036) for the channel crossing, they did not know. Called Plymouth Mil who requested a transit altitude, I suggested 2,500ft and they cleared me to transit at that level. Keen to get to the transit altitude, I got almost to the southern edge of the class D airspace and started climbing a little too soon, I infringed the southern edge of the class D. My colleague following in a microlight was carrying a transponder, also was on Plymouth mil, and his xponder trace showed he did infringe the southern edge. Southampton could not contact either of us. At mid channel I got a message from Plymouth Mil to contact Southampton which I could barely receive, My colleague relayed it for me. We telephoned Southampton from Cherbourg. 1) Note to self not to get distracted by onward clearance from another station when under existing airspace restriction. 2) Plymouth to provide Southampton and Bournemouth with status of the D036 area so no need to transfer to another station when coasting out. 3)Fly with GPS which
201512193	04/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	14.4nm S	D	CTR	CYCLONE AIRSPORTS	Reciprocating	1	Infringement of the Solent CTA 2 (Class D) by two unknown aircraft in formation squawking 0011, indicating 2A climbing to 2900ft. Traffic info given to an inbound aircraft. Standard separation maintained.	A contact squawking 0011 was observed at Beaulieu tracking SE indicating 2A. Blind calls were made with no response. Bournemouth were contacted but were not working it. The contact continued SE and started to climb. It reached 2.9A over Newtown on the IOW, just on the edge of CAS. ***184G was inbound at this time. The inbound was on a visual approach and was warned about the infringer. As the infringer climbed into CAS, the inbound was told to turn base which it did. This kept it clear of the infringer.☐ Supplementary 09/09/15:☐ Was in contact with Southampton ATC remaining at 1700 - 1800ft i.e. below the 2000ft limit. Just before Beulieu I Asked Southampton if D037 was active (I actually meant D036) for the channel crossing, they did not know. Called Plymouth Mil who requested a transit altitude, I suggested 2,500ft and they cleared me to transit at that level. Keen to get to the transit altitude, I got almost to the southern edge of the class D airspace and started climbing a little too soon, I infringed the southern edge of the class D. My colleague following in a microlight was carrying a transponder, also was on Plymouth mil, and his xponder trace showed he did infringe the southern edge. Southampton could not contact either of us. At mid channel I got a message from Plymouth Mil to contact Southampton which I could barely receive, My colleague relayed it for me. We telephoned Southampton from Cherbourg. 1) Note to self not to get distracted by onward clearance from another station when under existing airspace restriction. 2) Plymouth to provide Southampton and Bournemouth with status of the D036 area so no need to transfer to another station when coasting out. 3)Fly with GPS which
201512204	04/09/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		A	TMA	TECNAM	Reciprocating	1	Infringement of the London TMA (Class A) by an aircraft squawking 7000 at 3100ft. Traffic info given. Standard separation maintained.	A 7000 squawk entered CAS south of EGKK and climbed to 3.1A before quickly descending back outside of CAS. A319 was given a precautionary avoiding turn and traffic although they were well above. Identified on mode S and LF LARS advised that they had worked it earlier and confirmed its destination.

201512204	04/09/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick		A	TMA	AIRBUS	Turbofan	2	Infringement of the London TMA (Class A) by an aircraft squawking 7000 at 3100ft. Traffic info given. Standard separation maintained.	A 7000 squawk entered CAS south of EGKK and climbed to 3.1A before quickly descending back outside of CAS. A319 was given a precautionary avoiding turn and traffic although they were well above. Identified on mode S and LF LARS advised that they had worked it earlier and confirmed its destination.
201512334	28/08/2015	EGTT : London (FIR)	Overhead Shoreham Airport		G	ATZ	ROBINSON	Reciprocating	1	Infringement of the Shoreham RA(T) (Class G) by an R22 indicating 2000ft squawking 3763. Standard separation maintained.	1700Z-R22 calls at Brighton for a Basic Service inbound to ****. The TWR ATCO at the time takes the details and instructs the aircraft to remain outside the RA(T). Approach ATCO takes over watch and instructs the aircraft to route south of the RA(T) minimum of 2 miles south of the airfield, remaining outside the RA(T). 1707Z-Pilot reports overhead and is spotted by the ATSA to be inland between the airport and the coastline. ATCO instructs the aircraft to immediately turn south/south west and vacate the RA(T). Aircraft is seen ignoring the instructions and carried on westbound. 1709Z- Aircraft reports at Worthing Pier changing frequency the Good wood information. The operator was contacted by ATC. The Police Authorities had spotted this aircraft and contacted ATC as to its' intentions. Operator details passed to Police. Appropriate CAA action taken as a result of this incident.
201512396	05/09/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm SW	G	Restricted area	VANS	Reciprocating	1	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft showing as a primary contact only. Aircraft identified as a Vans RV7. Traffic info given to a B737. Standard separation maintained.	At approx. 1135 Vans RV7 was observed to enter TMZ 2 as a primary only contact. I phoned LF Lars to see if they knew of it, which they didn't. B737 was downwind left for 04 and was told that he would get extended vectoring to avoid the unknown aircraft. I didn't want to turn left in case the unknown aircraft turned right and thus cause a head on situation so I decided to continue downwind to go passed and behind. I also couldn't turn right due to GW CLN departure from 08. I kept them as far away from each other as I could but was unable to achieve 5 miles/5000ft Vans RV7 was identified with mode s as he left the tmz and his transponder turned on. He also called Essex radar at about 1138 and reported a transponder malfunction.
201512396	05/09/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	10nm SW	G	Restricted area	BOEING	Turbofan	2	Infringement of the Stansted TMZ 2 (Class G) by an unknown aircraft showing as a primary contact only. Aircraft identified as a Vans RV7. Traffic info given to a B737. Standard separation maintained.	At approx. 1135 Vans RV7 was observed to enter TMZ 2 as a primary only contact. I phoned LF Lars to see if they knew of it, which they didn't. B737 was downwind left for 04 and was told that he would get extended vectoring to avoid the unknown aircraft. I didn't want to turn left in case the unknown aircraft turned right and thus cause a head on situation so I decided to continue downwind to go passed and behind. I also couldn't turn right due to GW CLN departure from 08. I kept them as far away from each other as I could but was unable to achieve 5 miles/5000ft Vans RV7 was identified with mode s as he left the tmz and his transponder turned on. He also called Essex radar at about 1138 and reported a transponder malfunction.
201512398	05/09/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Ware	D	CTA	OTHER	Reciprocating	1	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7000, indicating 1700ft, resulting in a loss of separation with an inbound B737. Aircraft identified as a Pioneer 300. CAIT activated.	I was just turning a B737 onto the R04 ILS when a Pioneer 300 entered the CTA at Ware indicating 1700 feet. I immediately made a blind call to the Pioneer 300 to see if he was on frequency. That's when the Luton controller realised that he was working the aircraft. Luton then descended the Pioneer 300 and put squawk 4670 on him. Supplementary 08/09/15: I was on duty as Luton Radar controller At about 1416 Pioneer 300 called and requested a basic service reporting at 1800ft routeing from a private site in Northampton to *****. I agreed a basic service and gave the Luton QNH. I had not yet issued a squawk and was vectoring aircraft for 08 at Luton when at about 1419 I heard the SS radar controller making a blind call to the Pioneer 300. I could now see on my radar that a return with mode S showing the Pioneer 300 was CAITing magenta in the EGSS SW stub. I asked the Pioneer 300 to confirm QNH, that he had ground contact, and to descend immediately to not above 1500ft as I believed him to be in CAS. He acknowledged, confirmed he had ground contact and descended out of CAS in a timely manner. A B737was establishing on the 04 ILS at EGSS, NE of, but diverging from the Pioneer 300 so avoiding action was not considered necessary. I told the Pioneer 300 to squawk 4670 to confirm identification, which he did. I then advised the Pioneer 300 of his position and warned him that he was tracking directly towards EG SX and advised that he contacted them or avoided their ATZ. He acknowledged this and left the frequency.

201512398	05/09/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted	Ware	D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by an unknown aircraft squawking 7000, indicating 1700ft, resulting in a loss of separation with an inbound B737. Aircraft identified as a Pioneer 300. CAIT activated.	I was just turning a B737 onto the R04 ILS when a Pioneer 300 entered the CTA at Ware indicating 1700 feet. I immediately made a blind call to the <input type="checkbox"/> Pioneer 300 to see if he was on frequency. That's when the Luton controller realised that he was working the aircraft. Luton then descended the Pioneer 300 and put squawk 4670 on him. <input type="checkbox"/> Supplementary 08/09/15: <input type="checkbox"/> I was on duty as Luton Radar controller At about 1416 Pioneer 300 called and requested a basic service reporting at 1800ft routeing from a private site in Northampton to *****. I agreed a basic service and gave the Luton QNH. I had not yet issued a squawk and was vectoring aircraft for 08 at Luton when at about 1419 I heard the SS radar controller making a blind call to the Pioneer 300. I could now see on my radar that a return with mode S showing the Pioneer 300 was CAITing magenta in the EGSS SW stub. I asked the Pioneer 300 to confirm QNH, that he had ground contact, and to descend immediately to not above 1500ft as I believed him to be in CAS. He acknowledged, confirmed he had ground contact and descended out of CAS in a timely manner. A B737was establishing on the 04 ILS at EGSS, NE of, but diverging from the Pioneer 300 so avoiding action was not considered necessary. I told the Pioneer 300 to squawk 4670 to confirm identification, which he did. I then advised the Pioneer 300 of his position and warned him that he was tracking directly towards EGSX and advised that he contacted them or avoided their ATZ. He acknowledged this and left the frequency. <input type="checkbox"/>
201512403	05/09/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	Northwich	D	CTR	OTHER	Reciprocating	1	Infringement of the Manchester CTR (class D) by an unknown aircraft showing as a primary contact only at approx 500ft. Aircraft identified as a microlight by an inbound B737. Standard separation maintained.	On 05L as Final Director I became aware of a primary contact, intermittent, just inside the zone, tracking southbound parallel with the low level corridor. The return was very slow moving, intermittent and moving with the wind direction. <input type="checkbox"/> Because of this I considered it to be spurious but mentioned it to ***816W who was inbound on the ILS. He replied that he could not see anything. He then mentioned that he could see a microlight in his 10 o'clock, which was in the approximate area where the return was, to the north of the final approach track, about 500agl. The pilot appeared completely unconcerned. The next inbound was some 10nm behind but the return had now passed south of the final approach and I assessed that the inbound would pass well to the north of the return. I monitored the return and the inbound a/c to make sure that this was the case. When I first noticed the return I tried a blind transmission and also asked APC S to do the same. He did receive a reply but it was from an a/c northbound in the LLR.
201512403	05/09/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	Northwich	D	CTR	BOEING	Turbofan	2	Infringement of the Manchester CTR (class D) by an unknown aircraft showing as a primary contact only at approx 500ft. Aircraft identified as a microlight by an inbound B737. Standard separation maintained.	On 05L as Final Director I became aware of a primary contact, intermittent, just inside the zone, tracking southbound parallel with the low level corridor. The return was very slow moving, intermittent and moving with the wind direction. <input type="checkbox"/> Because of this I considered it to be spurious but mentioned it to ***816W who was inbound on the ILS. He replied that he could not see anything. He then mentioned that he could see a microlight in his 10 o'clock, which was in the approximate area where the return was, to the north of the final approach track, about 500agl. The pilot appeared completely unconcerned. The next inbound was some 10nm behind but the return had now passed south of the final approach and I assessed that the inbound would pass well to the north of the return. I monitored the return and the inbound a/c to make sure that this was the case. When I first noticed the return I tried a blind transmission and also asked APC S to do the same. He did receive a reply but it was from an a/c northbound in the LLR.
201512409	06/09/2015	EGTT : London (FIR)	Solent CTA-2	IOW A023	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Solent CTA-2 (Class D) by an unknown aircraft squawking 7000 at 2300ft. Aircraft identified as an EV97. Standard separation maintained.	EV97 (as indicated on Mode S) observed squawking 7000 routing west bound across the IOW A023, blind calls made-no response. HH contacted who were working the traffic, at this point EV97 entered Solent CTA-2 A023. No loss, no other traffic affected.
201512411	06/09/2015	EGTT : London (FIR)	MCT	7.5nm W	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR by an unknown aircraft squawking 7366 indicating 1100ft. Aircraft identified as a PA28. AIW activated. Standard separation maintained.	I became aware of an aircraft just south west of EGCB, tracking SW towards the Manchester LLR. The aircraft was squawking 7366 [Manchester Listening Squawk]. Just before it reached the LLR, it turned south and tracked towards the north-west CTR boundary. I made a couple of blind transmissions to the aircraft but with no reply. No Mode S registration information was available. Just as it reached the CTR boundary I placed a check on departures and telephoned the AIR1 controller (23R SRO) to confirm the departure check and advise of the infringement.AIW then activated and I continued to call the aircraft, with no response. I telephoned Barton who passed the likely registration and details, but shortly <input type="checkbox"/> afterwards the aircraft turned west and exited the CTR into the LLR. There was no other traffic in the vicinity and hence no loss of separation occurred. After dealing with two IFR arrivals calling on frequency, I then free-called the unknown using the registration ***** as supplied by Barton. The pilot immediately responded and I placed him under a discrete Manchester squawk, thus identifying the aircraft. Around this time I also lifted the check on departures. I elected not to inform the pilot of the infringement, being concerned that it might cause him worry and distraction, but placed him under a Basic service and continued to monitor the flight until he requested to transfer to (I believe) the East Midlands frequency some 15 minutes later.

201512423	06/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	15.2nm S	D	CTA	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 7000, indicating 2000ft. Aircraft identified as a Ikarus C42. Standard separation maintained.	At 1107z a contact was observed routing Eastbound at SAM 187R 15.2nm, Mode C indicating 2A climbing. Blind calls were made for the aircraft using the Mode S downlink callsign for an Ikarus C42. Bournemouth were contacted and they advised they were not in contact with the C42. The aircraft continued to climb to indicated 2.4A before leaving the lateral limits of Solent CTA-2. There was no other traffic affected. At time 1113z the C42 checked in on the frequency (now clear of controlled airspace), and was provided with a basic service before leaving the frequency for Sandown.
201512426	06/09/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	11nm ENE	D	CTR	CESSNA	Reciprocating	1	Infringement of the Gatwick CTR (Class D) by an unknown aircraft indicating 2200ft, resulting in a loss of separation with an inbound B737. Aircraft identified as a C150. Traffic info given.	Working as EGKK FIN with EGKK INT split. An aircraft wearing a EGLF east squawk was observed to enter the zone in the NE corner indicating 2200ft. A B737 was vectored away from the aircraft to the SW whilst EGKK INT called EGLF East. They stated that the aircraft was a student and was being descended to leave controlled airspace, which it then did. Once this had happened, the B737 was re vectored back onto the ILS establishing inside 10DME (this was coordinated with the tower). The aircraft was identified as a C150.
201512426	06/09/2015	EGTT : London (FIR)	EGKK (LGW): London/Gatwick	11nm ENE	D	CTR	BOEING	Turbofan	2	Infringement of the Gatwick CTR (Class D) by an unknown aircraft indicating 2200ft, resulting in a loss of separation with an inbound B737. Aircraft identified as a C150. Traffic info given.	Working as EGKK FIN with EGKK INT split. An aircraft wearing a EGLF east squawk was observed to enter the zone in the NE corner indicating 2200ft. A B737 was vectored away from the aircraft to the SW whilst EGKK INT called EGLF East. They stated that the aircraft was a student and was being descended to leave controlled airspace, which it then did. Once this had happened, the B737 was re vectored back onto the ILS establishing inside 10DME (this was coordinated with the tower). The aircraft was identified as a C150.
201512430	05/09/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	14nm NE	D	CTR	CIRRUS	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, indicating 3000ft climbing to 3400ft. Aircraft identified as a Cirrus SR22. All departures stopped. Standard separation maintained.	I was working as the Approach South controller and vectoring on 05L single runway ops. I had noticed a 7000 squawk at 3500ft getting close to the boundary of controlled airspace at 3000ft. The contact was about 14miles to the East of Manchester tracking northbound towards DESIG. I tried blind calling this with no success. As it entered controlled airspace I noticed a DESIG about to roll so I stopped DESIG departures. I tried again to freecall the contact and got someone in to split the position. The contact then continued North and still unsure of intentions I stopped all departures. Upon trying the aircraft again it called up as a Cirrus SR22 which I then put on a squawk of 7354. This contact was identified and validated and on confirmation of being VFR was given a transit not above 3500ft. Departures were then restarted.
201512432	06/09/2015	EGTT : London (FIR)	EGLC (LCY): London city	5nm NE	D	CTA	GRUMMAN	Reciprocating	1	Infringement of the London City CTA (Class D) by unknown aircraft indicating 2200ft, resulting in a loss of separation. Avoiding action given to an outbound EMB190. Aircraft belived to be a Grumman AA5.	Shortly after taking over the position ***8734 became airborne from Runway 27, London City. At the same time I observed Infringing traffic to the north of London City tracking towards the City CTR and the outbound SID track of ***8734. I immediately co-ordinated with TC NE and attempted to obtain co-ordination with LL FIN by shouting across but was unsuccessful. When the *** 8734 called on the frequency I issued a heading of 360 which was planned to avoid the infringing traffic and the nearest LL inbounds (due to lack of co-ordination). I then managed to obtain co-ordination with LL FIN. Shortly thereafter TC NE called and offered climb for ***8734 which was accepted. ***8734 was vectored north then east (around the Infringer) and then co-ordinated off normal track with TC SE before transferring frequency. The Infringing traffic was observed to descend below the TMA but then enter the London City CTR passing through the final approach to runway 27 at approximately 2200ft.

201512432	06/09/2015	EGTT : London (FIR)	EGLC (LCY): London city	5nm NE	D	CTA	EMBRAER	Turbofan	2	Infringement of the London City CTA (Class D) by unknown aircraft indicating 2200ft, resulting in a loss of separation. Avoiding action given to an outbound EMB190. Aircraft belived to be a Grumman AA5.	Shortly after taking over the position ***8734 became airborne from Runway 27, London City. At the same time I observed Infringing traffic to the north of London City tracking towards the City CTR and the outbound SID track of ***8734. I immediately co-ordinated with TC NE and attempted to obtain co-ordination with LL FIN by shouting across but was unsuccessful. When the *** 8734 called on the frequency I issued a heading of 360 which was planned to avoid the infringing traffic and the nearest LL inbounds (due to lack of co-ordination). I then managed to obtain co-ordination with LL FIN. Shortly thereafter TC NE called and offered climb for ***8734 which was accepted. ***8734 was vectored north then east (around the Infringer) and then co-ordinated off normal track with TC SE before transferring frequency. The Infringing traffic was observed to descend below the TMA but then enter the London City CTR passing through the final approach to runway 27 at approximately 2200ft.
201512443	06/09/2015	EGTT : London (FIR)	EGMC (SEN): Southend	8nm SW	D	CTR	OTHER	Reciprocating	1	Infringement of the Southend CTR (Class D) and then the Southend CTA (Class D) by a CTSW squawking 3767 indicating 1400ft. Avoiding action given to an outbound aircraft. Standard separation maintained.	I was Southend Director and had released the ***49RV to depart Rwy24 on a Lydd PDR to DET climbing to 3000ft. I then noticed an aircraft showing as a CTSW on the display, and wearing the Redhill ATC conspicuity squawk code 3767, level indicated approximately 1400ft but did go up a little above this too. Both Southend Radar and Director positions put out multiple blind calls to the CTSW with no response. I contacted the Tower controller to check if the ***49RV was already departing, luckily it was still turning onto the runway, and so the Take-off clearance was cancelled. We contacted Redhill Tower who confirmed it was an acft that took off from them, and they tried to call the aircraft to instruct it to change frequency to Southend Director. However there was no response to their call. The aircraft proceeded east bound long the south bank of the River Thames before turning to overhead Stoke airfield, where the altitude indication reduced to 300ft before climbing out again. As the CTSW left the Southend CTR at Stoke, The ***49RV was released to depart again.□ The CTSW from Stoke tracked westbound and then climbed back into the Southend Control Area 1 at up to 1900ft before exiting the Southend CAS at 1655. During this time, the ***49RV given a further precautionary turn onto a heading of 110 degrees, as Thames Radar were unable to give any further climb through the Thames Gate. Climb to 5000ft was then given by Thames Radar and transferred to them. The pilot of the CTSW subsequently phoned after landing and was apologetic, said had been flying with a very old map, whilst demonstrating to a student how to approach Stoke airfield. No radar recordings or RT have yet been impounded, but are available for this within 30 days if required.
201512443	06/09/2015	EGTT : London (FIR)	EGMC (SEN): Southend	8nm SW	D	CTR	UNKNOWN	Turbofan		Infringement of the Southend CTR (Class D) and then the Southend CTA (Class D) by a CTSW squawking 3767 indicating 1400ft. Avoiding action given to an outbound aircraft. Standard separation maintained.	I was Southend Director and had released the ***49RV to depart Rwy24 on a Lydd PDR to DET climbing to 3000ft. I then noticed an aircraft showing as a CTSW on the display, and wearing the Redhill ATC conspicuity squawk code 3767, level indicated approximately 1400ft but did go up a little above this too. Both Southend Radar and Director positions put out multiple blind calls to the CTSW with no response. I contacted the Tower controller to check if the ***49RV was already departing, luckily it was still turning onto the runway, and so the Take-off clearance was cancelled. We contacted Redhill Tower who confirmed it was an acft that took off from them, and they tried to call the aircraft to instruct it to change frequency to Southend Director. However there was no response to their call. The aircraft proceeded east bound long the south bank of the River Thames before turning to overhead Stoke airfield, where the altitude indication reduced to 300ft before climbing out again. As the CTSW left the Southend CTR at Stoke, The ***49RV was released to depart again.□ The CTSW from Stoke tracked westbound and then climbed back into the Southend Control Area 1 at up to 1900ft before exiting the Southend CAS at 1655. During this time, the ***49RV given a further precautionary turn onto a heading of 110 degrees, as Thames Radar were unable to give any further climb through the Thames Gate. Climb to 5000ft was then given by Thames Radar and transferred to them. The pilot of the CTSW subsequently phoned after landing and was apologetic, said had been flying with a very old map, whilst demonstrating to a student how to approach Stoke airfield. No radar recordings or RT have yet been impounded, but are available for this within 30 days if required.
201512443	06/09/2015	EGTT : London (FIR)	EGMC (SEN): Southend	8nm SW	D	CTA	OTHER	Reciprocating	1	Infringement of the Southend CTR (Class D) and then the Southend CTA (Class D) by a CTSW squawking 3767 indicating 1400ft. Avoiding action given to an outbound aircraft. Standard separation maintained.	I was Southend Director and had released the ***49RV to depart Rwy24 on a Lydd PDR to DET climbing to 3000ft. I then noticed an aircraft showing as a CTSW on the display, and wearing the Redhill ATC conspicuity squawk code 3767, level indicated approximately 1400ft but did go up a little above this too. Both Southend Radar and Director positions put out multiple blind calls to the CTSW with no response. I contacted the Tower controller to check if the ***49RV was already departing, luckily it was still turning onto the runway, and so the Take-off clearance was cancelled. We contacted Redhill Tower who confirmed it was an acft that took off from them, and they tried to call the aircraft to instruct it to change frequency to Southend Director. However there was no response to their call. The aircraft proceeded east bound long the south bank of the River Thames before turning to overhead Stoke airfield, where the altitude indication reduced to 300ft before climbing out again. As the CTSW left the Southend CTR at Stoke, The ***49RV was released to depart again.□ The CTSW from Stoke tracked westbound and then climbed back into the Southend Control Area 1 at up to 1900ft before exiting the Southend CAS at 1655. During this time, the ***49RV given a further precautionary turn onto a heading of 110 degrees, as Thames Radar were unable to give any further climb through the Thames Gate. Climb to 5000ft was then given by Thames Radar and transferred to them. The pilot of the CTSW subsequently phoned after landing and was apologetic, said had been flying with a very old map, whilst demonstrating to a student how to approach Stoke airfield. No radar recordings or RT have yet been impounded, but are available for this within 30 days if required.
201512443	06/09/2015	EGTT : London (FIR)	EGMC (SEN): Southend	8nm SW	D	CTA	UNKNOWN	Turbofan		Infringement of the Southend CTR (Class D) and then the Southend CTA (Class D) by a CTSW squawking 3767 indicating 1400ft. Avoiding action given to an outbound aircraft. Standard separation maintained.	I was Southend Director and had released the ***49RV to depart Rwy24 on a Lydd PDR to DET climbing to 3000ft. I then noticed an aircraft showing as a CTSW on the display, and wearing the Redhill ATC conspicuity squawk code 3767, level indicated approximately 1400ft but did go up a little above this too. Both Southend Radar and Director positions put out multiple blind calls to the CTSW with no response. I contacted the Tower controller to check if the ***49RV was already departing, luckily it was still turning onto the runway, and so the Take-off clearance was cancelled. We contacted Redhill Tower who confirmed it was an acft that took off from them, and they tried to call the aircraft to instruct it to change frequency to Southend Director. However there was no response to their call. The aircraft proceeded east bound long the south bank of the River Thames before turning to overhead Stoke airfield, where the altitude indication reduced to 300ft before climbing out again. As the CTSW left the Southend CTR at Stoke, The ***49RV was released to depart again.□ The CTSW from Stoke tracked westbound and then climbed back into the Southend Control Area 1 at up to 1900ft before exiting the Southend CAS at 1655. During this time, the ***49RV given a further precautionary turn onto a heading of 110 degrees, as Thames Radar were unable to give any further climb through the Thames Gate. Climb to 5000ft was then given by Thames Radar and transferred to them. The pilot of the CTSW subsequently phoned after landing and was apologetic, said had been flying with a very old map, whilst demonstrating to a student how to approach Stoke airfield. No radar recordings or RT have yet been impounded, but are available for this within 30 days if required.

201512470	07/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	11nm NE	D	CTA	CESSNA	Reciprocating	1	Infringement of the Solent CTA by an unknown aircraft squawking 7000, indicating 3100ft. Aircraft identified as a C172. AIW activated. Avoiding action and traffic info issued to an outbound DHC8. Standard separation maintained.	RWY02, QNH 1029 Wx 9999 FEW041. I was operating as Solent radar at approximately 1550z when the coordinator pointed out a 7000 squawk at Alt 1.7A east of BW but on a track that might eventually clip the zone. Mode S indicated the callsign might be a C172. I put out several blind calls but no reply. The aircraft then turned to the NE on a track that would be clear of the CTR. At 1553z ***6KG, DH8D, departed and was climbed FL70 on a heading of 050 degrees. At 1555z AIW alarmed and Mode S indicated it was the C172 at Alt 3.1A, 11NE SAM in a turn to the SE. I immediately issued an avoiding action left turn to ***6KG on to heading 360degrees then passed traffic information. I believe 5nm was maintained. Further blind calls did not raise the C172 but the coordinator believed the aircraft was perhaps returning to HR. He phoned HR and asked them to issue a squawk of 3677 to what was believed to be the C172. Shortly afterwards the 7000 changed to 3677 continuing SE bound.
201512470	07/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	11nm NE	D	CTA	DE HAVILLAND	Turboprop	2	Infringement of the Solent CTA by an unknown aircraft squawking 7000, indicating 3100ft. Aircraft identified as a C172. AIW activated. Avoiding action and traffic info issued to an outbound DHC8. Standard separation maintained.	RWY02, QNH 1029 Wx 9999 FEW041. I was operating as Solent radar at approximately 1550z when the coordinator pointed out a 7000 squawk at Alt 1.7A east of BW but on a track that might eventually clip the zone. Mode S indicated the callsign might be a C172. I put out several blind calls but no reply. The aircraft then turned to the NE on a track that would be clear of the CTR. At 1553z ***6KG, DH8D, departed and was climbed FL70 on a heading of 050 degrees. At 1555z AIW alarmed and Mode S indicated it was the C172 at Alt 3.1A, 11NE SAM in a turn to the SE. I immediately issued an avoiding action left turn to ***6KG on to heading 360degrees then passed traffic information. I believe 5nm was maintained. Further blind calls did not raise the C172 but the coordinator believed the aircraft was perhaps returning to HR. He phoned HR and asked them to issue a squawk of 3677 to what was believed to be the C172. Shortly afterwards the 7000 changed to 3677 continuing SE bound.
201512471	08/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	Solent CTA-4	D	CTA	UNKNOWN	Unknown		Infringement of the Solent CTA (Class D) by unknown aircraft squawking 0433 indicating 2500ft. Standard separation maintained.	At approx. 0919 a Farnborough Squawk(0433) infringed the Solent CTA (CTA-4) tracking north eastbound. Mode C indicated 2500ft. A DA42 was approx. 4nm west of the infringement at the time routing away from it. No avoiding action given as the infringement was not in an unsafe proximity to the DA42.
201512471	08/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	Solent CTA-4	D	CTA	DIAMOND	Reciprocating	1	Infringement of the Solent CTA (Class D) by unknown aircraft squawking 0433 indicating 2500ft. Standard separation maintained.	At approx. 0919 a Farnborough Squawk(0433) infringed the Solent CTA (CTA-4) tracking north eastbound. Mode C indicated 2500ft. A DA42 was approx. 4nm west of the infringement at the time routing away from it. No avoiding action given as the infringement was not in an unsafe proximity to the DA42.
201512474	08/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	3.4nm S	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA-2 by an unknown aircraft squawking 1732, indicating 2600ft. Aircraft identified as a PA28. Traffic info given to an inbound DA42. Standard separation maintained.	At time 1336 a radar contact was observed in the vicinity of Cowes, tracking west, indicating 2.6A squawking 1732. Several blind calls were made for the aircraft using the observed Mode S downlink callsign for a PA28. The radar co-ordinator contacted EGLF LARS East who advised they no longer had the aircraft on frequency, but provided basic details of the aircraft. Bournemouth were also contacted but they advised they were not in contact with the aircraft. At time 1338 the aircraft entered Solent CTA-2 at SAM R183 14nm. A DA42 was 3.4nm north of the infringing aircraft, heading 350 to establish on the inbound track for NDB approach. I decided to allow the DA42 to continue on its present heading to establish, as the separation was greater than 3nm and increasing, however I did inform the DA42 of the position of the unknown traffic. Blind calls continued to be made for the PA28 and it was noted at this point that the frequencies were not cross coupled, and broadcasts were only being made on 120.225. The DA42 was observed east of NDL at 1342, and the radar co-ordinator spoke to EGHN at 1343 to confirm that he had checked in on their frequency.

201512474	08/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	3.4nm S	D	CTA	DIAMOND	Reciprocating	2	Infringement of the Solent CTA-2 by an unknown aircraft squawking 1732, indicating 2600ft. Aircraft identified as a PA28. Traffic info given to an inbound DA42. Standard separation maintained.	At time 1336 a radar contact was observed in the vicinity of Cowes, tracking west, indicating 2.6A squawking 1732. Several blind calls were made for the aircraft using the observed Mode S downlink callsign for a PA28. The radar co-ordinator contacted EGLF LARS East who advised they no longer had the aircraft on frequency, but provided basic details of the aircraft . Bournemouth were also contacted but they advised they were not in contact with the aircraft.□ At time 1338 the aircraft entered Solent CTA-2 at SAM R183 14nm. A DA42 was 3.4nm north of the infringing aircraft, heading 350 to establish on the inbound track for NDB approach. I decided to allow the DA42 to continue on its present heading to establish, as the separation was greater than 3nm and increasing, however I did inform the DA42 of the position of the unknown traffic. Blind calls continued to be made for the PA28 and it was noted at this point that the frequencies were not cross coupled, and broadcasts were only being made on 120.225. The DA42 was observed east of NDL at 1342, and the radar co-ordinator spoke to EGHN at 1343 to confirm that he had checked in on their frequency.
201512494	08/09/2015	EGTT : London (FIR)	EGGD (BRS): Bristol/Lulsgate	18nm ENE	D	CTA	VANS	Reciprocating	1	Infringement of the Bristol CTA by an unknown aircraft squawking 7000 indicating FL41 climbing. Aircraft identified as a Vans RV6. Standard separation maintained.	A 7000 squawk was seen approaching Bristol CTA8 at approx. 133kt southbound at 1710 .this aircraft appeared to be climbing and was already indicating FL41 climbing .It's mode S readout showed it to be a Vans RV6 Bristol QNH was at the time 1026. The radar filter converted the readout to altitude 4600ft and the aircraft was seen to climb to 4800ft whilst in a gentle orbit anticlockwise back to the northeast and exiting. The FIR, Kemble and Gloucester were telephoned to see if they were working the traffic. The aircraft was operating on the Gloucester frequency and subsequently called on the Bristol after instruction from Gloucester. The aircraft was on a navex. He was informed of the infringement and requested to call the Bristol ATC watch manager.
201512549	29/08/2015	EGTT : London (FIR)	EGSL : Andrewsfield	1nm N	D	CTR	PIPER	Reciprocating	1	Infringement of the Stansted CTR (Class D) by an unknown aircraft squawking 7000 indicating 1700ft. Aircraft identified as a PA28. CAIT activated. Standard separation maintained.	PA28 activated CAIT 1nm North of EGSL at 1700ft tracking East.
201512555	07/09/2015	EGTT : London (FIR)	Not specified		G	Danger area	TECNAM	Reciprocating	1	Infringement of active Danger Area EG D125 (Larkhill) by a Tecnam P2002 at 1600ft.	Tecnam P2002 entered D125 without clearance. P2002 called me on Bristol LARS (RAD2) 125.65Mhz for a service on route from **** to ****. The pilot reported his position at Old Sarum. I provided him with a Basic Service and asked him to squawk 5075 to enable me to monitor his flight. I eventually noticed his squawk which was overlapping with a 7000 contact in the centre of Salisbury Military Danger Area 125. I advised him of traffic in his immediate vicinity, alerted him of his position and instructed him to call Salisbury Ops immediately on frequency 122.750. He replied that the other traffic was in company with him. His track for **** appeared to be the fastest route out of the danger area so I did not give any turn instruction. The pilot had a very strong German accent making it difficult to understand each other. We both had to ask for repeat information. The pilot called back on my frequency saying he could not get any reply. Shortly afterwards Salisbury Ops called to say they could hear the aircraft trying to call them. I passed the aircraft details to them and took their number for the pilot to phone on landing. Although D125 was notified as being active up to 30,000ft firing had completed for the day shortly prior to the aircraft entering the area. The light aircraft were believed to be at A016, weather was good with clear visibility at Bristol. Salisbury Ops later advised me that the pilot had phoned them and apologised for his error. They would be taking reporting action.
201512556	09/09/2015	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	18nm DME R/W09L	A	TMA	SLINGSBY	Reciprocating	1	Infringement of the LTMA (Class A) by a T67 at 3000ft, resulting in loss of separation with an inbound A320. Traffic info and avoiding action given.	A320 was being vectored onto final approach for 09L when an aircraft infringed the airspace 18nm west of Heathrow The infringing aircraft callsign □ T67 was at 3A and the A320 was told to continue through the localiser as avoiding action and traffic information was passed. The infringing aircraft then descended below 2.5A and left controlled airspace.

201512556	09/09/2015	EGTT : London (FIR)	EGLL (LHR): London/Heathrow	18nm DME R/W09L	A	TMA	AIRBUS	Turbofan	2	Infringement of the LTMA (Class A) by a T67 at 3000ft, resulting in loss of separation with an inbound A320. Traffic info and avoiding action given.	A320 was being vectored onto final approach for 09L when an aircraft infringed the airspace 18nm west of Heathrow The infringing aircraft callsign <input type="text"/> T67 was at 3A and the A320 was told to continue through the localiser as avoiding action and traffic information was passed. The infringing aircraft then descended below 2.5A and left controlled airspace.
201512557	09/09/2015	EGTT : London (FIR)	Detling		A	TMA	PIPER	Reciprocating	1	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 climbing to 2800ft, resulting in loss of separation against an inbound EMB190. CAIT activated. Traffic info and avoiding action given.	Avoiding action against infringing traffic. EMB190 was vectored off DET for London City at 4000ft in usual way. CAIT then indicated traffic climbing into CAS airspace 2600 ft. As this is in tolerance The trainee gave CFE a vector too remain clear of the 7000 squawk. The contact was then seen to climb to 2800ft at which point a harder turn and then avoiding action was given. (This was prompted by myself) The conflict was over quickly and there was no further incident. <input type="text"/> Supplementary 11/09/15: <input type="text"/> I had selected QFE and had started my overhead join to land at **** I was concerned it was a busy circuit and so my vision was outside the cockpit there was a strong wind and I found it was difficult to maintain altitude due to how bumpy conditions were in flight. I should keep my altimeter set on QNH until well established in the circuit and only then set QFE.
201512557	09/09/2015	EGTT : London (FIR)	Detling		A	TMA	EMBRAER	Turbofan	2	Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 climbing to 2800ft, resulting in loss of separation against an inbound EMB190. CAIT activated. Traffic info and avoiding action given.	Avoiding action against infringing traffic. EMB190 was vectored off DET for London City at 4000ft in usual way. CAIT then indicated traffic climbing into CAS airspace 2600 ft. As this is in tolerance The trainee gave CFE a vector too remain clear of the 7000 squawk. The contact was then seen to climb to 2800ft at which point a harder turn and then avoiding action was given. (This was prompted by myself) The conflict was over quickly and there was no further incident. <input type="text"/> Supplementary 11/09/15: <input type="text"/> I had selected QFE and had started my overhead join to land at **** I was concerned it was a busy circuit and so my vision was outside the cockpit there was a strong wind and I found it was difficult to maintain altitude due to how bumpy conditions were in flight. I should keep my altimeter set on QNH until well established in the circuit and only then set QFE.
201512612	09/09/2015	EGTT : London (FIR)	EGNR : Hawarden	8nm E	A	TMA	CESSNA	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a C172 squawking 4601, indicating 3600ft. Standard separation maintained.	A C172 departed at 17:51z on a standard VFR departure to the east with an initial altitude restriction of 1,500ft. The aircraft was being provided with a basic service and the altitude restriction was removed once the aircraft was airborne and the aircraft told to remain outside controlled airspace by the previous ADI controller. I took over the ADI position at 17:55z and observed the aircraft on the ATM at 17:58z to be at 3,600ft. An altitude report was requested and confirmed as 3,600ft. The aircraft was informed that the base of controlled airspace is 3,000ft and the aircraft immediately descended to leave controlled airspace.
201512625	08/09/2015	EGTT : London (FIR)	Not specified		G	ATZ	LINDSTRAND	None	0	Infringement of the Wittering ATZ (Class G) by a hot air balloon.	Hot Air Balloon in MATZ. Towards the end of the Wittering flying day, a Hot Air Balloon was seen to launch from an area North East of Wittering airfield - Approximately 290 degrees with an estimated range of 2.5nm. At the time of the first sighting, a single Tutor was recovering to the airfield from the North East Sector. Shortly after the first sighting, the balloon was seen to disappear into the cloudbase (MMS cloudbase recorder displayed main cloudbase approximately 1900ft above local ground level). The balloon was seen to drift Westerly and away from the airfield and was seen to enter cloud a second time at approximately 1745L. There was no radio contact with the balloon. <input type="text"/> Supervisor's Narrative: <input type="text"/> I witnessed the balloon as described above. The radar controllers were unable to determine how close the balloon flew to the airfield although normally the PSR would pick it up. It is possible that the balloon was also squawking but if the transponder was slightly weak or being masked it might not have been seen by the CWL SSR. However, Tutors in the WIT cct at 800' QFE are seen.

201512625	08/09/2015	EGTT : London (FIR)	Not specified		G	ATZ	GROB	Reciprocating	1	Infringement of the Wittering ATZ (Class G) by a hot air balloon.	Hot Air Balloon in MATZ. Towards the end of the Wittering flying day, a Hot Air Balloon was seen to launch from an area North East of Wittering airfield - Approximately 290 degrees with an estimated range of 2.5nm. At the time of the first sighting, a single Tutor was recovering to the airfield from the North East Sector. Shortly after the first sighting, the balloon was seen to disappear into the cloudbase (MMS cloudbase recorder displayed main cloudbase approximately 1900ft above local ground level). The balloon was seen to drift Westerly and away from the airfield and was seen to enter cloud a second time at approximately 1745L. There was no radio contact with the balloon. ☐ Supervisor's Narrative:☐ I witnessed the balloon as described above. The radar controllers were unable to determine how close the balloon flew to the airfield although normally the PSR would pick it up. It is possible that the balloon was also squawking but if the transponder was slightly weak or being masked it might not have been seen by the CWL SSR. However, Tutors in the WIT cct at 800' QFE are seen.
201512629	09/09/2015	EGTT : London (FIR)	Red Arrows RA(T)		A	Restrict ed area	OTHER	Reciprocating	1	Infringement of Red Arrows RA(T) by two aircraft squawking 7000 at 2100ft. The Red Arrows display was delayed until the RA(T) was clear of the infringing aircraft. Traffic info given.	Infringement of Red Arrows RA(T) Airspace. The Red Arrows had planned an air display centred on Pangbourne, and published details of Restricted Airspace (temporary) in NOTAM J0651/15. When the airspace became active at 1155 there were 2 aircraft within the airspace, neither of which were talking to military ATC or Farnborough ATC. At 1155 I received a landline call from Farnborough ATC to inform me, based on data from their Mode S radar, that the aircraft inside the airspace were a Sportcruiser and (callsign ****). Callsign *** was from ****. A few minutes later Oxford ATC called and had obtained the same information from their Mode S radar. Sportcruiser entered the 6nm radius airspace from the east as the airspace became active at 1155. The aircraft flew from east to west, leaving the airspace at 1200. At no time did this aircraft speak to military ATC and was squawking 7000 throughout. Callsign *** entered the airspace from the south east at 1155 and flew in a north-westerly direction for approximately 3 miles. At this point the aircraft's squawk changed to 0440 (a Farnborough squawk), turned around and proceeded to exit the airspace to the south east at 1158. Throughout the period the Red Arrows were in contact with military Approach and were kept updated of the infringing traffic. The Red Arrows held to the south of the airspace until the RA(T) was clear of the infringing aircraft, which delayed the start of their display until 1201.☐ Appropriate CAA action being taken as a result of this incident.☐ Supplementary 18/09/15:☐ A Restricted Airspace (Temporary) - RA(T) - was established from 1155z to 1235z.
201512629	09/09/2015	EGTT : London (FIR)	Red Arrows RA(T)		A	Restrict ed area	OTHER	Unknown		Infringement of Red Arrows RA(T) by two aircraft squawking 7000 at 2100ft. The Red Arrows display was delayed until the RA(T) was clear of the infringing aircraft. Traffic info given.	Infringement of Red Arrows RA(T) Airspace. The Red Arrows had planned an air display centred on Pangbourne, and published details of Restricted Airspace (temporary) in NOTAM J0651/15. When the airspace became active at 1155 there were 2 aircraft within the airspace, neither of which were talking to military ATC or Farnborough ATC. At 1155 I received a landline call from Farnborough ATC to inform me, based on data from their Mode S radar, that the aircraft inside the airspace were a Sportcruiser and (callsign ****). Callsign *** was from ****. A few minutes later Oxford ATC called and had obtained the same information from their Mode S radar. Sportcruiser entered the 6nm radius airspace from the east as the airspace became active at 1155. The aircraft flew from east to west, leaving the airspace at 1200. At no time did this aircraft speak to military ATC and was squawking 7000 throughout. Callsign *** entered the airspace from the south east at 1155 and flew in a north-westerly direction for approximately 3 miles. At this point the aircraft's squawk changed to 0440 (a Farnborough squawk), turned around and proceeded to exit the airspace to the south east at 1158. Throughout the period the Red Arrows were in contact with military Approach and were kept updated of the infringing traffic. The Red Arrows held to the south of the airspace until the RA(T) was clear of the infringing aircraft, which delayed the start of their display until 1201.☐ Appropriate CAA action being taken as a result of this incident.☐ Supplementary 18/09/15:☐ A Restricted Airspace (Temporary) - RA(T) - was established from 1155z to 1235z.
201512632	10/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	6.4nm NNW	D	CTR	PIPER	Reciprocating	1	Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with an outbound ATR72. Aircraft believed to be a PA18. Traffic info and avoiding action given.	At 1629z a primary only contact was observed approaching the Southampton CTR south east bound, approximately half a mile from the zone boundary. Departing traffic ATR72 (rwy 02) was initially given a precautionary right turn 110, which was upgraded to avoiding action with traffic information as the contact was observed entering the zone at SAM 350R 6.4nm. The contact was observed to turn and leave the zone to the north west. Military airfield was contacted by the radar co-ordinator (they did not believe they were in contact with the traffic). The contact was visually tracked to the north by the radar co-ordinator, who observed it with a squawk of 2676 mode C indicating 0.8A at time 1640z. Another military airfield was contacted when the contact was approximately 5nm north west of Thruxton, they advised that they believed the aircraft to be PA18 from a private site to ****.
201512632	10/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	6.4nm NNW	D	CTR	ATR	Turboprop	2	Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with an outbound ATR72. Aircraft believed to be a PA18. Traffic info and avoiding action given.	At 1629z a primary only contact was observed approaching the Southampton CTR south east bound, approximately half a mile from the zone boundary. Departing traffic ATR72 (rwy 02) was initially given a precautionary right turn 110, which was upgraded to avoiding action with traffic information as the contact was observed entering the zone at SAM 350R 6.4nm. The contact was observed to turn and leave the zone to the north west. Military airfield was contacted by the radar co-ordinator (they did not believe they were in contact with the traffic). The contact was visually tracked to the north by the radar co-ordinator, who observed it with a squawk of 2676 mode C indicating 0.8A at time 1640z. Another military airfield was contacted when the contact was approximately 5nm north west of Thruxton, they advised that they believed the aircraft to be PA18 from a private site to ****.

201512724	10/09/2015	EGTT : London (FIR)	EGGP (LPL): Liverpool	10nm NE	D	CTR	PIPER	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by a PA28 squawking 5054 indicating 1300ft. Standard separation maintained.	PA28 calls for a service but is unable to receive instructions from Liverpool Radar. Pilot commences an orbit north of Burtonwood VRP but inadvertently enters CAS without a clearance whilst orbiting. Pilot establishes radio communications with Liverpool and admits to entering the zone. The pilot is then allocated a squawk and given a clearance to cross CAS.
201512756	11/09/2015	EGTT : London (FIR)	Gamston	6nm N	D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by an unknown aircraft squawking 3611, indicating 4500ft. Aircraft identified as a PA28. Standard separation maintained.	A 3611 squawk was observed close to the edge of controlled airspace with a Waddington squawk of 3611. The aircraft subsequently turned away. Several minutes later the same aircraft was observed inside Doncaster CTA-6 at 4500ft, the base is 2000ft. Waddington were called who explained that the aircraft was on a basic service. I asked for the aircraft to be transferred to me. The pilot called and the aircraft was identified. The pilot was informed of his infringement and he apologised. I subsequently spoke to the pilot after he had landed. He explained that he was training a student and they were conducting stalls. He said that they started in an area that he knew was outside CAS but thinks that at the altitude of 4500ft the wind was stronger than expected and that this pushed him into CAS, he also said that he was not aware this was happening. The pilot was aware of the airspace and the need to request a clearance to enter. The pilot was asked to fill in the Pilot Infringement Questionnaire.
201512759	11/09/2015	EGTT : London (FIR)	EGNE : Repton/Gamston	4nm W	D	CTA	PIPER	Reciprocating	1	Infringement of the Doncaster CTA by an unknown aircraft squawking 7000, indicating 2200ft established at 2400ft. Aircraft identified as a PA28. Standard separation maintained.	A 7000 squawk was observed 4nm west of GAM indicating 2200ft, the base is 2000ft. PA28 called at the same time, the aircraft was identified as the 7000 squawk and altitude established as 2400. I explained to the pilot that he had infringed CAS and cleared him to continue. I subsequently spoke to the pilot once he had landed. He explained that he had intended to remain below controlled airspace as he doesn't normally transit CAS. He was distracted and noticed he was climbing. The pilot fully understands the need to obtain a clearance before entering and accepts full responsibility. The pilot was asked to fill in the pilot infringement questionnaire.
201512770	12/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	9nm SSW	A	Restricted area	TECNAM	Reciprocating	1	Infringement of the Red Arrows RA(T) at Southampton by an unknown aircraft squawking 0011, indicating 1500ft. Aircraft believed to be a Tecnam P92. Traffic info given.	I was working Southampton Radar 128.850 with the Red Arrows displaying over Southampton on a discrete frequency. At approx. 1450 UTC a 0011 squawk was observed in the vicinity of Cowes northwest bound indicating 1.5A. As the contact continued on track towards the RAT a number of blind calls were made without success. As the aircraft approached the RAT position reports were relayed to the Red Arrows in relation to the specified datum of the display. The aircraft entered the RAT and then began tracking south, at which time I believe it had established contact with Solent Radar 120.225. Supplementary 14/09/15: I was working in Solent Radar with the frequencies split, and Southampton Radar working the Red Arrows displaying at Southampton Docks. At approximately 1450 I observed a 0011 squawk in the vicinity of Cowes tracking towards the RA(T). I made blind calls to the aircraft, whose down linked mode S callsign was ***** followed by numerous 'Z's. I made blind calls using ***** and ***** in an attempt to raise the aircraft but there was no response. The aircraft entered the RA(T) and I continued to make blind calls advising the aircraft of the RA(T). Tecnam P92 eventually contacted me and I advised him of his likely position (as he was not positively identified) and suggested he track southbound maintaining VFR. I then suggested he track via Iymington and Stoney cross to avoid the lateral limits of the RA(T). Tecnam P92's details were passed to Bournemouth and once clear of the RA(T) the aircraft was transferred to Bournemouth Radar. Supplementary 18/09/15:
201512902	11/09/2015	EGTT : London (FIR)	EGGP (LPL): Liverpool	15nm SW	D	CTA	PIPER	Reciprocating	1	Infringement of the Liverpool CTA (Class D) by an unknown aircraft indicating 3200ft. Aircraft identified as a PA32. Traffic info given to an inbound aircraft. Standard separation maintained.	An infringing aircraft was identified 15Nm south west of EGGP at 3200ft tracking in a south easterly direction where the base of controlled airspace is 3000ft. My TACT stopped an I/b to **** off at FL90. I rang Liverpool to advise them the *** would be coming to them in the descent because of the infringer (which EGGP had noticed). I rang the FIR and gave them the position of the infringing aircraft and asked if they were in contact with it. The FIR thought this was the case and that it was I/b to **** so I asked them to ask the pilot to call PC W2 LAS when they landed which he did. the callsign of the aircraft was for a PA32 and I think he infringed CAS for around 3Nm.

201512902	11/09/2015	EGTT : London (FIR)	EGGP (LPL): Liverpool	15nm SW	D	CTA	UNKNOWN	Turbofan		Infringement of the Liverpool CTA (Class D) by an unknown aircraft indicating 3200ft. Aircraft identified as a PA32. Traffic info given to an inbound aircraft. Standard separation maintained.	An infringing aircraft was identified 15Nm south west of EGGP at 3200ft tracking in a south easterly direction where the base of controlled airspace is 3000ft. My TACT stopped an *** I/b to **** off at FL90. I rang Liverpool to advise them the *** would be coming to them in the descent because of the infringer (which EGGP had noticed). I rang the FIR and gave them the position of the infringing aircraft and asked if they were in contact with it. The FIR thought this was the case and that it was I/b to **** so I asked them to ask the pilot to call PC W2 LAS when they landed which he did. the callsign of the aircraft was for a PA32 and I think he infringed CAS for around 3Nm.
201513092	08/09/2015	EGTT : London (FIR)	EGVO (ODH): Odiham		G	ATZ	CESSNA	Reciprocating	1	Infringement of the Odiham ATZ (class G) by an initially non-squawking aircraft at approx 1200ft. Aircraft subsequently identified as a C152 and displayed a 0441 squawk.	A non-squawking aircraft was observed on radar entering the Odiham ATZ from the NE. One aircraft was recovering VFR from the NW at the time and another crossing the overhead NW-SE at 1600ft AGL positioning for an ILS to rwy 27. The Tower controller was visual with the aircraft and described it being a approx 1200ft AGL. Once the aircraft was approx 1nm N of the airfield tracking W it displayed the squawk 0441, traffic information was sought from Farnborough LARS West who identified it as a Cessna 152 at 1700ft AMSL and confirmed routing. Farnborough explained the aircraft had freecalled them from within our ATZ. The aircraft departed the ATZ to the north and returned to its destination without further incident. After landing the pilot contacted ATC and explained that they had made a navigational error. This was attributed to the fact they it was their first solo instructing flight and that they were unfamiliar with the airspace thus reducing their capacity.
201513096	09/09/2015	EGTT : London (FIR)	Pangbourne		G	Restrict ed area	PIPER	Reciprocating	1	Infringement of the RA (T) during airshow display by a PA28 at 2300ft.	A Restricted Airspace (Temporary) - RA(T) - was established from 1155z to 1235z, dimensions 6nm and 3400ft amsl. At 1211z during a Red Arrows display, PA28 contacted RAF Benson Zone to request a Basic Service and a MATZ crossing. A mode C squawk was issued and the aircraft was seen to be 3nm south of the edge of the RA(T). RAF Benson ATC made aircraft aware of the RA(T) and given avoidance advice. Despite this the aircraft maintained northerly track and penetrated the RA(T) by 1nm before subsequently turning away and exiting. This infringement compromised the safety of all display aircraft. □ Appropriate CAA action being taken.
201513115	19/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	10nm N	D	CTA	TECNAM	Reciprocating	1	Infringement of the Solent CTA 5 and 3 (Class D) by an unknown aircraft squawking 7000 indicating 3700ft. Aircraft identified as a Tecnam P2002. Departure of an outbound delayed. Standard separation maintained.	At approximately time 1410 I observed a 7000 squawk indicating 3700 feet approaching the boundaries of controlled airspace (no Mode S available). I made a couple of calls to this aircraft, with no reply, and so attempted to see if it was one of many freecallers standing-by by issuing all of them a squawk. It remained on a 7000 squawk. Prior to it entering controlled airspace I asked my coordinator to instruct the tower ATCO to hold the outbound ***6TR on the ground. It entered controlled airspace 001 degrees from SAM at 10nm, indicating 3700 feet and tracked eastbound, north of Winchester. I continued to call the infringing aircraft and eventually a Tecnam P2002 called and said 'that's me'. I issued a squawk of 3677 and the 7000 changed to 3677. I told the pilot that he was inside of controlled airspace without a clearance, and asked for his details. The pilot responded with 'I'd like a Basic service outside of controlled airspace' to which I replied that he was already inside of controlled airspace. The pilot did not seem to understand this. Tecnam - Kemble to the Isle of Wight. After a long delay the ***6TR was released. Prior to GCWFS transferring frequency I asked him to telephone Solent Radar - which the pilot later did - he was asked to complete an infringement questionnaire.
201513117	17/09/2015	EGTT : London (FIR)	EGCC (MAN): Manchester/Intl	North of Northwich	D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7351. Aircraft identified as a PA28. Standard separation maintained.	I was working App South in Rwy 23 Dual ops, at 1220 I observed a 7366 code on the eastern side of the LLR tracking northbound but very close to the edge of the corridor. I phoned Air 2 to make them aware of the possible zone infringer. □ The aircraft entered the zone just north of Northwich and continued to track northbound about 1nm inside the zone boundary. The info button on radar screen did not provide me with any callsign information. I transmitted for the aircraft to contact me, at first another aircraft answered but I concluded it was a different aircraft to the one I was looking for. □ PA28 called up and said he was a student pilot routing from **** to ****, I put him on code 7351 and he was identified inside the Manchester zone. I advised him of his position and asked him to track NW bound until back in the corridor and that I would tell him when he was there. He tracked W immediately and left the zone returning to the LLR where he continued northbound and left my frequency at 1233 for Warton. No separation was lost and no avoiding action was given.

201513125	19/09/2015	EGTT : London (FIR)	EGCF : Sandtoft	3nm NE	D	CTA	JODEL	Reciprocating	1	Infringement of the Doncaster CTA (Class D) by an unknown aircraft squawking 7000, indicating 2900ft. Aircraft identified as a Jodel D120. Standard separation maintained.	7000 squawk observed entering controlled airspace to the north east of Doncaster airport, indicating altitude 2900 feet. No traffic affected. Aircraft crossed the CTA approx 3nm N/E of EGCF and tracked north west. Blind call made on frequency, but no reply. Humberside called to assist, and identify aircraft using Mode S as a Jodel D120. Aircraft responded and was then identified and provided with a basic service as he was outside controlled airspace by this time. Pilot informed he was enroute to ****. No further info was requested as I could see that the aircraft was heading towards an area of high aerial activity. Pilot asked to call ATC after he had landed. EGCN 191350Z 20006KT 140V240 9999 FEW041 20/10 Q1026=.
201513140	19/09/2015	EGTT : London (FIR)	NOKIN		D	CTR	BEECH	Reciprocating	1	Infringement of the Manchester CTR (Class D) by a BE35 squawking 7000 at 3500ft.	Whilst scanning radar noticed magenta data block, 3.5A, approaching NOKIN, CAS base 3A, from the East. Pointed out infringer to Tac. Phoned EGGP: APP to see if a/c had called them, which it was not. Watched a/c continue Westwards till it left CAS. RPS at time was 1021 remaining the same on the hour, EGCC QNH 1025
201513141	20/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	15nm South	D	CTA	CIRRUS	Reciprocating	1	Infringement of the Southampton CTA -2 (Class D) by a SR22 squawking 0450 and indicating 2200ft. Aircraft subsequently infringed CTA a second time.	I was supposed to be on a SCRATCOH break but had returned to the coordinator position due to the high traffic level in radar, as there were no other staff on duty to coordinate in my absence. During this time aircraft infringed Solent CTA-2 SWbound squawking 0450, indicating 2200ft. I called Farnborough but their assistant advised that they were no longer working the aircraft. Bournemouth were not working it either and blind calls were not answered. Shortly afterwards the same aircraft infringed CTA-2 again NEbound. I called Farnborough again and this time the assistant advised that they were actually working it. I requested that the aircraft be descended below 2000ft to leave the CTA, and then requested that it be transferred to Solent. Supplementary 20/09/15: At 1558 aircraft #0450 indicating 2.2A infringed CTA 2 southwest bound. At 1605 aircraft #0450 indicating 2.2A infringed CTA 2 northbound. Unable to provide more info due to workload at time and lack of staff available. This report is being written whilst on a Scratcoh break. Supplementary 21/09/15: I was working as the LARS West controller, the frequency exploded leaving very little time to validate and verify the traffic.At the time I believe I had run out of LARS squawks.At approx' 1600 the approach controller pointed out 0450 squawk had infringed the Solent Zone.I contacted the pilot and transferred him to 120.225.Aircraft was given a Basic service on first call to Farnborough.I did not manage to validate and verify the FPS due to workload.The last
201513145	19/09/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	5nm NNE	D	CTR	OTHER	Reciprocating	1	Infringement of the Luton CTR (Class D) by an unknown aircraft showing as a primary contact only. Traffic info given to two inbound aircraft. Further inbound aircraft delayed. Standard separation maintained.	Primary contact observed North of EGGW tracking SW. ***013 on final talking to Luton Tower, I contacted the tower and advised them of the infringer, given the relative speeds it was decided that ***013 should continue and be given traffic information. ***013 had already carried out a missed approach and there was concern an additional missed approach may cause further issues. ***56EL was positioning downwind right at 6000ft, traffic information was given and ***56EL passed 3/3.5 NM North of the infringing contact. Further inbound a/c were delayed. The infringing contact turned away from Luton airport and left CAS, disappearing from radar 8nm NW of EGGW. The tower observed a microlight type a/c.
201513145	19/09/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	5nm NNE	D	CTR	AIRBUS	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown aircraft showing as a primary contact only. Traffic info given to two inbound aircraft. Further inbound aircraft delayed. Standard separation maintained.	Primary contact observed North of EGGW tracking SW. ***013 on final talking to Luton Tower, I contacted the tower and advised them of the infringer, given the relative speeds it was decided that ***013 should continue and be given traffic information. ***013 had already carried out a missed approach and there was concern an additional missed approach may cause further issues. ***56EL was positioning downwind right at 6000ft, traffic information was given and ***56EL passed 3/3.5 NM North of the infringing contact. Further inbound a/c were delayed. The infringing contact turned away from Luton airport and left CAS, disappearing from radar 8nm NW of EGGW. The tower observed a microlight type a/c.

201513145	19/09/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	5nm NNE	D	CTR	BOEING	Turbofan	2	Infringement of the Luton CTR (Class D) by an unknown aircraft showing as a primary contact only. Traffic info given to two inbound aircraft. Further inbound aircraft delayed. Standard separation maintained.	Primary contact observed North of EGGW tracking SW. ***013 on final talking to Luton Tower, I contacted the tower and advised them of the infringer, given the relative speeds it was decided that ***013 should continue and be given traffic information. ***013 had already carried out a missed approach and there was concern an additional missed approach may cause further issues. ***56EL was positioning downwind right at 6000ft, traffic information was given and ***56EL passed 3/3.5 NM North of the infringing contact. Further inbound a/c were delayed. The infringing contact turned away from Luton airport and left CAS, disappearing from radar 8nm NW of EGGW. The tower observed a microlight type a/c.
201513148	20/09/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	CESSNA	Reciprocating	1	Infringement of the Stansted CTA (Class D) by a C172 squawking 6170 and indicating 2400ft. Traffic and avoiding action given.	Working SS FIN, runway 22. At time 1355 6170 squawk indicating 2400 entered SS CTA north travelling in a SE direction. On a left base to RWY22 was a B737 at 4000. I immediately turned aircraft onto hdg 140, and gave traffic info. Essex was working the B747 and stopped a/c descent and gave it to me to vector away from infringer. Shortly later SC ATC rang to say they had the 6170 on freq and had instructed a/c to descend and turn north to leave CAS. When a/c was clear, B737 and B747 were vectored back to an ILS approach for 22. GS A spoke to SC ATC and got the details of the infringing a/c.
201513148	20/09/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	BOEING	Turbofan	2	Infringement of the Stansted CTA (Class D) by a C172 squawking 6170 and indicating 2400ft. Traffic and avoiding action given.	Working SS FIN, runway 22. At time 1355 6170 squawk indicating 2400 entered SS CTA north travelling in a SE direction. On a left base to RWY22 was a B737 at 4000. I immediately turned aircraft onto hdg 140, and gave traffic info. Essex was working the B747 and stopped a/c descent and gave it to me to vector away from infringer. Shortly later SC ATC rang to say they had the 6170 on freq and had instructed a/c to descend and turn north to leave CAS. When a/c was clear, B737 and B747 were vectored back to an ILS approach for 22. GS A spoke to SC ATC and got the details of the infringing a/c.
201513148	20/09/2015	EGTT : London (FIR)	EGSS (STN): London/Stansted		D	CTA	BOEING	Turbofan	4	Infringement of the Stansted CTA (Class D) by a C172 squawking 6170 and indicating 2400ft. Traffic and avoiding action given.	Working SS FIN, runway 22. At time 1355 6170 squawk indicating 2400 entered SS CTA north travelling in a SE direction. On a left base to RWY22 was a B737 at 4000. I immediately turned aircraft onto hdg 140, and gave traffic info. Essex was working the B747 and stopped a/c descent and gave it to me to vector away from infringer. Shortly later SC ATC rang to say they had the 6170 on freq and had instructed a/c to descend and turn north to leave CAS. When a/c was clear, B737 and B747 were vectored back to an ILS approach for 22. GS A spoke to SC ATC and got the details of the infringing a/c.
201513204	20/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton		D	CTA	EUROPA	Reciprocating	1	Infringement of the Southampton CTA (Class D) by a Europa at 3200ft.	Familiar with route, normally talk to Farnborough and Solent, Sunday; Farnborough busy so just listened also wife with me. infrequent patchy cloud at low level on departure, haze below. Expected it to thin by Reading, but increased height eventually to 3200 ft to stay in clear, ground visible regularly in patches. Intended to go under the 3000ft tab east of Solent and turned west in a clear area to reduce height. This was a poor choice of direction as I underestimated the distance west needed to lose height and so clipped the zone (by 10m according to my GPS log/plot) and 200ft above. I was already heading the away from the zone when Farnborough spoke to me and then I talked to Solent for a basic service. They informed me I had infringed but on my GPS I had only touched the line. Initially I climbed then headed slightly east before reducing height to below the cloud base and under the tab. □ I did know exactly where I was and what airspace there was. It would have helped if I had used the listening squawk as I see there is one for Solent, I will do so in future. It was my error but my suggestion would be to simplify the airspace - numerous wedges and slithers of airspace at different heights particularly for the regional airports is generally very hard to work with. For the controller to declare an infringement when I touched the line and was already heading away seemed a bit heavy handed (my strip is under Lutons' CTA).

201513205	21/09/2015	EGTT : London (FIR)	Ashton in Markerfield		D	CTR	PIPER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an aircraft initially squawking 7000 at 1600ft.	At time 13:25 a 7000 squawk triggered the AIW in the Ashton in Makerfield area. Northern end of LLR/ Tracking north west. 1600ft and climbing. I rang EGCB and they knew nothing. After 2nd blind call and aircraft responded. I advised him to change squawk to 7350. The radar return then disappeared. I advised the pilot that I could not see him. The radar return eventually came back. I told the pilot about the event and asked him to call the watch manager on arrival. I am unsure if I offered him a service after I had identified him. The pilot thought that had climbed appropriately. No effect on EGCC traffic
201513363	23/09/2015	EGTT : London (FIR)	Q41	South of THRED	A	Airway - ATS Route	CESSNA	Reciprocating	1	Infringement Airway Q41 by an unknown aircraft squawking 1177 at approx FL43 climbing to FL53. Aircraft identified as a C182. Standard separation maintained.	I was working as the Hurn/Seaford planner and witnessed an aircraft squawking 1177 enter the airway Q41 south of THRED heading north. When I first noticed it, it was at about FL43 but it continued climb to about FL53 before turning out of the airway to the west. The squawk changed shortly after I noticed it to 7363 and whilst I was trying to ascertain who the squawk was affiliated with, Solent called to ask if we knew about it. They thought it was a Bournemouth squawk and then confirmed this with a phone call. It sounded to me, through what Solent said, that Bournemouth believed the aircraft to have been released by us. However no such release was given.
201513368	23/09/2015	EGTT : London (FIR)	GWC	Bearing SW Range 15nm	A	Airway - ATS Route	CESSNA	Reciprocating	1	Infringement of an Airway by a C172 at FL145. Mode S return disappeared and returned showing 000. Traffic info given.	During a busy and complex period characterised by the garbling of labels to the SW of GWC, I was advised as HRN Planner by TC SW that an infringer:☐ had appeared in confliction with an aircraft inbound to EGKK. The height readout indicated the aircraft to be at FL145 where the base of CAS is FL105. I immediately informed the Tactical controller and advised them to stop descent and turn the aircraft to avoid the return. As a result of the added complexity of avoiding this aircraft the sector was split. The height readout of the unknown aircraft then disappeared and returned indicating '000'. The aircraft was identified from its Mode S address and tracked to EGKA. The aircraft is an unpressurised Cessna and is thought to have been operating low level with a spurious height readout. ATC at EGKA were asked to advise the pilot of the issue.☐ Supplementary:☐ NATS have spoken to the owner who has confirmed a transponder fault. NATS recommended that a/c is grounded until transponder has been fixed.
201513368	23/09/2015	EGTT : London (FIR)	GWC	Bearing SW Range 15nm	A	Airway - ATS Route	AIRBUS	Turbofan	2	Infringement of an Airway by a C172 at FL145. Mode S return disappeared and returned showing 000. Traffic info given.	During a busy and complex period characterised by the garbling of labels to the SW of GWC, I was advised as HRN Planner by TC SW that an infringer:☐ had appeared in confliction with an aircraft inbound to EGKK. The height readout indicated the aircraft to be at FL145 where the base of CAS is FL105. I immediately informed the Tactical controller and advised them to stop descent and turn the aircraft to avoid the return. As a result of the added complexity of avoiding this aircraft the sector was split. The height readout of the unknown aircraft then disappeared and returned indicating '000'. The aircraft was identified from its Mode S address and tracked to EGKA. The aircraft is an unpressurised Cessna and is thought to have been operating low level with a spurious height readout. ATC at EGKA were asked to advise the pilot of the issue.☐ Supplementary:☐ NATS have spoken to the owner who has confirmed a transponder fault. NATS recommended that a/c is grounded until transponder has been fixed.
201513672	25/09/2015	EGTT : London (FIR)	TIMBA	Bearing 180 Range 6nm	A	TMA	AVIONS ROBIN	Reciprocating	1	Infringement of the London TMA (Class A) by a DR400 squawking 1177 at 5700ft. Traffic info given. Standard separation maintained.	Working as EGKK INT with the sector fully band boxed and training a student. A FIS squawking aircraft was observed to climb into controlled airspace 6nm south of TIMBA whilst this was happening a B737 checked in on the frequency. The student hadn't noticed the infringing aircraft and descended the B737 to a conflicting level. I immediately stopped the B737 of at FL110 which meant separation was kept. I spoke to the FIR and they advised me that they had spotted this and informed the FIS aircraft of the airspace bases and the aircraft descended correctly.☐ out of controlled airspace. There was no further issue.☐ Supplementary 26/09/15:☐ 0920z DR400 called on frequency on 124.6 routing at FL55. The a/c was placed on a 1177 squawk and given a basic service. Aircraft said he was routing via SFD and confirmed that he would be remaining outside controlled airspace. He was given the London QNH. As aircraft ☐ passed SFD he requested a check on the QNH and when asked stated that he was at 5700' altitude. He was informed of the base of controlled airspace in that area and said that he would descend. A few moments later KK director phoned to say that the a/c had infringed. Aircraft descended to 5000' then later 4500'. Aircraft transferred to EGKA at 0949z.

201513672	25/09/2015	EGTT : London (FIR)	TIMBA	Bearing 180 Range 6nm	A	TMA	BOEING	Turbofan	2	Infringement of the London TMA (Class A) by a DR400 squawking 1177 at 5700ft. Traffic info given. Standard separation maintained.	Working as EGKK INT with the sector fully band boxed and training a student. A FIS squawking aircraft was observed to climb into controlled airspace 6nm south of TIMBA whilst this was happening a B737 checked in on the frequency. The student hadn't noticed the infringing aircraft and descended the B737 to a conflicting level. I immediately stopped the B737 of at FL110 which meant separation was kept. I spoke to the FIR and they advised me that they had spotted this and informed the FIS aircraft of the airspace bases and the aircraft descended correctly.□ out of controlled airspace. There was no further issue.□ Supplementary 26/09/15:□ 0920z DR400 called on frequency on 124.6 routing at FL55. The a/c was placed on a 1177 squawk and given a basic service. Aircraft said he was routing via SFD and confirmed that he would be remaining outside controlled airspace. He was given the London QNH. As aircraft □ passed SFD he requested a check on the QNH and when asked stated that he was at 5700' altitude. He was informed of the base of controlled airspace in that area and said that he would descend. A few moments later KK director phoned to say that the a/c had infringed. Aircraft descended to 5000' then later 4500'. Aircraft transferred to EGKA at 0949z.
201513688	26/09/2015	EGTT : London (FIR)	EGHI (SOU): Southampton	CTA 2	D	CTA	VANS	Reciprocating	1	Infringement of the Southampton CTA 2 (Class D) by an unknown aircraft squawking 7000. Aircraft identified as a Vans RV6.	A 7000 squawk was observed departing **** and tracking SW, gradually routing closer to CTA-2. Blind calls were made and contact established shortly after the aircraft had entered the CTA. Aircraft was Vans RV6. Transit clearance issued.
201513690	26/09/2015	EGTT : London (FIR)	Solent	CTA 5	D	CTA	PIPER	Reciprocating	1	Infringement of the Solent CTA 5 (Class D) by a PA28 at 3000ft. Traffic info given. Standard separation maintained.	CTA-5 infringement. PA28 had called on frequency but had been told to standby due to workload as I was trying to catch up after another infringement. I had not got back to PA28 yet, when the tower ATSA called me to warn that PA28 was about to infringe to the north of the CTA. My attention had been to the south of the airfield and so I had not noticed PA28s' approach. I called the aircraft as it infringed the CTA and eventually issued a transit clearance once I had got its details. An inbound aircraft was informed of the aircraft's presence but not given avoiding action due to more than 3nm separation existing, and the fact that the aircraft was already on my frequency.
201513699	26/09/2015	EGTT : London (FIR)	EGMC (SEN): Southend	CTA 1	D	CTA	MEDWAY	Reciprocating	1	Infringement of the Southend CTA 1 (Class D) by a microlight at 1900ft. Standard separation maintained.	Airspace infringement CTA1. Microlight observed on mode S tracking beneath CTA1 north bound at alt 1500ft. Microlight was then observed climbing into CTA1 at (513322N 0002763E). Blind transmissions made on Southend Director on 132.450MHz and Southend Radar on 130.775 MHz Runway 06 in use, but no traffic affected.
201513703	27/09/2015	EGTT : London (FIR)	WHI		D	CTR	FLY BUY ULTRALIGHTS	Reciprocating	1	Infringement of the Liverpool CTR (Class D) by an unknown aircraft squawking 7000, indicating 2800ft. AIW activated. Standard separation maintained.	Infringer at WHI. While on duty as APP South controller I was alerted by the AIW tool to an infringer, squawking 7000 and indicating 2800', in the WHI area, at approx 1437 utc. I ascertained its callsign, Ikarus C42, from the MODE S tool. My immediate concern was for its impact on Liverpool traffic and WAL sector. I phoned Liverpool who had no knowledge of the a/c, and was phoned by WAL sector, who agreed to phone Hawarden. The a/c turned towards the low level route and I applied checks to westbound departures. The a/c called me about one mile south of the LLR. I instructed the a/c to descend and operate in the LLR, not above 1300'.

201513705	27/09/2015	EGTT : London (FIR)	REXAM		A	TMA	CIRRUS	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a SR22 at 4700ft. SR22 subsequently infringed CAS again approx 20mins later. CAIT activated. Standard separation maintained.	I was seated at OP29D CAIT activated to indicate SR22 (tracking North-West) infringing CAS around REXAM at 4700ft. Airway Base 4500ft. Approximately 20 minutes later SR22 infringed CAS again (tracking South-East) between 4600ft and 5300ft. On both occasions airways traffic was vectored by Tactical Controller to ensure the radar blips did not merge with the traffic being more than 5000ft above the infringing aircraft. Liverpool, Hawarden and London FIR were not in contact with SR22. Aircraft on 7000 squawk.
201513707	27/09/2015	EGTT : London (FIR)	EGGW (LTN): London/Luton	CTA	D	CTA	EVEKTOR AEROTECHNIK	Reciprocating	1	Infringement of the Luton CTA (Class D) by an unknown aircraft squawking 7000 at 3400ft. Aircraft identified as an EV97. Departures were stopped as a precautionary measure. Standard separation maintained.	At time 08 19 a 7000 squawk was observed entering the Luton CTA at 3.4A tracking south. Mode S identified it as EV97. It continued to descend until it left the zone. Departures were stopped as a precautionary measure.
201513710	07/09/2015	EGTT : London (FIR)	Not specified		D	CTR	OTHER	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, climbing above 1300ft. Aircraft identified as a Gyroplane. Standard separation maintained.	Zone infringement Gyroplane. I was working as Approach South controller. 05 dual operations moderate traffic levels. At approximately 1300 I noticed a 7000 return in the LLR near Thelwall was infringing the CTR by climbing above 1300'. Fin Dir had traffic on a closing heading to 05R from the south. I pointed the infringing traffic out to FIN DIR and measured the lateral separation at 5.3nm. I used Mode S to find the callsign of the infringer and made multiple calls to Gyroplane but with no success. I contacted Barton to see if Gyroplane was in contact with them, it was not at that time but did land at **** later. A westbound departure had just become airborne, the departure was transferred to PC before I could intervene, PC were able to maintain more than required separation against the infringer. At approximately 1304 Gyroplane departed controlled airspace and continued on track to land at ****. The pilot of Gyroplane subsequently telephoned the ATC WM.
201513772	26/09/2015	EGTT : London (FIR)	REXAM	5nm SW	A	TMA	JODEL	Reciprocating	1	Infringement of the Manchester TMA (Class A) by a Jodel DR1050 indicating 4700ft. CAIT activated. Standard separation maintained.	I was seated at OP29D. CAIT activated showing a Jodel DR1050 infringing controlled airspace near REXAM between 4600ft and 4700ft. Base is 4500ft. Manchester QNH 1029. London FIR did not have the aircraft on their frequency. No traffic affected.
201513787	28/09/2015	EGTT : London (FIR)	Middlewich		D	CTR	ROBINSON	Reciprocating	1	Infringement of the Manchester CTR (Class D) by an unknown aircraft squawking 7000, indicating 1200ft. Aircraft identified as an R44. AIW activated. Standard separation maintained.	At 1735, an R44 called me for a Basic service. I told him to standby, since I was busy dealing with aircraft in the hold - due to an aircraft having diverted back with an instrumentation problem. Approx two minutes later I noticed a 7000 squawk a few miles to the south of Middlewich heading towards the CTR. I therefore asked the R44 to pass his details and issued a squawk of 7350. The aircraft entered the CTR for a few seconds before the squawk could be observed, causing the AIW to alert for a radar sweep or two. Once the aircraft had been identified I informed him that he had infringed CAS and got him to head west to leave CAS - whilst confirming his level of 1200ft. Once in the middle of the LLR I got the aircraft to track north. From then on his navigation appeared to be ok.

File number	UTC date	Flight phase	Location name	Location Information	FIR/UIR name	Manufacturer/model [Make]	Propulsion type	Number of engines	Headline	Narrative text
199601218	10/04/1996	En route	Cranfield (CIT) NR		EGTT : London (FIR)	CESSNA	Reciprocating	2	Other Occurrence : Problems with both engines reported. Mayday call. RH engine shutdown on landing.	Radio transmissions distorted. Fuel selector problem suspected. A/c subject to rigorous ground & air tests - no fault found & no further problems experienced. CAA CLOSURE: Hazard adequately controlled by maint org actions.
199602774	08/07/1996	En route	WILTSHIRE		EGTT : London (FIR)	BEECH	Reciprocating	2	UK Reportable Accident : Engine failure due fuel starvation. Forced landing. 1 minor injury.	The pilot had not flown this type of aircraft for six years. A short pre-flight ground briefing was given by the aircraft operator. The aircraft was fuelled to full tanks prior to departure from Bournemouth to Dublin. The outbound flight was conducted using fuel from the main tanks only. On the return sector, the main tanks were again used. At the top of climb, the pilot selected the fuel quantity gauge switch to the auxiliary position, under the misapprehension that this would transfer fuel from the auxiliary tanksto the main tanks. Fuel starvation eventually occurred onboth engines and the pilot carried out a forced landing. On selecting the landing gear down and full flap, the aircraft would not glide to the intended point of touchdown. Instead it impacted a cultivated field on a hillside with ahigh vertical speed. See AAIB Bulletin 12/96, Ref: EW/C96/7/13.
199603026	06/07/1996	En route	WESTON ON THE GREEN		EGTT : London (FIR)	BRITTEN NORMAN	Turboprop	2	Other Occurrence : Both engines flamed out due to icing &would not restart. Forced landing completed successfully.	Opr has reviewed relevant flying instructions & drawn crews attention to anti-icing precautions detailed in flight manual. CAA has brought incident to notice of other UK oprs & established that flight manual adequately covers situation. CAA CLOSURE: Hazard adequately controlled by actionsstated.
199603518	12/08/1996	En route	IRISH SEA		EGTT : London (FIR)	PIPER	Reciprocating	2	Other Occurrence : Both engines lost power.	AAIB Field investigation. Fuel distribution prior to flight was 350 litres in inboard tanks & 30 litres in outboardtanks in accordance with company procedures, whereby total fuel required for flight is contained in inboard tanks with a small amount in outboard. Pilot, having assured himself that fuel quantity & distribution were correct, completed pre-flight checks & departed. Take off & initial transit were uneventful & at 2000ft a/c was cleared by Ronaldsway ATC under VFR to position for R/W35. A short time latertright engine began to misfire. Pilot selected both emergency pumps 'on' & engine operation returned to normal. Pilot then noticed right boost pump annunciator was illuminated. Right engine began misfiring again with no other indications. Having not increased power on left engine a/c was now descending. Informed ATC of intention to shutdown engine & was offered vectors to R/W26 to reduce ground track. Passing 400ft advised ATC that both engines were running roughly. Appropriate emergency services alerted. At 300ft pilot noticed both fuel pump annunciators were illuminated, checked fuel selectors & both were set to outboard tanks, repositioned selectors to inboard tanks & both engines recovered. ATC informed, a/c climbed to 1000ft & normal landing made. Both pre-flight & pre-take off checks require fuel selectors to be positioned for inboard tanks. Pilot doesnot remember ever selecting tanks to outboard position. See AAIB Bulletin 11/96, Ref: EW/C96/8/7. Opr's fuel checking procedures have now been amended. CAA CLOSURE: Hazard adequately controlled by opr's actions.
199604572	10/10/1996	En route	STRUMBLE (STU)		EGTT : London (FIR)	BOEING	Turbofan	4	Other Occurrence : Double engine rundown - nr4 engine shutdown. "Mayday" declared, fuel dumped & a/c returned. Flight crew error.	Rate of climb reduced to less than 500fpm at FL290 & shortly afterwards nr1 engine EPR began to fluctuate downwardsto approx 1.32 EPR. Manipulation of thrust lever gave no response. At approx same time nr4 engine began to run down- as both nrst1 & 4 engines ran down a "mayday" was declared. Multi-engine shut down drills carried out & after checklist items actioned, nr1 engine re-started on 3rd attempt- nr4 engine would only start with high EGT & low RPM & remained like that with no thrust lever response, so was shut down again. Fuel jettisoned, a/c returned & a 3-enginedlanding carried out. Subject to AAIB Field investigation,which reported incident was caused by the use of incorrect fuel system selections (AAIB Bulletin 12/96). CAA Closure: Appropriate personnel action taken by opr, plus Flight Crew Notice issued, Ops Manual and crew takeoff brief amended. Opr a/c fuel system mod action pending.
199605617	21/11/1996	En route	SHAWBURY (SWB)		EGTT : London (FIR)	DASSAULT	Turbofan	2	Other Occurrence : LH engine flamed out at FL325 (n climb to FL330) - "Mayday" declared. P3 line blocked.	A/c instructed to squawk emergency & D&D advised. A/c given range & bearings to diversion airfields but in meantimeengine successfully relit (a/c having descended to FL100)- pilot terminated emergency & a/c returned to base. Subsequent investigation found P3 line to FCU contaminated by an unknown substance - cleaned, ground runs satis. CAA Closure: Appropriate action taken by opr.
199702840	12/06/1997	En route	Luton (LUT) 1.5 SE		EGTT : London (FIR)	GRUMMAN	Reciprocating	2	Other Occurrence : Double engine failure. Forced landing in field. No damage or injuries.	CAA Closure: Appropriate CAA action taken.
199705808	06/11/1997	Take-off	BIRMINGHAM		EGTT : London (FIR)	BAC	Turbofan	2	Other Occurrence : RTO at approx 60kts due both engines slow to accelerate, followed by LH engine power decrease towards 80% N1. No fault found.	RH engine eventually achieved 100% N1, LH engine achieved95% N1 but then power decreased towards 80% N1. No fault found on investigation, however nr1 FCU changed - no further reports. See also 97/00180 & 97/04819. CAA Closure: Appropriate action taken by opr.
199706178	26/11/1997	En route	London-Heathrow - LHR		EGTT : London (FIR)	BAC	Turbofan	4	Other Occurrence : Uncommanded movement of secondary nozzles towards reverse thrust position on 2 engines. Positionmonitoring instrumentation - overheated.	During engineering test flight following intercheck, the indication system on nr1 engine showed thrust reverser secondary nozzle move uncommanded towards reverse thrust position with no wind down indication - precautionary engine shutdown carried out. Shortly after (at Mach 1.1), nr2 engine secondary nozzle also observed to move (uncommanded) towards reverse thrust position - precautionary engine shutdown considered but engine self recovered within 90 secondsand subsequent operation normal until landing when throttle baulk system was found to be slow to operate. Subsequent inspection found evidence of overheating in the nr1/nr2 thrust reverser bay due to air leaks from the telescopic tubes carrying the P3 muscle air to the air motors. The cause of the thrust reverser malfunctions was due to the consequential overheating of the thrust reverser position monitoring instrumentation in the thrust reverser bay. To prevent a recurrence, the opr has carried out a fleetwide check of the telescopic ducts following which routine checks are to be carried out at every 'S' Check; amended the workshopprocedures and component maintenance manuals (CMM) to ensure correct assembly and testing of the telescopic ducts before the engine is released from overhaul and has carriedout the embodiment of major modification AAN26461 that replaces the 27 degree switch pack and provides a bite checkindication in the cockpit. CAA Closure: Appropriate action taken by opr.
199706318	06/12/1997	En route	SOUTHAMPTON (SAM)		EGTT : London (FIR)	EMBRAER	Turbofan	2	Other Occurrence : Transient double engine FADEC failure indications during stall recovery on air test.	Amber EICAS warning messages "E1 CTL A+B FAIL" & "E2 CTL A+B FAIL" appeared simultaneously during two 9deg flap/gear up configuration stall manoeuvres. No other messages present & FADEC (full authority digital engine control) messages self-cleared within 5 seconds. Engine response appeared normal as thrust was applied in stall recovery. Messagesdid not occur during stalls with 0deg flap/gear up or 45deg flap/gear down configurations. CMC (central maintenancecomputer) information to be analysed. Investigation progressed under 97/06128. See also 97/04849 & 98/02484.
199802484	10/05/1998	En route	MANCHESTER (MCT)		EGTT : London (FIR)	EMBRAER	Turbofan	2	Other Occurrence : "E1 CTL A FAIL" & "E2 CTL A FAIL" warnings illuminated during climb in icing conditions. Unable to reset either FADEC.	Recurring fault. FADEC (full authority digital engine control) successfully reset using emergency checklist once a/c clear of icing conditions. Investigation progressed under 97/06128, see also 97/04849 & 97/06318.
199803264	21/04/1998	Approach	Luton (LUT) (Bedfordshire)		EGTT : London (FIR)	SHORT	Turboprop	2	Both engines cycled in & out of autofeather in a synchronised manner - no yaw but small pitch changes as engines surged with prop rpm & torque fluctuations.	Propeller rpm reduction on both sides approx 300rpm belowmaximum position of 1675rpm. Failure analysis conducted by aircraft manufacturer found no defects that could cause dual autofeather. However, misrigged microswitches on leftand right throttles could result in one engine cycling inand out of autofeather but with both autofeather arm indicators illuminating. This condition would match the symptoms reported and is supported by the results of the operator's action in adjusting these microswitches which appearedto cure the problem.☐ CAA Closure: Hazard controlled by action stated.
199903175	24/05/1999	En route	HAWARDEN 12S (ZZ)		EGTT : London (FIR)	BAE	Turboprop	2	Other Occurrence : Suspected double engine power loss during descent. Landed safely.	On passing 4500ft, with both engines set to 15% torque & anti ice & igniters on in light wet precipitation, crew alerted by change in engine note. Both torque indications had fallen to below 0%. Anti ice & fuel pumps confirmed as on & crossfeed confirmed shut/off. Power levers advanced & after approx 3-4 seconds engines responded immediately. Despite extensive trouble shooting on this engine, no conclusive fault has ever been found. Since the occurrence was reported the aircraft has flown in excess of 2000 hours without any further fault of this kind. Considered a random event with no further action appropriate.☐ CAA Closure: The hazard is controlled by the actions stated above.
199907309	21/10/1999	En route			EGTT : London (FIR)	AIRBUS	Turbofan	2	RH engine low oil quantity warning during cruise at FL190, engine shut down. Inspection found significant oil leak due oil tank sight glass cracked.	Sight glass changed, subsequent ground runs satisfactory.
199908292	03/12/1999	Take-off	Teesside (TD) (Durham)		EGTT : London (FIR)	ATR	Turboprop	2	Nr2 engine shut down following oil pressure warnings. A/creturned.	Brief Red Warning on CCAS during climb out. Engine parameters & systems appeared normal but a few moments later local Alert illuminated on nr2 engine & oil pressure needle fluctuated. CCAS warning for nr2 engine oil then activated & nr2 engine was shut down. A/c returned & single engine landing completed with emergency services on standby. Initial engine inspection carried out & engineer confirmed thatthere appeared to be no oil visible in sight glass. Oil system replenished & ground runs carried out - no leaks apparent. Low oil level attributed to poor oil system servicing due to lack of facilities at various line stations. Line stations are now equipped with access equipment for oil system servicing & PDI sheets annotated to report system servicing. CAA Closure: Hazard adequately controlled by existing requirements & procedures.

199908908	26/12/1999	En route	Manchester (MCT) (Greater Manc	2 N	EGTT : London (FIR)	PIPER	Reciprocating	2	Double engine failure. Mayday call. Diversion initiated. Engines restarted, descended to FL60 & flight continued to destination. Landed safely.	Further investigation established that the a/c had suffered rough running on both engines after encountering unexpected icing conditions. The pilot delayed selecting alternate air intakes & transmitted a Mayday call before completing the relevant checklist. Appropriate personnel action/re-training initiated & notice issued to remind pilots of need to select alternate air when flying in icing conditions. CAA Closure: Hazard adequately controlled by operator's action.
200000201	18/01/2000	En route	Llanbedr (Gwynedd)		EGTT : London (FIR)	CESSNA	Reciprocating	2	Double engine failure. Mayday call. Forced landing short of R/W. No reported damage or injury.	AAIB AARF investigation. In level flight at FL80 the left engine stopped. The pilot secured the engine & broadcast a MAYDAY call. He was instructed to squawk 7700 & to transfer to the emergency frequency 121.5 MHz. While the pilot was carrying out these actions the right engine also stopped. He could see Llanbedr airfield on the coast below & elected to make an emergency landing. The weather conditions were clear & the surface wind was less than 5kt. Llanbedr ATC was alerted to the situation by observing the emergency squawk on radar & hearing the transmissions on 121.5 MHz. They contacted the D&D centre & were handed control of the a/c. They then made contact with the pilot & provided details of the airfield. The pilot commenced a visual approach to R/W36 but realised that he was going to land short of the R/W. He informed ATC that he would be landing in a field outside the airfield boundary & they advised the AFS. The a/c landed in the field with no damage or injury. The a/c was recovered to the airfield & flew out the next day. The pilot stated that he had mismanaged the fuel system & had allowed the auxiliary fuel tanks, from which the engines were feeding, to run dry. The main tanks of the a/c contained sufficient fuel for the planned flight to Ireland. The pilot had logged some 350 hours of flight time on twin engine a/c but was not very experienced on this type. The Cessna 310 fuel system is designed such that the auxiliary tanks should be used during cruise flight & the main tanks may be used at any time. Excess fuel that is not required by the engines when feeding from the auxiliary tanks is returned into the main tanks. Thus the endurance of the auxiliary tanks may be considerably less than the actual contents at the start of the flight. The fuel gauges do not necessarily display the tank from which fuel is being used & need to be correctly selected. These factors can cause confusion to a pilot who is not very familiar with the system operation. See AAIB Bulletin 3/2000, ref: EW/G2000/01/11. CAA Closure: No CAA action appropriate.
200000480	29/01/2000	En route	London-Heathrow - LHR		EGTT : London (FIR)	BAC	Turboprop	4	"Pan" declared for expeditious approach due to engine shut down and insufficient fuel remaining for extended hold. BPDA failed.	Nr3 engine reverse light flashed as take off rating was selected during approach checks. ASOV stopped movement of reverse buckets at 36deg. - engine was shut down. "Pan" declared because a/c had sufficient fuel for a 5min hold and the average hold reported by ATC was 15mins. Uneventful three engine landing. Investigation found torque motor on BPDA failed. The torque motor controls the Directional Control Valve (DCV) to operate the bucket open or closed. A new standard BPDA (p/n 126464-2) is to be released. CAA Closure: Crew actions were in line with FM for precautionary engine shutdown, and the fault was rectified prior to returning the aircraft into service.
200001693	19/03/2000	En route	Ivybridge (Devon)		EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident : Engine failure. Forced landing. Extent of damage unknown. Serious injury to 1 POB.	BMAA investigation.
200001828	21/03/2000	En route	Isle Of Man (IOM) (Isle of Man)		EGTT : London (FIR)	EMBRAER	Turboprop	2	LH engine low oil pressure & fluctuating oil temperature indications. Engine shut down. A/c returned & landed safely with AFS in attendance.	No fault found.
200002006	27/03/2000	En route	English Channel (English Channel)		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr2 engine mag plug capion illuminated. Engine shut down. A/c returned & landed safely.	Both mag plugs checked - single splinter found on upper plug. Engine ground run completed satisfactorily.
200002387	13/04/2000	En route	BRECON (BCN) (Glamorgan)	30 N	EGTT : London (FIR)	BAE	Turboprop	2	Engine oil pressure problem. Engine shutdown. Pan call. A/c returned.	
200002449	13/04/2000	En route	BRECON (BCN)	20 N	EGTT : London (FIR)	BAE	Turboprop	2	RH engine low oil pressure indication. Engine shutdown. Pan call. A/c returned.	Passing FL170 RH engine oil pressure indication observed to fall from normal to 45 psi - minimum allowable reading. A/c levelled at FL220 for normal cruise and with power reduced indicated oil pressure subsequently fell to 42 psi. Checklist actioned. Engine shutdown. It is understood that following post flight engineering inspection, RH engine oil pressure transducer was changed. Noted that subject a/c had experienced fluctuating RH engine high oil pressure indications one day earlier, which had continued to occur after LH and RH pressure gauges were transposed, and was believed to have been rectified by replacement of subject oil pressure transducer. Failure of pressure transducers has led to a number of instances of significant oil losses and in flight engine shutdowns over the previous years. Investigation into the reliability of oil pressure transducers introduced under SB J41-77-002 in 1997, ongoing under 1999/04977.
200002544	26/03/2000	En route	Whitby (North Yorkshire)		EGTT : London (FIR)	CESSNA	Reciprocating	2	RH engine lost oil pressure. Engine shut down, aircraft returned and landed safely.	On inspection the sump was found to contain about two US quarts of oil, having been full for take off.
200002869	28/04/2000	En route			EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr2 engine oil pressure warning. Indicated pressure fell below 40psi. Engine shut down. Aircraft landed safely.	
200002920	01/05/2000	Approach	Liverpool (Merseyside)		EGTT : London (FIR)	HAWKER SIDDELEY	Turboprop	2	LH engine throttle lever jammed.	During climb out LH engine power spooled down to 11000rpm, 105psi torque, 690deg C TGT with moderate yaw. Oil temperature indication normal. Flight continued as required speed (160kt) sustainable. During approach LH throttle closure yielded no power reduction. Orbit flown to lose height and LH engine shut down. Aircraft landed without further incident. Initial inspection revealed no abnormalities. Engineering investigation found that the throttle lever coupling had separated at the control box on the engine. The coupling is secured with a nut and bolt, the nut being split pinned. Bolt, washer and spacer were found in the engine cowling, the nut was not found. Engine was purchased as a powerplant and fitted by the operator on the 25 April 2000. There is no documentary evidence indicating that any work was carried out in this area since the powerplant was fitted to the a/c. Notice to engineers issued and operator's maintenance procedures to be revised. CAA Closure: The hazard is adequately controlled by the operator's actions.
200003025	27/04/2000	Take-off	GLOUCESTER-STAVERTON (Gloucester)		EGTT : London (FIR)	PIPER	Reciprocating	2	Double engine malfunction. Pan call. A/c returned and landed safely with AFS in attendance.	The aircraft was on the fourth take off of the day when the pilot 'felt' that there was insufficient power from the engines and abandoned the take off. The pre flight checks had been satisfactory and during subsequent engine ground runs by the maint org, both engines achieved maximum RPM and manifold pressure. However, the left engine fuel flow was low and the unmetred fuel pressures were measured and adjusted. Subsequently the left hand fuel pump was changed. CAA Closure: Hazard adequately controlled by operator and maint org actions.
200003071	08/05/2000	En route	Cardiff (CDF)		EGTT : London (FIR)	AIRBUS	Turboprop	2	"Mayday" declared & a/c returned due to RH engine shutdown. Uneventful landing. Compressor blade root failure.	P1 reported pressure problems with RH engine prior to shutdown. Inspection confirmed 4th stage compressor blade failed, pieces of the blade found at rear of engine. As the leasing operator has suffered three such failures that has also affected other A320 operators using the same higher thrust IAE V2527-A5 engine variant, an ultrasonic inspection of all related compressor blades has been carried out in addition to a Variable Stator Vane (VSV) scheduling upgrade (SCN 15T) and VSV health check across the fleet. Engine manufacturer actively involved to ensure problem solved. CAA Closure: Appropriate action taken by operator and engine manufacturer.
200003224	10/05/2000	En route	Birmingham (West Midlands)	10 N	EGTT : London (FIR)	BAE	Turboprop	2	LH engine oil pressure warning on CAP together with decreasing oil pressure indication. Engine shutdown. Mayday call. Diverted and landed safely.	Noted that a/c was operating under an ADD, raised 28 April 2000, relating to erratic LH engine oil pressure indications. Initial engineering investigation is understood to have found no evidence of oil leakage or loss through the jet pipe or intake and the LH engine oil tank contents to be at the maximum level with the propeller feathered. An investigatory engine ground run replicated the fault with a maximum LH engine oil pressure indication of 20psi achieved. Investigation being progressed under 1999/08657.
200003505	23/05/2000	En route	Bristol International (Avon)	25nm N	EGTT : London (FIR)	SHORT	Turboprop	2	RH engine torque fluctuations followed by loss of oil pressure. Engine shutdown. Aircraft returned and landed safely.	
200003771	03/06/2000	En route	Boreham, Essex (Essex)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine fire warning. Engine shutdown. Smoke and fumes in cockpit. Forced landing.	AAIB Field investigation. The incident initiated when the Nr1 engine fire warning light illuminated after the helicopter had departed Boreham Airfield. The pilot turned back towards the airfield, shut down the Nr1 engine and fired the first fire extinguisher. However, the fire warning remained illuminated and he therefore fired the second extinguisher but the fire warning remained on and a strong smell of burning became apparent in the cockpit. This was followed by smoke issuing from the right side of the central console and so the pilot conducted a forced landing. After shut down, no evidence of fire was apparent in the engine area. Subsequent inspection by engineers found that the circuit board and four associated current limiting resistors for the Nr1 engine fire push button switches had severely overheated. In addition, they found a broken electrical connection to a terminal block within the engine fire detection system. These findings indicated that a false Nr1 engine fire warning had been initiated by the broken wire connection. When the pilot had discharged the extinguishers into the Nr1 engine bay, the evidence indicated that one of the fire bottle explosive squib filaments had not melted. This intact filament had then allowed DC current to continue to flow through the current limiting resistors, as the current shorted to 'ground' through the filament, causing severe overheating and smoke from the circuit board, which was located on the right side of the central console. Three Safety Recommendations, Nos. 2000-62, -63 and -64, were made to Eurocopter and the DGAC regarding the design and integrity of the engine bay fire detection and extinguishing system and suggested amendments to the associated section of the Flight Manual. See AAIB Bulletin 2/2001, ref: EW/C2000/06/09 and CAA FACTOR F16/2001 Issue 2. CAA Closure: The hazard is adequately controlled by the actions stated above.

200004006	13/06/2000	En route			EGTT : London (FIR)	CANADAIR	Turbofan	2	Anti-icing problem necessitated LH engine shut down. LH 14th stage bleed air duct warning illuminated. A/c diverted.	Upon selection of anti-ice system ON, the crew experienced an overheat warning. Iaw the operating procedures, this warning would require the crew to shut down the engine. Fire services attended as a precaution. See also 2000/08209.The operator has been working closely with the manufacturer and the outcome of the investigations has produced an SB (A601R-36-014), detailing the engineering fix and revised crew operating procedures that do not require the engine to be shut down.□ CAA Closure: The hazard is adequately controlled by existing requirements and procedures.
200004218	16/06/2000	Take-off	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	Nr3 engine reverser unstowed light illuminated during initial climb. Nr3 engine shutdown, "Pan" declared, fuel jettisoned and a/c returned.	During climb the No.3 engine thrust reverser unstowed light illuminated. The aircraft was levelled at 6000ft and power reduced following which the light extinguished. Power was increased causing the light to re-illuminate accompanied by vibration felt through the control column. The engine was shut down and the aircraft returned and landed without further incident. Engineering investigation of the technical records revealed a history of intermittent illumination of the light which was attributed to a loose sensor although no reports of vibration had been previously recorded. During ground checks, the reverser, indications and locks operated normally, however as a precaution the sensor was changed. Subsequent operation of the system was normal. The reason for the reported vibration has not specifically been identified. No further action is proposed with respect to this incident. □ CAA Closure: The hazard is adequately controlled by existing requirements and procedures.
200004337	20/06/2000	En route	Stansted (Essex)	8 S	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Engine chip warning. Engine shutdown. Pan call. Diverted and landed safely.	Investigation being progressed under 200207538.
200004343	19/06/2000	En route	Teddington (Greater London)	2 E	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine fire warning. Checklist actioned - engine shutdown. Diverted and landed safely.	Fire detector electrical connector wire to crimp found detached. Appropriate rectification action taken.
200004945	07/07/2000	Take-off	East Midlands		EGTT : London (FIR)	SHORT	Turboprop	2	Nr1 engine propeller overspeed.	On climbout with P2 handling, the P1 became aware of Nr 1propeller overspeeding. Checklist actioned and engine shutdown. Emergency declared. Aircraft returned and landed safely with AFS in attendance. Investigations identified indication problems. Tachogenerator and indicator changed.□ CAA Closure: The hazard is adequately controlled by the operator's actions.
200005172	15/07/2000	Take-off	East Midlands (Derbyshire)		EGTT : London (FIR)	LOCKHEED	Turboprop	4	Nr1 engine fire warning during take off roll at approx 90kts. Engine shutdown. Grey smoke emitting from below the turtle deck of jet pipe. Both fire bottles fired. A/c shutdown and evacuated on R/W.	Clamp securing the swirl straightener had failed allowingthe swirl straightener to move aft and hot exhaust gasses to escape into Zone 1, around the jet pipe mouth. A Zone 1 fire warning followed. Clamp, PN Marmon 54309-1, to be despatched to DERA for analysis of failure. Their examination determined that the failure resulted from a fatigue crack originating at a spot weld. It was concluded that the crack had grown rapidly and that, due to its unusual nature, was unlikely to have been observed during routine inspection, only becoming visible shortly before failure. All swirl straightener clamps in the remainder of the fleet wereclosely inspected for signs of cracking but none were found. Considered an isolated incident.□ CAA Closure: Hazardacceptable provided frequency remains low.
200005249	04/07/2000	En route	Bournemouth (English Channel)	15nm S	EGTT : London (FIR)	PIPER	Reciprocating	2	RH engine high oil temperature/low oil pressure. Engine shutdown. Aircraft returned and landed safely.	Oil filter base seal failure.
200005540	29/07/2000	Approach	White Waltham (Berkshire)		EGTT : London (FIR)	DE HAVILLAND	Reciprocating	2	LH engine began to vibrate and was shut down. Aircraft landed safely.	Investigation revealed that the nr6 con rod had become detached at the big end and punctured the crank case.
200005641	19/07/2000	En route	Stapleford (Essex)	2.5 S E	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	LH engine chip detector warning followed by a split in T4- LH engine high. FRCs actioned. Pan call. Engine shutdown. Diverted to Stapleford and landed on grass area beside R/W.	Debris found on rear bearing, gearbox and oil tank magnetic chip detectors in a combination of spall and splinters.Due to the amount of debris oil filter was not inspected.All oil lines not part of the engine and the oil tank flushed and oil cooler replaced prior to replacement engine being fitted. Awaiting engine strip report. See also 2000/00964.
200005756	05/08/2000	En route	Bovingdon (BNN) (Hertfordshire)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine oil pressure warning together with torque fluctuations. Engine shutdown.	
200006167	22/08/2000	En route	North Sea (North Sea)		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr1 engine chip light illuminated in the cruise. C/b pulled and reset but caption would not extinguish. Engine shutdown and Pan call transmitted. Single engine running landing completed safely.	Reduction gearbox and accessory gearbox mag plugs contaminated with metal particles. Oil tank mag plug and engine oil filter also contaminated. Engine changed. Awaiting strip report.
200006257	23/08/2000	En route	Cardiff (CDF) (Glamorgan)		EGTT : London (FIR)	SHORT	Turboprop	2	Low power on RH engine. Pan call. Engine shutdown. Aircraft returned and landed safely.	A simulated asymmetric go-around was carried out with lowtorque set on the RH engine (approx 700lbs torque and 1700 PRPM). On advancing the RH power lever to reset normal levels, PRPM reduced to 1400 and torque rose to 1900lbs. Despite advancing throttle nearly fully forward Ng remained at approx 89%. Pan call transmitted, engine shutdown and aircraft returned. Problem recurred on following day - see 2000/06293. Subsequent maintenance investigation tests revealed that there was a problem with the movement of the blades in pitch change which were stiff and jerky. Duringstrip examination it was found that all six C-792 blade retention split bearings races and ball bearings were very badly corroded. It was this corrosion damage which prevented smooth movement of the blades during pitch change operation. A special check of all eight in-service HC-A6A-3A type propeller assys utilising Hartzell Service Instruction 179 to enable a blade travel movement check to establish blade bearing condition. One assy was removed for reported stiff operation. The 'B' Check lubrication period of 450FH or 4 months was amended on 13 Oct 2000 to comply with Hartzell Service Letter 184 for the recommended lubrication process and type of grease to be used. □ CAA Closure: The hazard is adequately controlled by existing requirements and the reporters actions stated above.
200006291	24/08/2000	En route	Spalding (Lincolnshire)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr2 fuel filter caption illuminated. Engine shutdown, aircraft returned and landed safely.	Fault traced to a defective differential pressure switch,which was changed.
200006293	24/08/2000	Take-off	Cardiff (CDF) (Glamorgan)		EGTT : London (FIR)	SHORT	Turboprop	2	Severe loss of power on one engine. Pan call. Aircraft returned and landed safely.	Recurrence of problem reported on previous day. Investigation being progressed under 2000/06257.
200006729	07/09/2000	En route	ORTAC (English Channel)		EGTT : London (FIR)	BRITTEN NORMAN	Reciprocating	3	LH engine vibration accompanied by smoke and oil mist from associated exhaust. Engine shutdown. Flight continued tooriginal destination and aircraft landed safely.	Defect traced to nr5 cylinder which had virtually separated mid-way up the barrel section. Oil pressure filter checked and found heavily contaminated. Engine removed for strip inspection and strip report concluded that the crackingoriginated from a corrosion pit. A review of the databaseshowed that there have been approximately two events per year on average, since 1976. There were three events in 2000 and one in 2001. In view of this, no further action is planned at this stage, but the situation will be monitored. See also 200001065.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200006863	14/09/2000	En route	MERLY	Near	EGTT : London (FIR)	BOEING	Turbofan	2	RH engine shut down due oil filter warnings. PAN declared, fuel dumped and the aircraft returned. Oil Filter differential pressure (DP) sensor out of range, replaced.	During climb through FL300, status message "Eng Oil Filter sensor" followed by "Eng Oil Filter R" displayed. RH engine shut down, PAN declared, fuel dumped and the aircraft returned. Oil quantity on stand 20qts. On return to LGW, the oil filter and scavenge screens were inspected, but no contamination was found. Due to the presence of Oil FilterDP sensor out of range maintenance message, the sensor, core harness and FDEC were replaced. The aircraft returned to service with no recurrence. Subsequent investigation concluded that the most probable cause was the failure of the W739 harness as it had significant internal chafing. Maintenance Programme has been revised to include a Ramp 1 inspection item (G79020BA) to monitor the Oil Filter DP maintenance message on a daily basis. The task requires the immediate rectification of the fault on one engine if both have the message, and 5 days to rectify if fault is on one engine. An improved harness is being developed to prevent chafing, and thermal insulation blankets are also being developed to improved reliability of the sensor.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200006870	13/09/2000	En route	Leeds Bradford (LBA) (West Yor	5 S	EGTT : London (FIR)	BOLKOW	Turboshaft	2	Engine chip warning. Engine shutdown. Pan call. Diverted and landed safely.	See also 2000/03229.
200006911	12/09/2000	En route	Nympsfield (Gloucestershire)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	LH engine caption illuminated. Engine shutdown, aircraft diverted and landed safely.	Investigation revealed substantial oil leak from nr1 engine but exact source not determined. Unable to turn compressor by hand. Engine removed and despatched for further investigation. During the subsequent engine strip, the cause of the shutdown was identified to be the failure of the number one bearing. In-service In Flight Shut Down (IFSD) data indicates low frequency of engine failures due to the number one bearing.□ CAA Closure: The hazard is acceptable provided the frequency remains low.

200007014	18/09/2000	En route	Manchester (MCT) (Greater Manc		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine chip caption illuminated in flight. Pan declared. Engine shutdown. Aircraft diverted and landed safely.	Both magnetic plugs removed and checked for debris - nonefound. Plugs refitted and ground run carried out satis.
200007503	06/10/2000	En route	Newbury (Berkshire)		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Degraded/minor DECU fault on nr2 engine together with a 20% split in torque and followed by oil pressure falling below 18 psi. Engine shutdown. A/c returned.	Rag ingested into nr2 engine - rag had been left in the engine plenum chamber during check 'A' carried out by P2 prior to flight.
200007621	13/10/2000	En route			EGTT : London (FIR)	CANADAIR	Turbofan	2	A/c diverted due engine problem. Engine shut down, a/c subsequently leaked fuel onto diversion runway.	
200007626	14/10/2000	En route	Luton (LUT)		EGTT : London (FIR)	BOEING	Turbofan	2	LH engine shut down due low oil quantity and pressure. "Pan" declared. Radial drive shaft bearing failure.	At 3000ft on base leg, EICAS indicated rapidly decreasingLH engine oil quantity followed by reducing oil pressure.QRH drills actioned and LH engine shut down before oil pressure fell to zero. "Pan" declared and uneventful flap 20landing carried out. Following fire service inspection, aircraft taxyed to stand. Incident was the result of a pre-SB72-C925 radial drive shaft bearing failure. The operator is now complying with SB72-DO88 and is to embody SB72-D088-D176 across the fleet when engines next undergo an engine shop visit.□ CAA Closure: Appropriate action taken by operator.
200007774	16/10/2000	Approach	Bristol International (Avon)		EGTT : London (FIR)	PIPER	Reciprocating	2	Unsafe LH MLG indication. Flypast inspection carried out - landing gear appeared to be down and locked. Aircraft landed safely with LH engine shut down.	
200007787	17/10/2000	Take-off	Stansted		EGTT : London (FIR)	BOEING	Turbofan	2	Birdstrike to nr2 engine climbing through 500ft. Engine shutdown and a/c returned.	
200007877	20/10/2000	En route	Coventry (West Midlands)		EGTT : London (FIR)	SHORT	Turboprop	2	RH engine failure. Emergency declared. Landed safely.	Failure due to defective FCU/fuel pump with high levels of contamination in fuel filter. Fuel system, oil filters and chip detectors checked and found satis. FCU and fuel pump changed and ground run and rigging checks completed satis. Strip inspection carried out on defective items but this proved inadequate in determining the cause of failure. Operator reminded of responsibilities to make a full assessment of such events in order to identify root cause of failures. Operator has subsequently revised component management procedures in the MME to require detailed strip reports in future.□ CAA Closure: The hazard is controlled by the actions stated above.
200007918	25/10/2000	En route	Blackpool (BPL) (Irish Sea)	15nm W	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr2 engine chip warning illuminated. Engine shut down iawemergency checklist. Flight continued on single engine for running landing.	Sliver of metal found on chip detectors associated with module 5 scavenge line. Attributed to build debris as module 5 had been installed 13 hours earlier.
200008004	29/10/2000	En route	Southampton (SAM) (Hampshire)		EGTT : London (FIR)	FOKKER	Turboprop	2	Nr1 engine fire warning. Engine shut down. Pan call. Aircraft diverted to Gatwick and landed safely.	No immediate evidence of fire on post flight inspection.Initial investigation revealed a fire detection system defect. Following routine trouble-shooting the defect was traced to a missing grommet from a fire wire "P" clip which caused a low resistance condition. The fire wire and grommets were replaced following which satisfactory test valueswere recorded. The records showed that the aircraft had recently undergone a base maintenance input (20 flying hours previous) during which a specific task to inspect and test the engine fire detection system was carried out. The maintenance organisation responsible for carrying out the inspection was contacted and advised of the findings. An internal investigation was carried out and the incident discussed with the personnel directly involved with the inspection. The maintenance personnel indicated that they were satisfied with the condition of the system at the time of inspection, however it was noted that the task card did notspecifically request that the resistance values be recorded. The recommendation has been made that the task card beamended to facilitate recording of measured values. No further action is proposed.□ CAA Closure: The hazard is adequately controlled by the reporters actions stated above.
200008021	26/10/2000	Take-off	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	Birdstrike to nr3 engine climbing through 150ft. Engine vibration limit exceeded. Nr3 engine shut down, fuel jettisoned and a/c returned.	Nr3 engine fan blades damaged, possibility of another strike to nr2 engine. Bird recovered from runway. Subsequent borescope inspection of nr3 engine found no damage to engine core. All N1 fan blades changed.
200008253	06/11/2000	En route			EGTT : London (FIR)	BAE	Turbofan	4	Nr1 engine "ENG OVSPD" warning illuminated. Engine shutdown, "Pan" declared and a/c diverted. Secondary overspeed controller failed.	See also 2000/08624 and 2000/08802.
200008386	10/11/2000	En route			EGTT : London (FIR)	BOEING	Turbofan	2	Unable to control LH engine EPR during cruise. Engine shut down, "Pan" declared for expeditious approach. P1 probe pipe sheared.	Autothrottle disconnected, LH engine developed 1.3EPR with thrust lever held closed. RH engine operation normal. LHEngine shutdown, "Pan" declared and an uneventful landingwas completed. Investigation found P1 probe pipe sheared off at P1 probe connection. The pipe failed at the end fitting attachment to the main pipe which is a welded joint. This failure mode has been seen previously and it also showed signs of polishing at one of the support clips. As a result of these findings on the nose cone assembly, Aircraft Maintenance Programme (AMP) proposal 15709 is being raised to inspect the P1 pipe and clipping at Inter Check on the 535C powered aircraft.□ CAA Closure: The hazard is adequately controlled by the operator's actions.
200008502	11/11/2000	En route	Manchester (MCT) (Greater Manc	30nm N	EGTT : London (FIR)	PIPER	Reciprocating	2	Pilot reported LH engine shut down (reason unspecified). Aircraft landed safely.	
200008669	21/11/2000	En route	North Sea (North Sea)		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr2 engine chip ight illuminated and remained on after c/b was reset. Engine shut down and aircraft diverted to Humberside.	Investigation revealed that the 3 dimensional chip found to be bridging MPI II mag plug (Turbine Rear Bearing oil sampling). Engine removed for Mo3 replacement i.a.w. MM requirements. Reporter expressed concern about general fleet serviceability of this version of Arriel engine within their fleet and why these engines were not reaching their TBO.
200008732	24/11/2000	En route	Exeter (Devon)		EGTT : London (FIR)	FOKKER	Turboprop	2	A/c returning due to RH engine propeller imbalance/vibration. Engine shutdown. Emergency declared. Landed safely.	
200008749	23/11/2000	En route	Hengistbury Head (Dorset)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Following red 'REG' warning and kick in yaw, nr1 engine gauges went to max. Manual selected but nr1 engine could not be controlled with SSL. Engine shut down and aircraft diverted.	Smell of burning evident during approach. Investigation revealed signs of high temperature towards rear of engine, causing damage to top engine cowling and door, discolouration of turbine casing and leaving sooty deposits on cowlings, rear of engine and adjacent airframe. Free turbine found seized, gas producer able to rotate. Engine despatched to manufacturer for further investigation which found thatthe Delta P constant valve diaphragm was incorrectly installed.This resulted in the puncture of the diaphragm. OEM Quality Review undertaken as a result.□ CAA Closure: The hazard is controlled by the actions stated above.
200008802	27/11/2000	En route	Detling (DET)	40nm	EGTT : London (FIR)	BAE	Turbofan	4	Nr1 engine overspeed (auto) shut down. A/c returned. Overspeed controller failed.	Engine overspeed auto shut down of nr1 engine occurred during climb through FL120. QRH drills carried out and a/c returned. Overspeed controller changed, system tested satisfactory. Supplementary to the event, it was later realised the engineer who changed the controller had gone beyond the limits of his authority. Engineer interviewed by operator. See also 1999/02753, 2000/08253, 2000/08588 and 2000/08624.□ CAA Closure: Appropriate action taken by operator.
200009031	08/12/2000	En route	Stansted (Essex)		EGTT : London (FIR)	EMBRAER	Turboprop	2	Loud bang accompanied by flames from nr1 exhaust. LH engine shutdown and flames ceased. Pan call. Diverted and landed safely. LH propeller found seized.	Engine found to have suffered turbine failure. Although severe blade damage, all debris contained. Whilst the manufacturer is reviewing the failure rates and potential for possibility of non-contained debris from similar failures, the global IFSD rate allows this report to be closed as anisolated event. □ CAA Closure: The hazard is acceptable provided the frequency remains low.
200009069	09/12/2000	En route	Dover (DVR) (Kent)		EGTT : London (FIR)	DORNIER	Turboprop	2	Engine shutdown. Diverted to Southend.	
200009102	08/12/2000	En route	Biggin (BIG) (Kent)		EGTT : London (FIR)	SAAB	Turboprop	2	Engine fire warning. Engine shut down. Aircraft diverted and landed safely.	

200009104	13/12/2000	En route	Lands End (LND)		EGTT : London (FIR)	BOEING	Turbofan	4	Nr4 engine vibration indicated 2.7 units, with associatedwarning, following climb power selection at FL290. PAN declared, engine shutdown, 60,000kgs fuel jettisoned and aircraft returned.	Uneventful three engine landing. Defect troubleshooting carried out, no defects found. Fan blades removed, cleaned,and specified lubrication carried out. Engine run vibration survey carried out and engine returned to service. No further reports. The operator decreased the fan blade lubrication frequency to eliminate this type of occurrence.☐ CAA Closure: The hazard is acceptable provided the frequencyremains low.
200009282	13/12/2000	En route	Redhill (Surrey)		EGTT : London (FIR)	AGUSTA	Turboshaft	2	Nr2 engine low oil pressure warning. Engine shut down. Aircraft returned and made run on landing with AFS in attendance.	Fault traced to leak from nr6 and 7 external oil sump gasket. Leak was not apparent during ground run. Engine did not run dry and suffered no damage. Gasket changed, oil replenished and engine tested satis. Considered an isolated occurrence.☐ CAA Closure: The hazard is acceptable providedthe frequency remains low.
200009412	27/12/2000	En route	Harrow (Greater London)		EGTT : London (FIR)	MD HELICOPTER	Turboshaft	2	Nr1 engine flamed out due to fuel starvation. MAYDAY declared. Flight continued to base for uneventful single engine landing. Fault caused by contamination of the venturi of the jet pump.	In the cruise at 1500ft, a double bang was heard accompanied by a nr1 engine low RPM indication. Everything then returned to normal for 20-30 seconds until speed was reduced, at which point the nr1 engine ran down and stopped. Fuel quantity was showing in excess of 150lb. The engine shutdown drill was carried out and a MAYDAY declared. The flight continued to base where the aircraft completed an uneventful single engine landing. Investigation concluded that the nr1 engine had stopped in flight due to fuel starvationas the RH cell of the fuel tank was empty, probably as a result of a discrepancy in 'Jet Transfer' pump efficiency.The fuel quantity was correctly displayed as being in excess of 150lb, however the 'low fuel' tick marks on the IIDS display were not seen. The reporter comments that these tick marks are difficult to see, that there is no associated 'Master' warning or other alerting caption and that theFlight Manual is not clear as to the exact information conveyed by the tick marks. As a result of this incident theoperator has issued a Flight Safety Instruction stating that: refuelling must be in excess of 450lb; minimum planned landing fuel should be increased from 150lb to 300lb; any 'low fuel' tick mark should be treated as a 'land immediate' emergency and fuel probe failures require a return to maintenance base. Following this incident the fuel tank was inspected and particles were found blocking the venturi of the jet pump - pump changed and fuel tank cleaned. Reporter cites that during standard fuel check on the 24 March 2001 particles, which appeared similar to those blockingthe venturi of the jet pump, were found in the fuel sample. Reporter also cites a further similar occurrence on the4 April 2001 when after landing following low fuel tick marks on the IIDS display, the nr1 engine flamed out duringground run. Fuel contamination found - sample sent for analysis. The aircraft manufacturers have issued Mandatory SB900-080 15 May 2001relating to fuel contamination inspection, revised pages from RFM against low fuel warnings, revised MM pages for fuel contamination and checks on low fuel warning system, an also improved build procedures to eliminate 'factory' contamination.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200009433	22/12/2000	En route	English Channel (English Chann		EGTT : London (FIR)	BRITTEN NORMAN	Reciprocating	3	Rear engine overheat warning accompanied by high CHT indication. Engine shutdown. Aircraft returned and landed safely.	Overheat warning extinguished approx five minutes after engine shutdown. Visual inspection revealed no evidence of overheat or fire. During subsequent ground run nr2 CHT gauge fluctuated severely - CHT probe harness changed and further ground run carried out with satisfactory results. Aircraft returned to service but similar problem occurred twodays later. Investigation being progressed under 2000/09434.
200009494	31/12/2000	En route	Claughton (Lancashire)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	LH engine chip caution illuminated. Engine shut down and flight continued without incident. Engine restarted for landing which was uneventful.	
200100035	05/01/2001	En route	Liverpool (Irish Sea)	5nm W	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine chip light illuminated. Engine shut down. Aircraft returned and landed safely.	Fault traced to a dirty/deteriorating insulator inside engine harness connector PN 9550113490. Considered a random event, harness to be replaced at next workshop visit.
200100171	12/01/2001	En route			EGTT : London (FIR)	FOKKER	Turboprop	2	RH gearbox oil pressure warning. RH engine shutdown in-flight.	Flight continued to intended destination and aircraft landed safely with AFS in attendance. Investigation found that the nr2 gearbox had lost all oil contents. The oil filter connection at the top of the cabin blower was loose and the oil appeared to be leaking from this point. Further inspection showed that the threads in the cabin blower connection that mates with the oil filter were stripped. The oil filter had last been inspected (iaw the relevant AMM procedure) approx five weeks earlier but the internal thread of the filter attachment housing had not been inspected as there were no visible signs of damage to the thread of the filter assembly. No difficulty was experienced in refitting the filter and no leaks or any other defects were apparent during the subsequent ground runs. The incident is to be highlighted to engineering staff with a reminder of the need for extra vigilance when refitting the blower filter to ensure no damage has occurred to the filter housing thread.
200100255	15/01/2001	En route			EGTT : London (FIR)	BOEING	Turbofan	2	LH engine oil pressure warning. Oil pressure reduced from 17 to 3psl and contents indicated zero. LH engine shutdown, "Pan" declared and a/c returned. Radial drive bearing failure.	The RB211-535 engine has suffered a number of radial drive steady bearing failures at low life. A number of failure causes have been identified as follows : Low life lapping failures, loose rivet failures, 'O' ring leakage and fatigue failures. A mandatory NMSB72-C810 was issued in May 1999 requiring repetitive magnetic chip detector (MCD) inspections and no engines to have both engines fitted with lowlife bearings. The low life lapping failures were attributed to five batches of bearings manufactured from July to December 1998. Mandatory NMSB72-C930 issued to remove suspect bearing from service. The random fatigue failures have been minimised by the introduction of assembly balancing(SB72-9359) at the build of the module. A solid inner shaft (SB72-B141) has also been introduced which reduces the dynamic effects at high speed. Loose cage rivets have been responsible for a number of bearing failures and as such improved manufacturing processes have been introduced. Mandatory NMSB72-D176 (REPLACING 72-C810) issued to address the multi engine risk from loose cage rivets. NMSB72-D088 issued to address MCD inspection intervals. A new radial drive bearing has also been introduced (SB72-C925) which terminates all of the above inspection requirements. Operator to introduce a new standard of bearing into the fleet.☐ CAA Closure: Appropriate action taken by operator and aircraft manufacturer.
200100405	23/01/2001	En route	Chivenor	20nm WSW	EGTT : London (FIR)	BAE	Turbofan	4	Double engine inflight shut down due nr3 engine oil loss and nr2 engine fire warning.	Whilst on test flight following maintenance, nr3 engine oil quantity decreased at an abnormally high rate during climb to FL310. Following certain engine checks, oil quantity dropped towards empty and a film of oil was evident on RH cabin windows, although no low pressure indication was displayed. Nr3 engine was shut down as a precaution and airstest terminated. At commencement of descent, nr2 engine fire warning activated and engine was shut down iaw emergency abnormal checklist - warning extinguished when fire "T" handle was pulled, although nr1 shot was fired as a precaution. Nr3 engine was relit on base leg (due lack of hydraulic EDP) and kept at flight idle during 24deg flap landing. Investigation of the nr3 engine problem identified a leak from the hydraulic shaft seal drain, and an engine gearbox seal associated with the hydraulic pump and pump shaft seal were replaced. Concerning the nr2 engine, no faults to the fire detection system wiring could be found, but as a precaution, the fire detection loop B was replaced. No further defects reported.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200100410	20/01/2001	Approach	GLOUCESTER-STAVERTON (Gloucester)		EGTT : London (FIR)	MD HELICOPTER	Turboshaft	2	Nr2 engine low oil pressure warning. Engine shut down. Pan declared. Aircraft returned and made single engine running landing.	Oil appeared to be leaking from filler cap but cap appeared to be secure and when inspected was found serviceable. Oil level reinstated and cap secured. Ground run/leak check completed with satisfactory results.
200100520	23/01/2001	Take-off	East Midlands		EGTT : London (FIR)	EMBRAER	Turbofan	2	"TAT 1 HEAT FAIL" caution followed by "ENG1 CTL A & B FAIL" and "ENG2 CTL A & B FAIL" when landing gear retracted after take-off. A/c returned.	Nrs 1 and 2 engine control A and B reset iaw QRH, although decision made to return because "TAT1 HEAT FAIL" is not permitted for flight into known or forecast icing conditions. Reporter confirms that "TAT1 HEAT FAIL" message is cancelled on landing by Weight On Wheels (WOW) switch, but is concerned that, because this system is inhibited, it is not possible to ascertain that there is a failure until a/c is airborne. Investigation iaw AMM resulting in TAT probeNo1 replacement, aircraft realised to service - no further problems reported. Considered an isolated case.☐ CAA Closure: The hazard is acceptable provided the frequency remains low.
200100560	30/01/2001	Take-off	Liverpool		EGTT : London (FIR)	BOEING	Turbofan	2	Birdstrike during rotation. "Mayday" declared. Diversion.Nr2 engine shut down due bird ingestion - fan casing damaged.	Loud rumbling noise heard during landing gear retraction,therefore, "Mayday" declared due to unknown damage and diversion to Manchester requested. Nr2 engine vibration meter indicated above 5 units, nr2 air valve open light illuminated, flashes of light observed outside a/c from RH flight deck window and smell of electrical burning evident. Nr2engine shut down and uneventful landing carried out. Initial post flight inspection revealed considerable damage to fan casing with bird remains and blood stains evident at rear of engine. The bird situation at Liverpool is being audited as part of the ASD programme.☐ CAA Closure: The hazard is adequately controlled by existing requirements.
200100570	25/01/2001	En route	Welshpool (Powys)	5 N W	EGTT : London (FIR)	BELL	Turboshaft	2	Nr2 engine oil pressure warning - pressure fell to 0 psi.Engine shutdown. Landed safely.	Post flight inspection found severe oil leak covering tailboom and combining gearbox - no oil visible on nr2 enginesight gauge. Oil cooler matrix cracked. Subject to daily monitoring for 25hrs. Filter and chip detectors inspected,no debris apparent. Cooler assembly changed, system drained and replenished, ground run and leak check carried out satisfactory. A/c released for return to base. On return significant non ferrous debris found in oil filter - debrisconfirmed as machining debris from repair. Replacement oil cooler system drained, oil lines flushed and cooler replaced with item from another a/c. Engine ground run carriedout, filter/chip detectors inspected satisfactory. A/c returned to service subject to daily monitoring.
200100619	31/01/2001	En route	Exeter (Devon)	10 S	EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr1 engine chip warning. Engine shutdown. Pan call. A/c returned and landed safely.	Accessory gearbox mag plug contaminated with paste. Oil system drained/replenished. Ground run carried out satisfactory. Turbine and compressor modules changed 20.25hrs previously and 150hr engine inspection carried out 2.35hrs previously.

200100651	04/02/2001	En route	London-Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	2	PAN declared and a/c returned due nr2 engine indication fault. Both overheat detector elements failed.	A/c returned without incident with nr2 engine selected toidle. Overheat detectors on nr2 engine disconnected and EIR checks carried out on each detector. All measurements found to be satisfactory. Loops A and B between 5.95 and 5.99 K Ohms. Due to previous report of a loop A core detector connector being contaminated, connector D3088 and enginecore overheat detector replaced. For evaluation purposes,all detectors reconnected and system checked law MM 26-11-00. It has been confirmed by strip report that both elements failed due to the alarm point temperature being low (driftdown). These elements are being replaced on attrition basis. Modification EOC-737-26G056 was raised to replace detectors that are susceptible to "driftdown". CAA Closure: The hazard is adequately controlled by the reporter's actions.
200100801	07/02/2001	En route	Wakefield (West Yorkshire)		EGTT : London (FIR)	MD HELICOPTER	Turboshaft	2	Nr2 engine low oil pressure warning shortly after take off. Pressure continued to fall. Engine shutdown. A/c returned and landed safely.	See also 2001/00410. Another similar occurrence occurredon this aircraft/engine 11 flight hours after this one. No obvious defects were found and as this was the third occurrence, the oil filler cap and filler neck assembly werereplaced and the removed items returned to the manufacturers for investigation. It transpires that this is a knownproblem and has since been the subject of a Service Bulletin (SB) (P&WC S.B. No. 28189R1 dated 02 Mar 2001). The manufacturers are currently developing a modification to the oil system to introduce a non-return valve in the filler neck to prevent loss of engine oil in the event of the cap becoming detached. This is due to be issued in mid 2001. In the meantime the operator has issued a series of Flight Safety Bulletins to aircrews and engineers to ensure they are all aware of the problem. CAA Closure: The hazard is controlled by the actions stated above.
200101182	23/02/2001	En route	Isle of Man (IOM) (Isle of Man)	Nr	EGTT : London (FIR)	HAWKER SIDDELEY	Turboprop	2	Uncommanded RH engine autofeather in descent at approx 5000ft. Engine shutdown. Pan call. Landed safely.	See also 1999/08528, 2000/00687 and 2000/00773. On investigation it was found that the anti-icing system on the RH engine air intake cowling was ineffective when selected toSLOW cycle but operated to requirements in the FAST cyclemode. It is suspected that ice accumulated on the air intake cowling while slow cycle was selected and became detached when fast cycle was selected. This resulted in ice entering the engine intake, causing the engine to flameout. The engine relight system was switched off at the time of the incident. A serviceable engine intake cowling was fitted and the aircraft returned to service with no recurrence reported. The operator has now amended their operating procedures such that when selecting between 'FAST' and 'SLOW'or V.V, switch both ignition systems ON. Secondly, selectone engine at a time, allowing 1 minute between selections. Finally, if no icing present, switch both ignition systems off after a further 1 minute. CAA Closure: The hazardsis controlled by the actions stated above.
200101298	26/02/2001	En route	North Sea (North Sea)		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Loss of nr2 engine oil pressure. Diverted. Nr2 engine beeped to minimum and later shutdown as precaution.	
200101310	17/02/2001	En route	Southend (SND) (Essex)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	LH engine chip warning. Engine shutdown. Pan call. Diverted and landed safely.	Lower chip detector found contaminated with small ferrousparticle. Detector cleaned and ground run carried out satisfactory. Warning recurred 5 days later (22 February 2001). Engineering investigation found wire to spot detector required re-crimping and changed attaching nut as a precaution. System tested satisfactory. Investigation being progressed under 200207538.
200101497	03/03/2001	En route	LEEDS BRADFORD (LBA) (West Yar	10nm SE	EGTT : London (FIR)	BOLKOW	Turboshaft	2	Pan declared due to failure of one engine. Aircraft returned and landed safely.	
200101510	09/03/2001	En route	MARGO		EGTT : London (FIR)	FOKKER	Turboprop	2	LH engine failure. Mayday call. Diverted and landed safely.	In the cruise at FL180 the LH engine autofeathered without warning. All engine parameters were normal - feather drill actioned and relight attempted without success. Engine feathered. Mayday call transmitted, aircraft diverted and landed safely. Reporter notes that approx 10 minutes prior to event aircraft had encountered light airframe icing atFL160. Igniters had been operating for 5 minutes until aircraft climbed into clear air and icing began to dissipate. Subsequent investigation and action included changing low torque switch, the igniter plugs and function check of the Power Unit De-icer system. Aircraft has since operatedwithout any further problems. However, strip report into the replaced components did not reveal anything to confirmspecific cause of the defect. CAA Closure: The hazardsis acceptable provided the frequency remains low.
200101714	12/03/2001	En route	Oxford (Oxfordshire)	10 NW	EGTT : London (FIR)	PIPER	Reciprocating	2	Muffled 'thump' from RH engine followed by complete loss of oil pressure. Engine shutdown. Pan call. A/c returned and landed safely.	Investigation found LH half of crankcase, by the side of the manifold valve and above the nr2 cylinder, holed due to crankshaft counterweight assembly failure. Engine (on life extension) beyond economic repair - scrapped.
200102128	02/04/2001	Approach	Shoreham (West Sussex)		EGTT : London (FIR)	PIPER	Reciprocating	2	UK Reportable Accident : Double engine failure due to fuel starvation. Forced landing attempted but aircraft struckhouse and was destroyed. Minor injury to 1 POB. AAIB Field investigation.	The pilot planned a return flight from Shoreham to Sheffield City Airport. The wind was generally south to south westerly at 20 to 35kt with the stronger winds to the north.To avoid the requirement to uplift fuel at Sheffield, thepilot planned to carry sufficient fuel for the return flight, giving a total fuel on board of 60 US gallons (USG). The flight to Sheffield was uneventful with an airborne time of 1 hour 2 minutes. On returning to Shoreham the aircraft was cleared for an overhead join at 2000ft. As the aircraft passed through the overhead, the pilot began a shallow left turn and started to carry out the pre-landing checks during which he advanced the propeller control levers toward the FULLY FINE position. Immediately the aircraft yawed and rolled rapidly to the left. Shortly thereafter thepilot placed both propeller control levers back in the FULLY FINE position and almost immediately the left engine failed completely. The pilot attempted to restart the left engine but nothing happened and, during the course of the restart attempt, the right engine also failed. The pilot informed ATC of the total loss of power and was cleared to land on grass Runway 25. By this stage the aircraft had descended to about 900ft with both propellers windmilling and the landing gear and flap retracted. At about 400ft and pointing directly at the airfield, the pilot realised thathe would be unable to glide to the runway. Noticing a narrow strip of grass between a railway line and the end of several rows of houses, the pilot aimed for this area and lowered the landing gear. As he approached the grass area the pilot flared the aircraft but the left wing struck the roof of a house and the right wing and tailplane struck anadjacent tree. The roof collapsed absorbing much of the aircraft's forward speed and it yawed left and slid into the rear garden of the house largely intact. The pilot suffered head injuries but was able to exit the aircraft unassisted. The fuel on board prior to departure from Shoreham was at least 54 USG. The actual fuel burned during the flight was approx 55 USG. It seems likely that the fuel remaining on board when the aircraft arrived overhead Shoreham was very low with perhaps slightly more in the right tank than the left. The investigation of this accident revealed significant discrepancies in the recording of fuel states for some of the previous fourteen flights. It was recommended that the CAA should ensure that operators of twin engine light aircraft (all types similar to the PA34) in the Transport Category (Passenger) have an effective back up procedure, in addition to the aircraft fuel gauges, by whichthe fuel remaining in tanks after flight may be established and recorded (Recommendation 2001-67). See AAIB Bulletin 9/2001, ref: EW/C2001/4/1. CAA Closure: CAA FACTOR F41/2001, detailing the CAA's response to the AAIB Safety Recommendation, was issued on 15 November 2001. Any further CAA action required will be progressed via the 'Annual Review of AAIB Recommendations' procedure.
200102502	18/04/2001	En route	Southampton (SAM)	5nm S	EGTT : London (FIR)	BAE	Turbofan	4	Nr3 engine shut down. "Pan" declared. A/c returned.	
200102582	18/04/2001	En route	Southampton (SAM)	10nm S	EGTT : London (FIR)	BAE	Turbofan	4	Nr3 engine vibration warning followed by smoke inside a/c. PAN declared. Diversion.	At top of climb, the Master Warning System (MWS) displayed a vibration warning on engine nr3. The vibration indication ranged from 0.6 to top of scale, but all the other engine indications were normal and stable with no corresponding vibration felt through the airframe or throttle levers.The cabin staff then reported thick smoke in the cabin, which then became apparent to the flight crew on the flightdeck. Oxygen masks were donned; the nr3 engine was shut down and an emergency descent made back in to Gatwick. The smoke then started to dissipate and so the crew elected toremove their oxygen masks, as these had made communications difficult. The aircraft landed safely at Gatwick. Therewere no reports of anyone on-board having suffered any ill effects. The nr3 engine vibration and smoke was subsequently traced to a failed nr8 bearing. CAA Closure: Investigation progressed under 200008340 - see AAIB AAR 1/2004.
200102836	24/04/2001	En route	Pershore (Hereford and Worcest	3nm W	EGTT : London (FIR)	JODEL	Reciprocating	1	Spinner bracket failed.	In the cruise at 3000ft, a loud bang was heard followed by severe vibration. The pilot shut down the engine and made a glide approach for a successful forced landing at the nearest airfield. Inspection of the aircraft showed that the spinner and about 9 inches of one propeller blade were missing. Investigation revealed that the spinner attachment bracket had failed at the two points where it is held bythe propeller bolts. On examination, the bolts had faileddue to fatigue at the bends near each of the propeller mounting bolts and fell off the aircraft complete with spinner. The old propeller was removed and replaced with a new unit. Appropriate follow-up action taken by the PFA. CAA Closure: The hazard is controlled by the actions stated above.
200102963	05/05/2001	En route	London-Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	4	Nr3 engine shut down due oil pressure warning. Fuel jettisoned and a/c returned.	Nr3 engine oil pressure warning illuminated and contents indicated zero. A/c levelled at 3500ft, nr3 engine shut down as a precaution. A/c climbed to FL80 and jettisoned 63Tfuel before returning. Investigation found nr3 engine oiltank filter cap dislodged. Nr3 engine oil replenished, MCD and oil filter checked and confirmed normal. Subsequent engine ground runs satisfactory. Certifying engineer interviewed.
200103039	11/05/2001	En route	Morecambe Bay (Irish Sea)		EGTT : London (FIR)	PIPER	Reciprocating	2	UK Reportable Accident : Both engines lost power and wereshut down. Aircraft ditched in sea and sank. No injury to1 POB. AAIB AARF investigation.	The aircraft had not flown for nearly four years. Following extensive engineering work, including replacement of the LH engine nr3 cylinder, it was cleared for one flight only to a maintenance organisation in Blackpool, where the Cof A renewal was to take place. The pilot conducted a full pre-flight inspection and extensive power checks before achieving a normal take off. The aircraft was then flown to a position near the coast for checks on its handling qualities, systems and engines. Satisfied that the aircraft was performing normally, the pilot set course for Blackpoolat an altitude of 2000ft. The flight progressed normally until the aircraft was approx 12nm west of Blackpool. At this point the left engine began to gradually lose power. The necessary checks were completed but power could not be restored so the pilot decided to feather the left propeller and shutdown the engine. The pilot advised the Blackpoolradar controller that he had a problem with his left engine but did not wish to declare an emergency, as he was able to maintain altitude. Three minutes later the pilot declared an emergency as the right engine was now losing power. Checklist actions and systems analysis again failed to restore power. Committed to a ditching, the pilot carried out all the necessary checks, paying particular attention to survival equipment and emergency exits. During the descent he donned his lifejacket and placed a second jacket on the seat beside him. The radar controller initiated emergency action and informed the Warton radar controller of thesituation. Seconds before making contact with the sea thepilot unlatched the cabin door/emergency exit and again confirmed that both engines were secure and propellers feathered. He reported that impact with the sea was 'remarkably light with the aircraft settling slightly nose down in the water with the fuselage and wings intact and above the surface'. The pilot exited the aircraft, inflated both lifejackets and walked along the wing. The aircraft remained afloat for 3 to 4 minutes at which time the pilot entered the water and was clear of the aircraft before it finally submerged. The pilot was located by helicopter and, 15 minutes after entering the water, was rescued unharmed by a fast rescue craft from a rig standby vessel. Further investigation as to the cause of the total power loss could not be carried out, as the wreckage was not recovered from thesea. See AAIB Bulletin 1/2002, ref: EW/G2001/05/14. CAA Closure: No further CAA action.

200103055	08/05/2001	En route	Oxford (Oxfordshire)	5nm NW	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine chip warning. Engine shutdown. Pan Call. Landed safely.	Pan subsequently cancelled. Pilot reports second chip warning that day. Detector found contaminated with small particle on one chip plug - particle was within manufacturers limits so aircraft returned to service. Plugs and filters rechecked after 5 hours and found clean. Aircraft again released for service.
200103296	15/05/2001	En route	Henstridge (Somerset)	Nr	EGTT : London (FIR)	AGUSTA	Turboshaft	2	Torque split (20-25%), nr2 engine low. Nr2 engine TurbineOutlet Temperature (TOT) high and erratic. Engine shutdown. A/c returned.	Engine trim used to rematch torque and cautious collective 'Sweep' performed. Nr2 engine TOT transiently exceeded 900deg C. FOD found on nr2 compressor.
200103298	15/05/2001	En route	Lands End (LND)	10nm E	EGTT : London (FIR)	BOEING	Turbofan	2	Nr2 engine failed to windmill relight during air test. Air test failed.	A windmill relight of nr2 engine was attempted at 290kts and FL290 iaw CAA air test schedule. There was no EGT rise within 30 seconds stipulated in QRH, therefore, relight attempt abandoned. Second relight attempted about 20 minutes later and EGT rose after 12 seconds and peaked at 502degC. Engine parameters stabilised after 1 minute 15 seconds with all indications well within normal limits. Engine was left at idle for 5 minutes iaw flight test schedule, but when power increase was attempted there was no throttle response. Throttle was exercised over full range but no parameters changed. Engine was then shut down and a subsequent cross bleed start was satisfactory - engine then operated normally. The Fuel Flow Governor (FFG) and HP fuel pump were replaced as part of the investigation. At this time an ignition igniter plug immersion depth check was carried out. The plug installations were found to have insufficient immersion depth and were adjusted accordingly. The engine subsequently had a successful start at altitude and satisfied the air test requirement. □ CAA Closure: The hazards adequately controlled by the actions stated above.
200103560	30/05/2001	Approach	Cambridge (Cambridgeshire)		EGTT : London (FIR)	PIPER	Reciprocating	2	Loss of power in one engine. Pan call later upgraded to Mayday as second engine began to lose power and pilot was unable to maintain height.	Both engines subsequently recovered, Mayday cancelled and aircraft landed safely. See also 2001/03039.
200103593	30/05/2001	En route	KELLY	10nm SE	EGTT : London (FIR)	CESSNA	Turboprop	2	LH engine began to run roughly and was shut down. PAN call. Aircraft continued to Teesside and landed safely. Engine compressor and EGT harness replaced.	Pilot also reported difficulty in lowering landing gear. Initial troubleshooting carried out and no fault found. During subsequent flight, the fault re-appeared after 2.5hrs. Further troubleshooting carried out and engine compressor and EGT harness replaced. Intermittent fault on compressor plug suspected. Parts replaced and no further reports received. See also 200301777 and 2001/03589. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200103652	03/06/2001	En route	Uitoxeter (Staffordshire)	Nr	EGTT : London (FIR)	PARTENAVIA	Reciprocating	2	UK Reportable Accident : Engine failure. MAYDAY call. A/c substantially damaged during forced landing in field. 5 POB - 4 serious and 1 minor injuries. AAIB Field investigation.	At Meaux, the fuel uplift of 157 litres was placed in the left fuel tank. The aircraft was flown uneventfully towards Liverpool until the right engine lost power. The pilot turned about to land at Tatenhill but within a minute, the left engine also lost power. A forced landing ensued and the aircraft suffered major disruption and damage. When examined in situ, there was about 15 gallons of fuel in the left tank whereas the right tank was empty. The right fuel valve was in an intermediate position which permitted all the ports of the valve to be partly open simultaneously. When the right tank ran dry, the supply to the right engine was immediately interrupted and shortly afterwards, air was entrained into the left engine supply line from the right tank. This effect caused the double engine failure. Correct operation of the valves was dependent upon the adjustment of the teleflex actuating cables and the care with which the pilot operated the control knob. Two Safety Recommendations (2001-73 and 2001-74) were made that addressed correct synchronisation between the cockpit fuel selectors and fuel selector valves. See AAIB Bulletin 5/2002, ref: EW/C2001/6/02. □ CAA Closure: CAA FACTOR F8/2002, detailing the CAA responses to the two Safety Recommendations, was issued on 16 May 2002. Any further CAA action required will be progressed via the 'Annual Review of AAIB Recommendations' procedure.
200103825	05/06/2001	Approach	East Midlands (Derbyshire)		EGTT : London (FIR)	PIPER	Reciprocating	2	Major oil leak caused by gasket failure.	LH engine noted to be surging on approach. Engine shut down and aircraft landed safely. Inspection found engine covered in oil with only 1.5 litres remaining in engine. Oil filter removed and found to contain some seal debris. Filter replaced, oil system replenished and engine cleaned. On commencing ground run a major leak became apparent and the engine was immediately shut down. Investigation found that the oil filter converter plate seal had suffered a major failure. Gasket PN 06B23072 changed, converter plate cleaned and reinstalled along with a new filter. Oil replenished and ground run completed with no leaks apparent. FAA AD 2000-18-53 refers. The reporter replaced the gasket with Pt No 06B23072 as per Textron Lycoming SB 543A Supplement No 1 and completed the rectification action/ inspection in accordance with FAA AD 2000-18-53, and a re-inspection at 10 flying hrs. No further leaks were found. The reporter has suggested that all gaskets Pt No LW-13388 should be made life limited items or replaced with Pt No 06B23072. Reporter actions are satisfactory, no further action considered necessary at this time. □ CAA Closure: The hazard is adequately controlled by existing procedures.
200103947	13/06/2001	En route	Brampton		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine fire caution illuminated in flight. Engine shutdown and aircraft carried out a run on landing.	No evidence of fire. False indication attributed to poor crimping at spot detector behind fuel pump and filter assembly. Wire inspected, cleaned and re-crimped to detector. System function tested satisfis.
200104105	01/06/2001	En route	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	Nrs2 and 3 engines failed to shutdown immediately following operation of fire handles during air test.	Sixty five second delay evident during which time nrs2 and 3 engines continued to respond to thrust lever movement. No. 2 and No.3 fire handle assemblies changed. Wiring defect at No.2 engine fuel cut off switch repaired. Subsequent operation normal. Fleet records and air test results checked for previous occurrence of this nature. Considered to be an isolated occurrence. See also 1999/04753 and other related occurrences contained therein. □ CAA Closure: The hazard is acceptable provided the frequency remains low.
200104160	19/06/2001	En route	Liverpool (Merseyside)	5 W N W	EGTT : London (FIR)	PIPER	Reciprocating	2	Engine oil pressure warning. Engine shutdown. PAN call. Returned and landed safely.	
200104241	25/06/2001	En route	Chester		EGTT : London (FIR)	PIPER	Reciprocating	2	Double engine failure. Forced landing in field. No reported damage or injury to 2 POB.	AAIB AARF investigation. The aircraft was en-route from Biggin Hill to Liverpool in CAVOK conditions when the right engine began to surge. The pilot reported that the fuel flow appeared normal and he suspected a faulty propeller Constant Speed Unit (CSU). The right engine was shutdown and 10 minutes later the left engine displayed similar problems. The pilot identified a suitable field and a successful precautionary landing was carried out with no damage to the aircraft or injuries to the occupants. The pilot assessed the cause of the incident as fuel mismanagement in that he had not made changes to fuel tank selections at the appropriate time. See AAIB Bulletin 9/2001, ref: EW/G2001/06/31. The pilot accepted that it was his error that caused the double engine failure. Refresher training in engine failure drills, and in particular recognition and symptoms of fuel starvation, have been covered with the pilot to the operator's and the CAA's satisfaction. □ CAA Closure: The hazard is controlled by the actions stated above.
200104284	22/06/2001	En route			EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	In cruise nr2 engine chip caution illuminated on CWP. Checklist actioned, aircraft returned and carried out a run on landing.	Chip detector MPI1 found to have a small sliver of 'type 1' metal on it. Inspection of remaining chip detectors and oil filter carried out - no further particles found. Engine ground run for 15 minutes with no further indications, mag plugs inspected after ground run and found satisfactory. Aircraft released back to service. Presence of particles attributed to recent maintenance activity, including engine module replacement.
200105131	24/07/2001	En route	East Midlands		EGTT : London (FIR)	FOKKER	Turbofan	2	Nr1 engine shut down due oil pressure warning following hydraulic system 1 and 2 warning. MAYDAY declared and aircraft returned.	Emergency drills were being actioned, and Nr1 engine shutdown iaw procedures. Aircraft landed safely. Defect confirmed as an engine failure involving a faulty RH gearbox, whereby the starter idler gear had failed causing failure of the hydraulic pump and centrifugal breather leading to significant oil loss. The engine OEM has recommended that the subject gear is replaced at shop visit where the soft life of the EGB has exceeded 10,000 cycles. This recommendation has now been incorporated into the operator's Tay 620 mid-life update programme requirements. Nevertheless, some engines have passed through their mid-life update before this recommendation but the OEM has since assessed that there was effectively no risk of a double engine event. A formal policy statement with EMP revisions has now been issued by the OEM. Engine replaced. Strip report from OEM confirms failure of the starter idler gear. OEM now recommends that the subject gear be replaced at an engine shop visit where the 'soft life' of the EGB exceeds 10,000 cycles. OEM assessment confirms no retrospective action is necessary, but is subject to CAA agreement. □ CAA Closure: The hazard is controlled by the actions stated above.

200105142	24/07/2001	En route	Benson		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	FADEC failure in-flight.	From straight and level flight at 100kt, the aircraft wasput into a rapid, decelerating left turn with positive pitch applied to reduce speed and the collective lowered to maintain height. Within two seconds of commencing the turnthe warning gong sounded. The collective lever was raisedand the turn reduced with NR indicating above 115 and theLH FADEC fail caption displayed. LH FADEC failure confirmed - manual throttle selected and power reduced. Aircraft returned to base and carried out a single engine landing. See also 2001/06411 and 2001/06416. Turbomeca Alert Fax issued. These failures all result from flight crews not observing the AFM start procedures, resulting in FMU stepper motor position resolver error. Fleet embodiment of TU45 initially suspended but the fleet has since been modified with the incorporation of the further procedural changes required by the Alert SB. □ CAA Closure: The hazard is controlled by the actions stated above.
200105146	25/01/2001	En route	LATCC		EGTT : London (FIR)	AIRBUS	Turbofan	2	Single engine failure - PAN declared.	Following departure from Brussels a PAN was declared due to a single engine failure. The aircraft requested descentand returned to Brussels.
200105188	29/07/2001	En route	Cockfield (Suffolk)		EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident : Propeller separated in flight. Forced landing in field. No injury to 2 POB. AAIB AARF investigation.	The aircraft was at 1000ft amsl with the engine at its cruise setting of 6000 RPM and all indications normal when, without warning, a loud bang was heard and the engine began to overspeed. The pilot shut down the engine and made a successful forced landing. The propeller had separated from the engine and, when recovered, was found to be missing one blade. Metallurgical examination of the failed propeller attachment bolts indicated that the propeller had separated due to a progressive failure in fatigue of a number of the propeller mounting bolts. The remaining bolts had failed in overload, causing the sudden loss of the propeller. The most likely cause of the problem was incorrect torque tightening of the propeller mounting bolts, or looseningof the bolts in service, resulting in the propeller not seating correctly on the gearbox flange. The investigation established that the current method of attachment of the propeller provides the opportunity for incorrect torque tightening of the attachment bolts and there was also no requirement from the propeller manufacturer to routinely torque check the attachment bolts. The aircraft manufacturer has since introduced a modification to simplify the method of attachment of the propeller and the propeller manufacturer has also introduced a requirement for a routine torque check of the bolts. See AAIB Bulletin 4/2002, ref: EW/G2001/07/35. See also 200204181.
200105293	30/07/2001	En route	Blackpool (BPL)		EGTT : London (FIR)	PIPER	Reciprocating	2	RH engine low oil pressure/high temperature/reducing RPM - engine shutdown. PAN call. Aircraft landed safely with AFS in attendance.	Oil evident on RH engine cowlings after landing.
200105351	30/07/2001	En route	London FIR		EGTT : London (FIR)	BOEING	Turbofan	2	Oil quantity loss during climb. A/c returned. Oil filler cap not fitted correctly.	Oil quantity reduced in climb to 9qts. A/c levelled at FL150 and following consultation, decision taken to return. QRH drill actioned and single engine (1 engine at idle) flap 20 landing carried out at a weight of 95 tonnes. Engineshut down on runway with 1qt of oil remaining and all temperatures/pressures normal. Subsequent investigation revealed that oil filler cap was not fitted correctly.
200105611	13/08/2001	En route	Cranfield (CIT)	Nr	EGTT : London (FIR)	GRUMMAN	Reciprocating	2	LH engine shutdown due low fuel pressure. Landed safely with AFS in attendance.	
200105737	16/08/2001	Manoeuvring	Kemble		EGTT : London (FIR)	HAWKER	Turbofan	1	Engine stuck at max RPM and JPT regardless of throttle position. PAN declared. Aircraft returned.	On commencing aerobatic training, the engine became stuckat maximum RPM and JPT regardless of throttle position. PAN declared and aircraft returned to base. Aircraft positioned on short finals at 170kt and engine shut down using HP cock at 200ft. Aircraft touched down safely at thresholdand brake parachute deployed. Investigation revealed thata throttle linkage bolt had become detached from its lever assembly, allowing the lever to drop and the throttle tomove to a fully open position. The bolt (PN BA 59079) is screwed into the lever and locked using stainless steel 16SWG locking wire bent to a 'U' shape through aligning holes. The engine had been repaired in February 1990 at 450 hours and was subsequently removed from service in June 1993 for 'torching', having accumulated 600 hours. It was installed in this aircraft on 9 July 2001 with a 300 hour life left to overhaul. Full ground and air tests were completed after installation and the aircraft had flown a further3 hours 45 minutes up to the time of this incident. The bolt and lever are part of the temperature control actuatorassembly which is associated with the ECU. It is not disturbed on an engine change and is not part of an installation check. There were no witness marks on the bolt to show that the locking wire had sheared and no locking wire found in the aircraft. The reporter believes that, at some stage between 1993 and 2001, the assembly had been dismantledand reassembled without the locking wire being fitted. A fleet check was carried out and no other aircraft were found to be similarly affected.
200105980	16/08/2001	En route	Middle Wallop	1nm North	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	1	Loss of engine oil pressure. Engine off landing carried out.	The engine oil pressure caption illuminated accompanied by an associated audio warning. The oil pressure gauge showed the pressure to be greater than 1.8 bar but rapidly falling below the red line and approaching zero. The instructor elected to carry out an engine off landing and entered autorotation while the student shut down the engine. A distress call was transmitted and the aircraft landed safely in a field. Investigation found the oil filter installation seal to be distorted and split. The reporter comments that no torque loading is given for this assembly and there is a tendency to overtighten which, over a period of time,has the effect of squeezing the seal out of shape and blocking the oil supply to the oil pressure transmitter and switch.
200106057	01/09/2001	En route	Marlborough (Wiltshire)	4nm NW	EGTT : London (FIR)	JODEL	Reciprocating	1	UK Reportable Accident : Rough running engine - shut down. MAYDAY call. Aircraft damaged during forced landing. No injury to 2 POB. AAIB AARF investigation.	During a VFR flight from White Waltham to a farm strip near Colerne the engine began to run roughly, with the vibration becoming so severe that the pilot had no option but to shut the engine down. He transmitted a MAYDAY call and selected a field in which to make a forced landing. However, as he approached the field, he realised that he would have to manoeuvre in an unsafe manner to effect a landing and so was forced to attempt a landing in another nearby area. On touchdown the left wing was low and the aircraft wasdrifting slightly to the right, which caused the LH MLG to collapse. Examination of the engine revealed that the head of an exhaust valve had detached, causing damage to thecylinder and piston. The engine Log Book showed that somethree years (72 operating hours) prior to the accident all the cylinders had been removed because of low compression and that a 'top end' overhaul had been carried out. Thisoverhaul had included lapping of all the valves and fitment of new piston rings. The engine had a total recorded time of some 1,080 hours at the time of the accident. See AAIB Bulletin 11/2001, ref: EW/G2001/09/01.
200106125	01/09/2001	En route	Gravesend		EGTT : London (FIR)	GRUMMAN	Reciprocating	2	LH engine RPM fluctuations and loss of oil pressure. Engine shut down. Aircraft returned.	In cruise LH engine RPM began to fluctuate between 2300 and 1900. Oil pressure was checked and found to be low and falling rapidly. Engine shut down, aircraft returned and landed safely. Dipstick showed oil quantity of 2.25 quarts and underside of aircraft was covered in oil. Engine had been on 7.5 quarts prior to departure. Investigation revealed failure of oil cooler matrix PN 8406R, causing oil leakage. Filter found free of contamination. Oil cooler changed.
200106204	06/09/2001	En route	Blackpool (BPL)	14nm W	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine chip llight illuminated. Engine shut down. PAN declared. Aircraft returned and landed safely.	
200106205	06/09/2001	En route	London-Gatwick - LGW		EGTT : London (FIR)	MCDONNELL DOUGLAS	Turbofan	3	Centre engine (Nr2) problem/shutdown. Descended to FL240.Emergency declared. Diverted and landed safely.	
200106250	07/09/2001	En route	East Midlands		EGTT : London (FIR)	BAE	Turbofan	4	Successive engine vibration warnings due to fan icing . PAN declared.	During climb from approx FL100 to FL260 in forecast moderate icing conditions (with engine anti-icing selected), MWS "ICE DETECTED" caution displayed at approx FL230 and airframe ice bleeds were selected on law standard procedures.With TMS selected to TGT mode/820deg and engine nr1 as Master, the aircraft climb performance became negligible at FL245 and a request for descent to FL240 was granted by ATC. At 220KIAS passing FL243, a sudden onset of airframe vibration was followed by an "ENG VIB" warning for nr3 engine at 1.3ips. All other engine indications remained normal and as nr3 engine thrust lever was reduced towards 80% N1 (whilst locating the applicable AEP Drill Card 8B), the associated vibration level reduced. On reaching FL240, a further vibration warning occurred, this time for nr2 engine with 2.0ips indicated. PAN declared with request to ATC for further descent, which was given initially to FL190 and later to FL150. At descent thrust settings, all engine vibration levels were observed to be near normal. At FL150, clear of icing conditions, and with indicated OAT of +05 deg C, increased thrust on all engines to normal cruise level produced fully normal indications on all engines. PAN status was cancelled and flight proceeded uneventfully to planned destination with a second climb to FL240 clear of the previously encountered weather system. Initial Company Investigation has established that there appears to have been a higher than normal - but not exceptional - moisturecontent in the cloud layer through which the aircraft wasflying at the time of the onset of vibration. Reporter suspects fan icing, and the FDR record has been quarantined for possible use during further investigations. Recurred 29 Oct 2001 (2001/06250). Investigation concluded that icing of the fan blades was possibly caused the vibration. Engine trends were reviewed, but no significant trend was noted. Engine chip detectors and band adjustment were checked.□ CAA Closure: The hazard is adequately controlled by theactions stated above.
200106377	07/09/2001	En route	Otringham (OTR)	Between OTR & BLUFA	EGTT : London (FIR)	BAE	Turbofan	4	A/c performance degraded during climb in icing conditionswith TGT 830 set.	A/c was in climb in Vertical Speed (VS) mode, between FL200 and FL250, in moderate to severe icing conditions (ice visible on windscreen probe) with engine and airframe anti-ice selected. Airspeed at FL200 was approx 240kts IAS andcrew were aware of reducing airspeed. At approx FL230, IAS mode was selected with airspeed 210kts IAS. TGT was increased in stages from TGT 800 to TGT 830 between FL230 and FL250 to counter an ROC of less than 500fpm. On approaching FL250, low engine parameters were noted and so permission requested from ATC for a/c to level at FL250 to allow time to analyse problem. Crew then requested descent to FL230 where engines recovered. Investigation found No2 engine bleed band found to be out of limits by 3% at top end. Adjusted to 1% over lower limit i.a.w. the manufacturers recommendations i.a.w. AMM 73-20-01 P501. □ CAA Closure: The hazard is controlled by the reporter's actions.

200106501	17/09/2001	En route	Porthcawl		EGTT : London (FIR)	PIPER	Reciprocating	1	PAN declared due to rough running engine. Subsequently upgraded to MAYDAY with engine failure. Aircraft made forcedlanding on beach.	
200106627	12/09/2001	En route	Axbridge		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine chip warning. Checklist action. Warning persisted. Engine shutdown. Landed safely.	Bottom mag plug contaminated with particle. Plug cleaned and refitted. Ground run and hover checks carried out satisfactory.
200106739	22/09/2001	Take-off	Benson		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	RH engine chip caption illuminated during initial climb. Power reduced to idle then low oil pressure caption illuminated. RH engine shutdown, aircraft returned.	Engine chip detector and oil filter inspected - small particle found on one chip plug and fine ferrous material found in filter. Engine oil pressure check found acceptable -pressure transmitter changed. The engine had returned from repair 12 hours previously and metal generation is considered to be build debris.
200106775	27/09/2001	Manoeuvring	Rhuddlan		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	FADEC failure.	Nr2 FADEC froze at 22% on lifting into hover following running landing. Nr2 engine shutdown and aircraft landed safely. Aircraft shutdown and when FADECs were re-initialisedall captions were clear. Aircraft restarted and flown on to helipad with no recurrence. Aircraft was pre mod TU45 -suspect HMU changed.
200106798	28/09/2001	En route	KENET		EGTT : London (FIR)	BAE	Turbofan	4	PAN call due engine shutdown. A/c returned and landed safely.	
200107032	16/09/2001	En route			EGTT : London (FIR)	LOCKHEED	Turboprop	4	Nr4 engine failure in the cruise. Normal shut down drill carried out.	Investigation revealed that the turbine coupling shaft PN6829527 had failed 2 inches forward of the turbine front bearing and the turbine to compressor tie bolt had failed at about the same location. The front turbine bearing had failed completely, generating sufficient heat to flatten the rollers into an oblong shape and leaving evidence of tremendous heat throughout the area. The turbine coupling splines were deformed, having detached from the coupling shaft which itself was deformed in a manner suggesting it wasalmost molten prior to failure. The tie bolt was bent through 90deg at the point of failure due to heat and centrifugal forces and had cut through the combustion inner linerand half way into the combustion cans. The turbine rotor had dropped and the blade tips were touching the outer case, while the inlet case centre was slightly twisted where it attaches through the support to the outer case. The first stage turbine blades were broken off towards the tips, with the debris causing damage to the other stages. The rear bearing, although still oiled, had got very hot and therollers were flattened. The rear scavenge oil pump casingwas broken and the pump was full of metal; the pump support and stud was broken and the insulator damaged. The oil feed pipe jet to the rear bearing was checked and found clear. Although badly damaged due to the failure of the coupling shaft and tie bolt, and the consequent rotation of the combustion chamber inner casing, the oil feed pipe appeared to have no restriction. The two jets which feed the front and rear of the forward bearing were also clear. It was concluded that the coupling shaft and tie bolt had failed because the failure of the turbine front bearing had created tremendous heat, weakening the materials. No cause could be found for the bearing failure or for the lack of oil which could have caused the bearing failure. Shaft failure resulting from failure of nr3 bearing. Engine shut downsafely and the manufacturer informed of the event who have stated that due to the single spool design there is no risk of overspeed. Failure of nr3 bearing probably due to oil starvation. Possible causes of oil starvation due to build error were reviewed by the overhauler who had carried out the previous engine build. Actions identified have been adopted by the company. IFSD rate of RRC501-D13 engine is acceptable. See also 200402425.□ CAA Closure: The hazardsis acceptable provided the frequency remains low.
200107290	22/10/2001	En route	Mayfield (MAY)	2 N	EGTT : London (FIR)	ATR	Turboprop	2	Nr1 engine stall/surge together with torque increasing byapprox 10% and aircraft yaw. MAYDAY declared. Engine shutdown. Single engine landing carried out. P1 sense line and sensor contaminated.	On passing 3500ft with both power levers set to flight idle the nr1 engine began to stall/surge with torque indication increasing by approx 10% and a/c yaw. Checklist actioned. MAYDAY declared. Engine shutdown, aircraft landed safely at London Gatwick. Fault traced to P1-8 sense line contamination plus P1-8 probe (p/n 3034652) carbon contaminated. Flight test carried out. No further problems.□ CAA Closure: Hazard controlled by reporters actions.
200107489	15/10/2001	En route	Oxford		EGTT : London (FIR)	PIPER	Reciprocating	2	RH engine oil pressure and RPM decreased. Engine shut down and PAN call transmitted. Aircraft landed safely with AFS in attendance.	Loss of oil pressure traced to sheared drive to engine oil pump. The crankshaft gear (PN 630690) was found to have lost one tooth which had fallen between the oil pump cover(PN 633612) and gear drive (PN 640926), causing the oil pump drive failure. Crankshaft and camshaft gears changed. new oil pump assembly fitted and ground runs carried out with satisfactory results. However, the engine was subsequently replaced at engine manufacturer's recommendation and the engine operating procedures discussed with the manufacturer's representative. The maintenance organisation confirm that they have had three linked events, two of which were reported as MORs (see also 200108290). The three eventswere all on right hand engines and have been traced to the single engine climb procedures of the Training School (sister company to the maintenance organisation). The revisions to the procedures have reduced the frequency and impact of throttle slams and low rpm/high MAP during single engine climb training. The company have also stopped AN35 extensions beyond manufacturers TBO for these engines. See also 200206171.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200107532	02/11/2001	En route	Stansted	60 W	EGTT : London (FIR)	OTHER	Unknown		PAN declared due engine shutdown.	
200107556	27/10/2001	En route	Wycombe	2nm N	EGTT : London (FIR)	SCHEIBE	Reciprocating	1	Smoke in cockpit. Engine shut down. MAYDAY call. Aircraftdiverted and landed safely with AFS in attendance. Enginecoolant leaked onto exhaust.	The LH radiator hose adjacent to the exhaust pipe had burned through, causing coolant leakage onto the exhaust stack. It was noted that, with the exhaust correctly fitted, there is a 10mm gap between the rubber radiator hose and the exhaust. However, it is possible to assemble the exhaustso that the two items are in contact, as seems to have occurred in this case. The aircraft was newly constructed, having flown approx 10 hours. The problem was referred to the aircraft manufacturer, Scheibe-Flugzeugbau - G.M.B.H, who confirmed that incorrect installation of the exhaust onNo 2 cylinder had caused contact between the exhaust anda cooling hose. This had resulted in the coolant leakage.The manufacturer also confirmed that the exhaust had beencorrectly installed at manufacture i.a.w. the manufacturers procedures but had been replaced by the maintenance organisation prior to this flight. There have been no similaroccurrences on the world fleet. Nevertheless, the maintenance downfall has been followed up and appropriate action taken to prevent a recurrence.□ CAA Closure: The hazard iscontrolled by the actions stated above.
200107719	17/10/2001	En route	Chivenor	10 N	EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr2 engine ran down. PAN declared. Engine shutdown, aircraft diverted.	Aircraft on a positioning flight from RAF Valley to RAF St Mawgan. Approximately 25m N of Chivenor, decision made to divert to Chivenor, due to strong headwinds, indicating that fuel remaining for continued direct flight to St Mawgan was marginal. A/c climbed to 3000ft on 1013mb to carry out an engineering power assurance check . Once check completed a/c returned to cruise condition and a gentle descent was carried out to 1500ft. After approximately 3-5 minutes in the cruise nr2 engine N2 fell to approximately 90% and torque to approximately 20% together with torque audio warnings. Engine then recovered to normal parameters. Approximately 5 seconds later nr2 engine gently ran down to zero in 6-8 seconds with no abnormal indications. PAN declared, engine shutdown. Landed safely with AFS in attendance.HP fuel line at engine fuel nozzle disconnected, engine vent run carried out - no fuel observed. Engine fuel systembled, fuel flow established but assessed as below limits.Nr2 fuel control unit (FCU) , PN 23034702, changed. Engine fuel system bled and extended ground runs carried out satisfactory. Shortly after take off for power assurance test flight the crew reported hearing a bang from the rear ofthe a/c - all indications normal. Subsequent a/c inspection failed to identify source of bang. Further test flight,power assurance and general handling checks carried out satisfactory. Bench test of nr2 FCU established no defect. The fuel flow was measured and found to be within 1.5% of optimum, and thus considered acceptable.
200107802	06/11/2001	Approach	Leeds Bradford (LBA)		EGTT : London (FIR)	PIPER	Reciprocating	2	LH MLG green failed to light on LG extension. Go around flown. LG recycled to no effect. Flypast inspection confirmed gear down. LH engine shutdown. 3 greens obtained on landing. AFS in attendance.	LH MLG lubricated and retraction checks carried out satisfactory. Operators fleet check carried out satisfactory. See also 200205329 for a similar event on the same aircraft.
200107897	14/11/2001	Approach	Blackpool (BPL)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr2 engine chip warning during approach. Engine shut down. Run on landing carried out.	
200108194	05/12/2001	En route	Isle Of Man (IOM) (Isle of Man)	10nm SE	EGTT : London (FIR)	FOKKER	Turboprop	2	Nr2 engine fire warning in flight. MAYDAY declared. Fire drill actioned but warning persisted. Engine shut down, aircraft returned and landed safely. No evidence of fire.	Engineering investigation revealed a short circuit in a section of thenr2 engine fire loop. Section replaced.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200108258	06/12/2001	En route	North Sea		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr2 engine chip warning. Engine shutdown. Landed safely.	
200108290	28/11/2001	En route	Coventry		EGTT : London (FIR)	PIPER	Reciprocating	2	RH engine power loss and suspected fire. Engine shutdown. Emergency declared.	At bottom of descent, with 21" MAP applied, a tremor and right yaw was experienced. 34" Manifold Air Pressure (MAP)selected as unable to maintain 2500ft. Yaw was controllable and both engine indications were normal. Alternate air selected with ice drill and mixture set to rich. A/c levelat 2500ft, 34" MAP/2400/110kts. ATC advised. RH engine rpm fell to 2200 but was reinstated using manual propeller control. LH engine also exercised as a check. Sortie cancelled and return to base initiated. Student in rear of the a/c called smoke but instructor was unable to verify this due to light reflection on perspex. Student then observed asuspected fire and instructor confirmed a red glow from RH engine. Emergency declared, a/c turned back towards Coventry and engine shutdown. Landed safely. LH magneto on RH engine had sheared away from the engine causing oil to drip onto the hot exhaust. Engine assembly including frame replaced and a/c returned to base. Investigation of damage to engine revealed that gearing in rear case had fractured.Engine returned to manufacturer for investigation. The maintenance organisation confirm that they have had three linked events, two of which were reported as MORs. The threeevents were all on RH engines and have been traced to thesingle engine (S/E) climb procedures of the Training School sister company to the maintenance organisation. The revisions to the procedures have reduced the frequency and impact of throttle slams and low rpm/high MAP during single engine climb training. The company have also stopped AN35 extensions beyond manufacturers TBO for these engines. Seealso 200206171and 200107489.□ CAA Closure: The hazard is adequately controlled by the actions stated above.

200108363	13/12/2001	En route	Bournemouth		EGTT : London (FIR)	FOKKER	Turboprop	2	Nr2 engine shutdown due to fluctuating TGT and fuel flow indications. MAYDAY declared, aircraft returned and landed safely.	
200200078	08/01/2002	En route			EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Loss of nr2 engine oil pressure. Engine shut down. MAYDAY declared. Aircraft returned and landed safely with AFS inattendence. Oil pressure transmitter faulty.	Approaching FL100, nr2 engine oil pressure was seen to belower than normal and to then fall steadily towards zero.A request was made to ATC to return to the departure airfield. The oil pressure indicator then rose from just abovezero to 20psi and a surging noise was heard from the right side of the aircraft. There was no low oil pressure warning and no other indications of nr2 engine malfunction. The nr2 engine was then shut down in line with the flight crew reading of the requirement for this action. ATC clearance was given for a direct routing to the departure airfield where a single engine landing was made with no further incident. AFS attended aircraft, found no abnormalities andescorted aircraft to stand. Initial investigation established that the nr2 engine was not malfunctioning and that the IFSD action was not required by the emergency/abnormal checklist. The nr2 engine oil pressure transmitter was subsequently found to be faulty and was replaced. The transducer is located below the oil filler and in this case it was apparent that the appropriate sealant had not been applied to the electrical connection on the transducer and oil contamination of the electrical connector had occurred. Company SOPs state that two independent indications are required for a full engine shutdown after an 'oil warning' butduring the crew de-brief it became apparent that the presentation of the applicable drill in the Emergency/Abnormalchecklist could be considered ambiguous. This has therefore been clarified by a minor change to the presentation ofthe applicable QRH and a FOB issued to alert crews to thechange. ETR TS4672 was also issued requiring an inspection of the engine electrical connections for application of self-vulcanising tape on all aircraft of fleet and TI D83-71-01 issued detailing application requirement of self-vulcanising tape.
200200420	27/01/2002	Take-off	Exeter		EGTT : London (FIR)	BAE	Turbofan	4	Nr1 engine vibration warning - indicator off-scale. Engine shut down, aircraft returned. Vibration harness cable found chafed against a 'P' clip.	Shortly after take-off the engine vibration warning illuminated on MWS. No 1 engine vibration indicator was givingan off scale reading. With power lever retarded to idle the vibration indication decreased to normal. However, the vibration level increased after a short while and the engine was shut down and the aircraft returned to Exeter. Engineer's inspection found the indicator had not returned to zero with the engine shut down. Vibration harness Pt No 6917M106 replaced, engine ground runs carried out, all indications normal. Further inspection of the original harness found the cable had chafed against a 'P' clip and the outer braid has shorted against the inner conductive core. Probable cause of chafing is considered the tighter bend radius in the harness routing. Considered an isolated incident as there are no other similar recorded incidents on the database.☐ CAA Closure: The hazard is acceptable provided the frequency remains low.
200200902	11/02/2002	En route	Cambridge		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine chip warning. Checklist actioned, warning cleared briefly then recurred. Engine Shutdown. A/c returned and landed safely.	Lower chip plug contaminated with 'light fuzz'. Chip plugs cleaned/refitted, ground runs carried out satisfactory. Subsequent inspection of chip plugs satisfactory.
200201540	19/02/2002	Take-off	Stapleford	3nm W	EGTT : London (FIR)	PIPER	Reciprocating	2	LH engine shut down due loss of Manifold Air Pressure (MAP). Aircraft returned. Filter contaminated with metallic debris.	During climb out, a reduction of 2 or 3" MAP was seen, felt and heard from LH engine. Throttle was advanced to balance with RH MAP and then LH MAP fell again. Aircraft was turned back towards airport when it was noticed that maximum MAP available from LH engine was 30". Oil warning light then illuminated and pressure fell to a very low indication therefore LH engine was shut down as a precaution. Uneventful single engine landing carried out. Initial inspection revealed metallic particles in filter. Engine to be removed and despatched for strip report. Total engine hours 808, total engine hours since inspection 4.
200202258	14/04/2002	En route	Harpenden (Hertfordshire)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr2 engine shut down following high oil temperature indications on both engines. PAN declared. Emergency single engine landing during in-flight return. No injuries.	In cruise at 1500ft, high oil temperatures (approaching 107deg C continuous limit) were noted on both engines. Emergency checklist consulted and aircraft turned back towardsdeparture airfield. Nr1 engine oil temperature was now above 107deg C, therefore nr1 FFCL was reduced to idle and aPAN was declared. Nr2 engine oil temperature had by now also risen above 107deg C limit, although nr1 engine oil temperature had responded to lower power setting and had cooled slightly. Nr2 engine oil temperature reached 120deg C,therefore nr1 engine was reinstated and nr2 engine was shut down. A single engine emergency landing was then carried out in a nearby field (with nr1 engine oil temperature approaching 120deg C maximum). A smell of smoke was evidentduring subsequent evacuation. No reported injuries or damage to aircraft. Investigation revealed that the first stage oil cooler fan wheel p/n VT160-40-12C (housing shroud) had ruptured. Each of the fan blades had failed at its root end. Inspection of the surrounding area and debris revealed no obvious reason for this, and oil lines disclosed nofurther damage, the rupture of the shroud having contained the energy of the fan failure. The type certificate holder has been informed but to date no further information has been forthcoming. As the maintenance organisation has noexperience of a similar occurrence, and there are no related events on the MOR database, this is considered an isolated incident. The MOR will be reopened if subsequent information requires further investigation.☐ CAA Closure: The hazard is acceptable provided the frequency remains low.
200202403	21/04/2002	En route	London-Heathrow - LHR		EGTT : London (FIR)	AIRBUS	Turbofan	2	Shortly after take off there was a significant increase in nr2 engine N2 accompanied by high vibration. MAYDAY declared. Aircraft returned. AAIB AARF investigation.	AAIB Bulletin 7/2004, ref: EW/G2002/04/11 - Summary: Three to four minutes after take off the commander noticed a significant increase in HP spool vibration indications for the right engine. A few seconds later, passing 3,500 feet,the engine surged. The commander did the 'Stall Reduction' procedure and retarded the nr2 engine to flight idle. Immediately the vibration and noise ceased and, with the engine remaining at idle, he made a landing back on Runway 27L at Heathrow. Strip examination of the engine confirmed afailure of the nr4 bearing and initial examination of thebearing indicated that spalling of the bearing outer race, leading to spalling of the rollers was responsible for the failure, which then resulted in failure of the cage spacers and, consequently, to skidding of the rollers. The reason for the initial outer race spalling could not be established. The engine had been in service for 1,033 hours/751 cycles since new. From 1998 to April 2002 there were 15 failures of nr4 bearings on CFM56-7 engines, with many more on other CFM56 models. Although regarded as unsatisfactory, this represented less than 1% of the bearing population with an MTBF of 800,000 hours. Over 80% of failures occurred within 6,000 hours of installation, of which more than half failed within 2,000 hours. There was little difference between the failure rates in new or overhauled engines. In October 1999, a Service Memorandum (CESM No.054) was issued on the subject of Optimizing Bearing Care - Good Practices, describing practices which minimised the potential for damage to be caused to bearings during workshop visits, transport and storage. Since the introduction of thesechanges an improvement in the reliability of nr4 bearingshas been observed. In another endeavour to reduce the in-flight shutdown rate, the manufacturer had developed a portable vibration monitoring tool to detect incipient failures of nr4 bearings, for use in test-cells or during groundruns and this is being further developed for use in flight. See also 200201195.
200202574	26/04/2002	Approach	Isle of Man (IOM)		EGTT : London (FIR)	PIPER	Reciprocating	2	Engine shut down due to oil leak. Aircraft returned and landed safely.	
200202702	23/04/2002	En route	Manston	11nm SSW	EGTT : London (FIR)	PIPER	Reciprocating	2	Unable to restart engine following shut down as part of air test. PAN declared, aircraft diverted to Manston and landed safely.	
200202869	07/05/2002	En route	Honiley (HON)		EGTT : London (FIR)	BAE	Turbofan	4	Nr3 engine shut down due to low oil pressure and quantity. Oil leak detected.	In cruise at FL230, nr3 engine oil low pressure warning illuminated and both pressure and quantity gauges confirmedlow. The relevant checklist action was carried out and nr3 engine was shut down. Uneventful approach and landing carried out. Engineering inspection found nr3 engine oil tank empty and confirmed that there was a significant oil leak from the chip detector housing to the oil pump fitting. It was established that the leak was due to the nr3 enginefull flow chip detector housing becoming detached from the oil pump p/n 2-193-810-02 due to incorrect helicoil inserts having been fitted in the oil pump body. Four weeks earlier, a similar leak had been cured by re-torquing the oil pump body securing screws. It is believed that the oil pump was fitted during original manufacture and no that maintenance had been carried out on the oil pump at the last engine overhaul. Technical Instruction TI 146-79-04 issuedto advise personnel that any oil leak from the full flow chip detector must be treated as an indication of potential oil pump failure.
200203241	17/05/2002	Approach	Exeter		EGTT : London (FIR)	BEECH	Reciprocating	2	LH engine shut down during circuit training detail.	Crew informed ATC and confirmed that this was not a practice exercise. Aircraft immediately cleared for landing andfull emergency procedure initiated by ATC. Uneventful landing with fire services in attendance.
200203522	03/05/2002	En route	Manchester (MCT)		EGTT : London (FIR)	PIPER	Reciprocating	2	Loss of power causing aircraft to yaw to the right duringcruise. RH engine shut down. Diversion. Icing suspected.	During cruise at FL90, manifold pressure started to reduce from 31 ins to approx 20 ins and the aircraft yawed to the right. All annunciator and engine indications appeared normal. Fuel pumps were selected on and tanks were changed. Throttle was then increased but no power was being produced, therefore alternate air was selected on but no changewas observed. RH engine was shut down, checks were completed and aircraft diverted to Manchester. During descent large amounts of ice were observed to detach from RH side ofaircraft. Auto, manual and alternate air selectors testedsatisfactorily on the ground. Reporter confirms that thisis the first incident of this kind in 15 years of aircraft operation in icing conditions and suggests more importance should be placed on operation of alternate air selection during ground run-up.
200203610	04/06/2002	En route	Compton (CPT)	15nm NE	EGTT : London (FIR)	BAE	Turboprop	2	Nr2 engine oil pressure fluctuated/decreased. Engine shutdown. MAYDAY declared. Aircraft returned and landed safely.	Passing FL100, nr2 engine oil pressure fluctuations occurred followed shortly afterwards by zero oil pressure indication. Checklist actioned, engine shut down and return initiated. Engineering inspection found no fault. ADD B375 raised and subsequently nr2 engine oil pressure transducer p/n 124101-2 was replaced. Considered a random fault. The manufacturer identified that the crew need not have shut the engine down in flight. The AFM Abnormal/Emergency Procedures confirms that engine need not have been shut down dueto a single indication with no corresponding oil pressureCAP warning or other engine indication. The report also indicated that the operator has counselled the flight crew subsequent to this event to ensure that they are aware of correct procedures.☐ CAA Closure: The hazard is acceptableprovided the frequency remains low.

200203831	05/06/2002	En route	Exeter		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr1 engine mag light illuminated. 'Fuzz' burner activatedbut light did not clear. Engine shut down, aircraft landed safely.	Nr1 engine mag plugs removed, cleaned and refitted. Thirty minute ground run carried out with no recurrence.
200203845	08/06/2002	En route	Manchester (MCT)		EGTT : London (FIR)	AIRBUS	Turbofan	2	Engine shutdown. PAN declared and the aircraft returned.	During the climb, the aircraft was cleared to FL190 but the flight crew requested that they maintain FL160, reporting engine trouble. They later advised they were flying on one engine, a PAN was declared and the aircraft returned to the departure airport.
200203865	10/06/2002	En route	Isle of Man (IOM)		EGTT : London (FIR)	SWEARINGEN	Turboprop	2	Spurious RH engine fire warning. Fire detector element wiring chafed.	While descending through 1600 ft the RH engine fire warning light illuminated and the bell sounded intermittently. Attempts to cancel the bell failed and the warning light continued to flicker. The RH engine was shutdown and a MAYDAY declared. All warning indications then ceased and a visual examination confirmed no fire, therefore the fire extinguisher was not operated. A single engine landing was completed with the fire services in attendance, with the aircraft being shutdown on the runway where the passengers were evacuated. Engineering examination found that the fire detector element wiring was chafed at a point where the wiring was secured to the engine throttle control cable support structure by a ty-wrap. The cable was temporarily repaired prior to a permanent repair and cable replacement.
200203976	11/06/2002	En route	Kings Lynn		EGTT : London (FIR)	BAE	Turboprop	2	Uncommanded increase in LH engine RPM followed by 'BETA' amber caution. Emergency declared, engine shut down. Aircraft landed safely with AFS in attendance. P3 pipe failed.	Descending through FL120 with engine torque set at 60%, the LH engine began an uncommanded increase in RPM from normal 97% to 99%. This was followed by a 'BETA' amber caution. QRH actioned, emergency declared and engine shut down. Aircraft landed safely with AFS in attendance. Investigation revealed that the P3 pipe had sheared at the weld in the flange where it is secured to the engine casing, allowing hot air to escape into the zone 1 area around the engine. Inspection of the zone 1 compartment showed evidence ofhot air damage to the insulation and heat shrink tubing on various wires/cables/looms along through right side of the engine. P3 pipe replaced and appropriate repairs effected. Engine ground run carried out with satisfactory results. See also 200207287, 200007700 and 199701200.
200204108	28/05/2002	En route	Ilkley		EGTT : London (FIR)	BOLKOW	Turboshaft	2	PAN declared with one engine shut down. Priority approachgiven and aircraft landed safely.	Precautionary shutdown of nr2 engine due MAG plug illumination. Small sliver of metal found on MAG plug - plug cleaned and ground run carried out satisfactorily. Aircraft returned to service and no further problems reported.☐ CAA Closure: The hazard is controlled by the actions stated above.
200204338	27/06/2002	En route	Sheffield	10 N E	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Aircraft returned with engine shutdown. Landed safely.	
200204392	01/07/2002	En route	Warton		EGTT : London (FIR)	BAE	Turbofan	4	Nr1 engine shut down due to vibration. PAN declared. Aircraft returned.	Passing 5000ft during climb out, nr1 engine amber "VIB" caption illuminated on the MWS with the vibration monitor reading 2.0. Nr1 engine power lever was retarded and the vibration reading reduced to 1.5. The emergency checklist for an inflight shut down was then actioned and a PAN declared. The aircraft was then flown in the holding pattern for30 minutes to reduce the aircraft weight to maximum landing weight before an uneventful landing was carried out. Nr1 engine accelerometer plug removed, inspected and found to be slightly dirty and wet. Plug and socket cleaned, dried and refitted. Engine oil chip detectors and wiring from accelerometer to vibration monitor checked and found to bein satisfactory condition. Nr1 engine fire bottle and cartridge unit, which had been accidentally discharged when shutting down the engine due to in-flight turbulence, were replaced. The engines were then run to high power for 5-7 minutes with nr1 vibration level reading of 0.4.
200204409	30/06/2002	En route	WELIN		EGTT : London (FIR)	FOKKER	Turbofan	2	Nr2 engine failed to respond to thrust lever movement during descent. PAN declared. CASC (engine fuel flow regulator) failed, and was replaced.	On levelling off at FL200 during descent, a large disparity was noted in thrust levers and engine parameters between nr1 and nr2 engines. The autothrottle system was disconnected and descent continued. Nr2 engine would not then respond to thrust lever movement - only 1.16 EPR obtained with TGT 445deg, N1 53.9 and N2 79.1 with the thrust lever onthe forward mechanical stop. Reporter comments that thereis no appropriate procedure in the QRH, therefore PAN declared and a single engine approach and landing carried out. The Maintenance Organisation report reference 0351-02 dated 12/12/02 fully details the actions taken with respect to this occurrence. In summary: CASC (engine fuel flow regulator) replaced, failure confirmed by strip report (internal gear failure). History of the part indicates a low modification state with a life in excess of 20,000 hours. Theengine manufacturer's and operator's EMP both include an overhaul life of 13,000 hours. This lease engine was fitted to the aircraft approx 2 years ago and at the time the component life data was limited to 'hard time' only and notservice lives. This matter has now been addressed by Engine Manufacturer to ensure that all data is now supplied, and the operator's EMP includes the service life for this component. The operator has checked all other aircraft and found no further occurrences of this nature. Re. 'the flight crew comment " no QRH procedure". This comment highlights the lack of QRH/MFDS guidance on fixing this particular problem, but as there is no fix available none can be applied. The crew carried out a SE approach and landing without shutting down the affected engine, to assure full electrical and hydraulic system operation from the idling engine. The operator's fleet captain does not consider this issue as one that needs any further investigation or action bythe CAA.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200204908	15/07/2002	En route			EGTT : London (FIR)	LOCKHEED	Turboprop	4	PAN declared with one engine shut down.	
200204987	15/07/2002	En route	Plymouth	Nr	EGTT : London (FIR)	MBB	Turboshaft	2	Nr1 engine chip warning illuminated. Engine shutdown. Aircraft returned.	Minute sliver of metal found on upper mag plug - cleaned and refitted. Ground run at flight idle carried out, satisfactory. Engine recently installed following complete overhaul.
200205073	18/07/2002	En route	Farnborough	4 W	EGTT : London (FIR)	AGUSTA	Turboshaft	2	Engine chip detector warning. Engine shutdown. Aircraft returned.	
200205126	22/07/2002	Approach	Otringham (OTR)		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr1 engine chip caption illuminated. Engine shutdown.	Nr1 engine chip light illuminated. Engine chip CB pulled/reset and engine beeped to min with no secondary indications. Engine shutdown when aircraft established on ILS.
200205399	24/07/2002	En route	Bristol Filton (Avon)		EGTT : London (FIR)	AIRBUS	Turbofan	2	PAN declared during air test. Aircraft returned with LH engine shut down. Smoke seen from RH MLG after landing. "2 metal objects" from MLG later found near R/W27 threshold. Brake unit failed.	The subject aircraft was on a CAA Airtest required prior to the issue of the Certificate of Airworthiness (C of A) and acceptance of the aircraft by the operator to it's fleet. The defective engine was changed and was dispatched tothe asset management company who did not respond to operator requests for further information. The sub-contract engineering department (BAe Filton)considered the defect to be fuel management related but the engine was changed on commercial grounds before any trouble-shooting of the specific defect could take place. No further action is thereforeproposed with respect to this aspect of the incident. Operator engineering investigation into the brake system defect revealed a seized brake unit with partial disintegration evident which had in turn damaged the companion wheel and tyre assembly. Strip investigation of the associated components revealed a number of defects which resulted in thebrake unit being scrapped. The wheel assembly required a replacement outboard hub and overhaul of the inboard hub. Due to the level of damage to the brake unit, the overhaulorganisation were not able to conclusively identify the root cause of the failure, however there was evidence that the brake unit may have been operated at some time previous below the wear limitations as the wear pins that survived the seizure were seen to be below flush. It could not beconfirmed however that this was the condition prior to the subject flight on the basis that significant wear could have been a result of the unit seizure. Considered to be an isolated case. No further action proposed. ☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200205487	04/08/2002	Take-off	Cosford		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr1 engine FADEC failure followed by nr1 engine instrument indication (FLI) failure. HMU/EECU matching problem suspected.	Just after take-off from helipad, nr2 engine was selectedto idle. Nr1 engine spooled up to compensate and then nr1engine FADEC failed as the collective was lowered to keepnr1 engine within limits. NR was controlled, nr2 engine was restored to flight idle, nr1 engine was selected to manual throttle and aircraft recovered. Whilst in flight, FLIcontinued to indicate normally, then on landing, as nr1 engine was selected to minimum flow on manual throttle, nr1FLI failed. Nr1 engine was shut down using twist grip, nr1 FADEC was recycled and all indications were then normal.Approx 5 minutes prior to this both FADECs had been de-saturated by selecting both engines to manual. HMU/EECU matching problem suspected - HMU (p/n 0319928480) changed - removed item to be returned to the manufacturer for investigation. Total aircraft/component hours/landings 469.75/2014. Manufacturer advised. See also 200208319
200205596	05/08/2002	Take-off	Luton (LUT)		EGTT : London (FIR)	SHORT	Turboprop	2	RTO at 55kts due to RH engine fire warning. Recurring fault.	Just after take-off power was set during take-off roll, RH engine fire warning activated. The take-off was aborted,appropriate procedures were carried out and the aircraft was evacuated. The engine was immediately inspected, but no sign of fire or leaks were evident and the warning did not sound with the power on. The engine was re-inspected the following day, but again no fault was found. The forwardsection of the fire detector was replaced as a precautontogether with the fire bottles. During subsequent engine ground run an intermittent fault was found with the test switch. The switch was replaced and subsequent ground run satisfactorily carried out with no fault evident during next flight. The engine was re-inspected the following day and again no fault was found. Further flights satisfactorilycompleted. Investigation progressed under 200205438 (sameaircraft).
200205911	19/08/2002	En route	Luton (LUT)	25 S E	EGTT : London (FIR)	CESSNA	Turboprop	2	RH engine oil loss. Engine shutdown. Diverted. Oil filler cap/dipstick not secured correctly.	Oil seen leaking from under the RH engine oil filler flap. Engine shutdown, diverted. Inspection found that the oilfiller cap/dipstick had not been correctly secured. Following consultation with engineering, oil replenished and ground run carried out satisfactory. Remainder of the flight was monitored/uneventful. Engineering investigation carried out on return to base followed by low power and maximum power ground runs - satisfactory.
200206021	21/08/2002	En route	White Waltham	10nm NW	EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr2 engine chip detector warning. 'Chip pulse' switch activated for 15 seconds but warning persisted. Engine shut down, uneventful single engine run on landing carried out.	Fine metallic debris found on lower magnetic plug. Aircraft ground run for 30 minutes - no further indication of defect.

200206116	27/08/2002	En route	ORTAC		EGTT : London (FIR)	BOEING	Turbofan	2	Nr1 engine shut down due to high vibration and failure indications. PAN declared, aircraft returned.	During take-off and initial climb, nr1 engine vibration indicator read 2-2.5 units. All other indications were normal with nr2 engine vibration indicator reading approx 1 unit. As power was reduced at level offs during climb, nr1 vibration fell to approx 1 unit but when climb power was restored it returned to 2.5 units, increasing to 3 units as altitude increased. No airframe vibration was present at any time. As a precaution QRH high engine vibration checklist was reviewed and tech log checked. Vibration increased to 4/5 units at 28500ft with loss of thrust and a banging noise. PAN declared, return initiated and engine failure/shutdown checklist actioned on nr1. Fuel burnt off in hold to reduce to max landing weight. Single engine landing carried out satisfactorily with AFS in attendance and normal disembarkation carried out. Engine teardown inspection revealed a failed No 4 bearing, the cause of the failure was to be determined by the overhaul agency and operator. □ CAA Closure: The hazard is acceptable provided the frequencyremains low.
200206272	03/09/2002	En route	Oxford	6nm W	EGTT : London (FIR)	AGUSTA	Turboshaft	2	Nr1 engine low warning - NG fell to zero. MAYDAY declared(later downgraded to PAN). Engine shutdown. Single enginelanding carried out with AFS in attendance.	Investigation found electrical connector detached from nr1 engine NG tachometer. Connector resecured and ground test carried out with satisfactory results. All other enginetacho generator connectors checked and found secure.
200206274	02/09/2002	En route	East Midlands		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr2 engine mag plug illuminated in flight. Engine shut down and run on landing carried out.	Upper and lower magnetic chip detectors examined, revealing fine metallic debris. Oil filter replaced, oil system drained and refilled, 30 minute ground run carried out withno further defects reported.
200206574	09/09/2002	Approach	Manchester (MCT)		EGTT : London (FIR)	BAE	Turboprop	2	LH engine flame out during approach. Failure of the fuel bypass valve connector 1KR15P.	At approx 500ft agl on an ILS approach to R/W06, with P2 handling, the LH engine flamed out, rapidly winding down and causing the aircraft to lose airspeed and height. Full power was required on the RH engine to regain the glideslope but this produced an almost uncontrollable yaw and rollo to the left. The P1 assisted with the controls to add authority to the rudder and aileron. Once under control, it was discovered that the aircraft's position was not suitable to afford a safe landing (i.e. left of the centreline and too high). A MAYDAY was declared and a LH circuit flown with the LH engine shut down and the propeller feathered. The subsequent landing was uneventful. Engine ground run revealed that, with TTL in 'ON' position, once the power lever was advanced past the TTL inhibit microswitch, there was an increase in EGT while RPM and fuel flow decreased. Engineering investigation revealed low insulation resistance at fuel bypass valve connector 1KR15P and potting compound breaking up. New connectors fitted on both left and right hand engines. The operator's maintenance organisation have also instigated a programme to change these connectorsacross their fleet at the next scheduled hangar maintenance visit. In addition, they have also introduced a function check of the Continuous Ignition System at each ServiceCheck (Every 8 Days).□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200206643	16/09/2002	En route	Wokingham (Berkshire)		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr2 engine in-flight shut down due to "Mag Plug" warning.Aircraft returned. Magnetic plugs contaminated. Recurringfault.	At 1000ft QNH during cruise, nr2 engine "Mag Plug" light illuminated. The chip pulse switch was activated and the warning light extinguished. However, a few seconds later the light re-illuminated and the nr2 engine was shut down law the emergency checklist. The aircraft then returned to departure airfield and an uneventful single engine landing was carried out. The reporter confirms that both magnetic plugs were heavily contaminated and that this is the thirdchip detector warning on this aircraft within 50 hours ofoperation - see also 200206021. The Engine was returned to an Engine Overhaul Facility for investigation. The engine has subsequently been released to service.□ CAA Closure:The hazard is adequately controlled by existing requirements, procedures and documentation.
200206705	15/09/2002	En route	Farnborough	15 N W	EGTT : London (FIR)	DE HAVILLAND	Reciprocating	2	LH engine ran roughly, engine shutdown and PAN declared, later upgraded to MAYDAY. Aircraft diverted and landed safely with AFS in attendance.	Pilot reported rough running LH engine and requested immediate diversion to Farnborough. Aircraft placed under a limited RAS (due SSR only) and vectored towards Farnborough for left base R/W06. Initially pilot declared PAN then upgraded to MAYDAY.
200206755	18/09/2002	En route	Honiley (HON)	45 SE	EGTT : London (FIR)	FOKKER	Turboprop	2	LH engine gearbox oil pressure warning so engine shutdownand aircraft diverted to Birmingham where it landed safely with AFS in attendance.	Reporter states that this was second sector; the first sector GLA-MAN indicated no problems and that walkround inspection at MAN showed no abnormalities. See also 200001859 and 200108052.
200206763	19/09/2002	En route	Norwich		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr1 engine chip warning. Checklist actioned, engine shutdown.	During the go-around from the NDB/DME 09 procedure at Norwich, the nr1 engine chip warning illuminated. Procedure 2/9 of EOPs carried out. Recycling of the c/b cleared thewarning but within 10 seconds the warning recurred. The engine was shutdown and a single engine landing carried outat Norwich without further incident.□ The flight was a training trip to carry out an LPC. Small amount of debris was found on the forward magnetic plug during the 800hr inspection. Oil change carried out and accessory gearbox flushed. SOAP check and debris sent for analysis. Aircraft released for training. On return, magnetic plug inspected and found to have excessive amount of debris. Engine removed from service.
200207440	12/10/2002	En route	Ockham (OCK)		EGTT : London (FIR)	OTHER	Unknown		PAN declared by military transport aircraft due precautionary engine shutdown.	
200207538	16/10/2002	En route	Stapleford		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine chip caption illuminated on CWP. Engine shutdown. PAN declared. Pilot stated he would return to base but then elected to divert to Stapleford.	Small 'hair like' sliver found on upper mag plug. Both detectors cleaned and refitted, high power ground run carried out and detectors again removed/inspected satisfactory.CAA Closure: The hazard is acceptable provided the frequency remains low.
200207745	23/10/2002	En route	Willingale		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine chip caption illuminated. PAN declared. Engine shutdown. Diverted.	Light fuzz found on upper accessory gearbox plug. Turbinemodule changed and despatched for repair. Ground run carried out and detectors again removed/inspected satisfactory. Investigation being progressed under 200207538.
200207929	30/10/2002	Approach	Exeter	3 S	EGTT : London (FIR)	SHORT	Turboprop	2	RH engine fire warning occurred during training flight. Engine shutdown - fumes on flight deck. Landed safely with AFS in attendance.	During LPC/OPC with LH engine simulated failed and passing 1200ft in simulated emergency turn, RH engine fire warning sounded. Power restored to LH engine and aircraft rolled out on heading 180°, fire bell cancelled and engine firedrill completed - RH engine. PAN call made to ATC and radar vectored ILS to Runway 26 flown. Aircraft stopped on runway, shut down and crew vacated. During "subsequent actions" to engine fire drill - shedding bus to "over-ride" didnot restore power to shedding bus. Situation assessed andpower restored to shedding bus by selecting "emergency". Also after landing, considerable quantity of oil observed dripping from engine nacelle and covering right hand tailplane. This defect was caused by a combination of three things: 1. The fire detection wire and engine wiring harness were routed incorrectly bringing them close to the gas generator case exhaust stack joint. 2. The exhaust stack joint and gas generator case joint was assembled incorrectly allowing the joint to separate slightly passing hot gas on to the fire wire and electrical wiring harness. The combination of the two items above resulted in a strong hot flowof gas being directed on to the fire detection wire, thiscorrectly detected this as a fire and set off fire indications. The exhaust stack has been replaced and assembled correctly with the gas generator case. The fire wire has been replaced and routed correctly: no further reoccurrences of this defect have been reported. Engineering Manager has raised a Quality Bulletin to re-emphasize to Engineers the requirement to follow approved data and additionally to draw attention to the incorrect installation. Copy of the QAB has also been sent to the maintenance organisationwho had replaced the said engine in July 2001. The shedding bus defect was investigated and the R/H Generator slaverelay terminal 22 wire had a poor connection: the wire was remade and function tested satisfactory. There has not been any further re-occurrence of this defect.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200207966	31/10/2002	En route	Basildon		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine chip caption illuminated. Engine shutdown. PAN declared. Aircraft returned.	Swarf particles found on mag plug. Reporter states suspect particles from recently changed turbine module - 200207745 refers. Investigation being progressed under 200207538.
200207991	04/11/2002	En route	Dartmouth (Devon)	Newcott Farm	EGTT : London (FIR)	ROCKWELL	Reciprocating	1	UK Reportable Accident : Engine lost power then seized due to oil loss. Aircraft destroyed during forced landing. No injury to 2 POB. AAIB AARF investigation.	Some 15 minutes into the flight, the pilot noticed a slight reduction in engine power. Almost immediately, a significant amount of blue smoke entered the cabin. As the visibility reduced, the pilot elected to make a forced landing,but before he could shut the engine down, it seized. Following this, the smoke dissipated but the aircraft sufferedextensive damage as it landed in a field. Examination of the aircraft revealed clear evidence of loss of engine oilin flight, but despite a detailed strip examination of the engine, the origin of the leak was not established. Prior to flight, the pilot had checked the oil level and between 7 and 8 quarts were indicated on the dipstick. See AAIBBulletin 4/2003, ref: EW/G2002/11/03.□ CAA Closure: The hazard is acceptable provided the frequency of occurrence remains low.
200208087	20/10/2002	En route	Wyton		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine chip caption illuminated. Engine shutdown. Diverted to Wyton.	Hair' like sliver found on upper accessory gearbox plug.Detectors cleaned and function checked. Engine ground runcarried out and detectors again removed/inspected satisfactory. Investigation being progressed under 200207538.

200208221	14/11/2002	En route	Leeds Bradford (LBA)		EGTT : London (FIR)	BAE	Turboprop	2	Nr1 engine low oil pressure warning. Engine shutdown, PANdeclared and the aircraft diverted to Manchester .	Passing FL155 in IMC and moderate rain a CAP 'L OIL PRESS' warning occurred with Engine 1 oil pressure indication fluctuating and then falling below 35 psi. EAP Card 6-13 was actioned and Engine 1 was shut down. A PAN was declared to ATC and a diversion was made. Commander made a PA to passengers with no cabin concerns reported. The single engine manually flown approach and landing were made uneventfully to Runway 06R and the aircraft was stopped clear of therunway for AFS inspection. The aircraft was shutdown and passengers were disembarked to a coach. Engineering Investigation found masking tape covering the main oil system drain mast, which was removed and following engine ground runs, no faults were found. It is noted that aircraft had returned to service 300902, following a re-paint by sub-contracted company. Engineering note that the blockage of the vent resulted in the gradual loss of efficiency within theoil pumping and scavenging systems and eventually the lowoil pressure warning recorded in this event. Flight Operations Review has concluded that the fault was located in an area not normally checked by Flight Crew. Crew actions were correct, procedures are satisfactory and no action is required or intended. Cabin Services Review, including crew de-brief, intends no action. Initial Engineering Review,whilst noting that the requirements of ETR TS6164 under which the repaint was carried out includes the requirement to remove all masking tape, has amended / re-issued Company repaint process sheet MAN/TS/018 150103.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200208324	14/11/2002	En route	London-Gatwick - LGW		EGTT : London (FIR)	ATR	Turboprop	2	PAN declared with one engine shut down. Aircraft returned.	The oil pressure transmitter was replaced iaw 79-30-00. No further reports since 14 Nov 2003.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200208423	14/11/2002	Take-off	London-Gatwick - LGW		EGTT : London (FIR)	ATR	Turboprop	2	Nr1 engine low oil pressure warning. PAN declared, engineshutdown and aircraft returned.	During climb nr1 engine low oil pressure light illuminated with associated gauge showing just above zero. Engine shut down iaw QRH, PAN declared and aircraft returned. Only fault found was contamination of oil low pressure transmitter with oil deposits. Engine run carried out before and after cleaning of transmitter - all indications normal. Transmitter replaced as precaution.
200208430	19/11/2002	En route	North Sea		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr2 engine chip warning. Engine shutdown. Diverted to Norwich.	A one-hour ground run was carried out at power and magnetic plugs inspected with no significant findings. Reporter states that the aircraft had experienced two chip captionson the nr2 engine the previous day. The first occurred onlanding at North Denes. Appropriate actions were taken and all magnetic plugs associated with the engine were inspected - a minute quantity of ferrous dust, well within the manufacturers limits, was found on one plug. The second caption occurred in flight and the aircraft routed to Norwich where all magnetic plugs were inspected, in addition to this the oil filter was removed and inspected and the engine oil system flushed. Only a single fine metallic sliver was found on one magnetic plug, again within the manufacturers limits. A 30-minute ground run at power was carried out and all magnetic plugs re-inspected, no further particles were found and aircraft was cleared for return to base.Magnetic plugs were inspected again post shutdown and found to be clean. Reporter cites that it should be noted that this engine was fitted approximately 40 flight hours agoand the collection of some build debris by these magneticiplugs is acceptable within the engine manufacturers maintenance criteria within the first few hours of operation.
200208465	22/11/2002	En route	London (LON)	Overhead	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine shut down due to chip warning. PAN declared. Diversion.	RH engine chip warning illuminated at 1300ft during cruise. A PAN was declared and the engine was shut down iaw emergency procedures. The aircraft then diverted to Stapleford Aerodrome and an uneventful landing was carried out. Investigation revealed substantial quantities of 'spall' or flattened machined particles on the reduction gearbox chip detector and moderate contamination of the NTL detector, engine oil reservoir mag plug and engine oil filter. Engineand oil cooler replaced, manufacturer informed and strip inspection requested.
200208478	22/11/2002	En route	Maldon (Essex)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine shut down due to chip warning. PAN declared. Chip detector contaminated.	At 1000ft during cruise, the RH engine chip light illuminated on the CWP. Faulty engine confirmed and shut down iawFlight Reference Card (FRC). A PAN was declared and a single engine recovery made to base. Subsequent investigationrevealed a minute sliver on the upper chip detector. Serviceability check carried out iaw the engine manufacturer'smaintenance manual and aircraft returned to service. The reporter confirms that this aircraft had flown 11 hours and 35 minutes since a turbine module change. Investigation being progressed under 200207538.
200208508	24/11/2002	En route	Halesworth		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	LH engine chip caption illuminated on CWP. Engine shutdown. PAN call. Diverted to Wattisham.	Engineering inspection found mag plugs contaminated with debris in excess of permitted limits. Engine removed for further investigation.
200208514	22/11/2002	Take-off	Coventry		EGTT : London (FIR)	CESSNA	Reciprocating	2	Hydraulic leak observed from RH engine following low flowwarning. Engine shut down. MAYDAY call. Emergency gear extension carried out. Aircraft returned and landed safely with AFS in attendance.	The aircraft departed for a test flight following a maintenance check. After setting climb power, the left and right hydraulic 'low flow' warning lights illuminated. Landinggear was selected down and, after a short delay, the indications showed left and right main gear down and locked but the nose gear light remained off with the gear unlocked light illuminated. Shortly afterwards fluid and smoke was observed coming from the RH engine, which was shut down iaw relevant checklist. Landing gear recycled but indications did not change although warning annunciator panel press-to-test showed the nose gear light to be serviceable. Emergency gear blow-down operated and normal down and locked indications obtained for all three landing gears. MAYDAY declared and priority landing clearance given. Uneventful flapless landing carried out with AFS in attendance. Investigation traced fault to the RH hydraulic flexible pressure hose from the engine driven pump (EDP), which had failed internally approx 1.5" from the straight connection end fitting of the EDP. The fire sleeve installed over the flexible hose was also damaged by the force of failure. A new hose was fitted and full landing gear retraction and flap operation checks were carried out with satisfactory results.Following a review of the maintenance schedule and discussions with the operator, it was decided to place a life limitation of six years on these hoses.
200208838	29/11/2002	Approach	Stapleford		EGTT : London (FIR)	PIPER	Reciprocating	2	RH engine power loss due to fuel starvation. Fuel loss/venting from tank due to fuel cap insecurity.	During circuit to land, the RH engine "Fuel flow warning"light illuminated. With the emergency fuel pump on, the fuel selector was switched to the outer fuel tank. This action did not restore fuel pressure but subsequently caused the RH engine to lose power. Appropriate actions were carried out iaw company SOPs and the RH engine was closed and secured. An uneventful single-engine approach and landing was carried out. Subsequent investigation revealed that the fuel filler cap was insecure which resulted in fuel being vented overboard. Crew briefed and appropriate operatinginstructions will be issued to prevent a recurrence.
200209212	16/12/2002	En route	Codnor		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine chip warning illuminated in flight.	Shortly after take off, the RH engine chip warning light began to flicker. Relevant checks were completed but the engine was not shut down. The aircraft returned and landed safely. Inspection of the chip plug found a very small splinter - plug cleaned and aircraft returned to service. However, a similar incident occurred on the following day andon this occasion the engine was shut down before the aircraft returned. Further investigation revealed that the bayonet connection for the chip plug and self-sealing assembly was worn, allowing movement of the detector which triggered the spurious warnings - assembly replaced.
200300025	02/01/2003	En route	Compton (CPT)		EGTT : London (FIR)	BOEING	Turbofan	2	PAN declared due engine failure/shutdown. Direct routing given.	
200300141	10/01/2003	En route	Anglia Radar		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr2 engine chip warning illuminated. Engine shutdown. PANdeclared. Flight continued without further incident.	Oil filter removed, cleaned and refitted. 30 minute hovercheck carried out - no debris found.
200300292	17/01/2003	En route	Exeter		EGTT : London (FIR)	BOLKOW	Turboshaft	2	PAN declared due to one engine being shut down. Aerodromefull emergency (limited response) initiated. Aircraft landed safely with AFS in attendance.	
200300525	28/01/2003	En route	Manchester (MCT)		EGTT : London (FIR)	BOEING	Turbofan	2	Nr2 engine overheat warning in cruise. Engine shut down. PAN declared and the aircraft diverted to Manchester .	In the cruise at FL360, the nr2 engine overheat light illuminated. Engine overheat checklist carried out, but the light remained illuminated until the thrust lever was fullyretarded and then it went out. A few seconds later the nr2 engine overheat light began to illuminate intermittently. Engine fire checklist actioned, and after one fire bottle had been discharged the engine overheat light went out and remained out. 'One engine inoperative' landing checklist carried out and aircraft diverted to Manchester, having declared a PAN. Engine CFM56-7B s.n. 857426 removed for shop visit following overheat occurrence. Engine failure investigated by GE Engine services under order number B30186dated 18 Feb 2003 and copy of the report submitted on 27Jul 2003. Two Potential causes of the Engine overheat were identified as follows:- 1. Hot Air leaks from P54/T54 worn gaskets, 2. Defective D3302 Airframe connector. Appropriate corrective actions have been put in place by the operator and overhaul agency to prevent re-occurrence.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200300601	30/01/2003	En route	Manchester (MCT)		EGTT : London (FIR)	CONVAIR	Turboprop	2	Emergency declared due to 'failed' RH engine. Aircraft diverted to Manchester.	
200300622	31/01/2003	En route	IATCC - DVR Sector		EGTT : London (FIR)	LOCKHEED	Turbofan	3	Nr 3 engine failed. Aircraft diverted to Manston where a full emergency declared. Aircraft landed safely.	

200300652	04/02/2003	En route	En Route		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Rotor speed indicator (NR) decrease during flight. Diversion. Nr2 engine oil pressure warning on landing.	During return to base the NR indicator fell to zero with no associated audio or warning captions therefore the aircraft diverted to the nearest airport. Upon landing, when the nr2 engine was selected to idle the master caution illuminated along with an engine oil pressure CDS caption. Theoil pressure gauge dropped into the red (but did not reach zero) and the engine was shut down. The reporter confirms that the engine had been fitted only 5 days earlier and that this is a common occurrence on this aircraft - see also 200300013 and 200300507. NR probe plug disconnected, contacts cleaned and plug refitted. Ground run and function checks carried out with satisfactory results - probe to bereplaced on receipt of spare. On the manufacturer's advice a ground run was carried out to ensure positive pressureindication and a ground idle setting at N1 of greater than 65% - both of these were confirmed. It is suspected thatwhen the engine was retarded to ground idle, a slight underswing in oil pressure was responsible for illumination of the caption. The pressure switch is to be replaced as a precaution. N2 Rotor Rpm probe plug cleaned.□ CAA Closure:The Hazard is adequately controlled by existing requirements, procedures and documentation.
200300789	28/01/2003	En route			EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Both engine chip lights illuminated on different occasions during flight. PAN declared.	Shortly after take off the LH engine chip light illuminated. FCL retarded to flight idle, PAN declared and return initiated. Passing 1000ft, prior to engine shut down, the light extinguished. As the aircraft was post major inspection, it was concluded that the indication was caused by minor swarf and the flight continued. Approx 20 minutes laterthe RH engine chip light illuminated. The engine was shutdown and the aircraft diverted to Denham for an uneventful run-on landing. All 4 magnetic plugs were inspected, revealing some swarf containing very minor metallic particles. The aircraft was assessed as serviceable and the task completed without further incident. Subsequent investigationdetermined that the RH engine had recently been changed and that the 'loan' engine had suffered oil cooler debris build up from the previous engine fit. Oil coolers flushed and refitted. No further similar problems reported.
200300799	06/02/2003	Take-off	Stansted		EGTT : London (FIR)	BAE	Turbofan	4	RTO at approx 50kts due to nr3 engine power loss.	During take-off roll nr3 engine N1 failed to increase above 12.1%, therefore take-off was abandoned at approx 50kts. TGT was noted at 868deg C so the engine was shut down and the fuel cut-off handle was pulled as a precautionary measure. Nr3 engine was visually checked during taxi to stand and nothing abnormal noted.
200300881	12/02/2003	En route			EGTT : London (FIR)	LOCKHEED	Turboprop	4	PAN declared with nr3 engine shutdown. Aircraft returned.	
200301022	15/02/2003	En route	Manchester Barton A/F		EGTT : London (FIR)	OTHER	Reciprocating	1	Engine failed during climb. MAYDAY declared and aircraft returned. Engine regained some power prior to a safe landing. RFFS deployed.	
200301102	23/02/2003	En route	Monk Sherbourne (Hampshire)	Nr Basingstoke	EGTT : London (FIR)	GRUMMAN	Reciprocating	1	MAYDAY declared due to engine failure. Aircraft safely forced landed in a field. No injuries to 2 POB. D & D alerted.	
200301274	27/02/2003	En route	Wallasey (WAL)	20nm NW	EGTT : London (FIR)	BRITTEN NORMAN	Turboprop	2	Nr2 engine failure/shutdown. Aircraft diverted to Isle ofMan.	
200302293	17/04/2003	En route	Powsey (Wiltshire)	Bromsgrove Farm	EGTT : London (FIR)	DE HAVILLAND	Reciprocating	1	UK Reportable Accident : Engine failure. Aircraft landed at a steep angle in a field. Propeller and landing gear damage. No injury to 1 POB. AAIB AARF investigation.	AAIB Bulletin 11/2003, ref: EW/G2003/04/12 - Summary: Whilst cruising at approximately 2,000 feet the pilot noticeda slight engine vibration which, within a few seconds, worsened and the engine lost power. A backfire was heard andthe pilot saw smoke coming from the carburettor air intake. The vibration increased when the throttle was opened. The pilot checked both the magnetos and fuel supply, with no anomalies noted, before conducting a forced landing intowind. During the landing roll, however, the aircraft tipped onto its nose coming to rest on the propeller and left wing tip. The pilot, who was uninjured, was able to climb out of the open cockpit. There was no fire. Examination of the engine by a maintenance organisation revealed that the nr2 cylinder inlet rocker arm had failed close to the exhaust valve, with the separated portion having become jammed in the exhaust guide. The broken pieces of the rocker arm, which were returned to AAIB for metallurgical examination, revealed a high cycle fatigue failure which had initiated in a region of mechanical damage. The aircraft, fitted with this engine, had been operated by the current owner for some 30 years with low utilisation. The engine had completed 670 hours since overhaul, but only 170 hours since 1978. The last entry in the log book for maintenance, which would have entailed removal of the cylinders and thus the rocker arm, was in 1990. It was not possible to determine when or how the damage to the rocker arm occurred.□ CAA Closure - No CAA action appropriate.
200302363	16/04/2003	En route	Northwood		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	ECU oil pressure malfunction.	Nr1 engine oil pressure started to fluctuate, initially between 7.0 to 7.8 bar, with the indications progressively becoming more extensive and lower. As engine torque, NG, T4 and oil temperature were steady and normal, the flight continued. When 3 nm north of the destination, nr1 torque fluctuated between 65% and 70%, a PAN was therefore declared and the engine shutdown. The aircraft landed at Northoltwithout further incident. Investigation included a static pressure check on the oil pump revealing a leak between pump bodies. Dis-assembly of the oil pump found that therehad been fretting of two pump bodies. The pump body was found to have gear pockets oversize and the scavenge body pick up tube was part worn.
200302418	23/04/2003	En route	East Midlands	3nm SE EMA	EGTT : London (FIR)	SHORT	Turboprop	2	LH engine failure. MAYDAY declared. Aircraft returned. Nr1 bearing failure.	About 8 minutes after take-off, the LH engine failed withno fire warnings, but with a physical thump and fireball observed. The LH engine was shut down, but no fire extinguisher was discharged as there was no fire warning. The crew carried out engine shut down in accordance with Checklist, MAYDAY declared. Aircraft returned and single engine landing carried out on R/W 09 with vectors. RTOP and auto feather functioned before the crew shut down the engine. Initial investigation by the operator showed that the compressor section of the engine had seized and would not rotate,which indicates the failure of the Nr1 bearing. This was further confirmed when the engine oil filter and gearbox chip detectors were inspected, both showing metal and carbon contamination, indicating bearing and carbon seal failure. An engine change was subsequently carried out. The failed engine has been returned to the manufacturer for inspection and repair. It is a possibility that a starter generator failure on this aircraft could have contributed to the problem. This had been previously promulgated as a possible problem by the aircraft manufacturer under SIL Number SD360-IL-207 originally issued August 2000. A fleet inspection has been carried out to check the airframe enginebonding and the starter generator bonding. The engine strip report confirms nr1 bearing failure, which was investigated by the OEM. They concluded there was no evidence of any original material or manufacturing defect, with the condition, in their opinion, being caused by a recent event involving the starter / generator. See also 200302134 and 200303813. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200302476	25/04/2003	En route	Blackpool (BPL)	10nm N	EGTT : London (FIR)	HAWKER SIDDELEY	Turboprop	2	Nr2 engine failed to unfeather. The aircraft diverted.	Whilst carrying out an engine shut down and relight drill, the RH engine propeller failed to unfeather during the attempted relight. Aircraft diverted to the engineering base at Blackpool. The following maintenance actions were carried out: CBs checked and found satisfactory. Electrical plugs to PCU solenoids checked, cleaned and wire locked. Prop functional checks carried out iaw EA/TR/121, checked out satisfactory. The aircraft was released to service. Following this MOR a feather snap check has been introduced. Series 1 aircraft at each A Check, Series 2 aircraft at each B Check. No further occurrences. □ CAA Closure: The hazard is acceptable provided the frequency remains low.
200302608	30/04/2003	En route	Boreham, Essex		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	LH engine spurious fire warning.	Two minutes after take off the LH engine fire caption illuminated. There were no signs of fire but a PAN was declared and the FFC was retarded to ground idle to check for a hot gas leak. The caption remained illuminated so the engine was shut down, at which point the caption extinguished.An uneventful single engine landing was then carried out.No fault was found during the subsequent inspection and the warning was attributed to prolonged heavy rainfall prior to departure.
200302763	08/05/2003	En route	DIKAS		EGTT : London (FIR)	BOEING	Turbofan	2	Nr2 engine shut down. Emergency squawk selected. Expeditious routing provided.	
200302917	25/04/2003	En route	En Route		EGTT : London (FIR)	BOEING	Turbofan	4	Nr3 engine inflight shutdown due to a low oil pressure warning.	During descent at idle power, EICAS caution "ENG 3 OIL PRESSURE" was displayed. The ORH was actioned and the nr3 engine was shut down. ATC were informed and a 3-engine landing carried out. After replacement of the oil pressure transmitter and low oil pressure warning switch, the engine still experienced low oil pressure on a check start. ADD raised for engine change and nr3 engine s/n 13372, tag M24851J was removed.
200302945	09/05/2003	En route			EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine chip warning illuminated in flight - engine shutdown. Aircraft diverted to Denham and landed safely.	Engine removed for detailed strip inspection and repair.
200302959	13/05/2003	En route	North Sea		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Aircraft diverted to Humberside with one engine shut down. PAN declared. Engine bearing(s) failed.	10 minutes prior to landing on the Waveney the nr2 engineschip light illuminated. Nr2 engine chip CB was pulled andreset I.A.W checklist actions. The light extinguished andflight continued. Approx 5 minutes after t/o from the Waveney the light illuminated again. It did not extinguish. The nr2 engine was shutdown i.a.w. the checklist actions and the aircraft returned to base. Engineers reported 'Type 3' debris (shiny flakes) on Magnetic Plug + Return Magnetic Plug. Oil change carried out. Following 15 min ground run more debris on Magnetic Plugs. Following consultation with Turbomeca Modules 4 & 5 rejected. (Modules 4 & 5 share oil scavenging). Following strip and inspection evidence of metal contamination found on matched bearing set p/n 9609000254 in Module 5. Further investigation found severe flaking around diameter of No 3 bearing inner race. Copies of strip and rectification reports submitted in support of these findings. See also 200302888. □ CAA Closure: Hazard is acceptable provided the frequency remains low.

200302985	14/05/2003	En route	Norwich	1.5nm NW	EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr1 engine shut down due to chip warning. Aircraft returned. MPIL oil filter contaminated.	The aircraft had just levelled at 2000ft after departure when nr1 engine chip warning illuminated. Emergency checklist procedure carried out but caption did not clear, therefore nr1 engine was shut down and an uneventful single engine landing carried out on R/W 27 at Norwich. All chip detectors and mag plugs were inspected and a small sliver found on the MPIL oil filter. Filter inspected and cleaned with nothing else evident. Oil system drained/replenished and leak check/heavy hover carried out. Further inspection of chip detectors carried out with no contamination evident. Aircraft returned to service. Engine TSN 7011, TSO 510.50.
200302992	21/04/2003	Approach	East Midlands		EGTT : London (FIR)	BAE	Turboprop	2	Engine shut down during approach due to restricted torquemanagement.	When the power levers were retarded fully during approach, the LH engine was still producing 25-30% torque. A missed approach was carried out. After failing to equalise the engines, the LH engine was shut down prior to a single engine landing. When checking the torque indication DSC settings on the torque signal conditioner during subsequent engineering investigation, the lock nut on the adjuster was found to have detached from the potentiometer. The potentiometer had recessed into the conditioner and when moved, caused uncontrolled movement of the torque indications. The conditioner was replaced, with no recurrence after 39hrs /51 flights. The operator is initiating a fleet check. Seealso 200305022.
200303638	10/06/2003	En route	East Midlands	Nr	EGTT : London (FIR)	EMBRAER	Turbofan	2	Nr1 engine oil loss with low pressure, and temperature increasing - precautionary engine shutdown. PAN declared. Diverted to East Midlands.	Whilst accelerating through MACH 0.69 at FL290, the oil quantity on the nr1 engine was seen to be 3 qts, with the oil pressure decreasing and the temperature increasing. The flight crew elected to carry out a precautionary landingat East Midlands. A PAN was declared, the cabin crew were briefed and the passengers informed. Oil pressure and temperature were monitored and they continued to decrease/increase respectively. When the pressure had fallen to 61 psi the engine was shutdown in accordance with the QRH. The cabin crew were again briefed, the passengers informed andthe PAN was then upgraded to a MAYDAY. Extended vectors were taken from ATC whilst the QRH, checklist and briefingswere actioned. A normal single engine, overweight (250kgs) landing at East Midlands was carried out. Aircraft taxied onto stand where the passengers disembarked normally. The nr1 engine has a modification which introduces a cool-air buffered centre sump. Typically this causes the engine to run at a higher oil temp and a lower oil pressure than a pre-mod engine. It is typical that the engine oil quantity is lower than pre-mod engine, hence the lack of a EICASwarning. The engine manufacturers have issued an OperatorInformation Letter (WW/30040/1/9) which address this. Theoperator has raised a Flight crew notice to advise their crews.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200303670	11/06/2003	En route	Norwich	10 E	EGTT : London (FIR)	LOCKHEED	Turboprop	4	Nr4 engine propeller overspeed. Engine shutdown. PAN declared. Diverted to Norwich, Propeller hydraulic pump internal regulator failed.	Nr4 engine rpm stabilised at 14600 rpm and failed to reduce to the expected governed speed of 13820 rpm following engine relight during C of A test flight. Horsepower indication cycled slowly between negative 120 and positive 5700. Small power lever movements which were carried out to ascertain if the propeller was pitch locked were inconclusive, as the engine rpm remained constant, with the fluctuating horsepower indications that did not relate to power lever movement. The propeller overspeed drill from the checklist was called for, but prior to commencing the checklist the rpm increased rapidly beyond the maximum reading of the gauge (16000 rpm). The propeller was assumed to have de-coupled, and after a wait of approximately 5 seconds to ascertain if it would re-couple, thereby reducing the rpm, the emergency shutdown handle was pulled and the propeller feathered. A PAN was declared and the aircraft diverted toNorwich. A complete Quick Engine Change (QEC) was carriedout and the propeller assembly dispatched to overhaul agency for overspeed inspections and strip examination to determine the initial cause. The engine and gearbox were dispatched to overhaul agency for overspeed inspections. Reporter states that in the meantime crew training will avoid in-flight engine shutdown and restarting practices until a cause of the overspeed has been determined. Dynamic test of the regulator assembly simulates normal flight conditions. The test found that the internal regulator hydraulic pumps were producing a reduced flow due to internal leakage.No further attributable defects were found. This reduced flow rate and would have had a detrimental effect upon thecapacity of the propeller governor to 'catch' the rpm during an in-flight start where the propeller and engine acceleration is rapid. It would also cause associated components within the propeller system to function at a reduced rate thereby possibly causing an overspeed condition. The incident regulator was a particularly high time unit, 8,556 hrs of the 10,000 hr overhaul life. The operator has carried out a fleet review of the internal regulators fitted totheir aircraft and found only five regulators with a TSO in excess of the 3,750hrs. The operator has now introduceda flow check of the internal regulator when they reach 3,750 hrs TSO. The results of this check will be used to establish a periodicity for future flow checks. For those regulators that have exceeded 3,750 hrs TSO, they intend to remove each one at the next scheduled maintenance check andsend them away to the overhaul agency for a flow check. The overhaul agency has also identified a list of 'best practice' maintenance items that in their experience can attribute to wear problems with respect to the regulator.□ CAAClosure: Hazard adequately controlled by the actions stated above.
200303747	13/06/2003	En route	Scampton (Lincolnshire)		EGTT : London (FIR)	AGUSTA	Turboshaft	2	Engine malfunction. Engine shut down and aircraft diverted. Compressor Foreign Object Damage (FOD).	A sudden loss of power occurred on nr2 engine, indicated by a 'torque split'. The 'torque split' was contained and power restored but with a residual indication of unstable turbine outlet temperature and vibration. The engine was shut down and the aircraft diverted to RAF Waddington. Engine removed for inspection, intake/compressor FOD found. Severe damage to several stages of compressor stator and rotor blades. No evidence of the 'Foreign Object' remained in compressor. Engine Turbine/induction section inspected with nil further findings. Internal procedures include the use of proseal and anti-sabotage paint on bolts/screws to retain potential loose article in the intake area. All staff have been re-briefed regarding the importance of engineintake security, and the effects of FOD.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200303981	21/06/2003	En route	Wickenby		EGTT : London (FIR)	CESSNA	Reciprocating	1	Engine failure. Aircraft diverted and landed safely.	Having requesting a FIS, the pilot reported a severe vibration and required somewhere to land. The aircraft was instructed to squawk 7700 while D & D were informed. The aircraft diverted to Wickenby where it landed safely. The pilot subsequently reported he had suffered a total engine failure.
200304079	26/06/2003	Take-off	Sheffield		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine chip light warning due to contamination of magnetic plugs.	Nr1 engine chip light illuminated on reaching flight Idleduring take-off therefore the engine was shut down. The magnetic plugs were then inspected and debris in excess of limits was found on both plugs. Engine removed for diagnosis and repair. Total aircraft hours 9654.50.
200304084	27/06/2003	En route	En Route		EGTT : London (FIR)	PIPER	Reciprocating	2	MAYDAY declared and LH engine shut down due to low oil pressure. Aircraft returned. Gauges detached from their mounting.	Uneventful landing. The pilot reported that the engine oil pressure and temperature had increased into the red on the left hand engine during flight and elected to shut downand declare a mayday. The aircraft was inspected at Blackbushe by an LAE and the left engine oil pressure relief valve was removed and inspected. No faults were evident and the valve was refitted. Upon inspection of the gauges it was clear that they had become detached from their mountingallowing the gauges to move and the needles to be displaced by contact with the gauge glass front. The gauges were removed from the aircraft and a fastener that secures the gauges was found to have a loose formed head, allowing thegauges to displace. The gauges were re-aligned and the fastener re-swaged. After refitting of the gauges, a calibration check was carried out using a digital pressure gauge.The engine was found to be within limits and the cockpit gauge was found to be accurate. Occurrence considered as an isolated incident.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200304220	30/06/2003	En route	COWLY		EGTT : London (FIR)	MCDONNELL DOUGLAS	Turbofan	3	The nr3 thrust reverser light came ON in flight. Engine shutdown, PAN declared and the aircraft diverted to Manchester.	The nr3 thrust reverser light came ON in flight, and the aircraft diverted to Manchester. The reverser was locked out and the aircraft continued to destination iaw the MEL. Rectification of the defect and return to service was actioned by replacement of the inlet shut off valve and compliance with the requirements of AD 2002-08-17. See also 200206151.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200304436	06/07/2003	En route	LAMSO	5 N	EGTT : London (FIR)	BOEING	Turbofan	2	Engine shutdown due to low oil pressure. PAN declared, fuel dumped and aircraft descended to FL170. Pilot then requested a further descent and diversion to Amsterdam.	
200304505	11/07/2003	Approach	Birmingham		EGTT : London (FIR)	BOEING	Turbofan	2	LH engine ran down and generator came off line with oil pressure in the red during the approach. No EICAS warnings.Emergency declared. Engine shutdown. Flap 25 landing carried out.	Whilst being vectored for an ILS to runway 33 at Birmingham, the LH engine ran down to 28% N3 and the left generator came off line with oil pressure in the red. Initial diagnosis was difficult as there were no EICAS warnings. Justprior to engine shutdown the engine valve light illuminated together with 'L ENG FUEL VAL' EICAS message. Further diagnosis was not possible due fuel state. Uneventful flap 20 landing carried out. HP fuel pump and Fuel Flow Governor (FFG) changed. Engine ground runs carried out satisfactory. See also 200305624.
200304525	11/07/2003	En route	Swansea		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr2 engine mag chip caption illuminated in flight. Engineshutdown, aircraft diverted to Swansea and carried out a run on landing.	Mag plugs inspected and two small chips found on upper plug. Oil changed, 30 minute ground run carried out, no further chip indications reported.
200304744	18/07/2003	En route	Swansea		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr1 engine mag chip caption illuminated in flight. Engineshutdown and run on landing carried out at destination.	Mag plugs inspected and two small particles found on gearbox plug. 30 minute ground run carried out, during which the chip caption again illuminated. Further particles foundon gearbox plug and engine rejected.
200304883	22/07/2003	En route	COWLY		EGTT : London (FIR)	BAE	Turbofan	4	PAN declared and aircraft returned due to possible shut down of one engine.	Uneventful landing carried out.
200304889	24/07/2003	Approach	Oil Rig		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr2 engine fire warning. Engine shut down. PAN declared. Aircraft returned.	On short finals to an offshore platform the nr2 engine fire warning caption illuminated and extinguished after approximately 2-3 seconds. This happened 3 times within 30 seconds with all other indications normal. Go around initiated, the aircraft climbed to 1000 feet and nr2 engine shutdown iaw checklist. PAN declared and aircraft returned to Blackpool.

200304954	26/07/2003	En route	Redhill (Surrey)		EGTT : London (FIR)	STAMPE	Reciprocating	1	Forward part of engine separated in flight. MAYDAY call. Forced landing in quarry. No injury to 1 POB. AAIB Field investigation.	AAIB Bulletin 10/2004, ref: EW/C2004/07/08 - Summary: The aircraft was cruising at 1,000 feet, with the engine at 1,900 RPM when the propeller, forward portion of crankshaft and forward upper portion of engine crankcase separated from the aircraft. The pilot closed the throttle, made a MAYDAY call and was able to make a forced landing without further damage. Examination showed that the crankshaft of the Gipsy 10 engine had fractured due to a fatigue crack, starting on the Nr1 crankpin aft radius, probably from a corrosion pit. The crack had spread to the crankpin bore and through the other side of the crankpin. At the time of the incident, the engine had accumulated 1,192 hours since its last full overhaul (estimated to have been around 1970) and had a 'top' overhaul, about 140 hours before the incident, in 1998. The engine was operating in an extension beyond the 1,000 recommended overhaul life, granted under CAA Airworthiness Notice 35. The AAIB made a Safety Recommendation (2004-75) to the UK CAA, recommending that the CAA specifies a calendar time limitation for the overhaul periods for Gipsy engines. See also 198402828, 199000836 and 199700233 - crankshaft failures for the same powerplant. CAA Closure: CAA FACTOR F46/2004, detailing the CAA's response to the one AAIB Safety Recommendation, was issued on 10 November 2004. Any further CAA action required will be progressed via the 'Annual Review of AAIB Recommendations' procedure.
200304979	21/07/2003	En route	Isle of Man (IOM)		EGTT : London (FIR)	PIPER	Reciprocating	2	RH engine shut down due to oil loss.	The pilot did not inform ATC that the RH engine had been shut down or the reason why. Full emergency declared by ATC and uneventful landing carried out. The Pilot has now submitted an MOR, and he has been de-briefed by the Chief Pilot as to the correct procedure to be followed in the event of an engine failure. CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200305045	25/07/2003	En route	Strumble (STU)	15 E	EGTT : London (FIR)	BOEING	Turbofan	2	PAN declared due to engine problem. Aircraft descended to FL270 and situation was reported to have stabilised. Aircraft returned.	
200305046	29/07/2003	En route			EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr1 engine chip warning illuminated in flight - engine shutdown.	
200305051	21/07/2003	En route	Teesside (TD)		EGTT : London (FIR)	DASSAULT	Turbofan	2	Engine failure. Investigation revealed a birdstrike, resulting in engine flameout. No damage found.	Aircraft reported RH engine failure which had shut down. A second aircraft departed to complete a visual inspection, during which nothing unusual was observed, and a runway inspection reported no debris and a dry surface. Full aerodrome emergency declared. Aircraft landed safely. Investigation revealed a birdstrike, resulting in engine flameout. Engine borescope inspection carried out. No limiting damage found as a result of the inspections and the engine/aircraft returned to service. The aircraft has operated in excess of 34 hrs since the occurrence with no further incident. CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200305287	02/08/2003	Take-off	Redhill		EGTT : London (FIR)	OTHER	Reciprocating	1	Shadow Series CD: Engine failure after take off. Pilot carried out a 180deg left turn and landed in the Helicopter Training Area 1 (HTA 1). No damage or injuries reported.	
200305330	05/08/2003	En route	Manchester Barton A/F	3 W	EGTT : London (FIR)	OTHER	Reciprocating	1	Mainair Gemini Flash IIA Microlight carried out a forced landing due to engine failure. No damage or injuries reported.	
200305335	05/08/2003	Approach	Blackbushe		EGTT : London (FIR)	OTHER	Reciprocating	1	Engine stopped after landing.	Farnborough ATC advised Blackbushe ATC that they had lost R/T contact with a microlight which was inbound to Blackbushe. The aircraft appeared on finals for R/W08 Blackbushe, non-radio, and landed safely with AFS in attendance to escort it to parking. AFS then advised ATC that the engine of the aircraft had stopped. The R/W was temporarily blocked by the aircraft.
200305716	19/08/2003	Approach	Fenland		EGTT : London (FIR)	CESSNA	Reciprocating	1	Forced landing following engine failure.	Due to engine power loss during approach, fuel was selected to both tanks and carburettor heating applied, but power failed to recover. A safe landing was made in a field short of the runway. No injuries were incurred and no damage to the aircraft. The aircraft was recovered to the airfield where engineering inspection confirmed the aircraft was fit to fly. Following re-fuelling and power checks the flight recommenced.
200305731	03/08/2003	En route	Portishead (Somerset)		EGTT : London (FIR)	OTHER	Reciprocating	1	Engine failure. Aircraft landed on community playing fields.	Following an initial report to police of an aircraft crash on community playing fields, it was found MZPJ had landed safely after experiencing an engine failure, with a second aircraft landing behind to ensure the pilot was safe. Police attended the scene. After approximately 1½ hours, the engine fault was rectified and both aircraft proceeded on their flight. Microlight type: Team Minimax 91
200305731	03/08/2003	En route	Portishead (Somerset)		EGTT : London (FIR)	JABIRU	Reciprocating	1	Engine failure. Aircraft landed on community playing fields.	Following an initial report to police of an aircraft crash on community playing fields, it was found MZPJ had landed safely after experiencing an engine failure, with a second aircraft landing behind to ensure the pilot was safe. Police attended the scene. After approximately 1½ hours, the engine fault was rectified and both aircraft proceeded on their flight. Microlight type: Team Minimax 91
200305809	22/08/2003	En route			EGTT : London (FIR)	BAE	Turbofan	4	PAN declared due to engine problem. Precautionary descent carried out, engine shut down and flight continued on three engines.	
200306039	01/09/2003	En route	London-Gatwick - LGW	Nr	EGTT : London (FIR)	BOEING	Turbofan	2	Autothrust disconnected and LH engine EGT increased. Large throttle stagger required to match engines. Diverted to Gatwick. BVCU failure.	The aircraft had been grounded all day for the same technical fault, and rectification had been completed. At FL180 the autothrust disconnected and the LH engine EGT advanced into the yellow band. The LH engine was manually retarded to match the RH engine, resulting in a throttle stagger of 1-1.5 inches. The crew diverted to Gatwick following consultation with engineering. Extensive trouble shooting was carried out, and various components were changed. The fault was traced to a fault in the wiring to the Bleed Valve Control Unit (BVCU). The operator carried out a fleet check, but no other aircraft were found to be affected. It is considered that the correct engineering action was carried out. See also 200303919. CAA Closure: The hazard is acceptable provided the frequency remains low.
200306234	07/09/2003	En route	Bangor		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr1 engine chip caution illuminated in flight. Engine shut down. Single engine approach/landing completed without further incident.	A small ferrous 'hair' was removed from the chip detector. Following a 15 minute ground run and satisfactory run down check, the detector was re-examined and found clean.
200306242	06/09/2003	En route	Teesside (TD)		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Engine shutdown. Diverted to Teesside and landed safely with AFS in attendance.	Investigation established that the correct procedures had been followed. CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200306326	11/09/2003	En route	North Sea		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Main transmission chip warning on CWP. Checklist actioned, engine shutdown. PAN declared. Aircraft returned.	Procedure 7/1 carried out from EOP with no double indication. On return to base investigation found small amount of fuzz on both detectors. Detectors cleaned and refitted and oil drained/replenished. Leak checks and ground run carried out, chip warning recurred on/from the RH side. Wire to chip plug found to have approximately 1/8 inch length of insulation missing. Wire trimmed, recovered and inserted in plug. 30 minute heavy hover carried out, no further indications. Chip detectors re-examined and leak checks carried out, satisfactory.
200306379	12/09/2003	En route	Brize Norton		EGTT : London (FIR)	BEECH	Turboprop	2	RH engine shut down due to high torque indication. Aircraft returned. FCU and HP Fuel Pump replaced.	Following a normal take-off and just prior to level off at 3000ft, the RH engine torque was noted to be steady at just below the red line. When this was pointed out to the handling pilot he attempted to reduce the power to a normal setting without success. The throttle was then exercised through a reasonable range without any change to the engine condition. The checklist was consulted and the RH engine was shut down in accordance with the checklist and Standard Operating Procedures (SOPs) and the aircraft returned. An uneventful landing was carried out and the aircraft was then inspected by the fire services. Total aircraft hours 3945, total aircraft landings 3002. A thorough visual inspection of engine controls carried out - found serviceable. Engine ground runs carried out - unable to reproduce fault, trouble shooting carried out in accordance with MM. FCU and HP fuel pump replaced in accordance with MM 73-10 & 20 as these items were considered the most likely cause. Full engine ground runs carried out - found serviceable; aircraft returned to service with no further recurrence. See also 200803941. CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200306628	21/09/2003	En route			EGTT : London (FIR)	FOKKER	Turboprop	2	Gearbox 'Low Oil' warning. PAN declared and aircraft returned. Maintenance error.	Passing FL45 in the climb, the gearbox 'Low Level' warning flickered twice, then remained illuminated. The aircraftlevelled, the engine was shut down, a PAN declared and the aircraft returned to the departure airport. Subsequent inspection revealed the oil cap was not fitted. The gearboxwas refilled with fresh oil, the cap replaced but during a ground run the warning illuminated again after 30 seconds, with further investigation finding a large oil leak. Engineering investigation revealed an oil leak from the engine compressor attached to the gearbox. The end cap was found to be loose and leaking oil due to the threads for the attaching bolts being found stripped. The compressor was changed and the aircraft returned to service. The defectiveunit was sent to the OEM for workshop strip examination. Evidence was found that incorrect sealant had been used and the bolt threads stripped, possibly due to over tightening. A review of the aircraft records did not identify any previous work on the compressor to establish when this action took place or by whom. The organisation published a Quality Notice to bring this incident to the attention of the production staff. □ CAA Closure: The hazard is controlled by the actions stated above.
200306684	18/09/2003	En route	Shawbury (SWB)	20 N E	EGTT : London (FIR)	AGUSTA	Turboshaft	2	Nr1 engine chip warning. Nr1 throttle retarded. PAN declared. Engine shutdown and aircraft diverted to Shawbury.	Magnetic plugs and filter removed, small amount of debris/particles found on the upper and lower plugs, the upper plug causing the caution to illuminate. Magnetic plugs cleaned/refitted and 30 minute ground run carried out. Aircraft flown for 1 hour and 5 minutes with no recurrence.
200306690	23/09/2003	En route	Reigate		EGTT : London (FIR)	AVID	Reciprocating	1	Fuel feed fault and engine stopped. MAYDAY declared. Landed safely. 10 minutes later, engine started. Suspected carburettor icing.	
200306805	29/09/2003	En route	Lydd (LYD)	5nm SW	EGTT : London (FIR)	BOEING	Turbofan	2	Nr2 engine shut down. PAN declared.	
200307074	21/09/2003	En route	Dunsfold	15nm S	EGTT : London (FIR)	DE HAVILLAND	Reciprocating	2	RH engine oil pressure dropped below minimum required pressure. Engine shut down. Aircraft diverted to Farnborough and landed safely.	Investigation being progressed under 200306872.
200307605	04/08/2003	En route	Boscombe Down	18nm SW	EGTT : London (FIR)	PIPER	Reciprocating	2	RH engine throttle malfunction, fuel contents gauge inaccuracies and fuel loss. MAYDAY declared. Throttle linkage disconnection/incorrect installation. Fuel tank check valves unserviceable.	During flight test of the RH engine, retarding the throttle did not result in a power reduction although RPM and mixture control appeared to function correctly. The LH engine was maintained at a low power setting. During fuel transfer both RH and LH fuel gauge readings became erratic. Approx 30 minutes later the left low fuel pressure and left low pressure boost captions illuminated indicating fuel starvation of the LH engine. A MAYDAY was declared and the RHengine was shut down. A safe landing was carried out withthe LH engine at idle - the LH engine was then shut down.On vacating the aircraft, traces of fuel were evident on the LH wing behind the LH inner fuel tank filler cap. Subsequent inspection of the RH engine revealed that the cableball joint (p/n 31747-0) to the fuel injector throttle lever was disconnected and that the ball joint screw thread had been incorrectly installed with no sign of the stiff nut (p/n MS20364-1032C). Additional procedures have been put in place to reinforce the requirement for the locking nut to be renewed at each throttle cable disconnection. and a local amendment has been raised. No fault was found withthe fuel gauging system although the fuel contents senders (p/n 550-695 and 550-696) were replaced as a precaution.The aircraft was refuelled the outer fuel tanks were selected and when fuel booster pumps were started to transfer fuel it was noted that the associated fuel contents gauge started to rise gradually to the full indication. When theLH outboard fuel tank filler cap (p/n 531-001) was openedit was noted that air rushed into the tank. The check valves (p/n 492108) located on each fuel tank were removed for inspection and 3 out of the 4 valves were found to be stuck in the closed position with the pressure relief drillings completely blocked. This would cause the bag tanks to distort during fuel transfer causing either the fuel levelto rise or force bag tank distortion giving incorrect indication of fuel content. In addition the fuel cap on the LH inner fuel tank was found to be slightly loose in its receptacle which, allowed a considerable amount of fuel to be siphoned overboard from the LH inner tank. The reporter comments that there is no adequate servicing description for the check valves in the maintenance manual. All four fuel tank filler caps were replaced in addition to all four check valves.
200307691	23/10/2003	En route	Stansted		EGTT : London (FIR)	BAE	Turbofan	4	Nr3 engine ran down. Engine shut down. Aircraft returned.	During a C of A test flight an uncommanded run down of the nr3 engine occurred, with N2 dropping to 40% and an associated rise in TGT. The nr3 engine thrust lever was modulated and N2 increased but then ran down again to 40%. The engine was then shut down and the aircraft returned to Stansted without further incident. The fault was traced to thefuel control unit p/n 2-163-810-21, which was replaced.
200307952	13/11/2003	En route	East Midlands	5nm N	EGTT : London (FIR)	BAE	Turboprop	2	Nr2 engine shut down due to EGT/torque reduction. MAYDAY declared. Diversion to East Midlands. EGT wiring failed.	During cruise at FL160 in light to moderate icing conditions, ice collected on the propellers and the usual noise of shedding ice was heard but with associated abnormal vibration. Descent initiated and passing FL145 nr2 engine ran down. Anti-ice was on and appeared to be functioning normally. On levelling at FL120, 0% torque was noted with low EGT and no response to Power Lever movement. Nr2 engine wasshut down iaw checklist, MAYDAY declared and the aircraftdiverted to East Midlands. No fault was found during extensive troubleshooting and subsequent ground runs. Further engineering investigation established that torque and EGT problems were present on the Nr2 engine, and an engine change was carried out. The EGT indication problem was however still apparent but subsequent trouble shooting found wire KR40AL-A broken just behind connection plug 1KR31 in theEGT wiring harness. This defect was rectified and the aircraft has operated without further incident. See also 200308759.□ CAA Closure: The hazard is adequately controlled by the action stated above.
200308021	18/11/2003	En route	Barkway (BKY)		EGTT : London (FIR)	BOEING	Turbofan	2	AAIB Initial Notification : Loss of oil quantity and pressure. Engine shutdown. PAN declared. Aircraft landed safely.	
200308061	13/11/2003	Take-off	Bristol International		EGTT : London (FIR)	HAWKER SIDDELEY	Turboprop	2	Nr2 engine fire warning on climb out. No evidence of fire. Engine shutdown. Aircraft returned and landed safely with AFS in attendance.	Fault traced to the broken inner core of the fire detection wire element, wire replaced. Fire detection system tests carried out - satisfactory. See also 200306378.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200308282	29/11/2003	En route	Birmingham (West Midlands)		EGTT : London (FIR)	AIRBUS	Turbofan	2	Repeated surging of nr2 engine. Return to LHR initiated. Nr1 engine surge then suspected. MAYDAY declared and aircraft diverted to Birmingham. AAIB Field investigation.	AAIB Bulletin 11/2004, ref: EW/C2003/11/04 - Summary: On a relatively clear evening, upon reaching the cruise levelof FL280, the crew and passengers on a scheduled flight from London Heathrow to Edinburgh experienced momentary noise and vibration throughout the aircraft. This was repeated approximately one minute later; an orange flash associated with the right engine had also been seen. The flight crew identified that the nr2 engine had surged and recovered, with the engine indications returning to normal. The aircraft's Quick Reference Handbook, coupled with the training that the flight crew had received, provided them with inadequate guidance with which to fully assess the situation. Their initial intention to continue to Edinburgh was changed upon advice from the operator and the crew initiated a return to Heathrow. The engine then began to surge againand, once more, recovered, but this was followed by another series of surges. At this point the crew believed that the nr1 engine had also surged so they declared a MAYDAY and diverted, uneventfully, to Birmingham Airport. Subsequently, it was determined that a progressive fault in the nr2 engine P2T2 probe had signalled inaccurate values to theirn2 engine computer, resulting in incorrect scheduling ofthe compressor inlet guide vanes, and this was a direct cause of the engine surges. Four Safety Recommendations (2004-59 to -60) are made to the aircraft manufacturer as a result of this investigation.□ CAA Closure: CAA FACTOR F52/2004 was issued on 14 December 2004.
200308315	01/12/2003	En route	Spurn Point (North Sea)	10nm E	EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr1 engine chip llight illuminated during descent. Engine shut down. PAN declared. Aircraft returned. Engine damage found.	At approx 1500ft during descent/approach to the GSE Labrador vessel, the nr1 engine chip light illuminated and would not clear after the circuit breaker was reset. The engine was shutdown iaw the aircraft checklist, a PAN was declared and a return initiated to Humberside. During the return flight the chip light remained illuminated at all times.Uneventful landing carried out with emergency services onstandby. Type 2 and 3 debris found on MP11, BMP and RMP. Modules 4 and 5 replaced. Module 5 Strip Report from repair shop confirms contamination as drive pinion teeth displayed pitting and impact marks. Total aircraft hours 7859.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200308622	11/12/2003	En route	Frimley		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr2 engine chip warning. Engine shutdown and flight continued to base for uneventful single engine landing.	Whilst climbing to cruise during the return flight to base, the nr2 engine chip detector caption illuminated. Fuzz burner cycled twice iaw FRCs - warning persisted. Engine shutdown and flight continued to base for uneventful singleengine landing. Upper magnetic chip detector found contaminated with one small flake. Detectors cleaned/re-installed and ground runs/leak checks carried out satisfactory.
200308665	15/12/2003	En route	Cambridge		EGTT : London (FIR)	DORNIER	Turboprop	2	LH engine in-flight shut down due to LH propeller oil pressure caption. Diversion to Cambridge. Low Oil Pressure (LOP) failed.	The aircraft landed safely with the LH engine shut down and with full emergency actions applied. Due to heavy braking, smoke was observed from the LH MLG which then dissipated after approx 10 minutes. Passenger disembarkation was carried out on the runway prior to the aircraft being taxied clear. The operator reports that the fault was traced toa defective LOP switch. This was replaced iaw the AMM andthe fault corrected. The LOP switch had achieved 9581 hrsand 10291 cycles. There was oil pressure available to thepropeller at all times, and the Engine was shut down as aprecaution. □ CAA Closure: The hazard has been adequatelycontrolled by existing requirements, procedures and documentation.

200308711	11/12/2003	Approach			EGTT : London (FIR)	PIPER	Reciprocating	2	Aircraft returned due to RH MLG unsafe indication. Visual circuits carried out - landing gear appeared down/locked, followed by a touch and go. Single engine landing carried out. MLG contaminated.	A full emergency was declared by ATC and the aircraft was vectored for an ILS to R/W26. Aircraft jacked, undercarriage inspected. Aircraft RH down lock hook rod found contaminated with engine exhaust products (carbon). Undercarriage cleaned and lubricated, functional serviceable. Review of past MORs reveals numerous incidents involving contamination of the aircraft down lock mechanism by carbon deposits. Aircraft operational procedures for the selection of MLG on approach are standard. Gear not to be extended early which would expose it to prolonged contamination. PperSL 755c issued in November 1985 increases the clean and lubrication periodicity to 50hrs. This has already been established in the operator's maintenance plan (MP). The operator has agreed to increase the clean and lubricate frequency to 25hrs.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200308721	13/12/2003	En route	Shoreham		EGTT : London (FIR)	PIPER	Reciprocating	2	MAYDAY declared due to LH engine failure. Following intention to divert to Southampton, aircraft reported engine running again. MAYDAY cancelled and flight continued.	
200308990	27/12/2003	En route			EGTT : London (FIR)	CESSNA	Reciprocating	2	PAN declared and aircraft returned to departure airfield due to fuel flow problems. RH engine shutdown.	Approximately 10 minutes after transiting through some towering cumulus cloud at FL100 where visible snow was present, the RH engine fuel flow was seen to increase and then fluctuate. After initiating a diversion to Leeds it was noted the engine was producing no power. Operation of the fuel booster pump, fuel selector and mixture failed to produce results and as the aircraft was unable to maintain height on one engine, a gradual descent was initiated. The engine was shut down, propeller feathered and a PAN declared prior to a straight in approach. It had been noted that prior to departure a fuel drain sampling check had produced a larger than normal water content, while subsequent investigation also collected significant quantities of water, predominantly from the RH tip tank and RH main fuel line. The fuel bowser was checked with no water present. The engine was started and ground run satisfactorily although further checks produced yet more water. Investigation noted the aircraft had been flown infrequently during the preceding 6 months and had been parked outside invariably with a partial fuel load. An overextended oleo had resulted in the aircraft adopting a slightly tail down attitude whilst parked, allowing water to pool around the fuel filler caps. Investigation by Maintenance Organisation confirmed that water contamination in the fuel system was the cause of the problems. The root cause, however, was found to be loosely fitting fuel filler caps. The caps had the seals replaced, were tightened and final water drain checks carried out before the aircraft was released back to service. Whilst no further faults reported since, the Maintenance Organisation has amended the Maintenance Schedule for the aircraft to include inspection of the overwing fuel filler caps for sealing and security.☐ CAA Closure: The hazard is controlled by the actions stated above.
200309046	30/12/2003	En route	Lands End (LND)	15nm W	EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr1 engine fire warning in flight.	In the cruise at 1500ft, the nr1 engine fire warning illuminated and the associated audible warning sounded. Emergency checklist actioned and warning cleared as soon as the reserve extinguisher was fired. There were no obvious signs of fire but the nr1 engine was shut down and the aircraft continued to the destination airfield without further incident. Investigation found areas of low insulation resistance on flexible fire wires in both fore and aft locations. It is thought that a false warning was triggered by heavy rain affecting these areas of low resistance.
200309103	17/12/2003	Approach	Cranfield (CIT)		EGTT : London (FIR)	PIPER	Reciprocating	2	Loss of oil from LH engine due to loose oil filler cap.	During the pre-flight inspection it was noticed that the LH engine oil dipstick/filler appeared to 'click' on being tightened, suggesting the possibility of cross-threading. The cap was backed off then refitted, ensuring that it was not cross-threaded and therefore using minimum tightening. In flight it was observed that there was a large quantity of oil over the LH engine cowling. The engine was shut down and the aircraft returned and landed safely. The oil filler cap was found to have worked loose, to the extent that it was just sitting on the threads. The engine and nacelle were thoroughly cleaned and the engine was topped up with oil and run. All temperatures and pressures were normal, no problem was found with the dipstick cap and no leaks were evident. The oil filter was removed and cut open to check for contamination and was found clean. A new oil filter was fitted and the aircraft released to service. No further loosening of the cap has been noted.
200400054	07/01/2004	En route	North Sea		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr1 engine chip light illuminated. Checklist actioned but indication persisted. Engine shut down, PAN declared and aircraft continued to destination without further incident.	
200400121	11/01/2004	En route	RINGA		EGTT : London (FIR)	BOEING	Turbofan	2	PAN declared due to LH engine failure. Aircraft diverted to Manchester.	
200400271	15/01/2004	En route	North Sea		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr2 engine chip warning. Checklist actioned, engine shutdown. PAN declared. Flight continued without further incident.	See also 200304110 and 200304111.
200400348	20/01/2004	En route	London-Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	2	LH engine shut down due to loss of oil pressure and contents. Fuel dumped and aircraft returned. 'O' ring missing from pressure filter drain plug.	LH engine oil quantity message received then pressure reduced to zero. Engine shut down as per flight crew drills. Engine run for approx 90 seconds with zero oil quantity whilst checklist completed. When checked on ground, no oil was found in tank and there was evidence of a large oil leak from oil filter bowl drain plug area. Oil filter (pressure) drain plug loose - on removal 'O' ring was found missing. 'O' ring fitted, plug re-installed and high power engine run actioned. On completion of engine run, there was still evidence of oil seepage from the oil filter bowl drain plug. ADD raised for replacement of the filter bowl and drain plug. During the return an EICAS 'GND PROX SYS' warning occurred - the reporter believes this is associated with single engine operation.
200400516	27/01/2004	En route	Dorchester		EGTT : London (FIR)	DORNIER	Turboprop	2	During an air test, following a single engine climb, when the RH engine was restarted, ITT rose rapidly above the start limit towards the gauge limit of 1200deg C. Engine shutdown, aircraft returned.	Engine TPE331-5B-252D (Serial P-39234C) no fault was identified during engine investigation by manufacturer which could identify a reason for the overtemp during relight. The most likely cause of the overtemp on relight was over fuelling using manual enrichment. The Operator has revised the 'Standard Operating Procedure' for relight on this aircraft to mitigate the risk of recurrence.☐ CAA Closure: The hazard is adequately controlled by the action stated above.
200400549	22/01/2004	En route			EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr2 engine chip warning illuminated. Engine shutdown and flight continued to base.	During power assurance check the nr2 engine chip warning illuminated. EOP carried out and flight continued to base for an uneventful single engine landing. Chip detectors, mag plugs, and oil filter inspected and chip detector MPI 1 found contaminated with a small sliver of metal. System drained and replenished and light on wheels ground run carried out with no further indications.
200400634	01/02/2004	En route	ORTAC	20nm N	EGTT : London (FIR)	SHORT	Turboprop	2	Oil loss from RH engine due to a leak from a pipe with a loose union nut.	An oily mist was noticed on the flight deck and in the cabin. The air conditioning was switched off and the mist began to dissipate. Less than 2 minutes later the RH engine oil pressure light flickered and the associated gauge showed reducing pressure. The checklist was consulted and, as the oil pressure reduced through 60psi, the engine was shut down. The flight continued to destination and the aircraft landed safely. The loss of oil pressure was caused by a leakage of oil from pipe p/n SD3-59-6002XB, which had a loose union nut. Oil filter and chip detector checked, oil system replenished and ground runs carried out with satisfactory results.
200400696	03/02/2004	En route	Cardiff (CDF)		EGTT : London (FIR)	ATR	Turboprop	2	Nr1 engine fire warning during climb out. MAYDAY declared. Aircraft returned. Fire detector elements damaged/low insulation resistance and connectors incorrectly installed.	During climb through 3500ft, nr1 engine fire indication annunciated. A MAYDAY was declared and "memory items" were actioned from the checklist, which resulted in an engine shut down, although there was no visible sign of fire. The aircraft then returned to departure airport and an uneventful landing was carried out with the fire services in attendance. After the aircraft had come to a complete stop the remaining engine was shut down and rapid passenger disembarkation was carried out using the normal exit. During subsequent inspection there was no evidence of any fire and no fault was found during initial BITE check. Continuity checks on the fire detector elements were satisfactory. Insulation resistance checks revealed that loops "A" and "B" on the intake loom had low resistance. Additionally the loop "A" inboard connector shorted to earth when moved and the centre electrode pin was found to be broken on the inboard connector. The upper element in loop "B" was also found to have low resistance. It was also noted that, although the connectors were wire-locked, they were all only finger-tight. The reporter confirms that this installation has not been disturbed since the aircraft was imported from Brazil in Aug 2003. The three suspect looms will be replaced. Total aircraft hours/landings 17896.30/18242, total aircraft hours since inspection 335.
200400704	02/02/2004	En route	East Midlands	21nm E	EGTT : London (FIR)	BRITTEN NORMAN	Turboprop	2	Nr1 engine chip warning illuminated. Engine shutdown, emergency procedures initiated by ATC and the aircraft landed safely.	Chip detector cleaned, ground runs completed and aircraft returned to service. The RR 250 engine is prone to this type of indication in the period of 'infancy' from overhaul, and although the flight manual recommends shutting the engine down, operating crews rarely opt to do this. This engine had completed only 55 hrs from turbine module overhaul when the indication occurred. The appropriate maintenance action was taken in accordance with RR AMM 72-00-00 page 331/332 and the engine returned to service. This engine has now operated a further 117 hrs without recurrence of the indication. Management of repeat indications is well understood by the maintenance organisation. See also 200404488.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.

200401238	28/02/2004	En route	Doncaster		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Engine shutdown due to loss of nr2 engine oil pressure. Propeller Pitch Change Actuator Seal was found to be leaking.	During the cruise, MWP 'Nr2 Eng Oil Press' warning activated, with the oil pressure gauge noted to be falling slowly. Nr2 engine was reduced to Flight Idle and the propellerfeathered in accordance with the QRH. PAN declared. Following an initial period of recovery, oil pressure was seento reduce to 40psi, consequently the engine was shut down. The flight continued to its destination where an uneventful single engine landing followed. During engineering investigation, nr2 engine Propeller Pitch Change Actuator Seal was found to be leaking. Actuator (p/n: 790180-3) replaced due to leaks subsequently found in two locations. It isnoted the actuator, which has a MTBUR of 26512 hours, hadonly run 730 hours. A preliminary inspection prior to full strip did not reveal any defects with the actuator to explain the seal leakage. □ CAA Closure: The hazard is acceptable provided the frequency remains low.
200401297	29/02/2004	En route	Raglan		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr2 engine fuel filter warning illuminated in cruise. Checklist actioned, engine shutdown. Aircraft returned and a single engine run on landing carried out. Switch failed.	Fault traced to differential pressure switch on nr2 engine - switch, p/n 64301-030-1, changed and fault cleared. See also 200204616.
200401472	06/03/2004	En route	Lyneham	8nm NE	EGTT : London (FIR)	BEECH	Reciprocating	2	Uncontained LH engine failure less than 4 hours after cylinder repair.	During cruise there was slight engine vibration, which became more pronounced when power was reduced to commence the descent. All engine indications were normal, but when LHmanifold pressure was reduced the vibration became severeand an explosion was heard from the LH side of the aircraft. The outer cowlng door also separated and the rear passenger emergency exit window opened. The LH engine was then shut down and the aircraft returned and landed safely. The nr2 cylinder barrel had recently been repaired and the aircraft had flown no more than 3 hours 40 minutes since its re-installation. The engine had flown a total of 666 hours since factory overhaul and was not due a further overhaul until 1,500 hours. The engine was viewed just after removal from the airframe and again at the engine overhaul facility after it was stripped down, the airframe was also examined. On stripdwn fragments of the missing piston were discovered in the sump (weight 288 grms). Due to the lack of carbon deposits on these fragments it was presumed that these were part of the piston skirt. Parts of the oil control ring were also found in the oil system. The con rodfor the missing cylinder was also bent. The maintenance facility where the work had been carried out on the engine had the correct tooling (in calibration) and airworthinessdata (at the correct revision status) to carry out the task. Engineering staff were questioned and neither of the personnel involved with the work could recall any problems encountered during the work performed on the subject aircraft. During the previous day the idle speed of the subjectengine had been adjusted and the LH engine cowlng had been partially removed to carry out the work; during this work the engineer did not notice any sign of oil leaks or problems relating to the engine. After the work had been carried out the owner started the engine and a loud metallic "clang" was heard by the engineering personnel. The owner does not remember anything significant about the subsequent engine start. It is impossible to speculate weather the engine had been subject to a hydraulic lock during this start up. The engine manufacturer representative was contacted and he performed an inspection of the engine at the overhaul facility to find the possible cause of failure of the engine. There were five possible causes of the failure that are listed below; 1) A hydraulic lock of the nr2 piston/cylinder assembly, previous to this flight. 2) Failure of the nr2 piston assembly. 3) Failure of the piston rings fitted to the nr2 piston assembly. 4) Failure of the no2 cylinder assembly inlet/exhaust valves. 5) Over torqueing of the attachment studs and through bolts of the nr2 cylinder assembly. As the nr2 cylinder has never been recovered it is impossible to accurately determine the cause of the engine failure. □ CAA Closure: The hazard is acceptable provided the frequency remains low.
200401820	24/03/2004	En route	Daventry (DTY)		EGTT : London (FIR)	SHORT	Turboprop	2	PAN declared due to RH engine failure. Engine shut down and priority approach given.	Inquiries revealed that no evidence of a defect had been found on arrival at destination by inspection and full function checks. It is suspected that the power lever froze due to water ingress. The airframe OEM has subsequently revised the relevant Maintenance Programme (rev 22) to include routine lubrication of the engine controls and the AMM has also been amended to include maintenance practices forthe cables. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200402103	24/03/2004	En route			EGTT : London (FIR)	SHORT	Turboprop	2	Loss of RH engine power (torque) control. Engine shut down.	When approaching initial descent, it was found the RH power lever had seized and would not retard to a 'descent power' setting. During descent and a brief cruise at FL80, partial control was restored, allowing power to be reduced from 3000 to 2600lbs torque before the lever seized again. An emergency was declared and the RH engine shut down prior to a single engine landing.
200402243	10/04/2004	En route	Isle Of Man (IOM)	20nm NW	EGTT : London (FIR)	MCDONNELL DOUGLAS	Turbofan	3	Emergency declared due to nr3 engine shutdown. 7700 squawk displayed.	
200402276	30/03/2004	En route			EGTT : London (FIR)	BOEING	Turbofan	4	PAN declared following precautionary nr2 engine shutdown.D & D alerted.	
200402370	15/04/2004	En route	Daventry (DTY)		EGTT : London (FIR)	BAE	Turbofan	4	PAN declared due to precautionary engine shutdown. Diverted to Stansted and landed safely.	See also 200400289.
200402501	24/04/2004	En route	Dover (DVR) (Kent)		EGTT : London (FIR)	BOEING	Turbofan	4	AAIB Serious Incident: MAYDAY declared due to failure of one engine and loss of thrust on the other three. Aircraftdiverted to Heathrow. AAIB Field investigation.	AAIB Bulletin 1/2006, ref: EW/C2004/04/04 - Summary: The aircraft was carrying out a cargo flight from Ramstein in Germany to Wright Field in New York State. Shortly after reaching a cruising level of FL360, the LH outboard engine ran down and could not be restarted. It was decided to return to Ramstein and the aircraft descended to FL210 and took up an easterly heading. The crew determined that the three remaining engines were not producing the selected thrust and declared an emergency, requesting a diversion to London Heathrow Airport. The aircraft was radar vectored onto the final approach track for Runway 27R and the commander completed a successful approach to a safe landing. Significant thrust was available and used during the final stages of the approach and the aircraft was taxied under its own power. No reasons were found which could account for either the apparent run-down of No 1 engine or the crew's subsequent perception that the remaining three engines were not delivering selected thrust. Whilst only the engine EPRwas recorded on the FDR, it was clear from the evidence given by the crew and the aircraft performance that following the run down of the left outboard engine, the three remaining engines were not producing the thrust expected. This situation appears to have arisen following the descent from FL310 to FL210 and was symptomatic of a problem commonto all three operative engines but this could not be proved. The aircraft diverted to the only airport that the flight crew considered suitable and in the process, flew oversome of the most congested parts of London in a gliding configuration from which a safe landing was not reasonably assured. Three Safety Recommendations (2005-069 to 2005-071) were made, of which one was addressed to the UK Civil Aviation Authority, and a previous recommendation (2003-66)was re-iterated... □ CAA Closure: CAA FACTOR F5/2006, detailing the CAA responses to the three AAIB Safety Recommendations, was issued on 10 February 2006. Any further CAA action required will be progressed via the 'Annual Review of AAIB Recommendations' procedure.
200402536	25/04/2004	En route	En Route		EGTT : London (FIR)	BOEING	Turbofan	4	Nr4 engine low oil pressure. Engine shut down. PAN declared.	On the preceding sector, nr4 engine oil filter warning annunciated. Although the aircraft received maintenance input on turn-around, the warning recurred on engine start. During the cruise, oil pressure reduced to 8psi with an associated EICAS 'Eng 4 Oil Pressure' warning. QRH actioned, engine shut down and PAN declared.
200402659	29/04/2004	En route	Brecon (BCN)	10nm S	EGTT : London (FIR)	SAAB	Turboprop	2	LH engine low oil pressure warning and propeller gearbox pressure fluctuation. Diversion. Oil pressure transmitter contaminated.	At FL140 during cruise, "L ENG OIL PRESS" warning illuminated on the Central Warning Panel (CWP) together with a master warning and LH propeller gearbox pressure fluctuated between 0 and 150psi. "PROP OIL PRESSURE LOW" checklist was consulted with no positive result. There were no other abnormal engine/propeller indications and none were evidentduring visual inspection of the LH engine. ATC were informed and a diversion to Bristol was carried out. LH engine was operated on minimum power for the remainder of the flight followed by an uneventful landing at destination. Aircraft taxied to stand and engines shut down. The problem recurred one month later when, after the aircraft had levelled at 15000ft, the LH propeller oil pressure began to fluctuate between zero and 50psi, triggering a master caution.Checklist actions required that the LH engine be shutdown. An emergency was then declared and the aircraft returnedand landed safely. Investigation revealed that the low oil pressure indication was a false indication caused by theoil pressure transmitter connector being contaminated by oil. The oil originated from a leaking propeller/gearbox seal which migrated into the oil pressure transmitter connector. Rectification action included replacement of the propeller oil seal and cleaning of the oil pressure transmitter connector. Aircraft was released to service with no further defects. Follow up action recommended to the operators maintenance organisation included amendment of the maintenance programme to specify an inspection of the oil pressure transmitter for oil contamination at 800 hour intervals and/or sealing of the transmitter connector. Recommendations notified to organisation under JAR 145 audit findingsetter following the August 2004 routine audit. See also200406700. □ CAA Closure: The hazard is adequately controlled by the action stated above.
200402917	04/05/2004	En route	Cranwell		EGTT : London (FIR)	SLINGSBY	Reciprocating	1	Engine stopped during descent.	Approximately 20 to 30 seconds after the aircraft was putinto a gentle sideslip to hasten the rate of descent, theengine rpm fluctuated and quickly fell to zero. MAYDAY declared while the wings were levelled and tanks changed, following which power immediately restored. The aircraft landed uneventfully. Subsequent engineering investigation failed to find any cause, with engineers being unable to reproduce the fault. It is presumed that the sideslip divertedfuel from the flop tube which resulted in engine fuel starvation.
200403090	17/05/2004	Take-off	Birmingham		EGTT : London (FIR)	AIRBUS	Turbofan	2	Engine failure on take-off. Stage 4 HPC blade failure.	During a normal take-off, power stabilised and the aircraft accelerated to approximately 20kts when two loud bangs were heard from the LH engine. The aircraft swung to the left and vibration was felt throughout the airframe. A controlled stop was made on the runway and the park brake set,following which ECAM 'Eng 1 Fail' warning activated. EGT was seen to be rising to +650deg prior to master shutdown and ATC reported a small quantity of white smoke from the rear of nr1 engine, although there were no fire indications and no apparent cause for the failure. The aircraft cleared the runway under its own power with no further problems encountered during taxi to a remote stand. This event was the result of engine stage 4 HPC blade failure. Extensive review, investigation and reports have been undertaken by the aircraft manufacturer, the engine manufacturer and the Operator into this and similar events. The cause of this failure arises from HPC4 blades which had been previously stressed in pre mod engines and used in post mod rebuilds. The blades are subsequently cracking which results in an IFSD. The Operator has initiated a "Surgical Strike" programme to introduce the final trenching mod with the installation of a new HPC4 blade set on high risk engines. Thisprogramme requires a shop visit and engine disassembly scheduled within the next six months. In the interim, the engine manufacturers have introduced an on-wing NDT technique to inspect the blades for evidence of cracks. This NDT is presently being accomplished and planned to be completedprior to the end of October 2004. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200403514	31/05/2004	Approach	Liverpool		EGTT : London (FIR)	PIPER	Reciprocating	1	Engine failed on short finals. MAYDAY declared.	During final approach, aircraft declared MAYDAY due to engine failure and reported landing on an adjacent disused airfield. Engine then restarted, approach completed and landed safely. Local standby initiated.
200403526	02/06/2004	Approach	North Sea		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	PAN declared due to nr2 engine failure in flight. Aircraft returned and landed safely.	During the cruise the nr2 engine overspeed caption was seen to flicker several times but the flight continued as the light then remained off. However, the nr2 engine failed as the aircraft slowed for the final approach to an offshore platform. The engine was shut down, a PAN was declared and the aircraft returned to Norwich. A visual inspection of the engine was carried out, both internally and externally, but nothing abnormal was observed. The turbine and compressor were found to rotate normally and all other associated components were inspected with nothing significant seen. During ground runs the nr2 overspeed light came on. The overspeed boxes were swapped over and a further ground run carried out, during which the nr1 engine overspeed light flickered. A replacement overspeed box was fitted and both systems then operated normally during ground and air tests.

200403576	29/05/2004	Take-off	Southend (SND)		EGTT : London (FIR)	WESTLAND	Turboshaft	2	PAN declared with one engine shut down due to oil warning. Aircraft landed safely with AFS in attendance.	
200403754	08/06/2004	En route			EGTT : London (FIR)	OTHER	Unknown		Squawk 7700 declared due to engine shutdown.	Aircraft instructed to squawk 7700 due to engine shutdowncaused by an oil leak. ATC lost communication due to poorRT coverage, but another passing aircraft informed ATC that fuel was being dumped prior to a return to the departure airfield.
200404068	19/06/2004	Take-off	Birmingham		EGTT : London (FIR)	BOEING	Turbofan	2	Birdstrike on take-off. LH engine shut down and aircraft returned due to high vibration.	At approx 100kts during take-off a flock of pigeons was encountered which passed on both sides of the aircraft withaccompanying noise and vibration. Primary engine instruments remained normal although after the aircraft was airborne with gear up, the LH engine vibration indication showedmaximum 5. Thrust was reduced to idle and engine vibration returned to 0.3. QRH "Engine High Vibration Drill" was actioned and high vibration returned as soon as the thrust lever was advanced. It was then decided to leave the thrust lever at idle and start the APU. "Engine shut down drill" was actioned with the engine at idle and the aircraft then returned for an uneventful single engine flap20 landing. The fire services inspected the brakes and then followedthe aircraft to stand.
200404295	25/06/2004	En route	Oxford		EGTT : London (FIR)	PIPER	Reciprocating	2	RH EGT overtemp - engine shutdown. Cylinder Head Temperature (CHT) probe and gauge replaced.	Prior to flight it was noted that the aircraft was operating with an ADD for 'high EGT on RH engine'. Therefore, EGTs were monitored throughout the take off and climb with no abnormalities apparent. However, once established in thecruise, RH EGT continued to increase towards 1550deg C then suddenly rose to 1580deg C. The relevant drills were actioned, the RH engine was shutdown and the aircraft returned and landed safely. CHT probe and gauge replaced, fuel flows enriched at top end and ground run carried out with satisfactory results. High EGT attributed to lean mixture - EGT system check calibrated and minor adjustments made.
200404346	02/07/2004	En route	Maldon		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr2 engine MCD caption illuminated in flight. Fuzz burneractivated but caption did not clear. Engine shutdown law emergency checklist and aircraft returned to base.	On inspecting the MCD, the forward plug was found to have retained a single fine sliver approx 2mm in length: the aft plug was clean. SOA sample taken, engine run down checkcarried out (42 seconds) and oil system drained and flushed. One-off checks of MCD and filter scheduled for 5 and 25 hours respectively. Ground run and leak check carried out with satisfactory results. A further similar event occurred three days later, after which the forward engine gearbox plug was found to be contaminated with several stainless steel particles of two origins. Advice from the engine manufacturer is that the subsequent particle analysis confirmed the 3x Starter Generator Magnetic Seal as potential source. The reporter intends to remove and examine each seal in turn and replace any distressed items. See also 200306886. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200404506	08/07/2004	En route	London-Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	2	Engine shut down due to high vibration warning. Investigation, including inspection by borescope confirmed significant damage to the HP compressor. Probably caused by loss of liner.	During descent, an EICAS warning activated indicating RH engine N3 vibration in the 'Amber' band and peaking at 3 units. ORH drills carried out but with the thrust levers atidle, vibration remained high. RH engine shut down in accordance with the ORH and a PAN declared prior to an uneventful single engine landing with emergency services in attendance. Investigation, including inspection by borescope confirmed significant damage to the HP compressor. The AP compressor had been exposed and blades sent to the OEM for laboratory investigation. Further investigation found damage to HPC stages 2, 3, 4, 5 and 6. One HPC stage 2 blade had 100% chord missing to a depth of approx 1/2" at the tip, a further two blades had 33% chord missing and 85 % of blades were damaged. The OEM was unable to confirm the cause of loss of leading edge tip, one possible cause could have been rubbing or loss of lining material.□ CAA Closure: No further CAA action required at this time.
200404852	16/07/2004	En route	Polehill (POL)		EGTT : London (FIR)	LOCKHEED	Turboprop	4	Emergency declared with one engine shutdown. Aircraft instructed to squawk 7700. Fuel dumped, aircraft returned andlanded safely.	
200404943	22/07/2004	En route	Frinted (Kent)	Nr Sittingbourne	EGTT : London (FIR)	PIPER	Reciprocating	2	Aircraft crash landed after engine failed to restart following practice shut down. Aircraft destroyed. Serious injuries to 2 POB. AAIB AARF investigation.	AAIB Bulletin 2/2005, ref: EW/G2004/07/19 - Summary: The aircraft was being flown on a Continued Airworthiness Flight Test as part of the Certificate of Airworthiness renewal process. A single engine climb was carried out with the left engine performing normally at maximum continuous power. Although not required by the flight test schedule, the pilot decided to repeat the exercise on the right engine, but during the second single engine climb the right enginefailed. Attempts to restart either engine were unsuccessful and the aircraft crash landed in a field of crops, causing injury to both occupants. The aircraft suffered extensive damage and was written off.□ CAA Closure: No CAA action appropriate.
200404977	22/07/2004	En route	Irish Sea		EGTT : London (FIR)	BOEING	Turbofan	4	Nr3 engine vibration warning. PAN declared. Drills completed and engine shutdown. Investigation identified the cause as poor application of lubricant on the fan blades during scheduled maintenance.	In cruise at FL370 nr3 engine vibration caption illuminated with 4 units indicated on both channels. Drills completed and the engine was shutdown. Nr3 engine fan blades removed, root inspected and cleaned. Blades replaced and bladegap checked satisfactorily. Duplicate inspection carried out on nr3 N1 fan and spinner. There has since been no recurrence of the event. Investigation identified the cause as poor application of lubricant on the fan blades, which is a scheduled maintenance task. Problem cleared by improved maintenance practice. The operator's maintenance supportorganisation have been made aware and taken appropriate action. See also 200404165.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200405225	28/07/2004	En route	LAKEY	20nm S	EGTT : London (FIR)	BEECH	Turboprop	2	PAN declared with one engine shutdown. Aircraft diverted to Manchester and landed safely.	
200405270	01/08/2004	Take-off	Isle of Man (IOM)		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr2 engine shut down due to low oil pressure. PAN declared. Aircraft returned. Fault found in oil transducer; replaced transducer.	During climb checks, nr2 engine oil pressure was noted at45/51. Appropriate ORH drill actioned and engine shut down. A PAN was declared and a single engine return carried out. Fault traced to Oil pressure transducer; transducer replaced aircraft returned to service. However strip report no defect found. Nil further defects reported, The aircraft manufacturer was unable to determine the fault based on the information provided. They have therefore raised an 'SER' for tracking purposes. Incident classes as one off spurious occurrence.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200405334	04/08/2004	Approach	Newquay - St Mawgan		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Uncontrollable torque on RH engine during approach. Precautionary engine shutdown. Stepper motor found defective and replaced.	On short finals, with the power levers level and LH engine indicating 20%, the RH engine torque became uncontrollable, fluctuating between 15-60% and causing the aircraft tosing in flight. Precautionary engine shutdown carried out prior to a single engine landing. Subsequent troubleshooting identified MFCU (Stepper motor) fault p/n 3244853-18, Serial No B2726N. Part removed and sent for overhaul. Standard Aero strip report findings, Stepper motor found defective and replaced. Unit Test serviceable.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200405384	04/08/2004	Approach	Cranfield (CIT)		EGTT : London (FIR)	AVIONS ROBIN	Reciprocating	1	Engine reported as rough running during approach. Engine then stopped. Aircraft glided to runway where it landed safely.	
200405463	09/08/2004	En route	Tatenhill	2 S W	EGTT : London (FIR)	AGUSTA	Turboshaft	2	PAN declared with nr2 engine shutdown. Aircraft diverted to Birmingham and landed safely.	
200405704	16/08/2004	En route	Ellesmere Port		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Acrid electrical burning smell in cockpit followed by nr1engine chip warning. Engine shutdown and aircraft diverted to Hawarden.	On investigation excessive debris was found on the rear magnetic chip detector and rotational noise was evident. Engine oil level was found to be low with no evidence of external loss. Engine removed and returned to manufacturer for further investigation.
200405708	16/08/2004	En route	Trent (TNT)		EGTT : London (FIR)	BOEING	Turbofan	2	PAN declared due to engine failure. Aircraft returned with one engine shutdown.	
200405737	17/08/2004	En route			EGTT : London (FIR)	LOCKHEED	Turboprop	4	PAN declared due to oil loss from nr3 engine. Engine shutdown.	
200405857	22/08/2004	En route	Sherburn in Elmet	1nm S	EGTT : London (FIR)	DE HAVILLAND	Reciprocating	2	PAN declared due to engine oil pressure problem. Engine subsequently shutdown and call upgraded to MAYDAY. Aircraftdiverted to Leeds/Bradford and landed safely.	

200405914	27/07/2004	En route	Exeter		EGTT : London (FIR)	CESSNA	Turbofan	2	RH engine shutdown due to loss of oil pressure.	Master warning accompanied by rapid decrease in RH engineoil pressure. Engine shutdown. After landing it was apparent that a significant amount of oil had been lost and thefiller cap/dipstick was found to be open. The oil levels had been checked prior to the flight and the student pilotwas sure the filler cap was secure. The operator has now introduced a duplicate check for oil filler cap security.
200406252	02/09/2004	Approach	Isle of Man (IOM)		EGTT : London (FIR)	BAE	Turboprop	2	Precautionary engine shutdown.	During approach, LH engine 'Low Oil Pressure' warning activated. Engine shut down. Full emergency declared at destination airport but aircraft landed without incident.
200406345	05/09/2004	En route	Manchester Barton A/F		EGTT : London (FIR)	OTHER	Reciprocating	1	PAN and MAYDAY declared on two consecutive flights due toengine failure.	PAN declared due to engine failure. Engine restarted and the aircraft landed safely with fire services in attendance. On the following flight, MAYDAY declared, also due to engine failure, 2 miles from airport. Fire services alertedand proceeded towards the scene but stood down when aircraft reported safe landing.
200406700	17/09/2004	En route	ORTAC		EGTT : London (FIR)	SAAB	Turboprop	2	LH propeller oil pressure fluctuated followed by Central Warning Panel (CWP) caption. Aircraft returned. Pressure fell to 0 psi and QRH actioned/engine shutdown. Uneventful landing carried out.	At the time of the first warning the aircraft was climbing in IMC in moderate rain. Investigation traced the cause to fluid contamination of the oil pressure transmitter connector. The connector was removed, cleaned and sealed. System operation was restored and the aircraft was returned to service. See also 200402659. □ CAA Closure: No further CAA action required at this time.
200406919	24/09/2004	En route	Oxford		EGTT : London (FIR)	FOKKER	Turboprop	2	Nr2 engine oil pressure fell to zero and associated warning illuminated. Engine shutdown, PAN declared and aircraftdiverted to Bournemouth. Gasket failed between cylinder and hub of nr2 engine prop.	Fault traced to gasket leak between cylinder and hub of nr2 propeller - propeller replaced. Investigation revealed a gasket leak between the cylinder and hub of the nr engine propeller. No.2 propeller assembly was changed. The unitis generally reliable, no further action proposed. See also MOR 200407212.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200407024	25/09/2004	En route	LMS T SECTOR		EGTT : London (FIR)	LOCKHEED	Turboprop	4	PAN declared due to engine shutdown. Descent given. Aircraft returned.	
200407160	03/10/2004	En route	Luton (LUT)		EGTT : London (FIR)	BOEING	Turbofan	2	Following departure, the aircraft reported imminent engine failure. PAN then declared confirming LH engine had failed. Aircraft returned to departure airport.	
200407172	24/09/2004	En route	Daventry (DTY)	10nm SW	EGTT : London (FIR)	FOKKER	Turboprop	2	PAN declared due to a rough running engine. RH engine shut down and aircraft diverted to Bournemouth. Gasket had failed between cylinder and hub of nr2 engine prop.	Subject aircraft was identified and the fault traced to agasket leak between the cylinder and hub of nr2 propeller- propeller replaced. Investigation revealed a gasket leak between the cylinder and hub of the nr engine propeller.nr2 propeller assembly was changed. The unit is generallyreliable, no further action proposed. See also MOR 200406919.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200407176	04/10/2004	En route	Plymouth		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine chip caption illuminated in climb. Checklist actioned/engine shutdown. PAN declared, aircraft returned and an uneventful single engine running landing carried out.	Ferrous metal contamination found on forward chip detector, oil filter and screen. Engine rejected law Maintenance Manual. The reporter states that there was no previous history of contamination of this engine and SOAP sample and HUMS results showed no indication of impending failure. Engine despatched to manufacturer for strip report.
200407245	07/10/2004	En route	North Sea (North Sea)		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr2 engine chip warning. Circuit breaker reset but warning persisted. Emergency checklist actioned.	Anglia Radar advised. See also 200403885.
200407454	17/10/2004	Manoeuvring	London - Area (Greater London)	Central London	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine shut down due to decreasing oil pressure following a chip warning. PAN declared. Diversion. Single particle found contaminating the chip detector.	During the hover, the RH engine chip caption was displayed. The aircraft was transitioned into forward flight and arequest made to ATC for return to base. There were no other adverse engine indications and both engines were kept running as the aircraft was over a congested area. The Flight Reference Cards (FRCs) were referred to and after approx a minute the RH engine oil pressure decreased. The RH engine was then shut down, a PAN was declared and the aircraft diverted to Stapleford where an uneventful single engine landing was carried out. Single particle found contaminating the chip detector. Debris removed, sent for analysis,ground runs conducted, oil samples taken and found free of contaminant. Aircraft released to service.
200407530	18/10/2004	En route	Yeovil	7nm SW	EGTT : London (FIR)	WESTLAND	Turboshaft	2	PAN declared due to double engine malfunction indication.Aircraft returned and landed safely with AFS in attendance.	
200407532	17/10/2004	En route			EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Propeller overspeed after air start of nr2 engine. Crew error.	Having completed a V2 +20kt timed climb, with the nr2 engine shutdown, the nr2 engine restarted normally. However, on moving the nr2 condition lever angle (CLA) from start feather to min 850 rpm, the propeller went straight to overspeed condition (1060 rpm). The power lever was at flightidle so there was no control over propeller speed. The nr2 engine was shutdown, a PAN declared and a single engine approach to Exeter was completed normally, where a full emergency had been initiated. Engineering investigation failed to locate any faults. An FDR download, however, revealed nr2 engine restart was attempted with the power lever angle at a position out of flight idle. Fault isolation manual indicates probable cause when these two codes are triggered together 'Flight deck mishandling. FDR records nr2 engine attempted to start with power lever angle (PLA) in position out of FI detent. Subsequent engine runs and a testflight with nr2 engine shut down with successful relight completed. Occurrence considered to be crew error.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200407569	18/10/2004	En route	Coventry		EGTT : London (FIR)	DE HAVILLAND	Reciprocating	2	PAN declared due to engine shutdown. Full emergency initiated by ATC. Aircraft landed safely. Investigation to the occurrence identified an incorrect oil filling procedure prior to departure.	Inquiries reveal this incident occurred during a trainingdetail, during which a slight and intermittent rough running was observed on one engine, for which the crew electedto divert to Coventry. En-route, the oil pressure began to drop although the oil temperature remained constant. As the aircraft was by now close to Coventry, the pilot elected to feather the engine and made an un-eventful, single engine landing. Investigation to the occurrence identified an incorrect oil filling procedure prior to departure. Seealso 200307074 and 200405857.□ CAA Closure: The hazard isadequately controlled by existing requirements, procedures and documentation. .
200407720	20/10/2004	Approach	Liverpool		EGTT : London (FIR)	PIPER	Reciprocating	2	Engine loss on approach. Single engine landing carried out.	One engine was shut down due to adverse indications at approx 50ft on short finals. Uneventful single engine landing carried out.
200407790	27/10/2004	En route	En Route (English Channel)		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Unidentified in-flight engine noise due to salt contamination of both engine compressors. PAN declared.	Whilst in the cruise at 1000ft during the second flight of the afternoon schedule, a loud rapid sound lasting approx 5 seconds was heard from overhead, although there were no unusual indications. A PAN was declared and approx 1 minute later the noise recurred, again with no unusual indications. Whilst in slow descent on approach using a torque of 50% on each engine, the same noise occurred again (lasting between 4 and 7 seconds) from overhead to the right of the pilot. This time nr1 engine indications showed Ng 80% and falling, T5 800deg and torque 0% and nr2 engine indications showed Ng unknown, T5 800deg and torque 100%. Both engines recovered to normal followed by normal approach andlanding. During subsequent investigation, both compressors were found with salt contamination, therefore a chemicalwash was carried out. The reporter comments that due to wind direction and speed during flight, the air would have been salt-laden. Nr1 engine power curve satisfactorily carried out, HUMS check revealed no exceedance - 841deg C formore than 2 seconds was not exceeded. The reporter confirms that the primary cause of the incident was salt contamination as a result of operation in extreme weather conditions with visible sea spray less than 500ft from the operating apron. The reporter comments that the engines had beenwashed prior to departure (under current company policy) and would have been washed after the third flight unless the crew had requested an earlier wash. A review of engine washing policy in strong winds will be carried out.
200408229	11/11/2004	En route	Isle Of Wight (Isle of Wight)	Overhead	EGTT : London (FIR)	ATR	Turboprop	2	Nr1 engine run down and associated yaw following oil low pressure warning. Engine shut down and MAYDAY declared. Diversion to Southampton. Faulty engine replaced and aircraft returned to service.	Faulty engine replaced and aircraft returned to service. Strip report for failed engine to be reviewed by operator.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200408378	16/11/2004	En route		19 N E	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Fuel filter electrical warning.	PAN declared due to fuel filter problem with aircraft running on one engine. Aircraft diverted to North Denes. Fullemergency initiated by ATC. Engine subsequently restartedand an uneventful landing carried out.

200408419	18/11/2004	En route			EGTT : London (FIR)	AIRBUS	Turbofan	2	Nr1 engine FADEC failure caused by a loss of parameters (LOP) event. Engine shutdown, fuel dumped and the aircraft returned. SB issued.	Climbing through FL240 an ECAM caution "ENG 1 FADEC FAULT" appeared. The nr1 engine parameters showed amber XXs on the engine warning and system displays. Further checks established that the nr1 engine was running but the power waslocked at climb setting. Prior to engine shutdown and subsequent return to Gatwick, OEB 44/1 was consulted and it was confirmed that an engine relight could be carried out if, after shutdown, the engine parameters were normal. The shutdown and relight procedures were actioned and, after 30 minutes delay jettisoning fuel, a normal landing was conducted without further incident. The incident was thought to have the symptoms of a loss of parameters (LOP) event. The EEC was sent to the OEM for test and categorised Faultnot Found. The aircraft DFDR confirmed fuel blip to zero with a loss of parameters. Parameters returned when the engine was shut down and restarted. The OEM have issued SB RB.211-73-AE324 for LOP occurrences of this nature, and the EEC concerned has now been modified to this SB software at issue 12.4 and released back in to service. See also 200301478 and 200501479.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200408465	19/11/2004	En route	Parham		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr1 engine chip light illuminated in cruise. Engine shutdown and precautionary landing carried out.	Chip plug and filters inspected - light fuzz present. Oilchange carried out followed by ground run with no further warnings. On the following day, during check 'A' inspection, further debris was found and the engine rejected iaw MM.
200408553	19/11/2004	En route	North Sea		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	PAN declared due to nr1 engine oil pressure fluctuation. Engine shutdown. Diverted to Norwich and landed safely.	At 1252hrs the pilot reported a minor technical problem and diverting to base (North Denes). When questioned as to the nature of the problem the pilot advised 'oil pressure fluctuation warning on the nr1 engine'. Several minutes later the pilot declared a PAN with nr1 engine shutdown and unable to maintain altitude. Pilot was instructed to squawk 7700 and then elected to divert to Norwich. The engine was replaced after appropriate fault diagnosis.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200408771	29/11/2004	En route	Liverpool		EGTT : London (FIR)	AGUSTA	Turboshaft	2	Engine shutdown. Diverted to Liverpool were full emergency declared. Aircraft landed safely.	
200408817	30/11/2004	En route	Colchester		EGTT : London (FIR)	PIPER	Reciprocating	2	Engine failure following airborne re-start.	The aircraft was being flown on an airworthiness flight test with the LH engine having been shut down for just over five minutes (to complete a One Engine Inoperative - OEI climb on the right) before being successfully restarted using the aircraft flight manual procedure. After approximately two minutes, with 2500rpm set, a sudden change in engine noise and vibration alerted the crew to an engine malfunction. Approximately 1800rpm was achieved initially but further in-flight fault diagnosis failed to achieve any power improvement. Power and rpm gradually reduced during the following 8 minutes until 1000rpm was reached, at which point the engine (IO-360-C1E6) was feathered and a successful landing achieved on the RH engine. Detailed examination by the manufacturer has identified that the failure occurred due to ductile cracking of the propeller governor idler gear in overload. The investigation was not able to identify the exact cause of this overload.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200408947	04/12/2004	En route	Southampton (SAM)	5nm E	EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr2 engine shut down due to fire warning during descent. MAYDAY declared. Fire detectors removed and replaced.	Passing 300ft during descent, nr2 engine fire warning illuminated with associated fire bell. The engine was shut down iaw the emergency checklist and the warning extinguished as soon as the condition lever was selected to fuel off. A MAYDAY was declared and a single engine landing carried out. The aircraft then taxied onto stand and was inspected by the fire crew and engineers prior to passenger disembarkation. Engines and Wheel Wells inspected for fire and damage, none found. Fault code CDS-1500 indicates in-flight shut down. No other faults latched in the system. Fire detectors removed and replaced. System checked iaw AMM. Engine ground runs accomplished to confirm system status satisfactory. Fire detectors sent to Manufacturer for analysis where they passed the Manufacturer's acceptance check i.e. the alarm activated within 3 degrees of design target temperature.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200409039	10/12/2004	En route	North Sea (North Sea)	Southern	EGTT : London (FIR)	SIKORSKY	Turboshaft	2	PAN declared due to nr2 engine shut down. D & D alerted. Investigation found a small sliver on MPI 2. The engine oil was drained and refilled.	Shortly after the aircraft had lifted off from an offshore platform, the crew declared a PAN due to a nr2 engine malfunction and were instructed to select squawk 7700. Nr2 engine was then shut down and the aircraft continued to planned destination. Investigation found a small sliver on MPI 2. The engine oil was drained and refilled, engine vented for positive pressure. Oil filter inspected and cleaned. All other chip plugs inspected and found to be clean. Ground run carried out and returned to service.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200409073	15/12/2004	En route	Caernarfon		EGTT : London (FIR)	BOLKOW	Turboshaft	2	High engine oil temperature indication. Nr1 engine shutdown.	During the return flight, following an uneventful HEMS mission, nr1 engine oil temperature increased to approx 120deg C. Oil pressure remained within limits but towards the lower end of the nominal scale sector. The nr1 engine was shutdown and the flight continued uneventfully to base. The nr1 engine oil temperature transmitter was subsequently replaced.
200409289	23/12/2004	En route			EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr1 engine shutdown due to low oil pressure warning. PAN declared and aircraft diverted to Gatwick.	Climbing through approx FL120 an intermittent master caution light was noticed with no accompanying caption. The climb stopped at FL160 and, due to strong headwinds, the aircraft descended to FL120. Subsequently the nr1 low oil pressure light began to illuminate intermittently, with an indicated pressure of approx 50psi. The QRH was actioned and the nr1 engine was brought into start feather, which appeared to resolve the problem. However, about 2-3 minutes later, the oil pressure light came on continuously. The nr1 engine was then shutdown, a PAN was declared and the aircraft diverted to Gatwick, where it landed safely with the AFS in attendance. The aircraft had recently returned from maintenance, having flown 3 hours since release to service. On initial inspection there appeared to be no oil remaining in the nr1 engine and very little evidence of oil escaping into the engine compartment, nacelle or fuselage. Rectification to a suspect oil leak from the propeller shaft cover plate was unsuccessful as the engine continued to use excessive quantities of oil on an intermittent basis. The engine was removed and returned to the OEM for investigation under warranty. The resulting strip report will be reviewed during the operator's powerplant review meetings.□ CAA Closure: The hazard is adequately controlled by the action stated above.
200500140	07/01/2005	En route			EGTT : London (FIR)	BAE	Turboprop	2	Nr1 engine low oil pressure warning. PAN declared, engine shut down and aircraft diverted to Norwich. Leak traced to a breach at the oil cooler outlet pipe, which was subsequently rectified.	Investigation revealed that the nr1 engine oil pressure warning was due to a loss of oil. This was traced to a leak at the oil cooler outlet pipe, which was subsequently rectified. No similar reports of oil leaks from this area. CAA Closure: The hazard is acceptable provided the frequency remains low.
200500198	12/01/2005	En route	Isle Of Man (IOM)		EGTT : London (FIR)	MCDONNELL DOUGLAS	Turbofan	3	PAN declared and precautionary descent carried out due to failure of one engine. Flight continued to destination.	
200500267	13/01/2005	Approach	Exeter		EGTT : London (FIR)	PIPER	Reciprocating	1	MAYDAY declared due to engine failure. Aircraft landed safely with emergency services in attendance.	
200500273	13/01/2005	Approach	Oxford		EGTT : London (FIR)	PIPER	Reciprocating	1	Engine failed on final approach at 230ft / 75 kts. Glide approach and landing completed. Engine re-started following landing. No engine faults found. Suspected carburettor icing.	
200500530	24/01/2005	En route	Manchester (MCT)		EGTT : London (FIR)	BAE	Turboprop	2	LH engine shut down due to fluctuating oil pressure during descent. MAYDAY declared. Uneventful landing at destination. Oil Pressure Transducer was replaced. Strip report requested.	Following Engineering defect investigation, the nr1 Oil Pressure Transducer was replaced. Engine ground runs carried out and aircraft released to service. After a month, and over 90 hours of operations, there has been no recurrence of this defect. A strip report has been requested for the removed Oil Pressure Transducer.□ CAA Closure: The hazard is adequately controlled by the actions stated above.

200500612	24/01/2005	Approach	Manchester (MCT)		EGTT : London (FIR)	BAE	Turboprop	2	LH engine in-flight shut down due to loss of oil pressure. Emergency declared. Oil transducer fault.	The aircraft was operating with an outstanding ADD for fluctuating oil pressure on the LH engine, although oil pressures had been normal during the previous sector. On the subject sector the oil pressures were again normal until the approach when the LH oil gauge began fluctuating +/- 10psi. The situation was monitored but after approx 2 minutesthe fluctuations became unstable with a tendency towards low-pressure indication. Shortly afterwards the fluctuations ceased and the oil pressure dropped to 20psi. It was also noted that the temperature was much higher on the LH engine than the RH engine. The 20psi indication remained stable and despite no "Low oil pressure" warning it was decided to shut down the LH engine. An emergency was declared and the LH engine was shut down iaw SOPs. An uneventful landing was then carried out with the fire services in attendance. An oil transducer was subsequently replaced and the aircraft released to service with no recurrence of oil pressure fluctuations. The reporter confirms that the temperature difference between the two engines was just coincidental. As per the original report, the number 1 Oil PressureTransducer was replaced and engine ground runs carried out with the aircraft released to service. After a month andover 90 hours of operations, there has been no recurrenceof the reported defect. A strip report has been requestedfor the removed Oil pressure transducer.
200501057	30/01/2005	Take-off	Hucknall		EGTT : London (FIR)	CESSNA	Reciprocating	1	Engine failed. Forced landing on aerodrome. Carburettor malfunction.	During a climb following two uneventful circuits at Hucknall, there was a noticeable and significant loss of power.With the throttle fully open, an engine speed of 2000rpm was recorded. After checking fuel quantity, magnetos, primer, mixture and carburettor heat, the instructor tried pumping the throttle slowly but this caused the engine to shut down. A successful forced landing at Hucknall aerodrome followed, with the aerodrome fire services in attendance. During subsequent investigation, another carburettor was removed from a serviceable aeroplane and full power was restored with normal engine parameters noted. Due to high hours on the engine, the engine and carburettor were removed pending overhaul.
200501140	20/02/2005	En route	Manchester (MCT)	Nr	EGTT : London (FIR)	BOEING	Turbofan	4	Nr2 engine shutdown due surge/overtemp on take off. MAYDAY declared approaching destination due low fuel state. A/cdiverted to Manchester. AAIB Field investigation.	AAIB Bulletin 06/2006, ref: EW/C2005/02/04 - Summary: Immediately after the aircraft took off on a night flight from Los Angeles to London, a banging sound was heard and passengers and ATC reported seeing flames from the Nr2 engine. The symptoms and resultant turbine over-temperature wereconsistent with an engine surge; the crew completed the appropriate checklist, which led to the engine being shut down. After assessing the situation, and in accordance withapproved policy, the commander decided to continue the flight as planned rather than jettison fuel and return to Los Angeles. Having reached the East coast of the USA with no indications of further abnormality and with adequate predicted arrival fuel, the crew decided to continue to the UK. The winds and available flight levels were subsequentlyless favourable than anticipated and, nearing the UK, thecrew decided to divert to Manchester in order to maintainthe required arrival fuel reserve. In the latter stages of the flight, the crew encountered difficulties in balancing the fuel quantities in the four main tanks. They becameconcerned that the contents of one tank might be unusableand declared an emergency in accordance with the operator's procedures. The aircraft landed with low contents in both outboard main tanks, although the total fuel quantity was in excess of the planned reserve. The fuel system, in the configuration selected, should have continued to feed the operating engines until all tanks emptied. The investigation determined that the engine surge had been due to excessive wear to the high-pressure compressor casing and, with the standard of fuel controller software installed, this resulted in turbine over-temperature damage. There was no evidence of fuel system malfunction and it was possible to maintain fuel tank quantities in balance by the selective use of fuel pumps. The evidence suggested that the operator should ensure that flight crews are provided with relevant instruction on 3-engined fuel handling during initial and recurrent training and that the regulators should review the policy on flight continuation for public transport aircraft operations following an in-flight shutdown of an engine, in order to provide greater clarity to the operators. Eight recommendations are made (2006-018, 2006-19 and 2006-022 to 2006027 inclusive), six of which relate to flight data recorders and two of which are addressed to theUK CAA. See also 200407768 and 200501377.□ CAA Closure: CAA FACTOR F23/2006, detailing the CAA responses to the eight AAIB Safety Recommendations, was issued on 11 August 2006. Any further CAA action required will be progressed via the 'Annual Review of AAIB Recommendations' procedure.
200501223	18/02/2005	En route	NITON	Nr	EGTT : London (FIR)	BAE	Turboprop	2	LH engine shut down due to power lever jam during descent((OAT -40deg). PAN declared. Power lever cable may have been frozen.	Uneventful single engine ILS landing carried out and after landing the LH power lever restriction disappeared. Engineering investigation did not reveal any obvious problem however the power lever cable was replaced and aircraft released into service with no further reports since. The operator believes the cable may have been affected by water ingress into the sheathed cable which subsequently froze during the flight - water seeping into the cable eye end at the 'up' end of the cable run. The nut at this eye end has a Nylock insert presumably to reduce the risk of fluid ingress. The operator, through an 'Engineering Technical Requirement' has since decided to introduce replacement of these Nylock nuts every 3000 hours on both the power lever cables and also the RPM levers (previously they were replaced every 6000 hours). The affected cable was routed to BAe Systems for investigation. □ CAA Closure: The hazard is adequately controlled by the action stated above.
200501479	01/03/2005	En route	London-Gatwick - LGW		EGTT : London (FIR)	AIRBUS	Turbofan	2	Engine FADEC parameter loss.	Nr1 engine suffered FADEC channel failure when climbing through FL150, resulting in all engine parameters being lost. Successful engine relight with return of parameters. Aircraft returned to departure airport for an uneventful overweight landing. EEC changed and the aircraft departed with no recurrence. Investigation being progressed under 200408419.
200501563	04/03/2005	Take-off	Bournemouth		EGTT : London (FIR)	DORNIER	Turboprop	2	Electrical failure to the RH side of the cockpit. Circuitbreaker (c/b) BW2 cracked.	During climb out during a C of A renewal flight test, thecaution annunciator illuminated with a corresponding pilot caption on the annunciator panel. This was immediately followed by a total electrical failure to the RH side of the cockpit, including the intercom, radio and RH engine instruments. A precautionary shutdown was carried out on the RH engine and the aircraft returned to the departure airport. Fault investigation found a tripped 80 Amp c/b BW2 which controls the Nr 2 busbar. Further investigation found the subject c/b (425-K14-LN2-80A) cracked and when reset, the pull of the cable on the output terminal was sufficientto trip the c/b due to the side load. As a precaution another fleet aircraft was checked and the BW2 C/B was also found to be cracked. The subject c/b are attached to heavy gauge cables consequently movement of the hinged panels for access unavoidably applies pressure via the cables to the c/b terminals. The OEM has been informed of this failuremode and Aircraft Maintenance Schedule (AMS) has been amended calling for an inspection to prevent recurrence. □ CAA Closure: No further CAA action is practicable.
200501718	10/03/2005	En route			EGTT : London (FIR)	HAWKER SIDDELEY	Turbofan	2	Aircraft failed to follow SID on departure. PAN declared due to "Nav Kit Failure". PAN declared a second time for single engine failure. Aircraft diverted.	Having departed on a CLN5T SID and squawked ident, ATC noted the aircraft turn was far inside the SID track. ATC issued a heading to avoid traffic on final approach but it was then realised the turn was far deeper towards final approach, requiring ATC to issue avoiding action with information passed to inbound traffic. PAN then declared due to "Nav Kit failure" although the aircraft decided to continue with the flight. The aircraft then called frequency stating he wished to divert to Luton. PAN declared a second time due to single engine failure. See also 200306643, 200308003, 200408118, 200408385, 200609574, 200609904, 200600587, 200610520 and 200610549
200502423	03/04/2005	En route			EGTT : London (FIR)	OTHER	Unknown		Suspected fuel leak. Engine shut down. MAYDAY declared and aircraft returned to departure airport.	
200502499	07/04/2005	En route	North Wall (Durham)		EGTT : London (FIR)	CESSNA	Turboprop	2	RH engine shut down when anti-ice light failed to extinguish. Ant-Ice valve failure suspected.	Whilst periodically using engine anti-ice in cruise, the RH engine anti-ice light failed to extinguish when selected off. It was suspected that the RH anti-ice valve had failed in the open position. Due to POH limitation on the use of engine anti-ice above +4deg C, the RH engine was shut down and an uneventful single engine approach and landing was carried out.
200502615	07/04/2005	En route	Teesside (TD)		EGTT : London (FIR)	BAE	Turboprop	2	LH power lever linkage jammed during descent. Engine shutdown. Icing suspected. Engineering investigation could not reproduce the defect on the ground.	On starting the descent, the LH power lever linkage jammed with the engine at 75% torque. Unable to determine causebut icing suspected. Engine shutdown and uneventful landing carried out. The power lever operated normally after landing. Engineering were unable to reproduce the defect on the ground and believe icing of the control cable as the probable cause (as experienced previously - Ref MOR 200501223).The operator's maintenance programme includes lubrication of the cables at the pressure seals every 1800 hours (every 3E check). They have also introduced an engineering technical requirement to replace the Nylor nuts at the cable ends every 3000 hours, previously every 6000 hours, in an attempt to reduce the possibility of moisture ingress at the cable ends. In addition, this problem has been subject of discussion between the cable manufacturer and aircraft manufacture who are reviewing this problem. Aircraft released back into service and flown without further occurrence of this defect.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200502642	11/04/2005	En route	Birmingham		EGTT : London (FIR)	BAE	Turbofan	4	PAN declared due to problem with nr2 engine. Aircraft diverted to Birmingham.	
200502847	13/04/2005	En route	Leeds Bradford (LBA)	12 S E	EGTT : London (FIR)	BOLKOW	Turboshaft	2	PAN declared with one engine shutdown. Aircraft landed safely. Investigation revealed that the engine shut down, as it should, due to a magnetic chip detector (MCD) warning.	Investigation revealed that the engine shut down, as it should, due to a magnetic chip detector (MCD) warning. Maintenance carried out in accordance with OEM requirements, fine dust found on chip, within limits for further operation. Detector cleaned and refitted. Approximately 2 months later, this engine was removed from service following another MCD warning. This time MCD findings were outside limits. MCD monitoring system has operated as intended to indicate engine deterioration. See also 200204108.□ CAA Closure:No further CAA action required at this time.
200502927	21/04/2005	En route			EGTT : London (FIR)	FOKKER	Turboprop	2	PAN declared with one engine shutdown. Aircraft diverted to Stansted.	
200502936	21/04/2005	En route	Cranfield (CIT)	10nm SW	EGTT : London (FIR)	GRUMMAN	Reciprocating	2	RH engine failed to restart after in-flight shutdown for training purposes. PAN declared. Aircraft returned and landed safely.	Starter motor failed.

200502950	24/04/2005	En route	Abergele		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr1 ECU engine chip caption illuminated. Checklist actioned and engine shutdown. PAN declared. Run on landing carried out at base.	A small sliver of debris was recovered from the forward oil tank chip detector. Ground run/air test completed with satisfactory results and aircraft returned to service.
200503209	29/04/2005	En route	Teesside (TD)		EGTT : London (FIR)	OTHER	Reciprocating	1	Smoke in cockpit and engine failure, although power regained during return to departure airport. Aircraft landed safely with fire services in attendance.	
200503303	06/05/2005	Take-off	London-Heathrow - LHR		EGTT : London (FIR)	AIRBUS	Turbofan	2	Nr2 engine stall on application of flex thrust during take-off. The HP compressor became damaged due to a stage 3 blade failure; the engine has been repaired and is now backin service.	During taxi out, all indications were normal. However, onapplication of flex thrust, unusual noises were heard, nr2 engine EGT fluctuated and the aircraft started to yaw tothe right. As the thrust levers were retarded, a brief ECAM "ENG 2 stall" warning was displayed, which then disappeared at idle. The thrust levers were retarded to idle by 40kts and aircraft taxied off the runway and brought to a halt. At idle, nr2 engine parameters were normal but the engine was shut down as a precaution - aircraft returned to stand. Investigation found that the HP compressor damage was due to a stage 3 blade failure. The stage 3 blade had failed through the aerofoil at approximately 20mm above theplatform at the leading edge and was caused by high cyclefatigue. The origin was associated with an area of pre-existing damage which occurred some time previously and had caused flattening of the concave leading edge. All other damage was considered secondary as a result of the blade failure. The engine was repaired and is now back in service.As a result of the above finding, the operator initiated a fleet check to borescope all engine stage 3 blades. As aresult, one other engine exhibited signs of damage on oneblade and this was kept 'on watch' every 600 hrs. This engine has now been scheduled off wing and sent to the OEM for repair. Since the event SB 72-496 has been issued, which requires a stage 3 inspection every 750 hours for those engines in excess of 5000 hours. The operator has implemented this inspection. See also 200609742.☐ CAA Closure: Thehazard is adequately controlled by the actions stated above.
200503982	30/05/2005	Approach	Gloucester-Staverton		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Automatic engine shutdown by overspeed protection system.	At a late stage on the approach to a hover landing, with the nr1 engine set to manual control, the pilot did not sufficiently control the nr1 engine to prevent an First Limit Indicator (FLI) mismatch (nr2 engine was indicating 10 and nr1 engine 5). In an effort to reduce the power demand on the nr2 engine, the nr1 engine was accelerated by advancing the twist grip out of the neutral detent. It then became apparent that a hover landing could not be achieved soa low speed run on landing was made. During the run on itappeared that the nr2 engine was still indicating high onthe FLI. The pilot states that, although it was not possible to recall all the power indications exactly during therun on landing, he obviously lowered the collective without sufficiently throttling the nr1 engine, resulting in the overspeed protection system shutdown. Nr1 engine replaced iaw manufacturer's requirements. See also 200507611.
200504233	31/05/2005	En route	Darlington		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr1 engine chip caption illuminated in cruise. PAN declared. Engine shutdown. Aircraft returned and an uneventful single engine run on landing carried out.	Small amount of debris found on the forward mag plug. Plugs cleaned/refitted, oil system drained and replenished and oil filter inspected. Ground run carried out - satisfactory. Oil system again flushed, filter inspected and an independent 'A' check carried out - satisfactory. See also 200502992.
200504378	10/06/2005	En route	Exeter	5 S E	EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr1 engine chip caption illuminated. Checklist actioned, fuzz burner activated but warning persisted engine shutdown. PAN declared. Aircraft returned.	MCD removed, one small hair like particle found. Oil system drained and replenished, oil filter inspected - no debris found. Ground run carried out and oil system again drained and replenished. The reporter cites a similar occurrence on this aircraft and the distress of the oil breather magnetic seal. It is considered likely that this instance of chip detection is a spurious indication related to that incident. In addition, this report also covers the occurrence of a similar, related event on the same aircraft, the previous day. See also 200504784 and 200503513.
200504553	06/06/2005	En route	Halifax		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr2 engine mag plug caption illuminated. Chip pulse activated but caption persisted. Engine shutdown, aircraft returned and landed safely.	Engine gearbox magnetic plugs inspected, paste and fine particles removed, plugs re-fitted and ground run carried out with satisfactory results. Thus there were no indications of an internal failure and the aircraft was returned toservice.
200504738	09/06/2005	En route	Dorchester	2nm W	EGTT : London (FIR)	MD HELICOPTER	Turboshaft	2	LH engine flamed out due to fuel starvation. Ejector pumpblocked.	In the cruise, the LH low fuel 'Tick' mark was seen to beflashing with fuel contents indicating 265lbs. Decision was taken to return to base. It was later noted that the IIDS was showing indications of an intermittent left boost pump failure and a LH engine 'GEN' caption. The RH engine torque indication was also observed to be in the red sector. The collective was lowered to bring the RH engine withinOEI limits and the LH engine was diagnosed as having failed and was shutdown. A precautionary single engine landingwas carried out, maintaining the RH engine well within limits. On landing, the fuel gauge indicated 170lbs. Engineering investigation found the nr2 (RH) ejector pump blocked. This is a venturi style pump, which transfers fuel from one side of the fuel cell to the other. The nr1 (LH) ejector pump was still operating and this resulted in fuel being transferred to the RH side of the fuel cell. As a resultthe LH side ran sufficiently low to cause the engine flame out. An analysis of the debris blocking the nr2 ejector pump is to be carried out. EASA are responsible for ensuring the continued airworthiness of the MD900 and EASA have been informed of the reported problem. CAA have proposed modification of the fuel system to incorporate screens to the jet pump inlets to preclude failure caused by debris inthe fuel tank. EASA are continuing discussions with the manufacturer MDHI and FAA to pursue this modification and any AD action required. See also 200009412 and 200108288.☐ CAA Closure: No further CAA action practicable.
200505061	29/06/2005	En route	Northampton Sywell	5 S E	EGTT : London (FIR)	PIPER	Reciprocating	2	Nr2 engine vibration in the cruise. Engine shutdown. Aircraft returned and uneventful landing carried out.	
200505151	02/07/2005	En route	Brecon (BCN)	15nm NE	EGTT : London (FIR)	ATR	Turboprop	2	MAYDAY declared with one engine shutdown. Precautionary descent. Aircraft diverted to Cardiff and landed safely.	
200505338	05/07/2005	En route	Compton (CPT)		EGTT : London (FIR)	OTHER	Unknown		Aircraft returned with one engine shutdown following firewarning.	
200505428	06/07/2005	En route	Henstridge	8 S W	EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr1 engine chip warning. Engine shutdown. PAN declared. Flight continued to base and a single engine approach and landing carried out.	Fine hair like splinter approx 2.5mm in length found on the lower chip detector. Oil changed, filter element replaced, chip detector cleaned/refitted and 30 minute ground run carried out satisfactory.
200505665	15/07/2005	En route	Bovingdon (BNN)		EGTT : London (FIR)	AIRBUS	Turbofan	4	Nr3 engine fuel filter 'CLOG' advisory followed by nr4 engine vibration indication of 3.5 units accompanied by airframe vibration and acrid fumes at rear of cabin. PAN declared on arrival.	The aircraft was positioning to LHR following a 'C' check. During climb, a nr3 engine fuel filter 'CLOG' ECAM advisory appeared. Also, nr4 engine vibration indicated 3.5 units accompanied by airframe vibration and an acrid smell atrear of cabin. Nr4 EGT indicated 15-20deg C higher than other engines. PAN declared for priority approach to LHR. Nr4 engine shut down after landing and fire service inspection carried out with no defects apparent. Investigation, including inspection of the nr3 engine fuel filters found no debris but the filters were replaced as a precaution. During a subsequent ground run, a heavy oil leak was detected from under the RH core cowl above the transfer gearbox.This oil leak was traced to oil vent pipe p/n FW19976. Gasket p/n AGS3896 was replaced but after a further ground run there was still evidence of a minor leak. However, after consultation with the engine manufacturer and another ground run, the nr3 engine was assessed as serviceable. During the 'C' check, the nr4 engine fan blades were changed and, although within manual limits, the associated trim balance required a larger number of balance weights than would normally be expected. It is believed, but not confirmed,that this could have been due to the new fan blades not being installed iaw the build pattern supplied. Consequently, the subsequent vibration run showed vibration to be high but within limits. Post incident checks revealed the nr4engine fan to be out of balance. A further trim balance and vibration survey was carried out and no additional incidents of vibration have been recorded. Unable to reproducethe acrid smell in rear galley with packs supplied from APU or engines. Please note that the subject engine was replaced for an engine oil leak unrelated to this MOR and notapparent during flight.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200505669	14/07/2005	En route	Aintree		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Engine chip caption.	Nr1 engine chip caption activated in the cruise. Fuzz burner operated with no effect. PAN declared and the engine was shut down prior to an uneventful single engine landing.Airport standby initiated. Investigation found a fine hair like particle on the forward magnetic chip detector. Satisfactory ground run carried out and the aircraft was released to service.
200505699	16/07/2005	En route	Durham Tees Valley (TD)		EGTT : London (FIR)	SHORT	Turboprop	2	LH engine began to surge uncontrollably during descent. Engine shutdown.	Investigation established that the autofeather microswitches were out of adjustment. Suitable adjustments made and extensive ground runs carried out with satisfactory results.
200505722	15/07/2005	En route	Manchester (MCT)		EGTT : London (FIR)	BAE	Turboprop	2	Engine failure in flight. MAYDAY declared. Diversion. Right hand engine fuel control unit was not metering fuel accurately, causing overfueling.	Fluctuations in RH engine RPM and torque with increasing EGT and erratic fuel flow noted. The RH power lever was retarded but EGT still registered 660deg and when the Top Temperature Control (TTC) was turned off, RH EGT reached 770deg. A MAYDAY was declared and the engine shut down, following which the LH oil pressure was seen to be high with LHhydraulic pump fluctuations. Diversion to Manchester initiated. Investigation conducted by the operator found the right hand engine fuel control unit was suspected as not metering fuel to the engine causing an overfuel situation. The FCU was replaced and the aircraft returned to service. The FCU was returned to its manufacturer who confirmed by strip report that the damage was caused due to the gear shearing off the bottom of the ballhead. The OEM also confirmed that there have been a small number of gear separations and as a result they have introduced an improved welding process. The operator has confirmed that this standard has been specified on their engine work scope, thereforeappropriate follow-up actions have been initiated. Previous MORs 200307952 and 200400151 have been identified as being unrelated to this occurrence.☐ CAA Closure: The hazardis acceptable provided the frequency remains low.

200505787	18/07/2005	En route	Farnborough	Nr	EGTT : London (FIR)	PIPER	Reciprocating	2	Fuel feed problems experienced with both engines during return to Blackbushe due to weather. Nr1 engine shutdown. Diverted to Farnborough and landed safely.	The operator confirmed that the fuel starvation was caused by an inadvertant selection of the fuel cock in the incorrect position. This event was not related to any maintenance error or aircraft defect. □ CAA Closure: The hazard isadequately controlled by existing requirements, procedures and documentation.
200506200	02/08/2005	En route	Manchester (MCT)		EGTT : London (FIR)	AIRBUS	Turbofan	2	Nr1 engine in-flight shut down due to oil pressure loss. Fuel dumped. Aircraft returned. The root cause was the breather gearshaft ball bearing outer race retaining studs working loose. SB issued.	During flap retraction on climb out, it was noted that the nr1 engine oil quantity was "pulsating" on the ECAM. Shortly afterwards, the oil pressure began to drop from the normal range and once pressure dropped below the critical level, a Level '3' continuous repetitive ECAM master warning was triggered. The nr1 engine was subsequently shut downand the aircraft entered the MIRSI hold where approx 40 tonnes of fuel was dumped. Following completion of the fueldumping procedure the aircraft was prepared for an ILS approach to R/W 06R at MAN and the overweight landing checklist was completed. A single engine approach and landing was carried out without the use of autoland. The engine was removed and investigated at the operator's facilities by representatives of the engine OEM. The master MCD and oil filter were heavily loaded with gear steel flakes/slivers. Borescope inspection found breather / 70T gear damage. Theroot cause was the breather gearshaft ball bearing outer race retaining studs working loose and being released; the studs had worked loose due to shear-loading on anti-rotation keys. For in-service management, a non-modification Service Bulletin SB72-E842 has been published instructing inspection checks to the self locking nuts and key locked studs. A review of new build and overhaul repair shop procedures has been conducted. See also 200305230.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200506263	01/08/2005	En route	LFA 9 (Western)		EGTT : London (FIR)	BELL	Turboshaft	2	Engine rotor rpm and torque oscillations/mismatch during recovery from practice autorotation. Automatic Flight Control Unit (AFCU) changed.	During normal recovery from an autorotation (70kts, levelaltitude) engine response was initially slow, triggering the NR warning horn. When the engines responded, they did so harshly, resulting in oscillations of the rotor rpm andtorque with some torque mismatching. Lever raising was temporarily halted whilst the oscillations receded (after approx 3 or 4 cycles). No readings were taken from the ITT or N1 gauges. The crewman reported three "popping" sounds from the engines (thought to be from nr1 engine) whilst theNR fluctuated. No further autorotations were attempted and the aircraft was recovered to base. No defects found during extensive investigation/troubleshooting of both enginepower sections/transmissions/gearboxes and all subsequentground runs/leak checks satisfactorily completed. Aircraft released for flight test and during first and second autorotation checks no faults were apparent. However, during the third attempt a muffled thud was heard followed by a sharp increase in nr 2 Power Section ITT with engine torquesplits and a rapid decay of NR. The reporter confirms that indications were indicative of engine stall/surge. Aircraft grounded pending further investigation. Following inspection of the 42-degree gearbox, the AFCU was replaced. Additionally, the bleed closing point and associated pneumatic pipelines were inspected, with subsequent ground runs and airstest satisfactory. See also 200502706.□ CAA Closure:The hazard is adequately controlled by the actions statedabove.
200506358	06/08/2005	Take-off	London-Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	2	Nr1 engine slow to reach take-off power. nr2 engine exceeded take-off N1 by approx 5% then stabilised at 87%. PAN declared for single engine landing.	Power was set on both engines at 87% by 80kts and take-off continued. At acceleration, N1 engaged and nr1 engine started to hunt +/- 10%. Autothrottle was disengaged and manual power climb and cruise carried out. During early descent, simulated TOGA power was applied on the throttles, nr1engine remained at idle power with nr2 engine at approx 70%. The crew discussed the options/ramifications and a single engine approach and landing was decided upon with nr1 engine at idle power. PAN declared and a normal single engine approach and landing was carried out law standard operating procedures. Operator investigation revealed that theengine VS/s were not rigged correctly. After being riggedcorrectly, there was no recurrence.□ CAA Closure: No further CAA action required at this time.
200506451	09/08/2005	En route			EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr2 engine oil pressure warning illuminated in flight.	Nr2 engine oil pressure warning fell to below 1.3 bar after approximately 5 minutes of flight. VEMD caption illuminated although no CAD warning activated. PAN declared, nr2 engine shut down and a single engine landing completed at base. Nr2 engine oil pressure transmitter subsequently replaced.
200506488	10/08/2005	Take-off	Nottingham East Midlands		EGTT : London (FIR)	BOEING	Turbofan	2	Bird strike.	Bird strike on take off. Engine shut down, MAYDAY declared and aircraft returned to departure airport. Full emergency declared and aircraft landed safely. Full runway inspection carried out before and after landing.
200506853	22/08/2005	En route			EGTT : London (FIR)	FOKKER	Turboprop	2	PAN declared with one engine shutdown. Flight continued to intended destination.	See also 200502927.
200506888	21/08/2005	En route	Manchester Barton A/F	1.5nm NW	EGTT : London (FIR)	OTHER	Reciprocating	1	MAYDAY declared due to engine failure. Aircraft landed ina field. RFS alerted. No injuries or damage to aircraft.	
200507045	21/08/2005	En route	SLANY		EGTT : London (FIR)	BOEING	Turbofan	4	PAN declared due to nr1 engine loss and undisclosed hydraulic problem. Aircraft returned. Fault traced to failure of an hydraulic pump seal, which caused loss of fluid and ingress to the engine.	Supplementary information revealed that, in cruise, EICASmessages 'HYD press', 'HYD qty low 1', 'Eng Oil filt' and'Eng 1 oil press' occurred sequentially. The crew shut down the nr1 engine. Consequent laboratory analysis of a sample of the engine oil revealed that it was contaminated with an excessive quantity of Skydrol. External examination of gearbox revealed a quantity of small chunks of copper coloured debris in the cavity adjacent to where the hydraulic pump is normally installed. It is considered that a leak from the failed hydraulic pump would easily overcome thesealing capability of the air blown gearbox seal allowinghydraulic oil to enter the engine oil system. Due to extensive damage to the hydraulic pump, which had run dry for a considerable time, it was not possible to establish the root cause of failure. It can only be assumed there may have initially been a failure of the pump input shaft seal which caused the hydraulic fluid to enter the engine. Pump reliability is generally good and such pump failures are rare according to the subject operator's reliability data.CAA Closure: The hazard is acceptable provided the frequency remains low.
200507369	07/09/2005	En route	En Route		EGTT : London (FIR)	BOEING	Turbofan	4	Nr2 engine shut down due to zero oil pressure, with associated EICAS message. Calculations indicated arrival at destination with 2000kgs of fuel remaining. PAN later declared due to fuel shortage.	Investigation concluded that this report was a matter of interpretation: the aircraft actually shut down with 6300 kgs of fuel in its tanks. This consisted of 4300kgs reserve fuel plus 2000kgs. Company procedures were followed. Seealso 200501140.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200507510	12/09/2005	En route	Liverpool		EGTT : London (FIR)	BAE	Turboprop	2	RH engine shutdown due to oil pressure warning. PAN declared, aircraft returned and landed safely. Investigation found a a crack in the Fuel Cooled Oil Cooler.	Investigation found the engine contaminated with fuel, caused by a crack in the Fuel Cooled Oil Cooler. FCOC replaced with an improved type in accordance with an availableSB.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200507691	14/09/2005	En route	Wattisham		EGTT : London (FIR)	OTHER	Other		PAN declared due to gearbox warning and associated engineshutdown. Aircraft returned and landed safely with AFS inattendence.	The aircraft's initial call went unanswered by approach due to an UHF equipment failure on the ground. Another company aircraft acknowledged the call and the subject aircraft re-transmitted his emergency call to the Tower. ATC reported that throughout the emergency, radio traffic was highdespite issuing a 'minimise' call.
200508000	23/09/2005	En route	Caerphilly		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine chip detector warning during flight. Aircraft returned. RH engine magnetic plug contaminated with FOD.	At 1600ft agl during cruise, the RH engine chip warning light illuminated. ATC were advised but no emergency declared. Safe single engine flight conditions obtained and the engine was shut down iaw the checklist. The aircraft then returned and a single engine approach and running landing was carried out with the emergency services in attendance.During subsequent engine inspection, a 'sliver' was foundwhich was confirmed to be within acceptable limits iaw the engine manufacturer's maintenance manual. The magnetic chip plugs were re-secured, oil levels replenished and an engine ground run satisfactorily carried out with no recurrence of warning. Aircraft considered fit for service. See also 200507473 (similar incident, same aircraft, same engine). Engine subsequently changed having failed to meet thecontinued service criteria of no more than four chip warnings within 50 flight hours.□ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200508021	01/09/2005	Take-off	Bristol Filton		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Engine chip warning during initial climb.	Nr2 engine chip warning illuminated during the initial climb. Fuzz burner operated to no effect. Nr2 engine shut down IAW flight manual followed by a single engine approach and landing. Metal flakes removed and sent to the engine manufacturer for analysis, who ascertained one of the forward magnetic seals was breaking down. All three magnetic seals replaced with the starter generator seal found damaged. No further particles found during subsequent inspection.See also 200404346 and 200603074.
200508027	13/09/2005	En route			EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Engine chip warning.	During transit to base, LH engine chip warning activated,then briefly cleared before illuminating again. Use of 'Chip Pulse' switch failed to clear caption. Power reduced for safe single engine flight to base. Chip pugs removed and a drain/flush carried out. After 30 minute hover, a small quantity if debris was again evident. The aircraft returned to its maintenance base where more debris was found. ECU removed for repair.

200508036	26/09/2005	En route	Polehill (POL)		EGTT : London (FIR)	BOEING	Turbofan	2	Engine shut down and aircraft descended due to icing problem. PAN declared and diverted to Manchester. Investigation traced the fault to a faulty over-temperature switch.	Operator investigation revealed that there had been several reported engine anti-icing problems of an intermittent nature. Repeated attempts were made to fault find this defect without success. Several components were replaced, the last one being the over-temperature switch, which cured the defect. ☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200508098	29/09/2005	En route	Polehill (POL)		EGTT : London (FIR)	BAE	Turbofan	4	Nr3 engine shut down due to oil quantity/pressure loss. Diversion. PAN declared. Fuel burnt off. Investigation traced the fault to nr 3 engine 3 oil scavenge pump.	During cruise nr3 engine oil quantity was noted to be zero with oil pressure falling slowly towards the 'red line' (and also large fluctuations). The company was contacted and a decision made to divert to Manchester. With the oil pressure close to the 'red line' (but prior to a low pressure warning) the nr3 engine was shut down and a PAN declared, which was later cancelled when the drills were completed. The aircraft was held for 15 minutes to reduce weight to maximum landing weight. An uneventful 3-engine landing was carried out with emergency services in attendance. Subsequent investigation revealed that there was no oil in nr3 engine. Engineering investigation led to the replacement of nr 3 engine 3 oil scavenge pump. ☐ CAA Closure: No further CAA action required at this time.
200508248	05/10/2005	En route	London-Heathrow - LHR	10 W	EGTT : London (FIR)	BOEING	Turbofan	4	AAIB Initial Notification: Another aircraft observed sparks coming from the B747. Aircraft returned. PAN declared due to a problem with the nr1 engine.	Loud bang heard and sparks seen from nr1 engine on rotation. Departure completed. Fuel jettisoned prior to return to departure airport. Multiple engine surges on approach with EGT indication in excess of 700deg and rising. Engine shut down and three engine landing completed. Following landing, nose wheel steering failed resulting in the aircraft being unable to vacate the runway. The reporter adds that with nr1 hydraulic pump being unserviceable under an ADD, the engine shutdown resulted in total loss of nr1 system. Investigation found that the engine had suffered two previous lesser surge events before this report. Inspections and tests did not reveal any defects but after the second event the VIGV controller was replaced. Flight and trend monitoring data was assessed before return to service. Subsequently, the engine operated normally for two sectors, until this event. The root cause of failure was found to be a combination of stage 2 liner loss and HPC front case "birdmouth" wear. This had caused excessive tip clearances in the HP compressor and this can result in engine surge. This is a known problem and the engine manufacturer has been working on a suit of modifications to address this issue, including a trend monitoring prediction method to predict if an engine is at risk. With respect to the loss of nose wheel steering and the inability of the aircraft to steer off the runway following this incident was due to the non-availability of nr1 hydraulic system. The aircraft had been previously dispatched with the nr1 ADP inoperative, in accordance with the MEL. Following the nr1 engine being shut down on approach, this caused the further loss of nr1 EDP. ☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200508298	07/10/2005	En route	Isle Of Man (IOM)	10 S E	EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	MAYDAY declared with nr2 engine shutdown due to oil pressure warning. Aircraft diverted to Belfast International and landed safely. Investigation found the low oil pressure switch defective.	Engineering investigation revealed the low oil pressure switch was defective. The switch was replaced IAW AMM 79-31-00 and ground engine runs accomplished satisfactorily. A reliability review was accomplished and no reliability issues were identified across the subject a/c fleet. ☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200508425	09/10/2005	En route			EGTT : London (FIR)	LOCKHEED	Turboprop	4	PAN declared with one engine shutdown. Aircraft diverted to Mildenhall.	
200508507	15/10/2005	En route	Blackpool (BPL)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	During climb to carry out maximum ng check following nr1 engine change, nr1 engine chip warning illuminated. Engines shut down and aircraft returned to base where full emergency declared.	
200508682	17/10/2005	Take-off	Warton		EGTT : London (FIR)	DASSAULT	Turbofan	2	Birdstrike: Aircraft struck a number of birds on rotation, resulting in nr2 engine rundown. Engine subsequently relit and flight continued.	Damage to first stage rotor blade. Engine replaced.
200508771	25/10/2005	En route			EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr2 engine rundown during climb. PAN declared. Aircraft returned and landed safely. Fault traced to nr 2 EEC, which was replaced.	Passing FL190 for cleared level FL200 in day IMC, uncommanded yaw was evident and nr2 engine torque indication decreased rapidly. A PAN was declared to ATC. The reporter notes no indication of nr2 engine automatic relight. ORH drill 1.6 for engine shutdown was actioned and a return to departure airport was made. The cabin crew were requested to check and confirmed nr2 engine was feathered, with no evidence of oil or smoke apparent. The subsequent landing was uneventful and after AFS inspection, nothing untoward was found. The aircraft was taxied to stand for normal pax disembarkation. Engineering investigation found nr2 EEC at fault and it was replaced. The event has been assessed as a random failure of EEC. ☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200508998	15/10/2005	Take-off	Exeter		EGTT : London (FIR)	BAE	Turbofan	4	Take off rejected due to high engine vibration.	During the take off run an 'ENG VIB' caution was triggered, with the nr4 engine indicating '3' on the vibration gauge. The take off was rejected and as the aircraft slowed down it was noted that the nr3 engine was also indicating '3' on the vibration scale. The aircraft returned to stand. Fault traced to moisture at nr3 and nr4 transducer plugs, possibly associated with compressor wash conducted during the previous night.
200509130	05/11/2005	Approach	Manchester Barton A/F		EGTT : London (FIR)	PIPER	Reciprocating	1	MAYDAY declared due to engine failure while in the circuit. Forced landing approximately ½ mile from aerodrome. Full emergency declared. No injuries and no damage to aircraft.	
200509320	14/11/2005	En route	Isle Of Man (IOM)		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr1 engine in-flight shut down due to propeller overspeed warning. MAYDAY declared. Aircraft landed safely with AFS in attendance.	Inquiries revealed that the aircraft systems worked as per design. NP probe failed in flight, which caused the prop to operate at the overspeed governor setting. FM then instructs a precautionary engine shutdown. Probe replaced with no reliability issues. See also 200706239, 200706742. ☐ CAA Closure: No further CAA action practicable.
200509324	10/11/2005	Take-off	Durham Tees Valley (TD)		EGTT : London (FIR)	DASSAULT	Turbofan	2	Nr1 engine failure/shutdown immediately prior to commencing take off run. Investigation identified that the fuel pump had excessively worn drive splines, which ultimately caused the run down.	After setting 1.55 EPR for take off and prior to brake release, a loud "whoosh" was heard from the LH engine. Simultaneously, the associated EPR, N1 and EGT all reduced. The engine was shut down and the aircraft returned to the ramp. Investigation identified that the fuel pump had excessively worn drive splines which resulted in disengagement of the pump from its drive and the subsequent loss of the gas generator air management, with subsequent run down. Further investigation identified this is the first failure of its kind within the fleet and does not in itself indicate a need to reduce the periodicity of scheduled inspection of the fuel pump drive splines, currently scheduled at overhaul of 5000hrs. ☐ CAA Closure: The hazard is acceptable provided the frequency remains low.
200509507	16/11/2005	En route			EGTT : London (FIR)	AIRBUS	Turbofan	4	Engine vibration leading to low oil pressure and shutdown.	At top of descent, on reducing power, vibration was felt coming from the nr2 engine. Subsequently, ECAM cautions were displayed in respect of a clogged oil filter and low oil pressure. Engine shutdown on approach and uneventful landing carried out. Nr2 engine to be replaced.
200509627	12/11/2005	Take-off	Denham		EGTT : London (FIR)	OTHER	Reciprocating	1	Engine failure at approximately 50ft altitude following take off. Forced landing on golf course. No injuries resulted.	Since the incident took place the aircraft has been exported to the Hungarian register. ☐ CAA Closure: No further CAA action practicable.
200510017	06/12/2005	En route	Stansted		EGTT : London (FIR)	BAE	Turbofan	4	Nr1 engine failed to respond to thrust lever movement during post maintenance test flight. Precautionary engine shutdown. PAN declared. N2 probe replaced.	During post maintenance test flight following replacement of nr2 and 4 engines (nr1 and 3 had been removed and refitted to the aircraft) and in the climb passing FL130, it was noted that nr1 engine TGT and N1 were lower than the other engines (TGT synch 800deg) with no advance light on the Thrust Management System (TMS) Control Display Unit (CDU). N2 indication then started to decrease and became erratic. Flight test was cancelled and aircraft returned with the engine appearing to operate normally at reduced thrust settings. Tech Log entry made and engineering investigation suggested that the nr1 engine oil filler cap seal required replacing. Flight test was recommenced and, whilst climbing through FL100, the first indication error occurred on the N2 gauge, which again appeared to be a mechanical type clicking action with N2 valves fluctuating between 80 and 40%, shortly followed by N1 and TGT fluctuations. It then became apparent that the engine was not responding to the thrust lever (noted that at no time did the handling characteristics indicate anything other than normal engine operation) and a precautionary engine shutdown was carried out. PAN declared and aircraft returned. Following this event, fluctuations in N2 were observed on subsequent flights, despite replacement of the nr1 engine FCU and the bleed band actuator. The fault was eventually rectified by replacement of the nr1 engine N2 probe that had been giving a false signal to the TMS. Flight check carried out satisfactory. The aircraft was returned to service with no further reports relating to the originating defect. The failure of the engine to respond appropriately to the thrust lever movement was attributed to the TMS following the false N2 signal. This affected the input to the TMS computer and to the nr1 engine's TMS actuator, hence the unstable engine. Reports of N2 failure affecting engine operation are not common on the ALF502/146 engine and lack of effective fault diagnosis and crew de-brief may have contributed to the continuation of the reported defect that could not initially be replicated on the ground. ☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200510080	05/12/2005	En route	Plymouth Sound		EGTT : London (FIR)	WESTLAND	Turboshaft	2	PAN declared due to engine problems. Engine shutdown. Diverted to Plymouth.	

200510160	12/12/2005	En route	Exeter		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr2 engine low oil pressure. Engine shut down. MAYDAY declared. Aircraft diverted.	On an earlier sector departing Belfast, ATC reported excessive smoke from nr2 engine following take-off, although all indications were normal and the sector was completed without incident. When climbing through FL90 on the subject flight, the SCCM reported a strong smell of fuel in the cabin. Checks indicated fuel flows and contents were matched. The Captain then noticed nr2 engine pressure briefly dropped to zero before returning the 30psi. Engine oil pressure drill carried out and the engine was shut down. MAYDAY declared and the aircraft diverted to Exeter. Emergency services deployed for landing and the aircraft was shut downon a taxiway. Following engineering investigations, oil pressure transmitter, p/n APT1000-100-DW, fitted to nr2 engine was replaced. The low oil pressure, as indicated from a review of pressure gauge, had no reported activation of the low oil pressure light. Engine oil system inspected with no faults found. With regards to the report of a fuel smell in the cabin, during initial function tests of the air conditioning system an oil odour was reported but after further functions no further smells were reported. □ CAA Closure: No further CAA action practicable.
200510709	31/12/2005	En route	GURLU		EGTT : London (FIR)	OTHER	Unknown		Engine shutdown due to oil problem. PAN declared. Aircraft instructed to squawk 7700. Direct routing given.	
200600005	03/01/2006	Take-off	London-Heathrow - LHR		EGTT : London (FIR)	AIRBUS	Turbofan	2	Nr1 engine high EGT. Aircraft returned. Cause traced to open circuit solenoid valve. Valve and EEC replaced.	Slight vibration noted after take off, with nr1 engine EGT entering the 'amber' segment. Thrust lever retarded to idle, but EGT remained high although in the 'green' segment. Return to departure airport initiated. During final stages of approach, EGT became 'amber' again and the engine was shut down. Single engine landing carried out without incident. Following inspection by fire crew, aircraft taxied to stand. Investigation revealed heat damage to the inboard engine cowl, in the area of the 10th stage bleed valve. This valve only opens on engine start and damage was suspected to be as a result of the valve being open and causingdisruption of the schedule air flow through the core. Troubleshooting was carried out and the 10th stage solenoid valve was found to be open circuit. This component was replaced and the EEC was replaced as a precaution. Borescope inspection and an engine ground run was carried out satisfactorily. The engine has operated satisfactorily since. There are no reliability issues with this unit. This is considered a rare occurrence and no further action will be taken at this time. The operator has employed active monitoring of the fleet.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200600303	16/01/2006	En route			EGTT : London (FIR)	BAE	Turbofan	4	Vibration warnings received on three engines during flight in icing conditions. PAN declared and precautionary descent carried out. Fan blade icing was the most probable cause.	The aircraft was in the cruise at FL220 in heavy icing and dense cloud but no precipitation. Engine and airframe anti-icing and de-icing was selected ON. A nr2 engine vibration warning was received (1.4 units), followed in quick succession by a nr3 engine vibration warning (also 1.4 units) then a nr1 engine vibration warning (1.3 units). A PAN was declared together with a request to descend to FL100 toclear icing conditions. Following the descent the enginesstabilised and returned to normal parameters. The flight continue to destination and a normal landing was effected.Investigation iaw seasonal additional maintenance requirements, including inspection of engine intakes, fan blades,compressor inlets, pylons and wing leading edges, and high power engine runs could not reproduce the fault. Fan blade icing was the most probable cause. SIL 12/025 "Engine fan blade cleaning" exists to assist operators in minimising the onset of ice formation during winter operations. A review of this SL led to revised additional maintenance requirements being issued to enable accomplishment of engine fan blade cleaning. An additional task has been added to Aircraft MP Calendar times to initiate fan blade cleaning before the subsequent onset of the winter operation. See also 200306992.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200600325	16/01/2006	Take-off	London-Gatwick - LGW		EGTT : London (FIR)	AIRBUS	Turbofan	2	ECAM 'ENG 1 STALL' warning activated during initial climbfollowing wake turbulence encounter from preceding B777.	On passing 6500ft, turbulence was encountered from the preceding B777 -10nm ahead plus 2500ft above. ECAM 'ENG 1 STALL' warning activated. ECAM actions carried out. All engine parameters were normal. ATC informed and a heading change requested. On advising the cabin crew of the situation they confirmed a 'banging' noise had been heard from the nr1 engine. Engineering consulted on box two. Decision madeto continue. See also 200712508.
200600601	25/01/2006	En route	Wembury		EGTT : London (FIR)	DASSAULT	Turbofan	2	RH engine oil pressure warning. Engine shutdown, fuel burnt off to below max landing weight and uneventful single engine recovery carried out. Transmitter failed.	The red oil pressure light illuminated although the oil pressure and temperature gauges indicated normal. Low pressure switch/transmitter (p/n 1-1346AA s/n 676) replaced.
200600713	29/01/2006	En route	Midhurst (MID)		EGTT : London (FIR)	MCDONNELL DOUGLAS	Turbofan	3	Nr3 engine shutdown due to low oil pressure. Aircraft descended to FL250. PAN declared. Fuel dumped over sea and aircraft returned. Aircraft instructed to squawk 7700.	
200600758	01/02/2006	En route	WELIN		EGTT : London (FIR)	BAE	Turbofan	4	Nr2 engine in-flight shut down due to low oil quantity. PAN declared.	During cruise it was noted that nr2 engine oil quantity indicated low, then 5 minutes later it indicated empty withfluctuation of the oil pressure indication. As a precaution the nr2 engine was shut down and the QRH drill actioned. It was noted that the AC pump failed to run in auto - pump selected to on and yellow pressure regained. A decisionwas made to continue to destination and a PAN was declared. Pump assembly p/n 2-193-790-0 replaced due to failure of scavenge pump rotor.
200600934	04/02/2006	En route			EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr1 engine chip warning. 'Chip pulse' activated and warning extinguished but recurred intermittently 10 minutes later. Aircraft returned. Checklist actioned. Landed safely with AFS in attendance.	Warning continuous during final approach. Mag plug removed, small silver found. Oil system drained/replenished and ground run carried out satisfactory. Particle and oil sample sent for analysis. Fault recurred later that same day during which a PAN was declared. Minimal chip particle found. Ground run carried out and aircraft returned to service. Awaiting results of oil analysis.
200601059	09/02/2006	En route	MAMUL		EGTT : London (FIR)	OTHER	Unknown		Emergency declared due to engine problem/shutdown. Aircraft instructed to squawk 7700 and descended to FL200. Diverted to Mildenhall.	
200601104	14/02/2006	En route	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	PAN declared with one engine shutdown due to oil pressurewarning.	
200601176	15/02/2006	Approach	Cardiff (CDF)		EGTT : London (FIR)	ATR	Turboprop	2	Nr2 engine torque and Np fluctuations. Engine shutdown. PAN declared. Aircraft landed safely.	See also 200601175 same aircraft, previous day.
200601630	28/02/2006	En route	Ramsgill		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine shutdown due to significant oil loss. Oil tankvent outlet hose detached. Maintenance error.	In the cruise it was noted that nr1 engine oil pressure had begun to fluctuate. This was followed by engine torque fluctuations and a drop in engine oil temperature. During engine shutdown, the associated chip light illuminated. After landing, it was discovered that the nr1 engine oil tank vent outlet hose had detached at the reduced portion of the hose attachment port to the tank. A significant quantity of the tank's contents had vented onto the main rotor gearbox platform. Inspection of the chip detector revealed the presence of significant particles, which were retainedfor analysis. Engine and oil tank changed. Investigation conducted by the maintenance organisation involved who suspect that the damage was caused by a temporary member of staff conducting an engine component repair on 6 Feb 2006, who inadvertently caused the damage to the component by introducing a maintenance related stress fracture into the oil tank and its outlet port fitting. The management of themaintenance organisation involved state that the employment of temporary staff is now subject to an increased levelof control and supervision.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200601638	27/02/2006	En route			EGTT : London (FIR)	BOEING	Turbofan	2	RH engine shutdown due to oil warning. Aircraft returned to East Midlands Airport. Full emergency initiated by ATC.	
200601690	04/03/2006	Approach	Halton (Buckinghamshire)		EGTT : London (FIR)	SCHEIBE	Reciprocating	1	Propeller separated in flight. A/c landed safely without further damage or injury to 1 POB. AAIB AARF investigation.	AAIB Bulletin 7/2006, ref: EW/G2006/03/02 - Summary: Whilst at 1,000ft on the downwind leg of the circuit for Runway 02, the pilot experienced rapidly increasing airframe vibration: approximately five seconds later the engine stopped suddenly. The pilot noticed that the propeller was no longer attached to the engine and landed successfully on analternate runway. Investigation revealed that the loss ofthe propeller was due to the fatigue failure of the boltssecuring the propeller back-plate to the crankshaft. As result of this accident the engine manufacturer has incorporated a number of changes to the 'M' propeller installation for this engine type.□ CAA Closure: The hazard is adequately controlled by the actions stated above.

200601889	16/02/2006	En route	Exeter	7nm SW	EGTT : London (FIR)	MBB	Turboshaft	2	PAN declared and one engine shut down due to a "particle chip indication".	Aircraft landed safely at Exeter with emergency services in attendance.
200602123	19/03/2006	Approach	North Togston (Northumberland)		EGTT : London (FIR)	RANS	Reciprocating	1	UK Reportable Accident: NLG collapsed during forced landing in field following engine failure. Substantial damage. No injury to 2 POB. AAIB AARF investigation.	AAIB Bulletin 06/2006, ref: EW/G2006/03/14 - Summary: Approximately 45 minutes into the flight whilst in the cruise, the engine began to run roughly and stopped. The pilot carried out a forced landing during which the nose landing gear failed and the aircraft pitched forward, causing damage to the propeller and nose cowlng. The weather had beenvery wet in the few days prior to the accident leaving the ground in a waterlogged condition which may have contributed to the damage sustained during the forced landing. The pilot exited the aircraft without injury. The engine wasexamined after the accident by the pilot's usual maintenance organisation and was found to have seized. It was equipped with an integrated oil pump which delivers the exact amount of oil required for engine lubrication. The engine oil tank was found to be empty. The pilot stated that he checked the oil tank prior to flight and he noted that someoil was present.□ CAA Closure: No CAA action appropriate.
200602313	15/03/2006	Approach	Wyton		EGTT : London (FIR)	AEROSPATIALE	Turboshaft	2	LH engine chip light illuminated. Chip plug contaminated by debris.	LH engine chip light illuminated on approach. Chip pulse pressed but light remained on and with all engine indications normal, an uneventful landing was carried out. Subsequent inspection of chip plug iaw RR 250-C20 OHM revealed contamination by minor debris. Debris assessed as new build debris - new turbine fitted 10 airframe hours previously. Debris removed and engine ground run satisfactorily completed. Total airframe hours/landings 6146.05/17358.
200602320	23/03/2006	En route	Exeter		EGTT : London (FIR)	BEECH	Reciprocating	2	PAN declared following failure of one engine to restart after being shut down for training purposes. A/c returned and landed safely.	
200602558	30/03/2006	En route	Scillies (English Channel)	Eastern Isles	EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr2 engine shut down due to chip warning. PAN declared. Diversion to St. Mary's. Nr5 mag plug contaminated with debris.	At 500ft and 110kts IAS during cruise the nr2 engine chipwarning illuminated. The circuit breaker was recycled butthe warning remained on therefore the nr2 engine was shutdown iaw the emergency checklist. A PAN was declared and an uneventful single engine approach and landing carried out at St. Mary's. Continuity check of nr5 mag plug chip detector carried out and plug then removed for inspection and accumulation of particles assessed within limits of GE maintenance manual. Subsequent engine ground run carried out with nil defects apparent and aircraft returned to service. On return to base and as a precaution, nr2 engine mainoil pressure filter was also inspected iaw the maintenance manual with nil debris present. The reporter comments that the defect was not entered in the Tech Log until the aircraft returned to base and that a Certificate of Release to Service (CRS) was not issued prior to return flight. Asa consequence, crews will be re-briefed on the importanceof ensuring that the Tech Log is properly completed priorto accepting aircraft for further flights.
200602590	01/04/2006	En route	Detling (DET)		EGTT : London (FIR)	BAE	Turboprop	2	PAN declared during climb due to engine shutdown following low fuel pressure warning and low torque indication. Aircraft returned. Fuel pump failure.	Low fuel pressure warning light illuminated and low torque indication activated during the initial climb. Precautionary engine shutdown. PAN declared and squawk 7700 allocated. The aircraft returned, where it landed uneventfully. Investigation identified a fuel pump failure. Pump replacedand, following analysis of the engine history, the gearbox was also changed. No other incidents reported across thefleet.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200602805	08/04/2006	En route	WELIN		EGTT : London (FIR)	HAWKER SIDDELEY	Turbofan	2	Nr2 engine FADEC fault warning/engine failure in cruise. PAN declared. Checklist actioned. FADEC malfunction.	Engine troubleshooting carried out iaw MM CH 72-00-00, fault isolation section. Ground runs carried out with no further faults. The FADEC system has no manual reversion, forththe engine to rundown due to a FADEC fault, both channelshave to be faulty. Both the nr1 (p/n 1203KDC09-006) and nr2 (p/n 1203KDC09-007) FADEC computers were replaced with p/n 1203KDC09-008 as a precaution. The subsequent strip report of the suspect faulty FADEC computer is still ongoing, however, preliminary results from testing carried out todate indicate that there is a defect present that intermittently causes a lane change failure. The failure mode results in one control lane failing and attempting to relinquish control to the other channel but the other channel is unable to obtain control. The result would be an EEC failure and an engine shutdown. This information has been passed to EASA for their attention.□ CAA Closure: No further CAA action required at this time.
200603422	27/04/2006	Approach	Manchester (MCT)		EGTT : London (FIR)	PIPER	Reciprocating	2	PAN declared due to smoke from RH engine. Engine shut down. Oil leak suspected.	Priority approach and landing with emergency services in attendance.
200603492	01/05/2006	En route	Lambourne (LAM)		EGTT : London (FIR)	AIRBUS	Turbofan	2	PAN declared due to engine nr1 overtemp. ECAM showed 765°C and 720°C at idle. Engine shut down and aircraft landed safely.	Centralised fault display system (CFDS) download indicated maximum EGT 810.3" and maximum N2 100.5%. Investigation by engineers found the variable stator vane (VSV) control rod had become disconnected from the VSV actuator. The nutand D headed bolt were found on top of the bifurcation panel next to pipes/loom. The running torque of the stiff nut to bolt is 40 lbs in. The position of the variable stator vanes was approximately a bolt hole out from the idle position. Engine subsequently replaced.
200603970	13/05/2006	En route	Biggin (BIG)		EGTT : London (FIR)	HUGHES	Reciprocating	1	Engine failure. Investigation found that the exhaust valve had been broken by impact with the piston and had then been ejected downstream.	While in straight and level flight, a "clonk / bang" was heard and felt, the aircraft shuddered and became unstable. As the aircraft was established in autorotation, it was noted the rotor rpm was in the 'green' but the engine had stopped. A successful landing followed with no occupant injury or damage to the aircraft. Investigation, including thorough inspection, found that the exhaust valve appeared to be missing and was recovered in two pieces inside the exhaust silencer box. It had been broken by impact with thepiston and then had passed out of the exhaust port. Half of the valve collet was found in the cylinder head and theother half was found in the bottom of the engine. The engine was sent for a strip report, which was inconclusive but noted that the valve springs showed signs of coil binding.□ CAA Closure: No further CAA action practicable.
200604036	18/05/2006	En route	Thames Estuary (Greater London)		EGTT : London (FIR)	BOEING	Turbofan	4	PAN declared due to apparent nr1 engine exhaust fire. Engine shutdown. A/c landed safely. No damage or injuries reported. AAIB Field investigation.	AAIB Bulletin 12/2006, ref: EW/C2006/05/01 - Summary: A passenger saw what appeared to be small flames coming from between the nr1 engine exhaust shroud and its pylon; the flight crew were informed. The engine indications were normal; nevertheless, the commander decided to shut the enginedown. The 'flames' continued until the aircraft was slowed for an approach. The aircraft landed uneventfully. Investigation revealed that a rubber seal had torn, and that when agitated by the air flow it gave the appearance of flames. There had been eleven previous events reported on similar aircraft. The aircraft manufacturer has identified an alternative seal and recommended that operators inspect the affected area on a periodic basis and replace damaged seals.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200604334	22/05/2006	Approach	Coventry		EGTT : London (FIR)	OTHER	Other		Helicopter diverted to Coventry due to gearbox chip detector warning. PAN subsequently declared with engine failure. Helicopter landed safely.	
200604342	26/05/2006	En route	Compton (CPT)	5nm W	EGTT : London (FIR)	CESSNA	Turbofan	2	Emergency declared due to double engine FADEC indication.A/c returned and landed safely. P2 probes possibly iced up.	Climbing through FL220 both amber engine control system lights illuminated. Checklist actioned but attempt to resetFADECs was unsuccessful, as was changing FADEC channels and selecting LH engine anti-icing, the crew having previously elected not to use engine anti-icing in view of the clear air and relatively warm ram air temperature (RAT) of +4deg C. Emergency declared and a/c returned to Hurn. FADECdownload subsequently passed to a/c manufacturer, who concluded that the fault indication was most likely due to one or both engine PT2 probes icing over, which can occur attemperatures +10deg C or colder. In order to clear the fault the aircraft manufacturer advises that the engine anti-icing should be switched 'on' and, after waiting for approx 5 minutes, the FADECs should be reset: this is the onlyin-flight FADEC reset possibility. Also, it is important to make sure the engine anti-ice has been selected 'off' for a period of two minutes before shutting the engines down as this can cause the sensed temperature to exceed the FADEC limits. Reset carried out iaw manufacturer's advice and a/c returned to service.
200604623	10/05/2006	Approach	Gloucester-Staverton		EGTT : London (FIR)	CESSNA	Reciprocating	1	Diesel engine failure due to transient fuel starvation.	The aircraft departed with 135.1 litres of fuel (Jet A1) of which 120 litres was usable, for a planned flight of 7hours total airborne endurance. With approximately 1 hourof endurance remaining and prior to approach, the low fuel lights started occasionally flickering during a roll, which was expected when the fuel level was less than ¼ tank,the pilot estimating approximately 20 - 25 litres of fuelremaining. With the aircraft rather too high on approach,a 'crab technique' using sideslip was employed to reduce altitude. At 100ft altitude, a small amount of power was applied but the engine "coughed". Full power was applied, the pump was checked as 'on' and the other fuel tank (LH) selected but the engine still failed to restart. The aircraft landed safely and towed to the ramp. FADEC lights 'A' and 'B' were flashing but the engine would not restart on either FADEC. Both fuel tanks were dipped, confirming 22.7litres of useable fuel remaining which equated to a remaining endurance of approximately one hour. A computer download from the FADEC confirmed the engine had stopped due tofuel starvation. Fuel filters were checked but no contamination was found to impede fuel flow. The fuel system was bled and the engine operated normally. It was believed the failure was due to fuel starvation caused by the fuel tank outlets of the selected tank being momentarily uncovered, resulting in an airlock and permanent stoppage of the engine. The reporter alleges, 1) shortcomings in the Pilot's Operating Handbook (POH) highlighting this eventuality as 'caution' and not warning; 2) POH also fails to mention that temporary fuel starvation due to a transient uncovering of the fuel outlets will result in the permanent stoppage of the engine; 3) and suggests that a different fuel selector be standardised allowing a choice of 'Left, Right and Both' tanks to be selected. The reporter has subsequently resolved that "in future, subtract an extra one hour from the endurance figures when planning a flight and refuelthe aircraft by five hours of operation from full tanks or when it is calculated 30 litres of fuel is remaining in total - which ever is the soonest". EASA are responsible for the continued airworthiness of this aircraft and they have been informed of the reported occurrence. CAA have raised a number of issues relating to this occurrence and EASA are addressing any necessary corrective actions required. See also 200707132 - same aircraft.□ CAA Closure: No further CAA action practicable.

200604804	08/06/2006	En route	Unknown		EGTT : London (FIR)	DORNIER	Turboprop	2	Nr2 engine shut down due to vibration and RPM fluctuation. PAN declared. Defect traced to the tachogenerator, which was replaced.	At 3000ft during cruise, the aircraft yawed momentarily right and nr2 engine RPM was noted to be erratic, with associated vibration and audible engine fluctuation. Speed lever had little effect on the engine. Emergency checklist actioned, nr2 engine shut down and PAN declared. Uneventful landing carried out. Extensive investigation of the reported symptoms traced the only identifiable relevant defect to the tachogenerator. The component was replaced and the engine tested thoroughly without further indications of the other reported symptoms. The FCU, although serviceable, was replaced as a precautionary measure and to aid in further fault diagnosis. The rectified defect would only have resulted in an indication error and therefore the reported symptoms of compressor stall could not be confirmed. The aircraft was returned to service. No recurrence since.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200604843	09/06/2006	En route	Ockham (OCK)		EGTT : London (FIR)	AIRBUS	Turbofan	2	Nr1 engine shutdown due to low oil quantity/pressure warning. PAN declared. Maintenance error.	While approaching Ockham VOR to enter hold, a 'LOW OIL QTY' advisory message was received followed by 'LOW PR'. Nr1 engine thrust set to idle followed by ECAM warning 'ENG 1 LOW OIL PR' and nr1 shutdown. PAN declared, ECAM completed and CAT 3 single engine landing carried out uneventfully (APU already started as a precaution during initial advisory). Investigation established that the incident occurred while the aircraft was positioning following some heavy maintenance with a third party maintenance organisation. The engine (s/n V10662 TSN 12432 CSN 12275) was subsequently removed and routed to the operator's workshops where it was discovered that a loose bolt and locking washer, found in the bottom of the nr5 bearing chamber, partially blocked the scavenge drain. It is considered that, when the engine was throttled back at TOD, the subsequent drop in suction from the scavenge pump and the restriction of the drain, caused the bearing chamber to overfill and vent the excess oil into the exhaust. This bearing chamber had been opened up on the heavy maintenance check immediately prior to this incident to carry out EO A320/V25/72-0461/5, which required removal of the bearing oil jet in order to clean the compartment. The loose bolt was left in the bearing chamber by a technician at the third party maintenance organisation. Their subsequent investigation concluded that there had been non-compliance with company established procedures by the technicians, with several failings evident. The maintenance organisation has spoken to the technicians and other team members involved to make them aware of the discrepancies and remind them of their responsibilities. This was one of three incidents experienced by this operator following work carried out by this organisation. As a result, the operator will not be using this organisation in future.☐ CAA Closure: No further CAA action practicable.
200604973	01/06/2006	En route			EGTT : London (FIR)	PIPER	Reciprocating	2	Nr2 engine shutdown due to oil quantity/pressure loss. Aircraft returned. Investigation established pre-ignition had occurred at the nr5 cylinder. Engine rebuilt.	Nr2 engine low oil pressure indication. Visual inspection of engine showed a large amount of oil on engine cowlings. Return initiated during which oil pressure reduced further. Engine shutdown and uneventful landing carried out. Investigation, including overhaul, confirmed pre-ignition had occurred at the nr5 cylinder. Nil further defects evident on strip investigation. Engine rebuilt in accordance with overhaul manual.☐ CAA Closure: The hazard is acceptable provided the frequency remains low.
200605373	22/06/2006	Approach	Penzance		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Intermittent nr1 engine fire warning during approach. Engine shutdown, MAYDAY declared and run-on landing carried out.	Fire service attended and confirmed there was no fire. See also 200309046.
200605659	02/07/2006	En route	Kidderminster		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr2 engine chip caution illuminated in flight.	Whilst in level cruise Eng 2 Chip caution illuminated. Fuzz burner selected 'on' but caution failed to clear. Nr2 engine shut down in accordance with checklist and flight continued to destination. Following landing, the caution failed to illuminate when the battery master was selected on. Both master chip detectors removed, inspected and samples taken, oil filter removed and examined with no particles present. Spectrographic Oil Analysis (SOA) sample taken. Oil change carried out. Ground run completed and aircraft returned to service.
200605764	02/07/2006	Approach	Gloucester-Staverton		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	During an emergency, two way communications could not be established between ATC and fire vehicle, so details were passed by telephone to a fireman who ran to the fire station and transmitted blind.	Subsequent analysis of UHF frequency recordings ascertained that the ATSA had not actually transmitted the message on the frequency, although they could be heard passing the details through an open phone line. The fire crew were then transmitting almost continuously with an increased sense of urgency and these transmissions crossed with incoming messages from the ADC position and the hand held radio, giving the impression that the system was unserviceable, when it was actually inappropriate RT technique that caused the failure of two way communications. The ATSA could not explain why his initial transmission had not been broadcast. A touch screen VCCS was installed two months previously and all staff had received the appropriate training. It is possible that either the transmit function had inadvertently been deselected or the PTT had not been fully pressed. The fire vehicle is equipped with a mobile phone, however, this appears to have been overlooked as a possible means of emergency communications in the event of the apparent UHF failure. Closer investigation then revealed that the phone had been blocked by the service provider due to lack of use. A replacement SIM card has been installed in the phone and the emergency orders and telephone list are to be updated. It was also established that the fire crew had undertaken RT training 3 years previously and were, therefore, due for refresher training. Additionally, a reminder will be issued to ATC staff to ensure that the correct selection and transmitting techniques are used on the new system. This will include a requirement to conduct a radio check whenever handover of watch occurs in the ATSA position.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200605873	07/07/2006	En route			EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr1 engine shutdown and PAN declared due to low oil pressure warning. A/c landed safely with AFS in attendance. Evidence of oil leak on nr1 engine cowling. Maintenance error.	Investigation determined that engine run parameters post oil filter change were not accomplished, therefore, the oil leak (caused by an incorrectly seated seal) was not detected. Appropriate action taken and engineer involved has received additional training.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200605953	05/07/2006	Manoeuvring	Valley	10nm NW	EGTT : London (FIR)	BELL	Turboshaft	2	Engine failure. PAN declared. Bearing in nr2 accessory gearbox failed.	During a deck winch training sortie, the aircraft was clearing back from the deck at 10 units when the airframe wobbled and the aircraft immediately descended from 40ft ASL. The Captain took control and with decaying Nr, a torque split, low Nr audio warning and Rad Alt Low height warning, initiated a fly away. The Nr was observed at 91% and the aircraft bottomed out at 20ft ASL before climbing away. Nr1 engine temperature was noted to be in the red band. PAN call made to the ship and, once in a safe flying condition, nr2 engine failure was diagnosed. PAN then declared to RAF Valley where a zero speed landing followed. Investigation concluded failure within nr2 engine accessory gearbox. Engine replaced. As nr1 engine required a post over temperature inspection by the engine manufacturers, that engine was also replaced. Strip inspection attributed failure to bearing in nr2 accessory gearbox. No further action to be taken due to low frequency of events.☐ CAA Closure: No further CAA action required at this time.
200606330	18/07/2006	En route	Pontypridd (Glamorgan)	Treforest Industrial Estate	EGTT : London (FIR)	DENNEY	Reciprocating	1	Aircraft crashed on an industrial estate road after losing engine power. Substantial damage. Minor injuries to two POB. AAIB AARF investigation.	AAIB Bulletin 3/2007, ref: EW/G2006/07/28 - Summary: The aircraft suffered a substantial loss of engine power and crashed into an industrial estate following an attempted forced landing into school playing fields.☐ CAA Closure: No CAA action appropriate.
200606615	20/07/2006	En route	Luton (LUT)		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Stepper motor failure.	During a climb with nr1 engine set to training, 'Nr2 Engine Degrade' caution illuminated. Training mode automatically cancelled. The engine status page showed stepper motor failure on nr2 engine. On shutdown, nr2 first limit indicator FLI failed and the systems status page showed DN1 and TQ Ind failure. Following a FADEC dump, nr2 HMU (p/n: 0319858020) found to be defective (stepper motor failure). Unit replaced and the aircraft was released to service. See also 200509190, 200602583 and 200603579.
200606641	21/07/2006	Approach	Southend (SND)		EGTT : London (FIR)	AGUSTA	Turboshaft	2	PAN declared with one engine shutdown. A/c diverted to Southend and landed safely.	
200606812	31/07/2006	En route	Biggin (BIG)		EGTT : London (FIR)	BOEING	Turbofan	2	AAIB Initial Notification: MAYDAY declared after shutting down nr1 engine, which was stuck at cruise power. Priority routing given and aircraft landed safely.	
200606892	02/08/2006	En route			EGTT : London (FIR)	BOEING	Turbofan	2	MAYDAY declared due to engine loss.	Failure of engine found to be due to leaking FFG. Unit replaced, aircraft returned to service. See also 200606901. CAA Closure : No further CAA action required at this time.
200606916	01/08/2006	En route	En Route		EGTT : London (FIR)	BEECH	Turboprop	2	LH engine in-flight shut down. A/c diverted. Fuel float check valve sticking and LH outboard wing fuel vent pipe incorrectly manufactured. Manufacturer's Communiqué issued.	During cruise, LH engine torque fluctuated between approx 1850lb/ft and 400lb/ft over several seconds, before falling to zero. LH auto ignition annunciator lit and reporter had the opinion that the a/c yawed in time with the fluctuations and that the engine was not producing power. After an instrument check revealed no obvious cause, the engine was shut down and the a/c diverted. Uneventful single engine landing carried out. Engineering investigation found the cause to be a combination of a sticking fuel float check valve and an incorrectly manufactured LH outboard wing fuel vent pipe that prevented adequate venting of the fuel tank during refuelling/fuel transfer. The pipe has a welded joint that should have been drilled during manufacture but was not. This prevented the vent system from working correctly. Float check valve and vent pipe replaced and no further problems reported. This precise defect was highlighted to operators in Raytheon Communiqué No 2004-02, item ATA 28 'B200/B300 Fuel Vent System Inspection' and is a known problem.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.

200606981	05/08/2006	Approach	EGLD : Denham	Denham Green	EGTT : London (FIR)	CESSNA	Reciprocating	2	Both engines lost power on approach due to fuel starvation. A/c crashed into woodland and was destroyed. Serious injuries to all six POB. AAIB Field investigation.	AAIB Bulletin 10/2007, ref: EW/C2006/08/01 - Summary: Theaircraft was completing a day VFR flight from Durham TeesValley Airport to Denham Airfield. As the pilot turned onto the final approach for Runway 06, the right engine random. The pilot attempted to increase power on the left engine but it did not appear to respond. The airspeed decayed and the right wing dropped. The aircraft descended intoa wooded area short of the runway, seriously injuring allthose on board. The investigation identified that fuel starvation of both engines was the cause of the accident. One Safety Recommendation (2007-086) is made to the FAA.☐ CAA Closure: The Recommendation made in respect of this occurrence is not addressed to the CAA and is to be actioned directly by the relevant body. No further CAA action is practicable.
200607052	06/08/2006	En route	Leicester (Leicestershire)		EGTT : London (FIR)	AERONCA	Reciprocating	1	UK Reportable Accident: Engine failure on take-off. Forced landing in field off end of runway. Landing gear collapsed. No injuries to one POB. AAIB AARF investigation.	AAIB Bulletin 3/2007, ref: EW/G2006/08/06 - Summary: After take off, at approximately 100ft aal, the aircraft's engine lost some power. The pilot retarded the throttle slightly before opening it fully. Full power was regained and the climb was continued. At approximately 300ft aal the engine lost all power and stopped. The pilot flew a forced landing into a field of wheat. During the landing roll the aircraft's main landing gear collapsed. The temperature was27deg C and the dew point was 14deg C. Testing of the aircraft's engine and fuel system after the accident revealedno pre-existing damage and no mechanical reason as to whythe engine failed. The aircraft's magnetos were subsequently sent to an independent maintenance organisation for testing. Under test one magneto stopped when it reached operating temperature due to leaking insulation. The other showed signs of failure before stopping. These results imply that the most probable cause of the engine failure was a double magneto failure. Given the high ambient temperature it is likely that the magnetos achieved a high operating temperature soon after take off prior to the failure of thefirst and subsequently the second magneto.☐ CAA Closure: The hazard is acceptable provided the frequency of occurrence remains low.
200607113	08/08/2006	En route	Bristol International		EGTT : London (FIR)	PIPER	Reciprocating	2	PAN declared with RH engine shutdown due to rough running. A/c landed safely.	
200607298	09/08/2006	En route	Pangbourne (Berkshire)	Nr Reading	EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	LH engine chip warning. Engine shut down. Aircraft returned.	During cruise at 80kts LH engine chip master caution illuminated and appropriate actions were carried out iaw Flight Reference Cards (FRCs). Fuzz burn did not clear the chipwarning, therefore the engine was set to ground idle and then shut down. Aircraft returned to base - during approach transmission on ATC 2 via the cyclic control was lost, therefore the auxiliary transmit button on the console was used. LH engine mag plugs inspected and debris found on forward/lower plug - debris assessed as minor. SOAP sample taken, oil system flushed/replenished and oil filter element replaced. Engine ground run satisfactorily carried out with no defects evident and aircraft released to service. Engine s/n 32227, total engine hours 1043, total engine hours since inspection 64. Manufacturer advised. Fault recurred 2 days later - 200607211 refers.
200607476	18/08/2006	Approach	Scampton		EGTT : London (FIR)	BEECH	Turboprop	2	RH engine torque fluctuated and failed to respond to power lever movement. ORH actioned/engine shutdown. PAN declared. Asymmetric circuit flown and landed safely.	Following extensive engineering investigation in collaboration with the aircraft and engine manufacturers, no faultfound. Aircraft returned to service and no recurrence following 21 flights, 28 flying hours, 15 engine cycles and 104 landings.
200607517	22/08/2006	En route	Southampton (SAM)		EGTT : London (FIR)	BRITTEN NORMAN	Reciprocating	3	Rear engine failure. Nr2 cylinder head failure. Followingreview, cylinder inspections reduced to 75hrs and use of standard cast cylinders discontinued.	Climbing through 3000ft a loud bang was heard followed a few seconds later by severe vibration. All engine indications remained normal but thick black smoke was observed coming from the rear engine, which was shutdown. The a/c returned and landed safely with the fire service in attendance. There was no evidence of fire but the whole tail sectionwas covered in oil. Engineering investigation traced fault to nr2 cylinder head failure. A thorough review into cylinder cracking was conducted going back to 2001. The outcome of this review reduced cylinder inspections to 75hrs and discontinued the use of standard cast cylinders. See also 200605539.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200607723	26/08/2006	En route	Edingale (Staffordshire)		EGTT : London (FIR)	ARV	Reciprocating	1	UK Reportable Accident: Coolant drive belt failure leading to engine overheat. Forced landing in a field. NLG collapsed and a/c overturned. Minor injury to one POB. AAIB AARF investigation.	AAIB Bulletin 11/2006, ref: EW/G2006/08/25 - Summary: Theengine water pump drive belt broke causing the engine to overheat. The pilot shut the engine down and during the subsequent forced landing the aircraft landed heavily on thenose wheel, which collapsed causing the aircraft to turn over onto its back.☐ CAA Closure: No CAA action appropriate.
200607841	01/09/2006	En route	GASKO		EGTT : London (FIR)	SAAB	Turboprop	2	LH engine shut down due to high oil temperature. PAN declared and aircraft diverted to Humberside. Fault attributedto a faulty transducer, which was replaced.	Engineering investigation, including oil level checks andground runs could not reproduce the fault. The engine manufacturer was consulted. Their record of previous similar defects had indicated the problem was most likely attributed to the oil tank 'oil level/temperature sensor' and recommended that it be replaced. This was carried out and there has been no recurrence to date.☐ CAA Closure: The hazardsis adequately controlled by existing requirements, procedures and documentation.
200607856	02/09/2006	En route	Bovingdon (BNN)		EGTT : London (FIR)	AIRBUS	Turbofan	2	PAN declared with nr2 engine shutdown due to high oil temperature indication.	During climb, a 'Nr2 Eng High Oil Temp' advisory message was displayed. Temperature settled at 1250deg C in cruise but, during descent, an associated ECAM warning was received, which resulted in the nr2 engine being shut down. As the a/c was about to enter the hold a PAN was declared, a priority approach was obtained and the a/c landed safely with the fire service in attendance.
200608319	15/09/2006	En route	Southend (SND)		EGTT : London (FIR)	AIRBUS	Turbofan	2	MAYDAY declared, due to nr2 compressor vane FADEC failurewarning, followed by nr2 engine stall/shutdown. A/c landed safely at destination with AFS in attendance.	Pax deplaned on stand, by normal means.
200609032	05/10/2006	En route	Cambridge	20nm NW	EGTT : London (FIR)	ATR	Turboprop	2	MAYDAY declared due to engine fire and smoke in the cockpit. RH engine shutdown. A/c returned and landed safely with AFS in attendance. Fuel nozzle failure.	Initial investigation found debris lying in the rear of the engine. Engine removed and routed to overhaul agent forteardown investigation. Initial findings were one of a catastrophic incident within the combustion chamber module rendering most of the module beyond economical repair. Laboratory analysis of the LP blades carried out and fuel pumpouted for test. Subsequent spray pattern tests confirmedthat the primary cause was failure of the nr9 fuel nozzle. At the time of failure, the engine had run 2537.8 hours from overhaul and the fuel nozzles had only been installed8 hours prior to incident. The remains of the engine could be placed together and showed a direct path of destruction from the nr9 nozzle. The fuel nozzle set, supplied via a distributor, was traced back to their last overhauler who was contacted and advised of the findings accordingly.☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200609128	07/10/2006	En route	Boreham, Essex		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Engine chip caption illuminated in flight. Engine replaced.	During the cruise, nr1 engine chip caption illuminated onthe CAD. Power and speed reduced. Fuzz burner used and the caption momentarily extinguished and then returned. Nr1 engine shut down and the aircraft returned to base where asingle engine approach and landing followed. Inspection found both MCDs to be contaminated. Debris removed, oil filter replaced and oil system flushed but during ground run,the caption returned. Aircraft shut down and the engine replaced. The reporter notes the last MCD examination was 89 hours earlier and the last Spectrographic Oil Analysis (SOA) check was 4 hours earlier with analysis results beingnormal.
200609454	18/10/2006	En route	Isle Of Man (IOM)		EGTT : London (FIR)	BOEING	Turbofan	2	LH engine shutdown due to low oil pressure warning. MAYDAY declared and a/c returned after dumping fuel. On landing, LH brakes overheated and two tyres deflated.	Engine removed and sent for shop visit. Advice from OEM suggests coking of TRF scavenge tube. Operators ASR 0236-06refers. The engine has now been through shop visit including test cell run, no additional findings highlighted. ☐ CAA Closure: The hazard is adequately controlled by the actions stated above.
200609632	18/10/2006	En route	Manchester (MCT)		EGTT : London (FIR)	BOEING	Turbofan	2	Trial to prohibit the use of conditional clearances at Manchester allegedly caused distraction on the ADC frequencyduring a MAYDAY emergency.	It is alleged that the requirement to issue clearances and receive readbacks from fire and support vehicles during the aircraft's landing caused the RT to be extremely busy at a time when the crew (who had returned with an engine failure) may have needed to call ATC. Additionally, this high workload resulted in the controller being unable to observe the aircraft throughout its approach and landing. Seealso 200609454.☐ CAA Closure: The reporter was concerned over the trial evaluating operations without the use of conditional clearances, which was being run to satisfy the Airport Authority that the procedures were robust. The RFFShad been consulted at a high level and it was their view that such clearances should not be used, especially in a high pressure situation, and that view remains. Discussionshave taken place regarding the standard of RT procedures by vehicle drivers and initiatives are being employed to improve this.
200609983	05/11/2006	En route	Polehill (POL)	15nm N	EGTT : London (FIR)	HAWKER SIDDELEY	Turbofan	2	PAN declared due to low oil pressure warning and subsequent nr2 engine shutdown. 7700 squawk displayed.	Pilot requested diversion to Hawarden due company reasons. A/c given descent and transferred for Hawarden approach.D&D kept informed at all times of a/c intentions.

200610901	04/12/2006	En route	Berry Head (BHD)	10-15nm S	EGTT : London (FIR)	BAE	Turboprop	2	LH engine torque and EGT fluctuations. Emergency declared. A7700 squawk displayed. A/c diverted. Engine shut down and restarted in descent. Flight crew error. Notice To Pilots (NTP) issued.	LH engine torque and EGT fluctuations with power lever set to a steady cruise position. As the fluctuations continued, the crew retarded the power lever to attempt to stabilise the affected engine but the torque then dropped to between 10 and 20%. Engine shut down and restarted in descent, following which an uneventful approach and landing was carried out, no fault found. The crew were interviewed by the operator to ascertain the compliance of any SOP and QRH procedures during the incident and it became apparent that what had possibly occurred was a function of normal engine operation that had not been managed correctly, thereby leading to this occurrence. The QRH manual has a specific procedure for this type of event and the operator was not satisfied that this had been followed correctly. Notice To Pilots (NTP) issued Dec 2006 reminding crews that high power lever settings coupled with extensively retarded RPM levers will cause high EGT levels and this will generate a TTL response, which if not managed correctly will cause the symptoms as previously seen. See also 200606175.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200611111	10/12/2006	En route	Goodwood (GWC) (West Sussex)	Nr Drayton level crossing (SE of Goodwo	EGTT : London (FIR)	PITTS	Reciprocating	1	UK Reportable Accident: During attempted forced landing following power loss, a/c crashed in ploughed field and overturned. Aircraft destroyed. No injury to one POB. AAIB AARF investigation.	AAIB Bulletin 4/2007, ref: EW/G2006/12/02 - Summary: The pilot carried out a forced landing in the correct attitude and at the correct speed into a ploughed field, following a loss of power thought to have been caused by carburettor icing. Nevertheless, the aircraft flipped over and came to rest inverted. There was no fire. The pilot was uninjured but could not escape from the cockpit. The crew of a Robinson R44 helicopter was in the area and became aware of the accident. They promptly landed close to the aircraft and were able to lift the tail of G-BOXH high enough for the pilot to crawl clear.☐ CAA Closure: No CAA action appropriate.
200611163	08/12/2006	En route	Durham Tees Valley (TD)	10nm E	EGTT : London (FIR)	BAE	Turboprop	2	RH engine failed to restart after routine training shutdown. A/c diverted to Humberside and landed safely. Unfeathering pump failure.	The company investigation has confirmed unfeathering pump failures. TC holder has been informed and confirmed that they were not aware of any previous occurrences. The component is currently monitored as part of the operator's reliability programme with a 300FH Function Check. See also 200611269.☐ CAA Closure: The hazard is acceptable provided the frequency remains low.
200611269	11/12/2006	En route	Durham Tees Valley (TD)	South of MME	EGTT : London (FIR)	BAE	Turboprop	2	LH engine failed to restart after routine training shutdown. A/c diverted to Humberside and landed safely. Unfeathering pump failure.	The company investigation has confirmed unfeathering pump failures. TC holder has been informed and confirmed that they were not aware of any previous occurrences. The component is currently monitored as part of the operator's reliability programme with a 300FH Function Check. See also 200611269.☐ CAA Closure: The hazard is acceptable provided the frequency remains low.
200611447	08/11/2006	En route	Liverpool	60nm SE	EGTT : London (FIR)	LOCKHEED	Turboprop	4	Nr1 engine rpm dropped below 13400 (normal range 13680 to 13960). Engine shutdown and PAN declared. A/c landed safely with AFS in attendance.	Defect could not be reproduced but slightly low rpm was confirmed - propeller governor adjusted accordingly.
200611504	07/12/2006	Manoeuvring	North Stifford		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr2 engine oil pressure caution illuminated with drop in pressure. Engine shutdown, PAN declared. HP turbine blade failed, with subsequent out of balance leading to oil pipe failure. Engine replaced.	A/c returned and uneventful run-on landing carried out. On inspection, no oil was observed in the sight glass and there was evidence of spatter on the turbine stator and exhaust. Internal oil leak diagnosed, engine replaced. Engine manufacturers investigation carried out. Oil loss attributed to half height failure of an HP turbine blade, with subsequent out of balance leading to oil pipe failure. Engine TSN 2976hrs. The operator is seeking earlier overhaul of remaining engine on a/c. EASA advised.☐ CAA Closure: The hazard is acceptable provided the frequency remains low.
200611611	23/12/2006	Take-off	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	2	PAN declared and aircraft returned following nr2 engine shut down after take-off. Squawk 7700 selected. Aircraft landed safely with no reported damage.	
200700034	02/01/2007	Take-off	Manchester (MCT)		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Autofeather system failed to disarm. LH Signal Conditioning Unit (SCU) and LH Remote Control Circuit Breaker (RCCB) replaced.	During initial climb, deselection of autofeather failed to disarm the system. Switch recycled to no effect. QRH actioned and engineers consulted - flight deemed safe to continue. On arrival, test of autofeather system resulted in uncommanded feathering of both nr1 and nr2 propellers. RH feather pump RCCB replaced. Further inspection found that there was inconsistent activation of the LH autofeather system, which on investigation resulted in the LH SCU (p/n 30005-0000-56) being replaced. During subsequent test, the RH alternate feather light and the RH feather pump were again reported to be operating. Further investigation found that the LH RCCB, fed from the LH secondary feeder bus bar, powers the RH feather pump and advisory light and the RH RCCB, fed from the RH secondary feeder bus bar, powers the LH feather pump and advisory light. It was, therefore, deemed that the incorrect RCCB was replaced. Following replacement of the correct RCCB (p/n SM600BA75A1), the a/c returned to service with no repetition of defect. No other fleet a/c reported similarly affected. ☐ CAA Closure: No further CAA action required at this time.
200700087	06/01/2007	En route	North Sea		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr2 engine chip warning. PAN declared. Circuit breaker reset - warning persisted. One Engine Inoperative (OEI) flight established and normal twin engine approach/landing carried out.	The PAN was acknowledged and when Anglia radar requested the a/c to squawk 7700 this came up as 6700, even after being instructed to recycle the squawk. The pilot was then instructed to revert to his assigned squawk 0231, and D&D were informed that the a/c was unable to select 7700 and was continuing flight on squawk 0231. The pilot later requested to try to select 7700 again so as they could attempt to snag the problem on their transponder. This time the transponder selected the correct code. D&D advised. No fault found on ground with transponder. Engine chip detectors examined for debris, with none apparent. Ground run carried out after which chip detectors re-examined, with no debris apparent. Aircraft returned to service with no subsequent chip warnings.☐ CAA Closure: The hazard is adequately controlled by existing requirements, procedures and documentation.
200700804	23/01/2007	Take-off	Manston		EGTT : London (FIR)	BOEING	Turbofan	4	Compressor stall. Take off rejected. Engine failure on take off three days later.	As the engine was advanced for take off, all parameters appeared stable but at approx 40kts and ±1.25 - 1.30 EPR, a loud bang was heard from the RH side of the a/c and the take off was rejected. Borescope inspection of nr3 engine carried out with no defects found and a/c released to service. The subsequent flight was uneventful. Three days later, immediately after rotation, a loud bang was heard from the nr3 engine and an EGT warning activated. Engine shutdown and a/c returned. During initial investigation a pipe was found to be loose on the T2 sensor, which may have contributed to the malfunction. Further investigation, including borescope inspection, was carried out and the a/c was declared serviceable on the following day. A torque check of T2 sensor pipes has since been added to the 'B' check reliability card. See also 200609789, 200609351.
200700889	03/02/2007	En route	Stansted		EGTT : London (FIR)	MCDONNELL DOUGLAS	Turbofan	3	During climb pilot reported shutting down one engine. MAYDAY declared and fuel dumped. A/c returned and landed safely.	
200701801	03/03/2007	Take-off	Birmingham		EGTT : London (FIR)	AIRBUS	Turbofan	2	Nr1 engine low oil pressure warning followed by 'Eng Fail' indication. One fire bottle discharged as precaution. A/c returned for overweight landing. Oil pump failed.	See also 200506200.
200702115	08/03/2007	En route	Tibenham		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine fire warning illuminated in cruise. Engine shut down as per emergency drill and warning subsequently extinguished. Connector found broken on fire detector - crimp replaced.	
200702182	09/03/2007	En route	LAKEY		EGTT : London (FIR)	FOKKER	Turboprop	2	Flight crew failed to declare an emergency following engine shutdown.	Flight crew shutdown an engine and requested descent but were not declaring an emergency. Range and distances to Leeds Bradford and Manchester given by ATC but the flight crew elected to continue to scheduled destination. ATC then contacted the operator who were allegedly unaware of the situation and requested that they speak to the a/c with regard to destination/declaration of an emergency. The a/c continued to its planned destination at 6100ft and landed safely. D & D were informed. See also 200702555.☐ CAA Closure: No further CAA action practicable.
200702222	15/03/2007	En route	Dean Cross (DCS)	8nm S	EGTT : London (FIR)	BEECH	Reciprocating	2	MAYDAY declared due to double engine failure. One engine subsequently restarted. Aircraft diverted to Carlisle and landed safely.	Subsequent pilot analysis of the event suggested possible lack of fuel management, resulting in a failure to change fuel tanks from main to auxiliary. This caused the main tanks to run dry, possibly causing air or debris from the bottom of the tanks to be sucked into the fuel lines. The aircraft was inspected for water and debris in the fuel, none found. It was noted, however, that only 15 litres of fuel was found in the tanks. This fact, plus a review of the fuel load and flight time figures, indicates that the aircraft ran out of fuel.☐ CAA Closure: No further CAA action practicable.

200702355	19/03/2007	Take-off	EGSS (STN): London/Stansted		EGTT : London (FIR)	LOCKHEED	Turboprop	4	PAN declared due to erratic indications on all four engines. Nr2 shutdown and nrs 1 and 3 ran down during return. Propeller synchrophaser unit failed. AAIB Field investigation.	AAIB Bulletin 5/2008, ref: EW/C2007/03/06 - Summary: Immediately after take-off on a night flight from Stansted to Edinburgh, the flight crew experienced control difficulties and fluctuation of the RPM and power on all four engines. As the aircraft climbed towards 3,000 feet QNH the number 2 engine was observed to be running down. The crew shut the engine down, declared a PAN and prepared to return to Stansted. The remaining three engines continued to suffer from fluctuating parameters throughout the remainder of the flight until, when on final approach with landing flap selected, both the number 1 and number 3 engines appeared to run down. The aircraft landed using the remaining engine. The investigation revealed that the incident was the result of a failure of the propeller synchrophaser.□ CAA Closure: The operator, in consultation with the UK CAA, has amended its procedures to include the checklist items specific for multiple propeller malfunctions on G-FIZU that had been erroneously omitted. They have also informed crews of the incident and of the revised procedures now in force so that they will be able to identify any recurrence in the future and take effective remedial action. A review carried out by the airframe manufacturer confirmed that the number of aircraft remaining in operation with the analogue synchrophaser fitted is extremely low, in the region of 10 aircraft of all types. All operators who may have aircraft with this unit fitted have been informed of this event and requested to ensure that their checklists include the correct actions to take in the event of multiple engine and propeller fluctuations.
200702402	20/03/2007	En route	En Route		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr2 engine chip caution illuminated in flight.	Use of fuzz burner failed to extinguish caption. Temperature and pressure normal, power reduced to idle on nr2 engine and a/c returned. Power restored for a normal approach and landing. Single small filament type chip found on forward mag plug.
200702555	22/03/2007	En route	Wallasey (WAL)		EGTT : London (FIR)	FOKKER	Turboprop	2	Nr1 engine in-flight shut down. ATC advised but no emergency declared. Aircraft continued to destination and landed without further incident.	See also 200702182. □ CAA Closure: No further CAA action practicable.
200702674	24/03/2007	En route	Southampton (SAM)		EGTT : London (FIR)	BAE	Turboprop	2	Nr2 engine performed erratically on descent and a/c unable to maintain directional control or height. Nr2 engine shut down and MAYDAY declared. ECL actioned. Uneventful landing performed.	Subsequent investigation and strip report revealed that the propeller governor speed sensing pickup had been over adjusted, consequently causing internal damage and governor failure. The unit has been scrapped and a new unit installed. The contracted maintenance provider has been advised and procedures have been amended to ensure full compliance with approved maintenance data.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200702924	05/04/2007	En route	London-Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	2	RH engine in-flight run down/shut down, MAYDAY declared (later downgraded to PAN). Expeditious approach.	At 11000ft in idle descent, speedbrake was operated to slow aircraft down when the RH generator went off line followed by RH engine run down. MAYDAY declared, aircraft levelled at 8000ft and QRH completed. RH LP fuel pump EICAS status message appeared and expeditious routing given by ATC. Cabin crew were briefed for a precautionary landing and MAYDAY downgraded to a PAN. Uneventful flap 20 landing carried out with fire services on standby. During subsequent investigation, numerous wiring harnesses were replaced but no definitive cause could be identified. The engine, s/n 30750, was removed and sent to the manufacturer's repair and overhaul facility for investigation. Due to testing proving satisfactory, the fuel flow governor and transient pressure and fuel units were returned to vendors for investigation. No contributing faults were found and normal levels of wear observed. Connectors and adjacent wiring checks also carried out on the aircraft but no evidence of incorrect operation found. In summary, the cause could not be identified. The engine was refitted to a fleet aircraft and no repeat events were reported. The engine was again removed for policy reasons in September 2007. Engine IFSD rate (for all causes) is acceptable on this type, at around 0.007/1000 hours. □ CAA Closure: No further CAA action required at this time.
200702949	03/04/2007	En route	Stansted		EGTT : London (FIR)	BAE	Turbofan	4	Nr4 engine shutdown due to oil loss. A/c diverted to Stansted and landed safely.	
200703314	18/04/2007	En route	Bristol International		EGTT : London (FIR)	AIRBUS	Turbofan	2	MAYDAY declared with nr2 engine shut down. 7700 squawk displayed. A/c continued to destination and landed safely.	During descent to FL170, the engine noise changed due to a slight rumble from nr2 engine. Autothrust engaged to flight idle. N2 observed to fluctuate slightly and EGT increased by approximately 40deg. A member of the cabin crew then reported a strange burning smell along with a fog in the cabin. Master caution 'Eng 2 oil filter clogged' warning activated. Pack 2 switched off to eliminate the smell and engine nr2 bleed switched off. While carrying out ECAM actions, pressure fell below 13psi which led to engine shutdown. MAYDAY declared although this was downgraded to a PAN after 5mins. Uneventful single engine approach and landing carried out. Investigation confirmed by manufacturer as nr3 bearing failure. The operator is participating with the manufacturer in order to minimise the potential risk of a nr3 bearing failure. The operators engine oil filter sample program has been expanded to include the full fleet. In addition, the filter change threshold in the Maintenance Programme has been lowered from 4000hrs to 2500hrs to try and detect early signs of bearing failure.□ CAA Closure: No further CAA action practicable.
200703316	18/04/2007	En route	Southampton (SAM)		EGTT : London (FIR)	PIPER	Reciprocating	2	PAN and subsequent MAYDAY declared due to engine/fuel problems. Diversion. On approach, engines became functional, emergency downgraded to a PAN. Low fuel. Refuelling error.	Pilot's report states that when the a/c was established in the cruise, fuel was switched from the inner to the outer main tanks. Overhead Goodwood, the RH engine began to lose power, followed by a reduction in power from the LH engine, which subsequently stopped. MAYDAY was declared, fuel was selected back to the inner tanks, and both engines restarted and became functional. Emergency call downgraded to PAN. A/c landed safely at Southampton with emergency services in attendance. Subsequent investigation revealed that the verbally requested 85 litres of fuel to all four tanks was only delivered to the two inner tanks and this refuelling was not supervised by the pilot. Therefore when the engines began to lose power, the pilot assumed the gaugesto be suspect and that there were genuine engine malfunctions. The operator and the pilot agreed that the refuelling process is to be supervised and fuel orders are to be presented as a written and not a verbal request.
200703530	25/04/2007	En route	En Route		EGTT : London (FIR)	BAE	Turbofan	4	Nr2 engine shut down due to overspeed indication. Diversion to Stansted.	
200703631	29/04/2007	Take-off	Manchester (MCT)		EGTT : London (FIR)	BOEING	Turbofan	2	Multiple birdstrike on rotation. MAYDAY declared and RH engine shut down due to bird ingestion, engine surges/erratic indications and asymmetric swing/violent airframe vibration. Aircraft returned.	Flames evident from tailpipe, EGT spike of 980deg C. Recall drills and QRH actioned. Uneventful flap 20 landing carried out with fire services in attendance. Herons and crows had been observed crossing aircraft path left to right during take-off run, two herons allegedly ingested. Bird remains found on runway. The engine was removed and sent to Rolls Royce. Initial reports indicate that there is minimal damage as a result of the bird strike. DNA testing identified the bird "Carrion Crow average weight 530g 1.16lb". Operator has raised this occurrence with Manchester Airport as an unacceptable risk. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200703854	04/05/2007	En route	MONTY		EGTT : London (FIR)	BAE	Turboprop	2	RH engine in-flight shut down. Diversion to Manchester. No emergency declared - ATC changed squawk to 7700. Nr1 torque bridge failed.	
200704025	10/05/2007	En route	GURLU		EGTT : London (FIR)	BAC	Turbofan	2	PAN declared with nr2 engine shutdown due to low oil pressure. Direct routing given.	
200704585	24/05/2007	En route	Richmond Park, London		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Chip1' caution illuminated. Nr1 engine shut down. QRH actioned. Flight proceeded to Blackbushe where the R/W was made available for a run-on landing.	Inspection revealed minor contamination of module 3 scavenge oil. Subject module has run 6:30hrs since overhaul. Awaiting analysis. A/c released back to service.
200704888	25/05/2007	En route	Shobdon		EGTT : London (FIR)	PIPER	Reciprocating	2	PAN declared with RH engine shut down. Full emergency initiated by ATC. A/c diverted and landed safely.	The nature of the engine failure resulted in the engine being removed and sent for repair. Subsequent inspection of the engine at the overhaul agency confirmed that a number of major assemblies were beyond economical repair. The cause was never clearly identified despite the limited support from the manufacturer. □ CAA Closure: No further CAA action practicable.
200704892	03/06/2007	En route	Leman Field (North Sea)	Overhead	EGTT : London (FIR)	SIKORSKY	Turboshaft	2	PAN declared due to suspected engine fire. Fire extinguisher used and engine shut down. Squawk 7700 selected. Flight continued to planned destination and landed safely.	Investigation confirmed that it was a false indication caused by water ingress at the engine bay fire detectors. Suspect heavy rain as the cause. □ CAA Closure: The hazard is acceptable provided the frequency remains low.
200705153	06/06/2007	En route	Morecambe Bay		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine chip warning illuminated in cruise. Engine shutdown law checklist. A/c returned and landed safely.	
200705203	11/06/2007	En route	Redhill	3 W	EGTT : London (FIR)	BOLKOW	Turboshaft	2	PAN declared with one engine shutdown. A/c diverted to Redhill. Run on landing carried out on the grass area south of the Tower with AFS in attendance.	CAA Closure: Fault confirmed as a maintenance error, which is subject to further investigation by the operator.

200705511	15/06/2007	En route	Carlisle		EGTT : London (FIR)	OTHER	Unknown		RH engine shut down due to oil leak. Full emergency initiated by ATC.	
200705512	18/06/2007	En route	Newcastle (NEW)	60nm SW Newcastle	EGTT : London (FIR)	FOKKER	Turboprop	2	LH engine shut down due to gearbox failure. A/c returned and landed safely.	See also 200712073, 200711869.
200705592	21/06/2007	En route	MAMUL Waypoint		EGTT : London (FIR)	BEECH	Turboprop	2	PAN declared due to nr2 engine oil leak. Engine shut down. A/c returned and landed safely.	
200705876	21/06/2007	En route	Colchester	SW	EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr2 engine MCD warning light illuminated during cruise with associated master warning.	Flight continued at safe single engine condition and fuzzburner system activated but MCD and master warning captions did not clear. Flight continued at single speed and single engine landing carried out. Module 01 MCD found contaminated with 10 strands of metallic debris approx 3.2 x 0.03mm which, following particle analysis, were identified asZ15CN17-03. Oil flushing, filter checks and ground run carried out and aircraft returned to service. Two further chip illuminations occurred over next 4.5 flying hours with fewer particles present but, following discussion with manufacturer, engine was rejected. Engine strip report requested. Total aircraft hours/landings 2072/10520, total engine hours/landings 144/238. See also 200609128.
200705963	01/07/2007	En route	Cambridge	2nm N	EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	PAN declared due to nr1 engine chip warning. Engine shut down, a/c diverted to Cambridge and landed safely with AFSin attendance.	Inspection of chip detector found debris associated with recent engine change. A/c assessed as serviceable.
200706239	09/07/2007	En route	Manchester (MCT)		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	PAN declared due to nr1 engine shutdown. Aircraft squawked 7700. Later upgraded to MAYDAY. Diverted to Manchester.	CAA Closure: Initial fault investigation identified the Propeller Electronic Control (PEC) to be the causal failure. The PEC was replaced and the aircraft returned to service following satisfactory testing. The defect re-appeared on 19 July 2007, which resulted in the replacement of the dual pulse probe. Data analysis showed that there was a signal loss to the PEC. The PEC, and its control, performed as expected to the loss of signal. Strip reports for the PEC and Dual pulse probe show no defects with these items. The specific cause for the loss of signal could not be positively identified, however, a proposed PEC software changewill attempt to address the signal redundancy issue by providing alternative sensing for PEC reversionary control.
200706493	13/07/2007	En route	Wallasey (WAL)		EGTT : London (FIR)	MCDONNELL DOUGLAS	Turbofan	2	PAN declared due to inability of aircraft to climb or maintain forward speed/flight level. Squawk 7700 selected. Aircraft descended and returned.	CAA Closure: A full investigation was conducted by the operator, and the assigned inspector has not been able to categorically conclude the cause of the incident. It was agreed that an extensive airstest would be required taking consideration that the symptoms experiences may have been caused by icing. No repeat symptoms were experienced concluding that the likely cause of the event was icing. The company has now since liquidated and no further information is available.
200706496	14/07/2007	En route	Luton (LUT)	5nm	EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Engine chip warning. Engine shut down. Considered diverting to Luton but finally proceeded to planned destination. Landed safely.	
200706742	19/07/2007	En route	Dean Cross (DCS)		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr1 engine shut down due to propeller overspeed with associated vibration. PAN declared. Uneventful landing. Recurring problem.	Nr1 propeller overspeed at FL200 in cruise and rpm increased to 1060rpm with 850 MCL set on both engines. Nr1 Propeller Electronic Control (PEC) caution indication on CWP and memory drill completed - rpm unable to be controlled butpropeller did feather. PAN declared and nr1 engine shut down iaw emergency checklist. Uneventful landing carried out with fire services on standby. □ CAA Closure: Initial fault investigation for a previous report identified the PEC(Propeller Electronic Control) to be the causal failure. The PEC was replaced and the aircraft returned to service following satisfactory testing. The defect re-appeared on the 19 July 2007, which resulted in the replacement of thedual pulse probe. Strip reports for the PEC and dual pulse probe show no defects with these items. It is consideredthat the reported event was caused due to the current PECsoftware signal handling processing logic. The proposed PEC software change is attempting to address the signal redundancy issue by providing alternative sensing for PEC reversionary control. The PEC software is presently scheduledfor release in December 2008. A programme for its introduction will be established once the availability is confirmed.
200706745	19/06/2007	En route	Chandlers Cross		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Fuel sender unit malfunction.	Prior to flight, fuel gauges indicated 32%, split betweenfront and rear tanks, which tallied with the pilot's calculations. During flight, the rear fuel tank indication jumped from 15% to 25%. The front tank low fuel light then tentatively flickered with the indication reading 8%(the front tank feeding the LH engine), although the rear tank (feeding the RH engine) still read 12%. At that point the pilot transferred fuel from the rear to the front tank. Two minutes later the RH engine ran down. PAN declared and an uneventful precautionary landing carried out. On ground, the indications were front tank: 8%, rear tank: 25%. The aircraft was subsequently fuelled to a known state and recovered to base. Engineering investigation confirmed a faulty fuel sender which, it is believed, was faulty from the start of the day. Upgraded sender unit fitted. The reporter considers this occurrence is a reminder of the importance of fuel uplift / gauge cross checks. See also 200500546 and200100115.
200706817	11/07/2007	En route	Bristol Filton		EGTT : London (FIR)	AGUSTA	Turboshaft	2	PAN declared with engine shutdown due to high oil temperature indication. Vectors given for visual approach to R/W27. Full emergency initiated by ATC. A/c landed safely.	
200707032	24/07/2007	En route	En Route		EGTT : London (FIR)	BOEING	Turbofan	4	Nr2 engine in-flight shut down.	High nr2 engine vibration during climb, peaking at 4.3 units. On descent, high vibration, surge and overheat. Due to possible excessive damage, check list actioned and engine shut down. During subsequent inspection, metallic particles found in the exhaust / turbine area. Three engine ferry flight carried out to LHR where the engine was due to bereplaced.□ CAA Closure: Engine removed and strip carried out by manufacturer. Two IP compressor outlet guide vane (OGV) retaining feet were found to have been released. There have been previous occurrences of the event which is caused by wear between the OGV feet and the anti-fret liner in the shroud ring. The manufacturers SB 72-F026 in July 2006 addresses the wear between these components by minor geometry changes to the OGV feet and hard coating of the contact surfaces.
200707070	27/07/2007	Approach	Farnborough		EGTT : London (FIR)	PIPER	Reciprocating	2	LH MLG unsafe indication. Flypast inspections confirmed gear appeared down/locked. MAYDAY declared and diverted to Farnborough due to low fuel state. LH engine shutdown on short finals.	A/c on positioning flight following maintenance. Following landing gear extension, the LH MLG indicated red 'in transit' and the gear handle failed to return to the neutral position. ECL actioned and attempts to lower the gear manually were unsuccessful. Flypast inspections carried out which confirmed the gear appeared down and locked, however only 2 greens obtained on flight deck. MAYDAY declared and diverted to Farnborough due to low fuel state. A/c landed safely and shutdown on R/W.□ CAA Closure: Subsequent to the investigation, both actuating jacks for the nose and main landing gear were removed for maintenance, resealed and refitted. The landing gear was inspected for rigging and retraction tests were undertaken. Since the incident there has been no reported recurrence
200707173	31/07/2007	En route	SKESO	Bearing 200 Range 2nm	EGTT : London (FIR)	LEARJET	Turbofan	2	LH engine shut down due to in-flight fire. Both fire bottles fired. MAYDAY declared. Squawk 7700 selected. Diversion to Exeter. Uneventful landing.	LH engine ITT observed to climb to 950deg C. Reduced to idle but ITT remained high. LH engine shut down. ITT still remained high, causing flight crew to suspect a fire. Bothfire bottles discharged but ITT fluctuated between 950degand 1060deg. Non-containable fire suspected. MAYDAY declared and diversion to Exeter carried out. After landing, the engine was inspected and no evidence of fire was found.Data was downloaded from the DEEC and no evidence of ITT overtemp was recorded. The ITT engine harness was considered suspect (giving erroneous ITT indications) and was replaced. There have been no further reports of excessive ITT.□ CAA Closure: The hazard is acceptable provided the frequency remains low.
200707697	14/07/2007	Manoeuvring	Old Warden		EGTT : London (FIR)	DE HAVILLAND	Reciprocating	1	Engine stopped during aborted stall turn.	At the end of a low level aerobatics sequence, the aircraft failed to yaw to the left when the turn was attempted. A tailslide to a hammerhead followed and the aircraft fellto approximately 45 degrees beyond the vertical. The aircraft was recovered to level flight at approximately 100ft.The engine stopped during the manoeuvre and the aircraft was forced landed in a nearby sports field. The owner/operator has issued a reminding internal order that all low level stall turns should be 'with the engine'.
200707736	14/08/2007	En route			EGTT : London (FIR)	BOEING	Turbofan	2	PAN declared due to LH engine failure. A/c diverted to Stansted.	
200708597	29/08/2007	En route			EGTT : London (FIR)	BOEING	Turbofan	4	EICAS 'Eng 1 Oil Press' message displayed. Pressure indicating below red line limit. QRH actioned. Nr1 engine shutdown, fuel dumped and a/c returned.	

200708912	12/09/2007	En route	Tilbrook (Bedfordshire)		EGTT : London (FIR)	JABIRU	Reciprocating	1	UK Reportable Accident: MAYDAY declared due to engine vibration/power loss. A/c went through hedge during forced landing. Substantial damage. No injury. AAIB Field investigation.	CAA Closure: During flight, the pilot noticed the sudden onset of vibration from the engine. Whilst on the approach to a field for an emergency landing, the engine stopped. Examination of the engine revealed that the nr3 cylinder exhaust valve had failed in fatigue and that the remaining three exhaust valves had fatigue cracks in the same areas as the valve that had failed. The engine had operated for 121 hours since it was manufactured and had Jabiru Service Letter JSL 002-1 entitled 'Jabiru Engine Economy Tuning' embodied. The metallurgical examination of all four exhaust valves indicated a very similar failure mode and fatigue cracking to another Jabiru engine. The similar engine had operated for approximately 300 hours since the valves had been replaced and also had Jabiru Service Letter JSL 002-1 embodied. AAIB Bulletin 05/2010, Ref: EW/C2007/09/12.
200709501	27/09/2007	En route	RATUK		EGTT : London (FIR)	MITSUBISHI	Turboprop	2	PAN declared due to engine control problems. Engine icing suspected. Precautionary descent and destination weather information given. SSR 7700 selected.	
200709659	02/10/2007	En route	London-Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	2	LH engine failed descending through 4000ft. QRH actioned, engine shutdown and MAYDAY declared. A/c landed safely with AFS in attendance.	All components (TPU, BVCU, FFG and pump) were removed and sent for test to the respective manufacturers. Investigation reports indicated that no faults could be found with any of these units. All units were replaced on this particular engine and full power engine runs carried out successfully. The aircraft is no longer on the UK register. □ CAA Closure: No further CAA action practicable.
200709916	14/09/2007	Approach	Manchester Barton A/F		EGTT : London (FIR)	ENSTROM	Reciprocating	1	Noise/rattle behind cockpit. Forced landing in a field. Investigation revealed the lower jack strut bearing for the drive belt system had failed. □ CAA Closure: The lower jack strut pulley bearing was found partially seized and brinnelled. Bearing replaced.	The aircraft had levelled off at 500ft in a circuit when a slight noise/rattle from behind the cockpit became apparent. With the noise continuing to increase, the instructor took control and entered autorotation followed by a safe engine off landing in a field. No injuries to two POB.
200710250	18/10/2007	En route	En Route		EGTT : London (FIR)	DORNIER	Turboprop	2	RH engine vibration and engine fire warning. Engine shut down. PAN declared, a/c diverted. No evidence of fire but damage to outer front cowling noted.	Subsequent investigation by the operator concluded that it is likely that an operative from the organisation had left this cowling open, although no such admission has been made. A Quality Notice has been written to highlight this incident and additional training has been added into the Continuation Training Programme, due to commence in March 2008. □ CAA Closure: No further CAA action practicable.
200710253	04/10/2007	Take-off	Warton		EGTT : London (FIR)	PIPER	Reciprocating	2	During initial climb, a large amount of oil was observed to be leaking from the nr2 engine. Engine shutdown and propeller feathered. MAYDAY declared and a/c returned with RFFS in attendance.	Inspection revealed that the oil leak was due to a popped dipstick. ADD raised to fit a screw type dipstick to this a/c and the rest of the fleet. Notice to Aircrew issued regarding a/c walk round checks. See also 200710290.
200710284	17/10/2007	En route	Northampton - Sywell		EGTT : London (FIR)	ROBINSON	Reciprocating	1	Engine shut down during autorotation practice in flight.	Practice autorotation and power failure recovery being planned, but on commencement when the throttle was rolled off, the engine stopped. Engine off landing carried out. During subsequent investigation at idle rpm, the engine was found not to be smooth. Subsequent investigation and ground run carried found engine to be running roughly. Air induction inspected with O-rings and gaskets replaced. Both magnetos inspected with retard points replaced. Exhaust assembly inspected and replaced due to evidence of burning. Inlet valves inspected iaw SB301 with no faults found. Exhaust valves inspected iaw SB388 and reamed to 0.018 inch. Fuel flow check carried out and blockage found on cylinders 1 and 3. Fuel flow dividers sent for repair/bench test and 1 and 3 confirmed blocked. Dividers cleaned inspected and bench tested. Refitted to engine on return from repairs. Engine runs carried out satisfactorily. □ CAA Closure: The hazard is acceptable provided the frequency remains low.
200710347	19/10/2007	En route	London-Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	2	On reducing thrust at ToD, nr1 engine ran down to sub-idle condition and would not respond to thrust lever movement. QRH actioned. Engine shutdown. PAN declared. Fuel control unit problems.	This event was the subject of a detailed investigation by the operator and the Part 145 organisation that had maintained the fuel control unit (FCU). The operator had taken appropriate action to mitigate any further incident by quarantining the suspect FCUs maintained by the maintenance organisation. Subsequent investigations confirmed that the lack of throttle response on the three main engine control units was attributable to leakage across the pressure and dump valve, resulting from yielding of the valve piston sleeve at the port end. The root cause of this yielding cannot be clearly identified, although the tooling used during maintenance for the removal of the sleeve may be suspect. □ CAA Closure: A Temporary Revision has been raised to the CMM to require a limit to the depth to which the removal tool should be inserted into the sleeve, to minimise the risk of introducing distortion. There also appears to have been some ambiguity in the CMM with respect to the requirement for the drain plugs to be installed for testing of the valve, which is being addressed. The test with the plugs installed will identify deformation in the sleeve. It appears that the subject main engine control units tested had these plugs removed for test. The Part 145 organisation has amended its processes to require that all sleeves are replaced with new on removal, and to require that the drain plugs are installed prior to test. Nine in-service units were identified as being at risk, three of which were found to have exceeded 100 cycles and were hence beyond their risk life of <50 hrs. The other six were returned and their sleeves replaced. There have been no further reports to date. EASA have been informed of these events.
200710413	20/10/2007	En route	Mergate Hill (Norfolk)		EGTT : London (FIR)	JABIRU	Reciprocating	1	UK Reportable Accident: Smoke filled the cabin 5 mins into flight. Engine seized. Forced landing in field. NLG bent, indentation to underside of a/c nose. 1 POB, no injuries. AAIB Field investigation.	CAA Closure: Two aircraft with Jabiru 2200 engines fitted suffered similar engine failures. Both engines had achieved less than 50 hours of usage since they were manufactured. The failures were caused by high temperatures generated within the cylinders causing softening of the piston material which led to the piston rings becoming trapped in their grooves. This allowed engine lubricating oil and/or oil vapour to enter the combustion chamber which allowed pre-ignition to occur, leading to burn-through of the piston crown. Once the burn-through was severe enough, combustion gases entered the engine crankcase which pressurised it forcing the engine lubricating oil to be expelled overboard via the engine exhaust and crankcase breather tube. Both engines had been modified at manufacture to comply with Jabiru Service Letter JSL 002-1 titled 'Jabiru Engine Economy Tuning' which introduced lean burn jets into the carburettor. This investigation was conducted in parallel with the investigation into another Jabiru, also published in this bulletin. AAIB Bulletin 05/2010, Ref: EW/C2007/10/02.
200710696	30/10/2007	En route	Bodmin		EGTT : London (FIR)	OTHER	Reciprocating	1	Aeroprakt A22 Foxbat microlight suffered engine failure after take off. Pilot elected to make a forced landing in a field. One POB, no injuries and no reported damage to aircraft.	
200711225	14/11/2007	En route	Plymouth	Nr	EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr1 engine shut down due to oil pressure loss.	Approaching destination, master warning light illuminated accompanied by fluctuating and falling oil pressure. Nr1 engine shut down iaw QRH, PAN declared and an uneventful single engine landing carried out. Full emergency declared for arrival. Subsequent manoeuvring impeded by unserviceable nose wheel steering. Aircraft shut down on taxiway and towed to stand. Subsequent investigation and strip report confirmed failure of bull gear in the reduction gear box (RGB) due to spalling debris becoming trapped in gear teeth during operation. Bull gear 'expanded' post failure and scored inside of RGB releasing magnesium debris that blocked scavange filters. This probably restricted flow to oil pump, leading to loss of oil pressure due to cavitation of the pump. This is an unusual failure, but considered to be result of deterioration due normal spalling of gears over time. □ CAA Closure: The hazard is adequately controlled by the actions stated above.
200711255	15/11/2007	En route	Trent (TNT)		EGTT : London (FIR)	BRITTEN NORMAN	Reciprocating	3	PAN declared due to RH engine failure.	Loud bang heard from RH engine and the aircraft yawed to the right. Autopilot cancelled. Propeller feathered and the flight continued to an uneventful asymmetric landing. Initial engineering inspection revealed oil in the fairing and a cracked crankcase. □ CAA Closure: On examination by an FAA approved facility, it was found that the crankshaft had failed. They stated that the crankshaft was so badly damaged the reason for failure could not be identified. Since then the maintenance organisation has ceased trading therefore no further progress can be made in determining the cause of the failure.
200711385	19/11/2007	En route	Cranfield (CIT)		EGTT : London (FIR)	DIAMOND	Reciprocating	2	RH engine shut down during air test due to fire warning. Aircraft landed immediately. Suspect false warning due to defective fire warning sensor.	During air test (with engineer onboard following RH engine cylinder replacement) RH engine fire detector warning light illuminated on PFD. No obvious signs of fire observed but engine shut down and aircraft landed without further incident. Engine inspected and no evidence of fire found. Defective fire warning sensor suspected and replaced. Air test to be carried out. Total aircraft hours 457.2, total aircraft hours since overhaul 457.2. Manufacturer advised. See also 200710763.
200711401	14/11/2007	Approach	Blackpool (BPL)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Single engine approach and landing following in-flight engine shut down. Full emergency declared by ATC and fire services deployed.	Helicopter ground taxied back to pad with fire services in attendance. □ CAA Closure: On return to base, the nr2 engine, which was on reduced 5hr inspection periodicity due to an earlier chip light occurrence on the 12 Nov 2007, was inspected and subsequently required the rejection of the engine due to high metallic particle contamination. Engine replaced and the a/c returned to service. The strip report published confirmed bearing wear plus minor axial corrosion.

200711543	21/11/2007	En route	Norwich	4 SW	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine chip caption illuminated on CWP during airstest following 100/300hr inspections. FRC actioned, engine shutdown. A/c returned and landed safely.	A slight sliver of metal was found on the lower chip detector. The reporter states that this is a common incident following 300hr inspection and cleaning of the nr6/7 bearing strut. Ground run and flight test carried out with no further recurrence.
200711547	17/05/2007	Take-off	Elstree		EGTT : London (FIR)	DIAMOND	Reciprocating	2	Power / rpm oscillation on initial climb. PAN declared. Engine shut down. Aircraft returned.	Following a maintenance check, pre-flight checks carried out with no abnormalities noted. Fuel straining had revealed a few small black particles on the first few drops but no water. Engine testing was normal prior to an uneventfultake-off. At approximately 150ft during the climb the LH engine started to surge while still on full power, with oscillations of approximately 20% (i.e. from 100% to 80% repetitively) and associated yawing oscillations. No engine indication abnormalities were noted. LH engine power reduced to 50% and power stabilised. PAN declared. Power reducedon RH engine to maintain speed. Pre-landing checks were being carried out when LH engine rpm increased to 2710rpm. LH engine power reduced to idle and LH engine master switch selected to 'Off'. While necessary drills and checks were being carried out, a shower of 'slightly yellowy' water squirted from the RH air vent over the pilot's head and glasses, impeding his vision (he was seated in the RH seat).Control handed to pilot in LH seat. Uneventful single engine landing followed. The following day, post rectification, a further air test was flown in which a repeat of the previous day's malfunction occurred. On that occasion, power was reduced to 30% to prevent propeller overspeed. Engine manufacturer contacted as initial ground runs were unable to reproduce fault. On their advice, the propeller control valve pressure was adjusted and an air test carried outbut fault recurred with engine over speeding. Boost valveand propeller control valve replaced and engine ground runs carried out with results sent to manufacturer. Defect persisted. Manufacturer then asked for the left and right propellers to be transposed. This was accomplished and engine ground runs and second air test carried out. Engine found to be normal/serviceable. Manufacturer was copied with flight test data. No further reports. See also 200701233 and other related occurrences contained therein.□ CAA Closure: The hazard is adequately controlled by the actions stated above.
200711756	29/11/2007	En route	Haslemere		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	MAYDAY declared due to nr2 engine problem. Pilot subsequently reported engine stabilised but a smell of burning although no flames apparent. A/c diverted to Goodwood and landed safely.	CAA Closure: Investigation revealed that there was a total loss of oil due to the oil filter bowl splitting on the engine. The engine was subsequently removed and replaced.
200711843	03/12/2007	En route	North Sea		EGTT : London (FIR)	AIRBUS	Turbofan	4	Nr2 engine shutdown due to high oil temperature caution. Straight-in approach requested. PAN declared at ATC's request.	Nr2 ECU replaced.□ CAA Closure: Investigation revealed that there was a failure of the ECU, caused by the insufficient support of a flexible cable linking the pressure sub-system to the main portion of the ECU, causing chafing. Subsequent arcing led to the spurious high oil temperature ECAM message experienced during flight. The ECU was returnedfor investigation and initial shop findings did not seem to correlate with the problems experienced in flight. However, further investigation revealed that the flexible cable linking the pressure sub-system to the main portion of the ECU showed signs of chafing and subsequent arcing. The manufacturer advised that this is a known issue on early ECUs where sufficient support was not supplied for the flexible cable, leading to the formation of micro-cracks whichresulted in intermittent power loss and spurious indications. Service Bulletins 73-0130 and 73-0092 have been released to rectify this, either of which can be embodied to rectify the problem. However, the manufacturer also stated that this is normally experienced on the -7B engine and this is the first recorded occurrence on the -5C. The operator is embodying SB 73-0092 on an attrition basis and, as this is the first occurrence of this fault on this engine type, is acceptable that this modification be accomplished in this manner. However, they will monitor for any further occurrences and escalate the modification as necessary.
200712073	05/12/2007	En route	Coventry		EGTT : London (FIR)	FOKKER	Turboprop	2	On transfer to Coventry ATC, pilot reported engine problem, which was quickly amended to nr1 engine shutdown due togearbox problem. ATC declared full emergency. Aircraft landed safely.	ATC asked the pilot if he wished to declare an emergency.This was declined. Investigation ascertained that nr1 engine gearbox low oil pressure light illuminated intermittently. Subsequent inspection found the nr1 low oil pressure switch to be loose. Switch removed, inspected and re-installed, following which engine ground runs were satisfactoryand the aircraft was released to service. See also 200711869, 200705512.□ CAA Closure: No further CAA action required at this time.
200712663	30/12/2007	En route	Mayfield (MAY)	5nm E	EGTT : London (FIR)	DIAMOND	Reciprocating	2	PAN declared following in-flight engine shut down due to high temperature. A/c diverted. Auxiliary drive belt failure	Loss of the RH engine was due to the failure of the auxiliary drive belt. As a result, the water pump no longer worked to cool the engine which caused the engine to severelyoverheat. The failure of the belt was due to an engine mounting bolt migrating and getting trapped, causing the belt to jump sideways two to three grooves on the V-ribbed belt. The belt running with a section off the pulleys then failed around the circumference. This caused the rest of the belt to be pulled off the pulleys. The bolt in question was found loose in the bottom of the cowlng. The maintenance organisation has since advised the TC holder. On Closure, there other reports of this type of failure, however 200801660 (18.2.2008) describes loose engine mount bolt found during inspection.□ CAA Closure: No further CAA action required at this time.
200712944	12/11/2007	En route	Liverpool Bay		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr2 engine chip light illuminated in cruise. Checklist actioned, engine shutdown and a/c returned. During taxi in, passenger in rear row reported fuel leaking into a/c. AFS deployed.	
200800016	02/01/2008	En route			EGTT : London (FIR)	BOEING	Turbofan	4	In cruise at FL220, nr1 engine fire detector (nacelle temperature monitor) spiked, activating fire bell but not warning light. Precautionary engine shutdown carried out.	Fault traced to chafing of cables to close to 'A' and 'B'firewire connectors. Cables poorly routed/secured.
200800263	11/01/2008	Approach	Bristol International	8 E	EGTT : London (FIR)	SAAB	Turboprop	2	SB20 declared an emergency at 1nm final. RFFS initiated. A/c landed successfully and flight crew advised tower thatthey had a problem with Nr2 engine and had shut it down.	Prior to declaring an emergency, the a/c was observed to have descended to 2100ft from cleared altitude 2500ft. ATCcontacted the a/c, which climbed back to 2500ft. Standardseparation maintained. Pilot apologised for the error before being transferred to the tower. After landing, the a/cvacated R/W27 and was held on Taxiway G for investigationby RFFS with both engines shutdown. Full emergency subsequently stood down and taxiway G re-opened.
200800385	14/01/2008	En route	Portsmouth		EGTT : London (FIR)	DASSAULT	Turbofan	2	Lightning strike. Engine ran down.	Aircraft struck by lightning twice while briefly enteringthe base of the cloud when skirting a heavy shower. RH engine ran down with associated engine indications and aircraft yaw. Throttle returned to idle, RH ignitor selected and gently advanced to full power with normal engine response. PAN declared and the aircraft recovered to base.
200800448	17/01/2008	Approach	EGLL (LHR): London/Heath row		EGTT : London (FIR)	BOEING	Turbofan	2	UK Reportable Accident: Engines failed to respond to power demands. A/c lost speed and landed short of runway. A/c destroyed. 152 POB - 1 serious and 12 minor injuries. AAIBFormal investigation.	CAA Closure: Whilst on approach, at 720ft agl, the RH engine ceased responding to autothrottle commands for increased power and instead the power reduced to 1.03 Engine Pressure Ratio (EPR). Seven seconds later the LH engine power reduced to 1.02 EPR. This reduction led to a loss of airspeed and the aircraft touching down some 330m short of the paved surface of the runway. The investigation identified that the reduction in thrust was due to restricted fuel flow to both engines. It was determined that this restriction occurred on the RH engine at its Fuel Oil Heat Exchanger(FOHE). For the LH engine, the investigation concluded that the restriction most likely occurred at its FOHE. However, due to limitations in available recorded data, it was not possible totally to eliminate the possibility of a restriction elsewhere in the fuel system, although the testing and data mining activity carried out for this investigation suggested that this was very unlikely. Further, the likelihood of a separate restriction mechanism occurring within seven seconds of that for the right engine was determined to be very low. The investigation identified the following probable causal factors that led to the fuel flow restrictions: 1) Accreted ice from within the fuel system (referring to the aircraft and engine fuel system upstream ofthe FOHE) released, causing a restriction to the engine fuel flow at the face of the FOHE, on both of the engines, 2) Ice had formed within the fuel system from water that occurred naturally in the fuel, whilst the aircraft operated with low fuel flows over a long period and the localisedfuel temperatures were in an area described as the 'sticky range', 3) The FOHE, although compliant with the applicable certification requirements, was shown to be susceptible to restriction when presented with soft ice in a high concentration, with a fuel temperature that is below -10°C and a fuel flow above flight idle, and 4) Certification requirements, with which the aircraft and engine fuel systemshad to comply, did not take account of this phenomenon asthe risk was unrecognised at that time. Eighteen Safety Recommendations have been made, three being addressed to the aircraft manufacturer, one addressed to the aircraft manufacturer/engine manufacturer, two addressed to EASA, three addressed to the FAA and nine to the FAA/EASA. See AAIB Bulletin 2/2010, Ref: EW/C2008/01/01 and AAIB Aircraft Accident Report: 1/2010.
200800555	17/01/2008	Take-off	Oil Rig (North Sea)		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Loss of take-off power on lift off from offshore installation. Hazard. Recurring fault.	On departure from the Viking K at night with a/c AUW 10,298lbs, 'wind from starboard by vessel at the K was N 10kts'. A/c maxed out at 100% torque and struggled to achieve 15ft decision height. Investigation progressed under 200710987. See also 200704728, 200206150,
200801243	10/02/2008	En route	Sleap	7nm N	EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr2 engine chip caption illuminated in flight. Engine shutdown and uneventful single engine landing carried out at destination.	Chip detectors examined and samples taken for analysis. Oil drained, filter replaced and system replenished. Groundrun carried out with no further indications. Symptoms recurred two days (2.5 flying hours) later with a large quantity of metallic debris being removed from the nr2 MCD. Theengine was replaced and analysis confirmed the particles to be bearing steel material.
200801980	27/02/2008	En route	Nottingham East Midlands		EGTT : London (FIR)	PIPER	Reciprocating	2	PAN declared due to engine failure. Aircraft diverted.	

200802219	07/03/2008	Take-off	London-Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	2	Loss of LH engine thrust on take-off.	Following a normal take off-roll, a significant yaw developed on rotation due to a loss of thrust from the LH engine. LH engine NI dropped to approximately 83% and failed to increase with manual selection. Flight control was maintained and departure continued. PAN declared. All other engine parameters were normal with no EICAS or status messages. ATC were advised that a return to the departure airport was being initiated following fuel jettison. QRH actioned but then the LH jettison transfer valve failed. Flap 5 selected to increase fuel burn. Up until this point, the LH engine had operated normally at holding thrust but when thrust was reduced for flap deployment and then increased to maintain speed, the LH engine failed. QRH actioned and MAYDAY declared followed by a safe single engine overweight landing. <input type="checkbox"/> CAA Closure: Extensive investigation found the fuel pump had suffered internal drive shaft bearing failure, which caused it to seize, and the engine to 'flame out'. Primary failure of the component was caused by corrosion contamination. Failure of the left jettison/transfer valve caused by the valve actuator motor burning out. Previous maintenance on this component reported no defects evident. The operators reliability dept will continue to monitor any further failures of this nature.
200802627	13/03/2008	En route	London-Gatwick - LGW		EGTT : London (FIR)	AIRBUS	Turbofan	2	Engine vibration due to icing conditions.	Shortly after take-off engine anti-ice was switched on due to the a/c entering icing conditions. After levelling at FL310, in cloud tops, ice rapidly built up on ice indicator so wing anti-ice was switched on. Shortly thereafter vibration was felt and indicated N1/N2 vibration increased on both engines until ECAM advisory displayed. Repeated requests to climb denied due traffic. When climb eventually achieved, engine vibration slowly decreased. LH engine vibration peaked at 7.1, RH at 5.2, reducing to 4.0 and 2.1 respectively by top of descent. Vibration returned to normal at low level. Both engines inspected by engineer on ground, no evidence of ice or damage found.
200802655	17/03/2008	En route	Southend (SND)		EGTT : London (FIR)	PIPER	Reciprocating	2	PAN declared due to engine shutdown. Subsequently restarted engine and landed normally. Fire services deployed.	
200803019	30/03/2008	Approach	Biggin (BIG) (Kent)		EGTT : London (FIR)	CESSNA	Turbofan	2	UK Reportable Accident: A/c crashed into housing estate during in-flight return due to perceived engine vibration. A/c destroyed by fire. Five POB, all with fatal injuries. AAIB Formal investigation.	CAA Closure: The aircraft departed Biggin Hill for a private flight to Pau, France but shortly after take-off initiated a return to Biggin Hill after reporting engine vibration. During the downwind leg for Runway 21, the aircraft descended. The flight crew reported a major power problem just before it struck the side of a house. An intense fire developed. None of the two flight crew and three passengers survived. <input type="checkbox"/> The following contributory factors were identified: <input type="checkbox"/> 1. It is probable that a mechanical failure within the air cycle machine caused the vibration which led to the crew attempting to return to the departure airfield. <input type="checkbox"/> 2. A missing rivet head on the left engine fuel shut-off lever may have led to an inadvertent shutdown of that engine. <input type="checkbox"/> 3. Approximately 70 seconds prior to impact, neither engine was producing any thrust. <input type="checkbox"/> 4. A right attempt on the second engine was probably started before the left first engine had reached idle speed, resulting in insufficient time for enough thrust to be developed to arrest the aircraft's rate of descent before ground impact. <input type="checkbox"/> Three Safety Recommendations, nrs 2010-014 and 2010-15, addressed to the Federal Aviation Administration, and 2010-016 addressed to ICAO have been made. <input type="checkbox"/> See AAIB Aircraft Accident Report: 03/2010, Ref: EW/C2008/03/03.
200803065	22/03/2008	Take-off	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	Engine surge during initial climb. ATC reported flames from nr1 engine. MAYDAY declared (later downgraded to PAN). Engine shutdown. Fuel dumped and a/c returned.	Following a full power take-off, an engine surge was detected by the crew during initial climb and ATC reported "engine one on fire". QRH actions carried out, during which late autopilot selection led to flap exceedance. Once stable flight established and QRH actions completed, company contacted and fuel jettisoned in preparation for return. Uneventful three engine approach and landing carried out. <input type="checkbox"/> CAA Closure: During flight, a gear monitor message was set indicative of a fault with RH wing gear downlock primary sensor, or its wiring. A BITE test was carried out which proved satisfactory. On the subsequent sector, another gear monitor message was set with the same fault code. Testing was carried out upon arrival and cleared as previously. The aircraft was released under MEL reference 31-61-4 as the associated equipment was operating normally at time of dispatch. It was agreed that the correct MEL reference had been used.
200803088	25/01/2008	En route	Liverpool		EGTT : London (FIR)	PIPER	Reciprocating	2	RH engine shut down due to low oil pressure. MAYDAY declared. Diversion. Turbocharger failure.	Investigation revealed that turbocharger bearings had failed causing severe damage to impeller and turbine sections and an excessive oil leak. Turbocharger p/n 409170-9001. Total component hours, 1475. Total component hours since Check 1 inspection, 52. <input type="checkbox"/> CAA Closure: Considered to be an isolated incident.
200803107	01/04/2008	En route	En Route		EGTT : London (FIR)	ATR	Turboprop	2	Nr2 engine failure/shutdown. PAN declared. Full emergency initiated by ATC. A/c returned and landed safely.	
200803400	10/04/2008	En route	London-Heathrow - LHR		EGTT : London (FIR)	AIRBUS	Turbofan	2	PAN declared due to loss of oil pressure on nr2 engine. Autothrust disengaged and nr2 engine reduced to idle power. Single engine, flap 3 approach made and normal landing carried out.	
200803604	13/04/2008	Approach	Blackpool (BPL)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Full emergency declared for inbound a/c with one engine shutdown. A/c inbound from the gas rigs landed safely.	CAA Closure: Investigation found a small hair like strand of metal across MPI1 mag plug contacts. MPI2, BMP and RMP mag plugs were free of contamination. Nr1 engine oil filter inspected and also found clean. A 15 minute ground run was carried out and aircraft returned to service. No reported recurrence since.
200803613	15/04/2008	En route	Cardiff		EGTT : London (FIR)	OTHER	Reciprocating	1	Snowbird microlight - Loud bang heard and vibration felt in flight. Pilot switched off engine and performed a successful forced landing. Propeller splintered.	
200804834	12/05/2008	En route	Ware		EGTT : London (FIR)	PIPER	Reciprocating	2	Infringement of Stansted CTA (Class D) by a PA30 at 2000ft. Traffic info and avoiding headings given to two inbound a/c. Standard separation maintained.	PA30 pilot subsequently explained that a/c experienced an engine failure due to fuel starvation (inaccurate fuel gauge) and so he elected to maintain altitude while he resolved the problem. An alternative fuel tank was selected, following which descent was initiated. With hindsight, pilot acknowledges that a call to Stansted would have been prudent, or at least he should have asked Stapleford, who he was in contact with, to advise Stansted of the issue with the engine. <input type="checkbox"/> CAA Closure: Pilot did contact ATC after landing to discuss the incident and apologised for any inconvenience.
200804834	12/05/2008	En route	Ware		EGTT : London (FIR)	BOEING	Turbofan	2	Infringement of Stansted CTA (Class D) by a PA30 at 2000ft. Traffic info and avoiding headings given to two inbound a/c. Standard separation maintained.	PA30 pilot subsequently explained that a/c experienced an engine failure due to fuel starvation (inaccurate fuel gauge) and so he elected to maintain altitude while he resolved the problem. An alternative fuel tank was selected, following which descent was initiated. With hindsight, pilot acknowledges that a call to Stansted would have been prudent, or at least he should have asked Stapleford, who he was in contact with, to advise Stansted of the issue with the engine. <input type="checkbox"/> CAA Closure: Pilot did contact ATC after landing to discuss the incident and apologised for any inconvenience.
200804902	13/05/2008	Take-off	Exeter		EGTT : London (FIR)	PIPER	Reciprocating	2	ATC observed smoke from LH engine during departure. Pilot advised and elected to return. Pilot subsequently reported LH engine shutdown due power loss. A/c landed safely with AFS in attendance.	Initial inspection showed that the crankcase had been penetrated by a con rod and crankcase debris in lower cowling. <input type="checkbox"/> CAA Closure: Engine strip report confirmed that cracked conrod bolt failed, leading to conrod separation and subsequent engine failure.
200804965	17/05/2008	En route	Caernarfon		EGTT : London (FIR)	ZENAIR	Reciprocating	1	On throttling back during descent, cable/linkage snapped. PAN/MAYDAY declared and engine cut to reduce speed. Engine later restarted for deadstick landing. No damage or injury.	
200805289	24/05/2008	En route	Topcliffe		EGTT : London (FIR)	OTHER	Unknown		AAIB Initial Notification: Engine failure due to fuel starvation. Diverted. Landed safely. Evidence of fuel leaking from RH drain valve and possibly from vent.	

200805517	31/05/2008	Take-off	Sellyoak		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr1 engine chip caption illuminated prior to take-off. 'Fuzz Burn' operated and caption cleared but recurred duringclimb out. Engine shutdown and flight continued to normallanding.	Minor debris found on both mag plugs, samples retained for analysis. Filter clear but oil change carried out as a precaution.
200805735	23/05/2008	Manoeuvring	Headcorn / Lashenden (Kent)	5 W	EGTT : London (FIR)	DE HAVILLAND	Reciprocating	1	UK Reportable Accident: A/c made forced landing in field following engine failure. Landing gear collapsed, lower wing and fuselage damaged. No injury to one POB. AAIB AARF investigation.	CAA Closure: During an aerobatic manoeuvre the engine stopped. While conducting a forced landing, the pilot changedhis selection of field twice and was subsequently unable to make his third choice of field. The pilot deliberately stalled the aircraft onto the ground in a field approximately 100m short of his selected field. The landing gear collapsed and the aircraft was substantially damaged. See AAIB Bulletin 9/2008, ref: EW/G2008/05/38.
200805743	05/06/2008	En route	Southampton (SAM)		EGTT : London (FIR)	BRITTEN NORMAN	Reciprocating	3	Pilot reported rapid RPM fluctuations on the RH engine and subsequently declared a PAN, having shut the engine down.	CAA Closure: The event was caused by a faulty RPM gauge. The component is not currently subject to reliability issues.
200806016	03/06/2008	En route	REDFA	15nm W	EGTT : London (FIR)	AIRBUS	Turbofan	4	PAN declared due to nr1 engine shutdown following loss ofoil pressure. Fuel dumped and a/c returned.	
200806717	25/06/2008	En route	Bradford on Avon (Wiltshire)		EGTT : London (FIR)	PIPER	Reciprocating	1	UK Reportable Accident: MAYDAY declared due to engine failure. Forced landing attempted. A/c ditched in lake. Minorinjuries to one POB. AAIB Field investigation.	CAA Closure: The aircraft was on its first flight after having had two new cylinders fitted to the engine. After approximately 90mins the engine started making an unusual sound and, fearing an imminent catastrophic engine failure or fire, the pilot elected to shut it down and make a forced landing. The aircraft came to rest in a lake; the pilot escaped with only minor injuries. The engine problem was attributed to the rocker for the No 4 cylinder inlet valve becoming detached due to failure of the stud bolts, causing the inlet valve to remain closed. Metallurgical examination of the fractures revealed evidence of a fatigue initiated failure mechanism in both bolts; this could not be attributed to any deficiency in the bolt material. See AAIB Bulletin 09/2009, Ref: EW/G2008/06/02.
200807367	10/07/2008	En route	Polehill (POL)		EGTT : London (FIR)	BAE	Turbofan	4	Nr2 engine oil pressure warning during climb. In cruise nr2 engine oil contents and pressure both continued to fall. Precautionary engine shutdown carried out.	
200807533	09/07/2008	En route	Marham	40 NW	EGTT : London (FIR)	BAE	Turboprop	2	LH engine flamed out during cruise. Shutdown drill completed and flight continued to normal landing. Chip detector and oil filter found contaminated with metal fillings. Engine replaced.	
200807588	16/07/2008	En route	FAMBO		EGTT : London (FIR)	PIPER	Reciprocating	2	MAYDAY declared and RH engine shut down due to low oil pressure. Squawk 7700 selected and D & D alerted. Emergency declaration later downgraded to PAN and flight continued to destination.	
200807662	19/07/2008	En route	Llanfihangel Glyn Myfyr (Clwyd)		EGTT : London (FIR)	AVIONS ROBIN	Reciprocating	1	UK Reportable Accident: Aircraft crashed into a field. Two POB, both serious injury. Substantial damage to aircraft. AAIB Field investigation.	CAA Closure: The aircraft was on the second leg of a seven day journey from France to the United States of America (USA). As it transited over North Wales, avoiding cloud and the high ground, the engine ran down. The pilot had selected the fuel to feed from the left wing tank. The time that had elapsed since that selection indicated that the engine could have suffered from fuel starvation. However, theconditions were also conducive to carburettor icing. The engine could not be restarted and the pilot carried out a forced landing into a field. During the landing the aircraft ran into a bank in the far corner of the field and was substantially damaged. Both crew members were seriously injured. Although there was a significant spillage of fuel, there was no fire. See AAIB Bulletin 09/2009, Ref: EW/G2008/07/01.
200808030	26/07/2008	En route	Coningsby (Lincolnshire)		EGTT : London (FIR)	AERONCA	Reciprocating	1	Engine stopped in flight. Forced landing made in field. Aircraft destroyed. No injury to one POB. AAIB AARF investigation.	CAA Closure: In performing a forced landing in a field, following a complete loss of engine power in flight, the aircraft touched down on a transverse ridge, causing the landing gear to collapse. See AAIB Bulletin 12/2008, ref: EW/G2008/07/25.
200808926	17/08/2008	Approach	Manchester (MCT)		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	PAN declared due to nr2 engine failure/shutdown.	CAA Closure: Investigation revealed the loss of oil pressure was due to the retaining nut on the oil pump drive side shaft, loosening off. As a result of the failure, the OEM identified a small number of oil pumps that could be affected. The operator has carried out all engine OEM recommendations. The item replaced is highlighted as a concern inthe reliability programme and being suitably tracked.
200809171	23/08/2008	Take-off	London- Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	4	As a/c became airborne ATC observed flames from nr1 engine and advised pilot accordingly. MAYDAY declared, engine shutdown, a/c returned and landed safely.	CAA Closure: Incident found to have been caused by 11th stage HP compressor blade failure, which were to the latestmodification state. Existing boroscope inspections on known defects in this area delete the applicability for the latest mod state blades. Engine sent for strip and report from the manufacturer. The operator will initiate their ownboroscope inspection programme for these blades if the manufacturer does not amend their own programme.
200809225	26/08/2008	En route	Bulkington		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr2 engine fire warning in cruise. Engine shutdown, PAN declared and both extinguishers fired. Warning persisted and haze noted in flight deck. Uneventful precautionary landing carried out.	Investigation found broken wire on engine fuel filter housing fire detector. Crimp replaced and function check of fire detection circuit completed with satisfactory results.
200809559	03/09/2008	En route	Daventry (DTY)	10 SE	EGTT : London (FIR)	AGUSTA	Turboshaft	2	PAN declared during cruise at 2500ft following nr1 engineshutdown due to high oil temperature warn. A/c diverted and landed safely. Inspection revealed a failure of the oilcooler drive belt.	
200809586	15/08/2008	Take-off	Stansted		EGTT : London (FIR)	BOEING	Turbofan	2	Birdstrike on take-off. Nr2 engine shut down and aircraftreturned.	
200809660	07/09/2008	Take-off	Cardiff (CDF)		EGTT : London (FIR)	AVIONS ROBIN	Reciprocating	1	MAYDAY declared due to engine failure at 200ft altitude during the climb. Forced landed into a field. No injuries to one POB. No damage to the aircraft.	CAA Closure: Following investigation, the carburettor float was found to be leaking.
200809910	10/09/2008	En route	London City - LCY		EGTT : London (FIR)	ATR	Turboprop	2	LH engine shutdown due to oil pressure problem. PAN declared. A/c diverted.	
200810077	15/09/2008	En route	London - Area		EGTT : London (FIR)	MBB	Turboshaft	2	Nr1 engine chip warning illuminated during flight.	Emergency procedures carried out. Fuzz burner operated but warning remained illuminated. PAN declared, engine shut down and diversion initiated. Landed safely.
200810108	16/09/2008	Approach	Southampton (SAM)		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr2 engine shutdown due to low oil pressure warning. Checklist actioned and MAYDAY declared. A/c landed safely withAFS in attendance.	CAA Closure: The results of a detailed visual inspection identified the loss of oil pressure was due to the retaining nut on the oil pump drive side shaft loosening off. Theretaining nut became loose because the locating tang on the locking cup washer failed. Failure of the tang has not been positively identified by the vendor. The operator carried out further inspections of suspected oil pumps identified by the manufacturer.
200810475	23/09/2008	En route	Nottingham East Midlands		EGTT : London (FIR)	BOEING	Turbofan	2	RH engine shutdown due to increasing vibration.	CAA Closure: Extensive troubleshooting carried out with nil findings, vibration sensors replaced and aircraft vibration module tested. Vibration system wiring checked but indicated vibration remained above 2.5 units during ground runs. Engine manufacturer determined from flight data, thatthe likely cause was due to lack of interference between the HP turbine and rear stub-shaft spigot diameters resulting in a temporary misalignment. In addition, it was believed that an intermittent indication defect was contributing to the high vibration level observed. The engine was replaced as was the right engine vibration monitor. Aircraft released back to service after ground runs and tests. No further vibration reports.

200810609	18/09/2008	En route	Bournemouth		EGTT : London (FIR)	DIAMOND	Reciprocating	2	Engine surge / uncommanded shutdown.	Approximately 30 minutes into flight, the engine started to surge slightly. Throttle closed and reset to cruise power due to surge increasing. After a while, the surge recurred significantly. The engine then shut itself down in the feathered position. □ CAA Closure: Following investigation and discussions with Thielert Engines, the maintenance organisation replaced the prop control valve. The aircraft was returned to service after a satisfactory test flight and with no further problems. Additionally, EASA AD 08-110, referencing Thielert TAE SB TM 125-1008 P1 Rail Pressure Valve replacement, has been embodied. This has been issued due to the possibility of uncontrolled engine shut downs, although it was not thought to have been relevant factor in this event. It is believed that the surging caused the FADEC to shut down the engine as a safety feature and the root cause was considered to be a faulty prop control valve.
200810631	29/09/2008	En route	Coventry		EGTT : London (FIR)	DIAMOND	Reciprocating	2	Engine oscillation prior to engine failure.	Following a go-around, the RH engine started to oscillate. Checklist carried out. PAN declared. RH engine then stopped completely. MAYDAY declared prior to an uneventful landing. □ CAA Closure: The event was traced to failure of the propeller control valve. The engine manufacturer have not to date identified the root cause. SB's have been issued previously by the manufacturer, which have been mandated by EASA (AD2009-0151), which call for regular inspections.
200811012	06/10/2008	Approach	Scillies		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Pilot reported oil warning light on approach. Go-around flown and a/c returned with RH engine shutdown. A/c landed safely with AFS in attendance.	CAA Closure: The fitter tasked to replenish the engine oil was distracted whilst accomplishing the task. The oil cap was therefore not fully closed on aircraft dispatch. Both supervisor and fitter involved have been interviewed and additional Human Factors training has been undertaken.
200811317	13/10/2008	En route	Nottingham East Midlands		EGTT : London (FIR)	PIPER	Reciprocating	2	Oil leak from LH engine during climb out at FL80. Engine shutdown. Emergency declared and a/c returned. A/c landed without incident. RFFS attended a/c on stand.	Pilot inspection on arrival revealed that the oil dipstick was not secure. Pilot believes that the dipstick was replaced to its secure position during his pre-flight inspection. Engineers inspection confirmed that the oil filler assembly was serviceable. It is believed that the dipstick became detached when the a/c passed FL80. Following a number of similar incidents in 2007, the 'push and clip' oil filler cap/dipstick assemblies are being changed to the 'screw in' type across the fleet. All crews to be advised of this incident via a monthly safety bulletin and annual refresher training.
200811420	17/10/2008	En route	Robin Hood's Bay (North Yorksh		EGTT : London (FIR)	PIPER	Reciprocating	1	UK Reportable Accident: A/c crashed into sea, sank and was destroyed. One POB fatal. AAIB Field investigation.	CAA Closure: The aircraft suffered a loss of engine power whilst over the sea just off the North Yorkshire coast. The pilot transmitted a MAYDAY and attempted to ditch the aircraft, but it stalled just above the surface of the sea, causing its right wing to drop into the water. The aircraft then cartwheeled and inverted before sinking. The pilot, who was not wearing a life jacket, drowned. The cause of the power loss could not be positively determined. See AAIB Bulletin 09/2009, Ref: EW/G2008/10/03.
200811612	22/10/2008	En route	Norwich		EGTT : London (FIR)	SAAB	Turboprop	2	RH generator failed and RH engine shut down. PAN declared. Aircraft returned.	RH generator failed during the climb. Checklist actioned and the APU was started. Amber 'RH Engine High Oil Temperature' then activated at the top of the climb. Checklist completed, RH engine shutdown, PAN declared and the aircraft returned to the departure airport. □ CAA Closure: The generator was removed and sent to the OEM for analysis. Results of the analysis are currently pending. Dependent on the findings, the MOR may be re-opened.
200811994	31/10/2008	Take-off	London City - LCY		EGTT : London (FIR)	BAE	Turbofan	4	Nr3 engine low oil pressure warning illuminated during initial climb. Engine shutdown and PAN declared. A/c diverted and landed safely.	CAA Closure: It was discovered that the nr3 engine oil pump drive shaft had sheared, causing the low oil pressure IFSD event. The oil pump and dual oil heat exchanger were replaced, as well as a check of the various oil system magnetic chip detectors. The only detector that had any debris evident was on the full flow chip detector (FFCD). The oil pump sheared shaft has not been experienced before by the operator who intends to take no further action.
200812190	07/11/2008	Take-off	Manchester (MCT)		EGTT : London (FIR)	AIRBUS	Turbofan	2	Smoke observed from RH engine on rotation. Pilot subsequently declared MAYDAY due to engine failure/shutdown. A/c returned and landed safely with AFS in attendance.	CAA Closure: Investigation revealed high cycle fatigue following stress induced by rotor stator tip rub in the first flap mode during start. This is despite the previous embodiment of SB 72-0449, stage 4 liner trenching. The engine overhaul manual has been amended to require the replacement at shop visit of any HPC stage 4 blades showing signs of tip to stator contact.
200812268	10/11/2008	En route	Manchester (MCT)		EGTT : London (FIR)	BOEING	Turbofan	2	Nr1 engine oil filter bypass caption illuminated and would not extinguish with thrust at idle. Engine shutdown law QRH. PAN declared, a/c returned and landed safely with AFS in attendance.	CAA Closure: The oil scavenge filter assembly was removed for investigation, and it was found that the differential pressure switch failed the function test. Following replacement of the filter assembly, there have been no further inflight related reports.
200812596	15/11/2008	En route	En Route		EGTT : London (FIR)	BEECH	Turboprop	2	RH engine oil pressure decrease and temperature increase accompanied by smell of oil on flight deck. Checklist actioned, engine shutdown and a/c landed safely with AFS in attendance.	Post flight inspection revealed pool of oil beneath RH engine. Investigation found that the oil pressure manifold tee pipe cap had vibrated loose, resulting in the loss of approx one quart of oil.
200812634	21/11/2008	En route	Birmingham		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr2 engine FADEC caution illuminated in cruise. Checklist actioned, engine shutdown and PAN declared. A/c landed safely.	CAA Closure: The engineering investigation identified Fault Code 912 A&B logged in the FADEC. This code identifies the P2.2 valve as suspected. The aircraft was returned to service and there have been no further occurrences of the reported defect. The Flight Safety issue with this incident is that the ECL does not give enough emphasis between the 2 FADEC failures. It is recommended that the aircraft manufacturer should consider highlighting this issue by highlighting the failures in the ECL by colour. This will identify between a caution and a warning. It is confirmed that the crew completed the incorrect drill in this case, which resulted in an unnecessary engine shutdown.
200812675	20/11/2008	En route	Gloucester- Staverton		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Engine shutdown due to fire indication. A/c returned and landed safely with AFS in attendance. No evidence of fire - warning assessed as spurious.	Loose fire detector wire identified as the cause.
200812751	24/11/2008	En route	Exeter		EGTT : London (FIR)	DIAMOND	Reciprocating	2	Full emergency called by the pilot due to uncommanded RH engine shutdown. Aircraft diverted. Full emergency procedure initiated by the airport. Aircraft landed safely.	CAA Closure: The engine manufacturer confirmed the cause of the incident to be failure of the engine oil system, piston cooling nozzle in the nr2 cylinder. This is a known problem for which AD 2008-0016R1 was issued. The AD calls for 100hr inspections for which this aircraft was in compliance. The manufacturer has no plans to revise the frequency of the inspections.
200812972	02/12/2008	Take-off	Bristol Filton		EGTT : London (FIR)	PIPER	Reciprocating	2	PAN declared due to LH engine failure on climb out after a go-around. Local standby declared. Aircraft landed safely.	
200813118	07/12/2008	En route	Biggin (BIG)		EGTT : London (FIR)	CESSNA	Reciprocating	1	MAYDAY declared due to complete loss of power while in the cruise. Some power restored and a direct approach given. Landed safely. Subsequent inspection found the throttle cable to be unserviceable.	
200813682	23/12/2008	En route	Haverfordwest		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr 2 mag plug illuminated during flight. Engine shut down and single engine flight established. PAN declared. A/c returned. Run on landing carried out with RFFS in attendance.	Inspection found debris on lower mag plug. Engine oil changed and refilled. Engine ground run satisfactory and the aircraft returned to service.
200813905	02/12/2008	En route	Stoney Cross		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine chip light illuminated in flight. Checklist actioned, engine shutdown and a/c diverted.	CAA Closure: Engine sent for analysis and engine accessory gearbox found to be making metal. Gearbox bearing break up was established as the root cause.

200900655	21/01/2009	Take-off	DP3 Platform	Morecambe Bay	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Fuel caption illuminated on CWP and 'FILT' illuminated on fuel panel after departure due to nr2 engine fuel filter blockage. PAN declared. Nr2 engine shut down. Diversion.	Fuel filter 'clogging' drill actioned with two unsuccessful attempts to extinguish filter caption by lowering collective and slowly retarding affected engine yellow handle to idle. Uneventful single engine landing carried out with fire services in attendance.☐ CAA Closure: On inspection, the nr2 fuel filter was found to be partially blocked which would have caused the pressure differential switch to activate the fuel filter blocking warning light. There were no visible particles in the filter. This blockage is thought to be directly linked to the AL48 fuel additive. AL48 is a blend of AL41 and AL 61 which together can cause a build up of aluminium linoleate precipitates if the mixture is stood for any length of time and/or comes into contact with aluminium in the fuel tanks. To combat this build up, the operator has changed from the blended AL48 to straightAL41. Once all the fuel is running with AL41 only, the operator will be systematically replacing all the airframe fuel filters so it may monitor the results post changeover.
200901085	06/02/2009	En route	Humberside		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	PAN declared due, ATC believed, to shutting down one engine (transmissions very garbled). Aircraft squawked 7700. Escorted to base by another aircraft.	On climb out, nr1 engine T5 observed at maximum. Climb discontinued and EOPs checked. No procedure for this failure. Engine shutdown as a precaution although faulty temperature gauge suspected.☐ CAA Closure: T5 gauge failed and subsequently replaced.
200902823	29/03/2009	En route	Manchester (MCT)		EGTT : London (FIR)	BRITTEN NORMAN	Turboprop	2	PAN declared with LH engine shutdown. A/c returned.	During a routine flight at 90kts, 60deg AOB, a bang was heard. Aircraft rolled wings level. The banging continued with LH engine torque gauge indicating a reduction from 800to 300/350 before rising rapidly to 800. Aircraft yaw consistent with loss and gain of power. LH power lever reduced to idle, with reduced symptom still present. LH engine shut down. A PAN was declared and the aircraft returned to base.☐ CAA Closure: Following extensive consultation with the engine manufacturer and Rolls Royce and the authorisedmaintenance centre, a decision has been taken to use only-6 orifices in the bleed values. Since moving to this position, no recurrence of a similar nature has been seen. Insufficient data was captured to allow the engine manufacturer to make a definitive technical diagnosis, however circumstantial indications had very strongly indicated that the cause of the incident was the use of a -4 orifice. Higher mod standard bleed valves (-6) have now been fitted to the affected aircraft.
200902826	28/03/2009	En route	Bristol International		EGTT : London (FIR)	BOEING	Turbofan	2	Member of public observed flames from RH engine on departure. Pilot subsequently reported RH engine shutdown. A/c diverted and landed safely. Suspected compressor surge.	Two days later, during the second engine run, two loud bangs were heard and flames observed from the rear of the engine. The aircraft was positioned at 90deg to the wind andengineers requested that the aircraft be positioned onto a taxiway into the wind. The same malfunction recurred on the subsequent run, but on this occasion with parts observed to "shoot out" of the rear of the engine. Inspection revealed a portion of the ice shield, approximately 75cm x 50cm x 3cm, was missing. Parts were recovered from the grass area between two taxiways.
200903044	29/03/2009	Approach	Headon (Nottinghamshire hire)		EGTT : London (FIR)	JABIRU	Reciprocating	1	UK Reportable Accident: Engine failed during approach. A/c struck hedge and overturned. Substantial damage. No injuries to two POB. AAIB AARF investigation.	CAA Closure: The aircraft suffered an engine failure during a long final approach, due to suspected carburettor icing. The proximity of an operational power station and a broken electrical lead for the electric carburettor heat were considered to be significant factors. AAIB Bulletin 11/2009, Ref: EW/G2009/03/15.
200903788	20/04/2009	Take-off	London-Gatwick - LGW		EGTT : London (FIR)	AIRBUS	Turbofan	2	Fuel Filter' messages activated. Three rejected take-offs. Filters found to be clogged.	Take-off rejected due to Generator 2 dropping off line with associated messages. Following flight crew reset, a second take-off was attempted, which was also rejected at lowpower with several messages appearing including 'Filter Clog'. When engineers arrived, no status failures messages displayed. Aircraft despatched but the third take-off was then rejected with 'Filter' and other unconfirmed messagesdisplayed. Passengers were disembarked and the aircraft taken for high power runs. 'Fuel Filter Clog' messages displayed at high power settings. Both engine fuel filters replaced and the strainers were cleaned. "Build debris" and fibres found in both strainers and both filters, which weredespatched for analysis. The aircraft then returned to service. Operator carried out MEDA investigation with recommendations made from the review referencing maintenance procedures. A QIB will be produced to highlight the hazard oftank work and the need for thorough cleaning.☐ CAA Closure: Analysis of the debris confirmed large quantities of fibrous matter assumed to be debris from scotch brite pads. It was concluded that this debris was a direct result of the work undertaken by maintenance, and that proper cleaning of the areas had not taken place. A Quality Information Bulletin 157-09 has been issued highlighting the above.
200904046	27/04/2009	Approach	Coventry		EGTT : London (FIR)	DIAMOND	Reciprocating	2	LH engine fire warning on approach. PAN declared, appropriate drill actioned and engine shut down/propeller feathered with no visible signs of fire. Hot gas leak or fire sensor fault suspected.	Aircraft had just transited an area of heavy rain, and asthrottle was retarded during engine shut down, fire warning temporarily extinguished, which reporter suspects indicates a hot gas leak. Reporter confirms that fire sensor terminal arcing is a known problem possibly caused by moisture contamination due to loose fitting rubber 'boots'. No evidence of fire/excessive heat and no fault found during extensive engineering investigation. Transient/spurious warning suspected. Total aircraft/engine/component hours since last inspection 80.50. Manufacturer advised.
200904308	30/04/2009	En route			EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr1 engine chip warning illuminated during the cruise. Engine shut down until finals. Aircraft landed safely with emergency services in attendance.	Fault traced to nr1 engine mag plug. Plug replaced and aircraft returned to service.
200904459	03/05/2009	Take-off	Manchester (MCT)		EGTT : London (FIR)	AIRBUS	Turbofan	2	Birdstrike to nr1 engine during take-off causing engine vibration during initial climb. Engine shutdown, MAYDAY declared and aircraft diverted.	Loud noise heard on gear retraction, with a gear problem initially suspected. Nr1 engine vibration then observed tobe 10 units. Power reduced and the vibration stopped. QRHactioned and diversion initiated. Oil quantity noted to be falling and the engine was shut down at 4qts. Single engine landing carried out. Subsequent examination revealed substantial damage to nr1 engine compressor blades.☐ CAA Closure: Damaged engine parts replaced/repared as necessary.
200904664	13/05/2009	En route	Isle of Man (IOM)		EGTT : London (FIR)	PIPER	Reciprocating	2	Engine failure. Aircraft returned. Landed safely. 1 POB, no injuries. Major engine damage. Engine cylinder separated. Cowl split. AAIB AARF investigation.	CAA Closure: During the initial climb after take-off the right engine lost power at FL60. The pilot shut down the right engine and carried out an uneventful landing. The right engine failure was caused by separation of the nr2 engine cylinder, but the cause of the cylinder separation could not be determined. AAIB Bulletin 12/2009, Ref: EW/G2009/05/07.
200905058	24/05/2009	En route	Stourton Caundle (Dorset)	Dorset	EGTT : London (FIR)	CASA	Reciprocating	1	UK Reportable Accident: MAYDAY declared due to engine failure. A/c struck telephone lines during forced landing. One fatality and one serious injury. AAIB Field investigation.	CAA Closure: The aircraft struck telegraph cables during an attempted forced landing following an engine failure. On striking the cables, the aircraft pitched nose-down, struck the ground nose first and pitched over inverted. The pilot was fatally injured and the passenger suffered serious injuries. AAIB Bulletin 04/2010, Ref: EW/C2009/05/09.
200905273	26/05/2009	En route	En Route		EGTT : London (FIR)	BAE	Turboprop	2	LH engine EGT at 670deg. Power reduced to obtain limits. Descended to FL180. Engine then wound down to zero torque with low EGT. QRH actioned, engine shutdown. Aircraft diverted.	During the descent at approx FL100 an engine relight was carried out successfully and an uneventful landing made. Entire flight conducted in VMC.☐ CAA Closure: The investigation concentrated on the engine symptoms and its response once altitude was lowered. The causal factor was determined to be the low temperature of the fuel (-30) at FL220. The fuel heating system has no monitoring system available to the crew, therefore no conformation as to its integrity.Full engine checks were carried out with manufacturer involvement with no abnormalities found. The fuel pressure regulator assembly which houses the control apparatus for the fuel heating system was replaced and adequate flight testing was carried out. No further occurrences reported.
200905572	04/06/2009	En route	London-Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	2	Serious Incident: MAYDAY declared due to smoke inside a/cand nr1 engine shutdown. Oxygen masks donned by crew. A/cdiverted and landed safely. Subject to Icelandic Authority investigation.	CAA Closure: This occurrence is subject to investigation by the Icelandic authorities. On receipt of their report, the CAA's records will be updated accordingly and the occurrence may be re-opened if further action is deemed necessary.
200905602	05/06/2009	En route	North Sea		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr2 engine chip warning illuminated in cruise. Engine shutdown law checklist. PAN declared. A/c continued to destination and carried out an uneventful run-on landing.	
200905620	07/06/2009	En route	En Route		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr2 engine shut down due to low oil pressure intermittentwarning. QRH actions completed. PAN declared and a/c diverted.	Flight continued until oil pressure was constantly below 55psi and warning light continuous. Engine continued to leak oil after landing. A/c grounded for investigation.☐ CAAClosure: The operator were unaware of the high oil consumption from the contracted Part-145 maintenance organisation. As a result, the oil cooler was replaced. Oil consumption monitoring and alert procedures improved.

200905935	14/06/2009	En route	Overhead Bullington Cross (Hampshire)	1.5nm E	EGTT : London (FIR)	ROTORWAY	Reciprocating	1	UK Reportable Accident: Helicopter crashed in field. Substantial damage. No injury to one POB. AAIB AARF investigation.	CAA Closure: The helicopter was in flight when the engine stopped suddenly and without any warning. During the subsequent forced landing onto soft ground, the helicopter pitched forward, the main rotor blades struck the surface and it rolled on to its right side. It was established that the cast aluminium gear which drives the camshaft within the engine was of poor manufactured quality, resulting in the failure of several gear teeth. This led to the de-synchronisation of the camshaft with the crankshaft, allowing the connecting rods to hit the camshaft, breaking it into four sections. AAIB Bulletin 03/2010, Ref: EW/G2009/06/07.
200905971	13/06/2009	En route	Scillies		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr2 engine chip detector illuminated during cruise. Engine shutdown and PAN declared. Uneventful run-on landing carried out. Single fine ferrous silver found on lower detector.	
200906526	23/06/2009	Approach	Enstone	0.5nm W	EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Engine faltered during circuit to land and aircraft forced landed in field. Damage to NLG. No injuries to one POB. AAIB AARF investigation.	CAA Closure: During the first operation following routine engine maintenance, the pilot flew a number of touch-and-go circuits, before conducting a local flight in the vicinity of the airfield. On his return, he completed a standard overhead join and commenced his descent to circuit height on the dead side of the runway. Half-way through the descent, the pilot applied power to warm the engine. On reaching the required height of 600ft he levelled out, but noted the engine was slow to accelerate again. As there was other traffic in the circuit the pilot elected to continue, but on base leg the engine started to fade and then stopped. The landing site options were limited, so the pilot chose the field with the least dense crop cover. He manoeuvred into the flare as slowly as possible, but the vegetation caused the trike to pitch forward onto the nose gear, bending it at a welded joint. The aircraft came to rest without injury to the pilot. No causal defects were identified during repair of the aircraft. The pilot reported that the atmospheric conditions were conducive to carburettor icing, but added that this engine and installation were not particularly prone to the problem. AAIB Bulletin 11/2009, Ref: EW/G2009/06/20.
200906535	28/06/2009	En route	English Channel (English Chann		EGTT : London (FIR)	PIPER	Reciprocating	1	UK Reportable Accident: Emergency declared due to engine failure. A/c ditched in sea nine miles off Lydd and sank. Minor injury to one POB. AAIB AARF investigation.	CAA Closure: The pilot reported that the aircraft was refuelled to full tanks before departure from Lydd. Having levelled at 2000ft, and seven miles from Lydd, he switched the fuel pump on and changed the fuel selector from the LH to RH tank. Ten or fifteen seconds later, the manifold pressure dropped and the RPM decayed. The pilot immediately selected the mixture to fully rich and re-selected the left tank. The engine continued to run, but at low power and with sounds of mis-firing. The pilot selected the alternate air source, but the engine did not recover and then stopped. He made a mayday call and selected 7700 on his transponder whilst making several unsuccessful attempts to re-start the engine. The pilot flew towards a ship, opened the cabin door, selected the landing gear manual override and prepared to ditch. The ditching was carried out with full flap and with the aircraft fully stalled onto the top of the five metre swell (the wind was approximately 210/9kts and the ditching was carried out on a heading of 240deg). The aircraft touched down tail first and bounced. On the subsequent impact, the fuselage briefly submerged before it floated. The pilot, uninjured, put on his lifejacket and exited the aircraft onto the wing. He waved to the ship but it continued its passage; its crew had seen the ditching and contacted another ship behind them by radio with instructions to rescue the pilot. After approximately 2mins, the aircraft pitched 45deg nose down and sank. The pilot was rescued by the second ship, transferred to a lifeboat and then airlifted to hospital by helicopter; he had been in the water for 20mins and was treated for mild hypothermia. The aircraft was not recovered and no technical investigation into the engine failure was possible. The pilot commented that he thought the engine failure might have been caused by debris in the fuel injectors, a faulty fuel selector or contaminated fuel. No other aircraft which refuelled at Lydd reported problems. He added that he intended in future to wear his lifejacket for flight over water. See AAIB Bulletin 09/2009, Ref: EW/G2008/06/21.
200906567	27/06/2009	En route	Great Oakley (Essex)		EGTT : London (FIR)	TAYLOR	Reciprocating	1	UK Reportable Accident: Aircraft reported to be in difficulties after take-off. Attempted to return to airstrip but "spun in". One POB with fatal injuries. AAIB Field investigation.	CAA Closure: The aircraft experienced a significant engine problem soon after takeoff. The pilot apparently attempted to fly an abbreviated LH circuit at low height to land back at the airfield. During this manoeuvre the aircraft stalled, with insufficient height for the pilot to recover to controlled flight. The pilot was fatally injured in the subsequent ground impact. AAIB Bulletin 07/2010, Ref: EW/C2009/06/05.
200906721	30/06/2009	Take-off	Manchester Barton A/F (Greater	Eccles	EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Engine failed shortly after take-off. MAYDAY declared. A/c crashed in garden & was destroyed. Wall & car damaged. Minor injuries to two POB. AAIB Field investigation.	CAA Closure: The aircraft suffered a loss of engine power shortly after take-off and crashed in a built-up area. The two occupants received minor injuries, but no one on the ground was injured. No mechanical defects were found during strip examination of the engine. There was insufficient evidence to establish the cause of the loss of power, but an interruption in the fuel supply is believed to be the most likely cause. AAIB Bulletin 06/2010, Ref: EW/G2009/06/06.
200907062	08/07/2009	En route	Bishop Norton (Lincolnshire)	Barff Farm	EGTT : London (FIR)	OTHER	Unknown		UK Reportable Accident: A/c crashed. Reports of fire. One POB, fatal injuries. Extensive a/c damage. AAIB Field investigation.	CAA Closure: While cruising at 2500ft the a/c suffered a mechanical engine failure which led to an in-flight fire. The pilot was probably rendered unconscious by the smoke and fumes from the fire; the a/c crashed into a field and the pilot was fatally injured. The engine failure was initiated by a fatigue crack of the nr6 piston gudgeon pin. The cause of the fatigue crack initiation could not be determined but it is likely that a high-load event, such as a partial or full hydraulic lock, initiated the crack in the pin. The presence of corrosion pits on the inner surface of the pin was probably a contributory factor and the a/c's low utilisation rate during the previous 45 years probably contributed to the formation of corrosion. In addition to the initial CAA safety actions, three AAIB Safety Recommendations, nrs 2010-029, 2010-030 and 2010-031 addressed to the UK Civil Aviation Authority, are made. AAIB Bulletin 10/2010, Ref: EW/C2009/07/02.
200907122	09/07/2009	En route	Norwich		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	LH engine chip warning.	LH engine chip light illuminated during the climb. Power reduced to safe single engine configuration. Nr1 engine oil pressure observed to be lower than normal. PAN declared. Flight continued to scheduled destination. Nr1 engine oil pressure monitored and observed to be low, with some fluctuation. Engine shut down. Single engine approach and landing completed with no further complications. Very fine fuzz found on magnetic plug.
200907314	10/07/2009	En route	Exeter	5 NE	EGTT : London (FIR)	PIPER	Reciprocating	2	MAYDAY declared due to engine failure. A/c returned and landed safely with fire service in attendance.	Investigation found a fuel injection line attached to nr2 cylinder head had failed. The failure had occurred at a union where it forms a 3-way connection with injector pipes from other cylinders. CAA Closure: The fracture occurred at the braze joint under the union nut. The log book entry recorded that the maintenance organisation had carried out the FAA AD 2008-14-07, which called for a repeat visual inspection of the fuel lines, no evidence of fuel leak was reported. The crack was clean, suggesting that the fracture was caused by high cycle fatigue, probably from a flaw in the braze joint. The fractured lines were replaced with no further incident. The case is considered as an isolated incident.
200907418	19/07/2009	En route	Knoke Hall Farm (Essex)	Bulpham	EGTT : London (FIR)	SUPERMARIN E	Reciprocating	1	UK Reportable Accident: Propeller rpm uncontrollable and smoke from engine. Substantial damage during forced landing. Minor injury to one POB. AAIB AARF investigation.	CAA Closure: During the kit-built aircraft's first test flight, following a two year period of construction, the engine seriously overheated and failed and the RH landing gear failed to deploy for the landing. The engine failure resulted from an incorrect setting of the carburettors, resulting in a too lean fuel/air mixture whilst the landing gear failure to deploy occurred because the uplock pin could not be withdrawn, most probably due to it being a tight fit in the receptacle in the leg. This accident was investigated fully by the Light Aircraft Association (LAA) with particular emphasis on overall project management, during both the build stages and during the lead-up to the first flight as well as the conduct of the flight itself. The outcome of their investigations, and lessons drawn from it, form the basis of a case study conducted by the LAA. AAIB Bulletin 03/2010, ref: EW/G2009/07/16.
200907419	06/07/2009	En route	Bournemouth	15 NW	EGTT : London (FIR)	DIAMOND	Reciprocating	2	LH engine fire caution illuminated in cruise. Fire drill actioned, engine shutdown, emergency declared and a/c returned.	Fire caution cleared as a/c exited cloud, but returned at approx 2000ft during descent and remained on until shutdown. Subsequent inspection found no evidence of fire.
200907526	09/07/2009	En route	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	Nr1 engine surge and EGT exceedance with "ENG1 Control" status message on closing thrust levers at TOD. QRH actioned. Engine shutdown. Autoland carried out.	
200907685	24/07/2009	En route	Shoreham (Kent)	Nr Orpington	EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Engine failure. MAYDAY declared. Struck a fence during forced landing in a field. Two POB, one serious and one minor injuries. Substantial a/c damage. AAIB Field investigation.	CAA Closure: The a/c was flying at 600ft agl when the engine suddenly stopped. The pilot chose a small field for a forced landing and landed downwind with a tailwind of 10 to 15mph. The a/c landed well into the field and the combination of a late touchdown with a high groundspeed and poor braking action on wet grass caused the a/c to run on into a substantial wooden fence. Both the pilot and his passenger were injured in the accident. AAIB Bulletin 10/2010, Ref: EW/C2009/07/05.
200907752	22/07/2009	Approach	Coventry		EGTT : London (FIR)	DIAMOND	Reciprocating	2	PAN declared due to engine fire warning. LH engine precautionary shut down. Suspected spurious warning. D & D advised. Uneventful landing with fire services in attendance.	
200907869	24/07/2009	En route	Yeovilton	5nm SE	EGTT : London (FIR)	DIAMOND	Reciprocating	2	LH engine fire warning triggered shortly after a/c entered cloud/rain. Engine shutdown and PAN declared. A/c returned and landed safely with fire service in attendance.	No signs of smoke or fire. Recurring fault.

200907871	17/07/2009	En route	ORTAC	10 S	EGTT : London (FIR)	DIAMOND	Reciprocating	2	LH engine fire caption illuminated in flight. Engine shutdown and a/c diverted. No signs of smoke or fire.	Similar symptoms had been reported 11 days earlier, recurred later on the same day and again seven days later. On all four occasions the warning triggered after the a/c had entered cloud/rain.
200908061	31/07/2009	En route	En Route		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Nr2 engine oil pressure above the maximum permitted. Aircraft returned for further investigation.	
200908351	08/08/2009	En route	Coltishall		EGTT : London (FIR)	JODEL	Reciprocating	1	Engine power loss. Forced landing. Suspected carburettor icing.	Engine power loss and engine speed reduced at approximately 3000ft during descent. Carburettor heat confirmed as 'On'. Brief engine response before further power loss. Further restart attempts abandoned in favour of maintaining gliding range and positioning for a forced landing. Aircraft landed safely on disused runway with no damage. No engine faults found. The reporter considers that with relative humidity near to 90% at 4000ft and temperature +10deg C, theconditions were well within the carburettor icing envelope.
200908405	09/08/2009	En route	Kidderminster (Hereford and Wo	West Midlands Safari Park	EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Engine failure. Forced landing. Two POB, no injuries. Substantial damage during the landing. AAIB AARF investigation.	CAA Closure: Shortly after taking off, the engine stopped. After turning back, the pilot selected a field in which to make a forced landing. However, the field sloped downwards, and the pilot was unable to land, before being forcedto make a turn to avoid a railway embankment. During the turn, the aircraft's wingtip and landing gear contacted the ground and the aircraft was damaged. No positive reason for the engine failure was a established by the pilot, although vapour locking or carburettor icing were possible factors. AAIB Bulletin 12/2009, Ref: EW/G2009/08/10.
200908893	20/08/2009	En route	Lippitts Hill		EGTT : London (FIR)	MBB	Turboshaft	2	Eng PA Disc' (Engine Parameter Discrepancy) warning on both engines. Aircraft returned.	During cruise, nr1 engine first level indicator (FLI) needle momentarily fell to zero before returning to match nr2FLI (with nr1 engine operating normally throughout). Shortly afterwards, both 'Eng PA Disc' warnings illuminated. Investigation showed torque and N1 parameters were displaying normal values but in yellow. FRC actions undertaken andaircraft returned to main operating base for an uneventful landing.□ CAA Closure: The event was considered to be a software glitch which was supported by the aircraft manufacturer. In their opinion, it was triggered by the drop of the needle on the first level indicator, which in return is supplied by the engine torque, N1 and TOT sensors.
200909756	07/09/2009	En route	London-Heathrow - LHR		EGTT : London (FIR)	AIRBUS	Turbofan	2	Nr2 engine shutdown following total oil loss. PAN declared and ECAM drills actioned. Full emergency declared.	Oil leak traced to transfer gearbox supply pipe end fitting.
200909813	10/09/2009	Take-off	Southampton (SAM)		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Double bleed hot caution at 500ft agl during initial climb. Emergency checklist actioned - aircraft unable to be pressurised and returned.	Aircraft had not yet reached acceleration altitude therefore bleeds had not yet been switched on. Aircraft 'event marker' was pressed, checklist items completed and Tech Logentry made.
200909920	13/09/2009	Approach	Sherburn in Elmet		EGTT : London (FIR)	PIPER	Reciprocating	1	Engine stopped at approximately 1800ft during practice forced landing. MAYDAY declared and a/c squawked 7700. Successful emergency landing completed in a cropped stubble field.	
200910318	22/09/2009	En route	Cranfield (CIT)		EGTT : London (FIR)	DIAMOND	Reciprocating	2	Engine failed to restart in flight.	LH engine deliberately shut down during an engineering test flight. On attempted restart, the propeller failed to unfeather and the engine failed to start. Electric starter used as per checklist without success. Several further unsuccessful attempts made at higher speeds. PAN declared prior to landing without further incident. The reporter notesthat the aircraft had recently returned from maintenance where new engines had been fitted. Engineering investigation found that both engines would not auto-unfeather. Both unfeathering accumulators were serviced and proved satisfactory on ground runs.
200910532	18/09/2009	En route	Birmingham	Chase	EGTT : London (FIR)	CESSNA	Reciprocating	2	PAN declared. Aircraft RH engine had been shut down. Pilot offered a new destination but elected to return to primary airport. D&D and ATC advised.	
200910555	29/09/2009	En route	En Route		EGTT : London (FIR)	MBB	Turboshaft	2	LH engine chip caption illuminated in flight. Fuzz burneractivated but warning persisted. Emergency checklist usedand engine shutdown.	
200910629	22/09/2009	En route	Attleborough (Norfolk)	2nm S	EGTT : London (FIR)	BOLKOW	Turboshaft	2	Nr1 engine in-flight shut down due to a chip warning. Flight continued to base. Chip plug contaminated.	Nr1 engine lower chip plug contaminated with fine sliversand fuzz. All three modules (compressor, accessory gearbox and turbine) replaced. Unserviceable modules sent to repair facility.
200910774	09/08/2009	En route	Coventry		EGTT : London (FIR)	CESSNA	Reciprocating	2	LH engine shutdown due to smoke from the exhaust. Aircraft returned. Emergency services deployed. Aircraft landed safely.	
200910824	04/10/2009	En route			EGTT : London (FIR)	CESSNA	Reciprocating	1	MAYDAY declared due to engine failure. Aircraft squawked 7700. Forced landing in a field. Landed safely.	
200911143	13/10/2009	Take-off	Liverpool		EGTT : London (FIR)	AIRBUS	Turbofan	2	Multiple birds struck a/c during t/o roll at 120kts resulting in nose swing to the right followed by surge of RH engine. High speed RTO performed. Fire services attended. RHengine shut down.	On inspection, three birds found to have struck nose, nose wheel, right wing and RH engine.
200911162	13/10/2009	Take-off	Blackpool (BPL)		EGTT : London (FIR)	CESSNA	Reciprocating	2	Severe RH engine vibration together with yaw to the rightshortly after take-off. Engine shutdown. PAN declared. Fuel burnt off, a/c returned.	CAA Closure: The investigation revealed a catastrophic failure of nr5 cylinder connecting rod. Engine replaced withoverhauled unit.
200911238	15/10/2009	Approach	Southampton (SAM)		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr2 engine FADEC failure and aircraft swings to right andleft. PAN declared.	During flight a swing to the right was experienced and atthe same time 'Nr2 Eng FADEC Fail' warning caption, 'Nr2 Oil press' and 'Nr2 DC gen' captions illuminated. This wasfollowed by a further swing to the left. Nr2 engine FADECfailure vital checklist actions completed followed by engine shut down drills. During shut down Alt Feather button was required to feather engine. PAN declared and aircraft given direct routing to destination.
200911248	15/10/2009	Take-off	London-Heathrow - LHR		EGTT : London (FIR)	AIRBUS	Turbofan	2	When setting t/o power, crew heard a bang. Nr1 engine stalled during t/o roll. Aircraft slewed to left and smell ofburning. Nr1 engine shutdown. No associated ECAM warningsor cautions received.	CAA Closure: The event is attributed to HPC stage 3 rotorblade nr5 fractured at the blade root. This is a known problem due to clapper wear and is corrected by installing modified blades. In compliance with routine boroscopes, no significant wear had previously been detected.
200911360	15/10/2009	Approach	Cambridge		EGTT : London (FIR)	DIAMOND	Reciprocating	2	Uncommanded RH engine shut down with LH engine in simulated feather mode during test flight. LH engine brought backon line. Emergency declared. Uneventful landing with fireservices in attendance.	Various fault codes generated - ECU/propeller valve faultsuspected. Total aircraft/component hours since overhaul/inspection 3. Engine manufacturer advised.□ CAA Closure: Right Hand ECU contaminated with water, due to water leaking through the engine cowlng into the 'dry bay' area wherethe ECU is located. The manufacturing defect occurred during aircraft manufacture, late 2005 and early 2006. Since delivery to the current owner in August 2006, the aircrafthas required eight ECU's to remain serviceable as a result of this defect, which only occurs after a period of heavy rain. The aircraft had been previously modified in accordance with Mandatory Service Bulletin MSB-42-028 issued 2 Oct. 2006 "The sealant of the engine control harness may be broken, which due to heavy rain, water can enter the harness and accumulate within the ECU". As a result the ECU has been replaced and the 'open rivet' has been sealed in accordance with approved data.
200911505	23/10/2009	En route	London-Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	2	RH engine in-flight shut down due to oil system loss withassociated contents and pressure warnings. ORH actioned. PAN declared. Diversion. Overweight landing at 90700kg.	

200911881	03/11/2009	En route	Manchester (MCT)		EGTT : London (FIR)	BOEING	Turbofan	2	LH engine fire warning during the climb. MAYDAY declared.Engine shut down. Diverted. Safe overweight landing.	CAA Closure: The a/c had been dispatched with the left engine nr2 fire loop inoperative, in accordance with MEL 26-11-1, with a deferral period of ten days and non-ETPOS. The fire master warning illuminated several times within a 60sec period following attainment of FL203 and the left engine was shut down. The aircraft diverted. As there was no indication of fire damage, the engineering investigation centred on the nr1 and nr2 fire loops. No defects could be found with the nr1 fire loop. Inspection of the nr2 fire loop, the MEL entry, identified a chafe on detector 3, which was subsequently replaced and functionally checked satisfactorily. The engine was ground run and there has been no further recurrence of the fault. With the investigation having identified the fault in the nr2 fire loop, it was unable to find a physical fault, or recreate the fault, on the nr1 system as seen on the Flight Data. It is this subsequent fault within the nr1 system, combined with the extant fault in the nr2 system that was responsible for the left engine fire warning. It is probable that the fault within the nr1 fire loop was with the connections in the system and it is likely that the act of removal for testing rectified the fault. The nr2 fire loop system was replaced. The nr1 fire loop system was cleaned and tested and the engine ground run satisfactorily.
200911913	04/11/2009	En route	London-Heathrow - LHR		EGTT : London (FIR)	AIRBUS	Turbofan	2	Nr1 engine in-flight shutdown due to oil loss.	Nr1 engine oil quantity warning during the climb. Rate of loss approximately 0.5 quarts per 3secs. Engine shutdown.Shortly afterwards, quantity displayed zero. PAN declared and the aircraft returned.☐ CAA Closure: Engineering confirmed a fractured scavenge return pipe from the nr4 bearing. Engine replaced. Investigation confirms that the fracture was the result of an incomplete weld. There is no indication of a batch problem and considered a random occurrence.
200912175	04/11/2009	En route	Blackpool (BPL)		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	RH engine in-flight shut down due to illumination of chip warning light. Diversion. Full emergency declared by ATC.	
200912184	10/11/2009	En route	En Route		EGTT : London (FIR)	DASSAULT	Turbofan	2	During flight a dull thud was felt and heard through airframe. RH engine smoothly wound down. PAN declared.	During descent engine shutdown law with checklist. A windmill relight was attempted, and the subsequent start was normal. Engine set at 85% and left until 3000ft when 1.2EPR was set. Approach and landing were uneventful.
200912190	11/11/2009	En route	Bournemouth		EGTT : London (FIR)	DASSAULT	Turbofan	2	During the initial climb, nr1 engine oil pressure fluctuated before slowly decreasing and low oil temperature noted. CWP 'Oil P' caption then activated.	Throttle retarded to idle and engine shut down using ECL.MAYDAY declared and, after burning off fuel to reach maximum landing weight, the aircraft returned.
200912283	13/11/2009	Take-off	Norwich		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	MAYDAY declared due to nr1 engine fire caption after Take-Off Decision Point (TDP). Aircraft landed in field. Nr1 engine shut down, fire caption extinguished - no fire confirmed.	RFS deployed but not required. Engine fire detection system checked by engineer and appeared to be functioning normally - spurious fire warning suspected, possibly due to inclement weather conditions, which is a known problem on type. Subsequent investigation of pilot report that nr1 engine turbine outlet temperature was 60deg C higher than nr2 engine revealed a crack in the armpit of outer combustion case, which reporter considers would most probably have contributed to initial engine fire caption, as hot exhaust gasses would have impinged on upper fire detector. Reporter confirms that cracking in this area is a common fault.
200912320	16/11/2009	Approach	Norwich		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Engine fire indication on approach.	On a preceding flight, the generator failed while flying through heavy rain. EOP carried out and the generator reset on the first attempt. On the subject flight, nr1 engine fire warning activated on short finals. Fire drill carried out, both bottles discharged but the warning remained. MAYDAY declared and a single engine landing carried out. Full emergency declared. Following landing, it was decided that the warnings were spurious. Water ingress to both engine fire amplifiers suspected.☐ CAA Closure: Investigation confirmed water ingress in both engine fire amplifiers and the AC electrical controller. These components are located in the electrical bay, which should be kept dry. However, experience with this helicopter type shows that deterioration of the engine deck sealing, and loosening of engine deck drain lines can result in leakage into the electrical bay beneath. Engine fire amplifiers and AC controller were removed, cleaned, re-sealed and re-installed. Fire bottle and cartridges replaced. Engine deck drain lines and sealing checked and rectified. Aircraft returned to service.
200912445	16/11/2009	En route	Birmingham		EGTT : London (FIR)	BAE	Turboprop	2	Engine flameout followed by successful reignition.	While descending through cloud, heavy rain and in moderate icing, all anti-icing was on plus continuous ignition. The RH engine flamed out causing the aircraft to yaw and roll to the right. A similar event then appeared to occur to the LH engine before it reignited, flamed out and reignited again. By this time the RH engine had reignited and power was increasing to normal parameters. Normal flight then followed. It was suspected that flameout or partial flameout was caused by heavy rain/ice injection. Subsequent investigation indicated that nr2 engine reduced to 63.4% for less than three seconds before spooling back to the normal range. Nr1 engine remained at 97% throughout so no flameout actually occurred. FDR data has been sent to the manufacturer for analysis.☐ CAA Closure: The event was caused by the heavy rain. No further action required.
200913266	14/12/2009	En route	Tarporley (Cheshire)	Nr Beeston Castle	EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Engine failure in flight. Forced landing in a field, clipping a tree on approach. One POB, minor injuries. Aircraft destroyed. AAIB AARF investigation.	CAA Closure: At a height of approximately 700ft above ground level, the engine stopped for a second time during the flight. The pilot carried out a forced landing but as the aircraft approached the selected field, it clipped the top of a row of trees, causing the aircraft to pitch over and crash-land before coming to rest inverted just beyond the trees. The aircraft was extensively damaged but, due to his harness and local strengthening of the aircraft's structure, the pilot sustained only minor injuries. The weather at the time of the flight was such that there was a serious risk of carburettor icing at any power setting. AAIB Bulletin 04/2010, Ref: EW/G2009/12/11.
200913844	09/09/2009	En route			EGTT : London (FIR)	AIRBUS	Turbofan	2	Thrust reverser deployment warning and loss of lock redundancy in flight. Alleged suspect maintenance practice.	Nr2 engine vibrated and thrust reduced at FL100 during the climb. Engine shutdown by crew and the aircraft returned to departure airport. Inspection found ball bearings from feedback actuator TY1541 to have migrated, which affected the operation of a locking actuator within the thrust reverser system, thereby preventing stowing and locking of the reverser. Disassembly found a ball bearing assembly had been incorrectly installed and a wormshaft was missing from the feedback actuator. Investigations suggest the possibility of incorrect or inappropriate maintenance activity contributed to the incident.
201000004	02/01/2010	En route	Stansted		EGTT : London (FIR)	BAE	Turbofan	4	Loud bang heard and a slight vibration and yaw noted. Nr2 engine failure. N1 and TGT indications observed to be erratic.	QRH actions carried out. PAN declared. A/c returned. Investigation found damage to first LP compressor vane assembly. Engine strip down revealed extensive damage to the engine core. No compressor blades were standing, with damage through to the 4th turbine. It is suspected the initial malfunction was a fracture through the root lobe of one or more 1st stage high pressure compressor blades. Evidence found of fatigue 'beach marks' on the roots of several blades which had released from the 1st stage disc. Due to secondary damage, crack initiation could not be identified although there was heavy fretting damage on the 1st stage bladeroots. The released blades caused cascading damage to the remaining 1st stage blades and to downstream blades and stator assemblies. Compressor damage caused a significant reduction in air flow to the high pressure turbine and nozzle guide vane cooling channels which caused the 1st and 2nd stage turbine blades and 2nd nozzle vanes to melt.☐ CAA Closure: The strip down investigation determined that a 1st stage compressor blade had failed. The damage can only be detected in a strip-down, boroscopying not being sufficient as the crack initiation in the root can only be detected with the blade removed from the disk. The OEM has agreed to add information to the existing ALF/LF-72-1105 Service Bulletin, to protect against blade root cracking
201000132	07/01/2010	Take-off	Thruxton		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Failure of nr2 engine during start-up.	Start up was initiated on external power. Nr1 engine started without incident. Nr2 engine started and was a slightly hotter start but was controlled by the ECL. Both engines established, the external power source disconnected. Main battery and generators selected on. Additional crew member entered the aircraft and remarked that a brief flame from the nr2 exhaust had been seen. This was thought to have occurred at the same time the generators were selected. Both engines shutdown. Subsequent discussions also revealed that a small puff of smoke had also been seen. Visual examination of the intake did not reveal any signs of FOD. Compressor assembly would not rotate by hand. Generator removed and free to turn, and St/Gen drive could be turned by hand. Engine rejected for investigation.
201000256	13/01/2010	En route	Exeter		EGTT : London (FIR)	BAE	Turboprop	2	RH engine in-flight shut down due to loss of torque. Emergency checklist actioned. MAYDAY declared. Precautionary descent from FL230 to FL140. Diversion. Uneventful single engine landing carried out.	CAA Closure: During investigations, engine ground runs and power assurance checks were carried out but the fault could not be reproduced. Fuel management checks and engine control checks also revealed no faults. Further diagnosis suspected that ice within the fuel heating system could have produced this fault as the prevailing flight conditions at the time could have created 'icing' conditions. The fuel pressure regulator and the fuel heating control mechanism was replaced in its entirety. A failure of the fuel heating system would not alert the crew of a potential unsafe condition and the component changes were deemed a practical response to such a condition. A non revenue flight was carried out to check the system with no further faults found.
201000544	23/01/2010	En route	Humberside	10nm NE	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	PAN declared due to nr1 engine chip warning. Engine shut down law checklist and aircraft returned.	

201000874	01/02/2010	En route	Cranfield (CIT)		EGTT : London (FIR)	DIAMOND	Reciprocating	2	During a multi-engine familiarisation flight in which theLH engine was deliberately shut down, the propeller failed to unfeather and the engine failed to restart.	Restart attempted using electric starter as per the checklist without success. PAN declared, full emergency declared and the a/c returned to base. □ CAA Closure: The operatorunderwent a maintenance programme to modify their DA42 a/c with 2.0 litre engines in accordance with Service Bulletin OSB-42-046/1 which included replacement of the unfeathering accumulators. The accumulators were not charged with nitrogen nor filled with oil during the works and were installed without verifying that they were charged. A function test of the accumulator was not performed post engine upgrade when the engine tests were performed. The operator has issued an Urgent Engineering Notice to all personnel detailing the event and the importance of following maintenance practices.
201001213	12/02/2010	En route	Warrington (Cheshire)	Overhead	EGTT : London (FIR)	BRITTEN NORMAN	Reciprocating	2	LH engine in-flight fuel leak. Aircraft returned and LH engine shut down. Uneventful single engine landing with fire services in attendance. Fuel bowl detached resulting in loss of 100 litres of fuel.	First instance of fuel bowl detachment known to maintenance organisation. Fuel bowl refitted law maintenance manualwith wire attachment clips that had detached and aircraftreturned to service following a test flight. Aircraft manufacturer advised and asked about any necessity for additional locking on locating clips. Total aircraft hours 4687.40.
201001809	02/03/2010	En route	Cranfield (CIT)		EGTT : London (FIR)	DIAMOND	Reciprocating	2	LH engine shut down during training exercise. Failed to restart. PAN declared and the aircraft returned to base. Emergency services deployed. Landed safely.	
201001820	03/03/2010	En route	Penryheol (Glamorgan)	Pencefnarda Farm	EGTT : London (FIR)	CESSNA	Reciprocating	1	UK Reportable Accident: MAYDAY declared due to engine failure. Emergency landing. A/c inverted in field. Two POB, one no injury, one minor injuries. AAIB AARF investigation.	CAA Closure: The accident occurred while the a/c was engaged on an instructional flight. As it neared its destination, the a/c experienced a loss of power and a forced landing was made in a field. When the nosewheel dug into the soft ground on landing, the a/c tipped forward and inverted.The instructor, who was not wearing his full safety harness, sustained facial injuries. AAIB Bulletin 08/2010, Ref:EW/G2010/03/01.
201001946	02/03/2010	En route	Pitsford		EGTT : London (FIR)	CESSNA	Reciprocating	1	Engine power loss during the cruise. PAN declared. The engine then stopped. Safe forced landing on private airstrip.	By priming the engine, some RPM was restored for a few seconds. A PAN call was made to ATC who acknowledged a possible forced landing at Pitsford. The propeller stopped turning on the downwind leg. Initial investigation found internal damage to one cylinder.
201002168	02/03/2010	Approach	Fenland		EGTT : London (FIR)	CEA	Reciprocating	1	On approach, a/c "banged and rattled" followed by smoke in the cockpit. Engine shut down and a/c glided in. Landed safely. Two POB, no injuries. Large hole found in the bottom of the engine.	
201002310	16/03/2010	Take-off	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	Birdstrike to nr3 engine at 600ft during climb out. EGT over limit, other engine parameters abnormal. Severe damageQRH actioned, engine shut down. A/c returned. Fan blades bent, cold stream damaged.	
201002368	15/03/2010	Approach	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	Nr1 engine run down on final approach. Investigation found metal debris contamination in HP fuel filter.	Incident investigation to be progressed.
201002415	19/03/2010	En route	Overhead Douglas	West Baldwin (Isle of Man)	EGTT : London (FIR)	ENSTROM	Reciprocating	1	UK Reportable Accident: Engine stopped at 200ft in the climb. Entered autorotation. Emergency landing in a field. Substantial damage. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The helicopter took off from a private landing site. At a height of 200 to 300ft agl the pilot perceived that the engine had stopped and immediately entered autorotation. He turned towards a field on his left, flared, to reduce speed and level off, and the helicopter dropped to the ground from a height of about 10 to 12ft. The damage was substantial but the helicopter remained upright and the pilot escaped uninjured. No conclusive evidence was found to explain the loss of power. AAIB Bulletin 09/2010, Ref: EW/G2010/03/10.
201002646	26/03/2010	En route	Bournemouth	15nm NE	EGTT : London (FIR)	PIPER	Reciprocating	2	Aircraft reported a rough running RH engine. ATC provideda direct track clearance. During later stages of approach, pilot reported shutting down RH engine due to oil leak. Aircraft landed safely.	
201002714	25/03/2010	En route	Lyneham	15nm SSE	EGTT : London (FIR)	DIAMOND	Reciprocating	2	LH engine fire warning shortly after flight through moderate rain. Precautionary engine shut down. Emergency declared. Aircraft returned. No visible signs of fire. False warning suspected.	Spurious warning suspected due to water ingress. Post flight inspection confirmed no sign of fire. Engine allowed to dry out and subsequent functional check satisfactorily carried out law maintenance manual. Aircraft manufacturer RSB42-072/1, which introduces application of improved moisture sealant on fire sensor to prevent inadvertent warnings, will be carried out during next scheduled maintenance.
201002840	05/04/2010	En route	Luton (LUT)		EGTT : London (FIR)	BEECH	Turbofan	2	Flight crew advised their intention to shut down nr1 engine. PAN declared and aircraft diverted.	
201002951	02/04/2010	Take-off	Bristol International		EGTT : London (FIR)	CESSNA	Turbofan	2	LH engine fuel leak.	Following a period of flight idle settings on the LH engine during simulated asymmetric training, the engine failed to respond to throttle input. An unsuccessful attempt to restart the engine was made. Engine shutdown procedure carried out and the a/c returned to base. Inspection revealed a fuel leak from the LH engine cowling due to a rigid fuel line having cracked around the weld seam at the flange end to the oil cooler. A replacement fuel line was fitted and the a/c returned to service. After a two hours of operation, the same fault recurred. The reporter notes the engine and a/c manufacturers have both issued Service Bulletins addressing this issue due to suspect weld joints but the effective serial number range of the Bulletins do not include the subject engine. The a/c manufacturer has been advised of the failure and the engine is with the UK representative for the manufacturer. □ CAA Closure:□ Maintenance staff carried out a ground run which identified a high frequency vibration of the starter generator. The starter generator was changed and subsequently refitted to the repaired engine, where no other related incidents have occurred. This has been subject to in service action and the high frequency vibration of the starter generator and the major root cause was not evident to the operating crews. This occurrence was reviewed by the Continued Airworthiness Review Team and categorised as 'no further investigation'. Additionally, EASA has been notified and advised us that they have informed the primary certificating authority. No further occurrences of this nature found for the aircraft type.
201003049	08/04/2010	En route	Manchester (MCT)		EGTT : London (FIR)	PIPER	Reciprocating	2	LH engine rapidly lost power and stopped during the cruise. PAN declared. A/c diverted.	CAA Closure: Investigation found the propeller governor to have failed due to excessively worn / stripped teeth on the male end (engine connection) of the governor's splineddrive shaft. On removal, the governor was free to rotate with no indication of any abnormal resistance. Unit despatched to the manufacturer for a strip down and report. Engine also changed as a precautionary measure also subject toa full strip report. Operator considering alternative drive shaft provisions.
201003156	10/04/2010	En route	Newton Abbot (Devon)		EGTT : London (FIR)	AVID	Reciprocating	1	UK Reportable Accident: A/c suffered engine failure, impacting a hedge on landing. One POB, serious injuries. A/c destroyed. AAIB Field investigation.	CAA Closure: While cruising at approximately 1900ft, the pilot noticed the engine coolant temperature rising rapidly. He reduced the engine rpm from 5100 to 4000rpm but about 15secs later, the engine stopped suddenly without being preceded by any rough running. The pilot attempted to carry out a forced landing into a field but stalled the a/c ata height of about 20ft just short of the field. An examination revealed that the engine had seized in flight due tooverheating. The overheating was probably caused by a loss of radiator coolant. AAIB Bulletin 02/2011, Ref: EW/C2010/04/05.
201003179	12/04/2010	En route	En Route		EGTT : London (FIR)	BAE	Turbofan	4	Uncommanded nr1 engine shutdown in flight. ECL actioned. PAN declared. Aircraft returned.	On reaching FL190 and 280kts, nr1 engine shutdown and engine overspeed illuminated. Crew secured the engine as per the emergency/abnormal checklist. PAN declared. Aircraft returned where an uneventful landing was carried out. Investigations found a defective secondary overspeed controller.

201003258	10/04/2010	En route	Caernarfon (Gwynedd)		EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Engine misfired and stopped during climb out. Forced landing in a field. Encountered small ditch. A/c came to rest on its side. One POB, minor injury. AAIB AARF investigation.	Extensive a/c damage. CAA Closure: The accident flight occurred on the first flight of the day. The a/c engine and pre-takeoff checks were satisfactory and the a/c was taxied out. The engine temperatures and pressures were reported as normal during the rolling takeoff and the engine power was reduced from 5300rpm to 4800rpm after becoming airborne to reduce the pitch attitude. At approximately 200ft in the climb the engine 'coughed' twice and then stopped. The pilot turned to the left as there were no landing options ahead of the a/c and declared a MAYDAY. He considered that all of his landing options were poor but he touched down successfully on a small grassed area adjacent to the airfield. However, during the landing roll, the a/c ran across a drainage ditch and sustained damage to the front end pod, nose wheel and a/c structure. The pilot had become aware of debris in the fuel tank shortly after acquiring the a/c earlier in the year. However, he had been advised that the fuel filter would catch any debris until such time that a suitable opportunity for cleaning the system arose. The a/c had been successfully flown on the day prior to the accident. Subsequent to the accident, debris was also found in the main fuel filter and in the fuel line before the filter. The source of the debris was not identified but reported as a build up rather than solid debris. Other than the presence of debris in the fuel system, the pilot identified other factors associated with the accident. The use of a rolling takeoff and a reduction in power after becoming airborne resulted in the a/c being at a lower altitude over the airport boundary which reduced the forced landing options. The pilot noted that, for a take-off from this subject runway, the number of reasonable options for a forced landing from low altitude was very limited. AAIB Bulletin 08/2010, Ref: EW/G2010/04/10.
201003298	13/04/2010	Manoeuvring	Mountain flying training area		EGTT : London (FIR)	BELL	Turboshaft	2	Mast torque oscillations between 65 - 85% and engine torques oscillated together during high hover over mountain landing site. Oscillations ceased when power reduced during forward flight.	During return to base mast torques fluctuated between 40 - 45% with larger fluctuations when any flying controls were moved. Reporter confirms recurrence of previous fault. CAA Closure: The fault was traced to the nr2 NF governor. The engine manufacturer have introduced a Service Bulletin SB5511 to modify the operators fleet of governors to reduce the incidents.
201003525	24/04/2010	En route	Bristol International		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	UK Serious Incident: Nr2 engine malfunction during flight. Engine shut down. PAN declared. Diverted and landed on single engine. Two POB, no injuries. AAIB Field investigation.	After a base maintenance check at Exeter, the a/c was flown uneventfully to East Midlands to be re-painted. During the return flight to Exeter the RH engine suffered a significant oil leak and lost oil pressure. Accordingly the flight crew shut it down. Subsequently, the crew noticed the LH engine was also leaking oil with a fluctuating oil pressure, so they initiated a diversion to Bristol, where they landed safely. The oil leaks were traced to damaged O-ring seals within the oil cooler fittings on both engines. Both oil coolers had been removed and refitted during the base maintenance check at Exeter. It was probably during re-installation that the O-ring seals were damaged. A number of factors led to this damage and to missed oil leak checks. Six Safety Recommendations, nrs 2011-014, 016 and 017 addressed to Maintenance Organisation, nr 2011-15 addressed to the a/c manufacturer, nr 2011-18 addressed to the European Aviation Safety Agency and nr 2011-19 addressed to the Civil Aviation Authority, are made. AAIB Bulletin 06/2011, Ref: EW/C2010/04/03. □ CAA Closure: □ CAA FACTOR F4/2011 detailing the CAA response to the AAIB recommendation was issued on 31 August 2011.
201003764	03/05/2010	Take-off	Luton (LUT)		EGTT : London (FIR)	EMBRAER	Turbofan	2	Nr1 engine fire warning after take-off. ORH actioned and engine shut down. PAN declared. Aircraft returned. Fuel burnt off in hold prior to landing. Fire detection system fault.	Engine EICAS messages disappeared more or less as fire handle was pulled and engine fire extinguishers were not used. Uneventful single engine landing carried out with momentary fire warning on touchdown. Aircraft escorted to standby fire services that later were unable to locate any trace of a fire in nr1 engine. Subsequent investigation revealed a fire detection system fault - failed components replaced and aircraft released to service. Company review of flight crew procedures/actions carried out and NATS to be contacted concerning possible ATC/pilot review.
201003879	13/04/2010	En route	Chicksands	3nm SE	EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr1 engine chip caution illuminated during cruise. Checklist actioned. Engine shutdown.	Fuzz burn cleared caution for a few seconds then caution returned. Aircraft landed at destination. Fault diagnosis carried out with 1 chip (approx 0.5mm²) removed from rear plug and filter showing evidence of further chips.
201004007	09/05/2010	Approach	Bicester	1nm E	EGTT : London (FIR)	CESSNA	Reciprocating	1	UK Reportable Accident: A/c crashed during attempted forced landing in a field due to engine malfunction. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The a/c suffered a power loss of unknown cause whilst in the cruise. The subsequent forced landing resulted in significant damage to the a/c. AAIB Bulletin 09/2010, Ref: EW/G2010/05/05.
201004051	07/05/2010	En route	Bristol (City)		EGTT : London (FIR)	PIPER	Reciprocating	2	PAN declared as RH engine shutdown. Full emergency initiated. Aircraft landed safely with fire service in attendance.	
201004343	16/05/2010	En route	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	2	B767 crew reported an acrid smell in the flight deck at 6000ft whilst inbound. Subsequently on taxi-in, crew noticed nr2 EPR gauge fluctuations from 1.01 to 1.10.	Nr1 engine shutdown during taxi-in. □ CAA Closure: Initially suspected to be a volcanic ash event, however, no volcanic ash contamination was found on the airframe or engines. The root cause of the acrid smell in the flight deck was not engine related. The EPR fluctuation cannot be explained as it was not captured on the QAR (quality awareness report) or reproduced on subsequent ground runs. No further investigation deemed necessary by the operator.
201004422	18/05/2010	En route	Lambley (Nottinghamshire hire)		EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Forced landing in a field due to engine failure. Pilot evacuated a/c, which then caught fire. One POB, no injuries. A/c destroyed. AAIB AARF investigation.	CAA Closure: Whilst cruising at 2000ft the engine lost power. A forced landing was made in a furrowed field and as the a/c came to a halt a fire broke out. The pilot, who was uninjured, exited the a/c unaided. The a/c was subsequently destroyed by the fire. AAIB Bulletin 09/2010, Ref: EW/G2010/05/10.
201004718	25/05/2010	Approach	Bristol Filton		EGTT : London (FIR)	DIAMOND	Reciprocating	2	Engine power loss.	After an approach and a simulated RH engine failure on the go-around, the RH engine initially responded to 100% before retarding to 80% and then returning to 100%. Subsequent surges resulted in increasing power loss until the engine settled down at 2% power indication. Engine shut down and restart unsuccessfully attempted. The aircraft returned to base. The reporter notes there were no ECU faults or other engine malfunctions indicated. Clutch assembly changed.
201004903	30/05/2010	En route	Cottesmore	11nm W	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	RH engine in-flight shut down due to illumination of chip warning light. Diversion. Full emergency declared by ATC.	Chip RH' caution illuminated during cruise, speed reduced and power 'Eng P' caution began to flash intermittently. Engine shutdown. Diversion initiated. Upon landing, flight crew elected not to restart the engine because of oil pressure problem. Engineering inspection found numerous chips on forward chip detector. Rear chip housing removed due to excessive debris on rear chip detector. Engine manufacturer informed and engine retained for manufacturer investigation.
201005826	20/06/2010	En route	Runswick Bay		EGTT : London (FIR)	CESSNA	Reciprocating	1	MAYDAY declared due to engine failure. Safe forced landing in a field. Two POB, no injuries.	A/c on its penultimate training flight prior to being positioned for a replacement engine to be installed. Following the forced landing, the front LH cowling was found to be bent open at its forward edge, engine oil was evident around the nose wheel and nr1 cylinder had separated. □ CAA Closure: Nr1 cylinder failure due to corrosion. This is a known problem and is addressed by EASA SIB 2009-24. SIB recommends repeat inspections.
201005912	22/06/2010	Approach	Gloucester-Staverton		EGTT : London (FIR)	PIPER	Reciprocating	1	UK Reportable Accident: A/c landed short of the runway. One POB, no injuries. Substantial a/c damage. AAIB AARF investigation.	CAA Closure: During final approach, the pilot increased the throttle but the engine did not respond. The a/c had insufficient airspeed and altitude to reach the airfield and crashed into a hedge short of the runway. AAIB Bulletin 10/2010, Ref: EW/G2010/06/23.
201006034	24/06/2010	En route	Cranwell		EGTT : London (FIR)	BEECH	Turboprop	2	RH engine in-flight shut down due to unusual/erratic indications. A/c returned to base.	On departure RH engine was noted to be running hotter than expected with torque oscillating +/- 100ft/lbs. Engine oil pressure then exceeded its limit of 135psi and began to fluctuate. Subsequent investigation revealed an inaccuracy and fluctuation of oil pressure indicator and play in input to propeller governor control that might have contributed to unstable propeller pitch and hence fluctuation torque. Pressure indicator replaced, propeller governor control correctly adjusted and engine ground run carried out with no fluctuations apparent. Engine temperature indication system checked and found within manufacturer's limits. Airborne check revealed that RH engine oil pressure and ITT were higher than LH engine indications and torque fluctuation was approx +/-10 Tq but all parameters were within acceptable limits. A/c released to service with no further incidents. Engine manufacturer advised.
201006150	28/06/2010	En route	Leeds Bradford (LBA)		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	During cruise, nr1 engine torque reduced along with oil pressure and temperature, which was followed by illumination of oil pressure light.	Engine shutdown in accordance with Quick Reference Cards (QRC). PAN declared and a/c diverted. Successful single engine approach and landing made. Investigations found a failure of engine oil line union thread in engine accessory gearbox. Engine assembly replaced with accessory gearbox being returned to overhaul shop for inspection/repair.
201006291	29/06/2010	En route	Durham Tees Valley (TD)		EGTT : London (FIR)	PIPER	Reciprocating	1	A/c suffered stuck throttle.	A/c returned due to a jammed throttle. Full emergency initiated. A/c conducted a fast glide approach and landed safely but the engine then stopped. The a/c was able to free wheel to vacate the runway but was unable to clear the holding boards. Fire crew pushed the a/c clear of the runway and the incident was stood down. □ CAA Closure: The a/c was inspected and it was found that a clamp came loose on the throttle control cable. The event was considered to be an isolated occurrence.
201006371	01/07/2010	Take-off	Southampton (SAM)		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	RTO at 40kts due to 'Double Bleed Hot' caution. A/c taxied clear of runway and returned to stand. Tech Log annotated.	

201006634	04/04/2010	En route	Bournemouth		EGTT : London (FIR)	PIPER	Reciprocating	1	Engine failure during approach.	"Small Rumble" noted from the engine during flight. Return to base initiated. Engine then started to misfire with subsequent power loss before stopping when on base leg. Landed safely following a gliding approach. Although the pilot then restarted the engine, it only continued operating when set to full power. Investigation found that all basic engine settings were outside manufacturer's specificationswith the fuel system being set too lean for both high andlow pressure settings. Investigation being progressed under 201005336.
201006713	06/07/2010	En route	Eshott		EGTT : London (FIR)	RANS	Reciprocating	1	UK Reportable Accident: Forced landing in a field due to engine failure. One POB, no injuries. Damage to nose wheel. AAIB AARF investigation.	CAA Closure: The a/c took off from R/W26 at Bockenfield. The wind was from 270deg at between 10 and 12kts, visibility 20km, cloud scattered at 3000ft amsl and the temperature was 17deg C. Although the before take-off power checks and the take-off itself were normal, the climb rate seemed to the pilot to be lower than normal. On reaching 250ft agl, the pilot turned the a/c right through 90deg, at which point the engine "lost power". The pilot reported that he selected the most suitable landing area available noting that its orientation meant he would have to make a downwindlanding. Following touchdown the a/c ran towards the fence at the far end of the field. The pilot managed to turn the a/c away from the fence but the nosewheel buckled before the a/c came to a halt. When submitting his report the pilot did not know the cause of the engine failure. AAIB Bulletin 10/2010, Ref: EW/G2010/07/02.
201006944	10/07/2010	En route	Burton Latimer (Northampton shi	Findon	EGTT : London (FIR)	CFM	Reciprocating	1	UK Reportable Accident: Forced landing due to engine failure. One POB, no injuries. Nose cone and nose wheel damaged. AAIB AARF investigation.	CAA Closure: The a/c was in flight when, approximately 10nm north-east of the destination and at a height of about 1500ft agl, the engine lost power over a period of 5secs. Attempts to restart the engine failed. The prevailing windwas southerly at 15-20kts, reducing to 10kts at the surface. The pilot turned the a/c into wind and made a MAYDAY call. He identified a field and carried out a forced landing. The landing was abrupt and resulted in damage to the nose wheel, nose cone, fuselage and strobe but no injury to the pilot. The pilot cancelled the MAYDAY, turned off the fuel and electrical power and vacated the a/c. Having exited the a/c the pilot discovered that he had landed across Wold Lodge farm strip. The strip runs east to west and hada standing crop about 18 inches high on either side. The pilot reported that there was sufficient fuel and oil onboard. The weather conditions were conducive for a moderate risk of carburettor icing using cruise power and a seriousrisk with descent power. At the time of this report, the cause of the engine failure was unknown. AAIB Bulletin 01/2011, ref: EW/G2010/07/06.
201007583	26/07/2010	Take-off	Birmingham	5 N	EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr2 engine shutdown due to a drop in fuel pressure. Smellof fuel reported in the cabin. PAN declared and a/c returned.	CAA Closure: The primary ejector pump flapper valve was found detached and jammed in the fuel line. Nr2 primary ejector pump replaced. The operator is currently monitoring this event type.
201008051	03/08/2010	Take-off	Birmingham		EGTT : London (FIR)	AIRBUS	Turbofan	2	MAYDAY declared due to nr1 engine failure just after take-off. Drills completed and a/c returned.	After departure, several loud bangs heard by flight crew and smoke/flames observed omitting from LH engine by ATC. MAYDAY declared and full emergency initiated. Engine shutdown by flight crew. A/c returned to a safe landing with fire service in attendance.□ CAA Closure: The failure was a result of a distressed HPT stage 1 blade outer air seal. The operator was part way through a programme to embody SB 72-0483 at the next shop visit for each engine. The enginethat failed was due for removal for shop visit 35 days later on 07 Sep 2010. The operator has instigated accomplishment of the SB 72-0580 for the remaining un-modified engines that have reached the time and cycles thresholds and will commence inspection regardless of the EGT margin remaining.
201008185	06/08/2010	En route	Stansted		EGTT : London (FIR)	CESSNA	Reciprocating	2	MAYDAY declared due to RH engine shutdown. Diverted.	
201008685	19/06/2010	Take-off	Old Sarum (Wiltshire)	Nr Airfield	EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Power loss followed by engine stopping. Forced landing off aerodrome. One POB, minor injuries. AAIB AARF investigation.	CAA Closure: The a/c had been flown earlier that morning to take part in the 'Fly-UK 2010' round-Britain event. Thepilot completed the pre-flight checks and the a/c then took off. At around 800ft agl the engine started to lose power and a few seconds later, stopped. The pilot had a limited choice of options for a forced landing and chose a narrow strip of long grass alongside a fence. During the approach the pilot allowed the airspeed to decay excessively and the a/c stalled at a height of between 6 and 10 ft. It then struck the ground, damaging the landing gear and both wings: the pilot was uninjured. The fuel pipe in the wing tank had recently been replaced and the pilot considered that a fuel problem associated with this pipe might have been a contributory factor. AAIB Bulletin 11/2010, Ref: EW/G2010/06/38.
201009149	30/08/2010	En route	Fairoaks	4nm NE	EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	LH engine fire warning at 1300ft during cruise. Checkl istactioned. Diversion. Uneventful single engine landing with fire services in attendance.	
201009668	01/09/2010	Take-off	Riseley (Bedfordshire)	Sackville Farm Airstrip	EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Engine failure during take-off. Forced landing in a field. One POB, no injuries. A/c destroyed. AAIB AARF investigation.	CAA Closure: The pilot had been flying circuits for approximately 30mins with no abnrmal indications. Then, following rotation and climb out to 200ft agl, the engine stopped abruptly with the rpm dropping to zero. The pilot landedin a field but touched down fast at around 50mph. The nosewheel dug into the ground and the a/c rolled over, causing extensive damage to the airframe but no injuries. AAIB Bulletin 02/2011, Ref: EW/G2010/09/02.
201010938	01/10/2010	En route	En Route		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	MAYDAY declared due to engine in-flight shutdown following 'Oil Temp' and 'Eng 1 Chip' cautions.	In cruise the 'Oil Temp' caution illuminated with no associated alarm caution. FRC actioned and flight continued with all gauges operating within normal limits. Approx 5minslater 'Eng 1 Chip' caution illuminated. PAN declared and diversion initiated. Engine then shutdown law FRC and as result PAN upgraded to MAYDAY. Uneventful landing carriedout with fire service in attendance. Investigations foundmetal debris on both electrical mag plugs. A/c to be recovered by road for engine replacement.
201011283	10/10/2010	Take-off	London-Gatwick - LGW		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr2 engine oil pressure indications below normal limits (approx 25psi). No associated warnings. ECL actioned. PAN declared. Precautionary engine shutdown. A/c returned.	Normal single engine approach and landing carried out. Runway vacated and after agreement with fire service, a/c taxied to stand. Investigation being progressed under 201006975.
201011436	11/10/2010	En route	Gloucester-Staverton (Gloucester)	5 NE	EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Engine failure during flight. Forced landing in a field. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The engine began to run roughly during flight although the oil temperature and pressures appeared normal; however, the rough running of the engine worsened withwhat the pilot described as "lots of mechanical noise". He decided to make a precautionary landing into a field. During the descent, as the a/c passed through 700ft amsl (approximately 570ft agl), the engine stopped. The a/c touched down in the field which had been recently cultivated andthe main wheels dug into the soft earth during the landing roll. The force on the landing gear legs bent them backwards and pushed them upwards into the stowed position. Thea/c came to a stop shortly afterwards. Apart from damage to the landing gear mechanism, the a/c suffered scratches to its underside. The pilot, who was wearing a full harness, was uninjured and informed ATC at Staverton that emergency services would not be required. A subsequent inspection of the engine revealed damage to the crankcase around the Nr4 cylinder. AAIB Bulletin 03/2011, Ref: EW/G2010/10/09.
201012190	30/10/2010	En route	River Derwent (South Yorkshire)	Nr Aughton	EGTT : London (FIR)	AVIONS ROBIN	Reciprocating	1	UK Reportable Accident: A/c ditched into river and becamesubmerged. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The a/c reportedly suffered an engine failure and was ditched into the River Derwent. The pilot and his passengers escaped wet but uninjured. AAIB Bulletin 05/2011, Ref: EW/G2010/10/19.
201012252	15/10/2010	En route	English Channel		EGTT : London (FIR)	AGUSTA	Turboshaft	2	Nr1 engine shutdown and diversion initiated due to high engine oil temperature.	Nr1 engine oil temperature started to rise outside normallimits. Nr1 engine mode switch was set to 'Ground' but the temperature continued to rise. Within a few seconds the master caution was triggered and the engine shutdown in accordance with the flight manual. Maximum indicated oil temperature was 132deg C. A/c diverted for engineering support. Investigations found the thermostatic valve failed to operate causing oil to bypass the oil cooler.
201012499	07/11/2010	Take-off	Birmingham		EGTT : London (FIR)	FOKKER	Turbofan	2	Engine failure during the climb. MAYDAY declared. A/c returned.	LH engine failure due, it was initially believed, to multiple birdstrikes at 1000ft during climb out. 'Nr1 Engine Fail' warning on Central Display. Engine shut down and nr1 fire bottle discharged. MAYDAY declared although subsequently downgraded to PAN. A/c returned. FDR downloaded, whichconfirmed nr1 engine fuel control unit failure.
201013122	21/11/2010	En route	Nottingham East Midlands		EGTT : London (FIR)	BOEING	Turbofan	2	RH engine failed approximately 10nm from touchdown. MAYDAY declared. Full emergency initiated by ATC. QRH actioned.Uneventful single engine landing carried out.	CAA Closure: The investigation found the cause to be a sticking fuel flow governor bypass valve. The operator is currently overhauling FFG's at engine shop visits and in theprocess of setting up a hard time on wing life control for the HP fuel pump.
201013356	26/11/2010	En route	Humberside	7.3 W	EGTT : London (FIR)	CESSNA	Reciprocating	1	Engine failure. MAYDAY declared. A/c landed in a field. One POB, no injuries.	
201013847	10/12/2010	En route	Bristol Filton		EGTT : London (FIR)	DIAMOND	Reciprocating	1	Engine failure in flight.	Engine ran roughly approximately 15mins into flight. MAYDAY declared and diversion initiated. Approximately two miles from touchdown, the engine stopped. A glide approach continued to landing.

201014103	20/12/2010	En route	Midhurst (MID)		EGTT : London (FIR)	BEECH	Turboprop	2	Diversion initiated as LH engine shut down due to excessive oil temperature.	Diversion airfield initiated a full emergency. A/c landed safely. Fault confirmed to be oil temperature indicator. No evidence of mechanical failure.
201014496	11/12/2010	En route	Sandown		EGTT : London (FIR)	CESSNA	Reciprocating	1	MAYDAY declared due to engine failure. Landed safely without injury or a/c damage.	
201100722	24/01/2011	Take-off	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	Birdstrike on rotation. A/c returned with nr2 engine shutdown due to engine vibration. Damaged fan blades found on arrival.	
201102072	25/02/2011	En route	Stapleford		EGTT : London (FIR)	PIPER	Reciprocating	2	PAN declared due to LH engine failure. Propeller feathered, engine shut down and secured for an uneventful single engine landing.	
201103216	21/03/2011	Take-off	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	Take-off rejected due to TOGA thrust failing to engage. Second take-off rejected for the same reason. N1 set manually prior to a successful take-off.	During the cruise, autothrust CB (C4) found to have tripped. FMC Master selected to RH FMC. Autothrust successfully re-engaged.
201103367	04/04/2011	En route	Southampton (SAM)		EGTT : London (FIR)	BAE	Turboprop	2	MAYDAY declared due to RH engine shutdown. A/c squawked 7700. A/c returned.	CAA Closure: The engineering investigation revealed that the cannon plug on the front of the reduction gearbox which carries the torque bridge signal output to the torque conditioner had become contaminated with oil. This then corrupted the output signal causing the fluctuating indication as noted by the crew. Again as a function of this, the torque limiting system became active and modified the fuel flow causing the a/c to yaw. The cannon plug and socket were cleaned and full engine runs carried out with no further problems noted. A fleet check also revealed no similar issues.
201103712	11/04/2011	En route	En Route		EGTT : London (FIR)	BOEING	Turbofan	4	Due to engine failure, a/c dumped fuel before diverting.	
201103885	14/04/2011	En route	Kirkby		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr2 engine chip caution illuminated during cruise. Fuzz burner operated but caution did not clear. Engine shutdown and a/c returned to base.	Slight debris found.
201104207	22/04/2011	Take-off	Luton (LUT)		EGTT : London (FIR)	AIRBUS	Turbofan	2	Birdstrike to nr1 engine on take-off causing engine vibration during initial climb. Engine shutdown, MAYDAY declared and a/c returned.	On take-off roll above 100kts PF noticed birds flying past a/c. Shortly after a noise heard by both pilots. Engine parameters checked and were normal at this stage. Once airborne nr1 engine vibration indications were off the scale. Engine was retarded to idle and MAYDAY declared. Emergency action initiated by ATC and runway inspection carried out with bird remains found. Return initiated. Nr1 engine shutdown as the engine had probable damage due to stall and high EGT. Normal approach and landing carried out. Single fan blade damaged.
201104242	21/04/2011	En route	Shoreham		EGTT : London (FIR)	DIAMOND	Reciprocating	2	PAN declared. Engine shut down by pilot due to unidentified noise.	
201104442	29/04/2011	En route	En Route		EGTT : London (FIR)	BOEING	Turbofan	2	Emergency declared due to one engine shut down because of low oil pressure.	
201104611	26/04/2011	Approach	Exeter		EGTT : London (FIR)	BEECH	Reciprocating	2	PAN declared due to LH engine shut down. Local emergency services called and a/c landed without further incident.	
201104747	27/04/2011	En route	Gloucester-Staverton		EGTT : London (FIR)	OTHER	Unknown		A/c returning due to low oil pressure followed by PAN declaration due to starboard engine shut down.	
201105204	16/05/2011	Take-off	Bristol International		EGTT : London (FIR)	CESSNA	Turbofan	2	As a/c entered runway for take-off, ATC and following a/c reported smoke from engine. Engine shut down and fire service called. Airfield closed. A/c towed to parking area.	Runway inspection carried out prior to resumption of operations.
201105281	18/05/2011	Take-off	Bournemouth (Dorset)	Kinson Manor Farm	EGTT : London (FIR)	BEECH	Turboprop	2	UK Reportable Accident: A/c crashed in a field shortly after take-off. Substantial damage. Two POB, no injuries. AAIB Field investigation.	CAA Closure: The a/c's climb rate was lower than expected after take-off and it was subsequently unable to maintain altitude. The pilot made a forced landing into a field. The cause of the apparent power loss was not determined. AAIB Bulletin 02/2012, Ref: EW/C2012/05/03.
201105887	26/05/2011	Approach	Oxford		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	PAN declared and engine shutdown due to engine chip light caution operating. ATC initiated a local standby with fire vehicles in attendance. A/c landed safely.	
201106013	02/06/2011	Take-off	Kemble		EGTT : London (FIR)	EXTRA	Reciprocating	1	Engine failure during take-off run.	Engine lost power and ran roughly at approx 60ts with smoke evident from cowlings. Engine shut down and a/c brought to a halt and vacated with fire services in attendance. Large oil leakage evident from underside of engine.
201106460	08/06/2011	En route	Leicester		EGTT : London (FIR)	AGUSTA	Turboshaft	2	PAN declared due to nr1 engine chip light illumination.	During first flight post engine change, oil chip caution illuminated. Nr1 engine shut down as a precaution. ECL carried out. A/c continued and fire services attended.
201106552	13/06/2011	Approach	Coventry		EGTT : London (FIR)	DIAMOND	Reciprocating	2	Full emergency initiated due to a/c arriving with LH engine shutdown.	A/c landed safely but was unable to ground manoeuvre with one engine. A/c shut down, therefore blocking the runway. Fire service dispatched and a/c pushed onto stand.
201106677	14/06/2011	Approach	Kemble		EGTT : London (FIR)	GLOSTER	Turbofan	2	MAYDAY declared due to LH landing gear failing to extend.	Pilot reported that unable to cycle the LH gear down. A fly through for visual inspection was completed and all gear appeared extended, however unfamiliarity with the a/c gear configuration negated a positive response being delivered. MAYDAY and full emergency declared. Pilot reported closing down one engine to conserve fuel. Pilot was requested to hand pump the gear one more time, then reported that LH engine fully closed down, the gear was indicating fully down and that fuel was running low. Pilot downgraded emergency to a PAN and a/c landed without further incident. □ CAA Closure: The u/c indication occurred on the first flight since rebuild and was attributed to a sticking microswitch in the gear indication system, which cleared during the flight and could not be replicated on subsequent undercarriage cycling ground tests. The a/c has flown several times since, without any recurrence of the fault and has successfully completed the test flight programme leading to a Permit issue.
201106882	17/06/2011	En route	En Route		EGTT : London (FIR)	SIKORSKY	Turboshaft	2	Loss of nr1 engine oil pressure during cruise.	Shortly after take-off, whilst levelling, a flash of the Master Caution drew crew attention to the CWP. No warnings present, so "Recall" soft key used to access last advisory which indicated nr1 "Low Oil Pressure". Nr1 oil pressure seen to be fluctuating between 44-54 psi, so crew elected to divert, whilst monitoring pressure indications. Pressure noted to be fluctuating progressively lower, and occasionally entering precautionary yellow segment, so crew set nr1 engine to idle and declared a PAN call. Approaching ILS localiser, nr1 oil temperature noted to be rising, so engine shutdown fully, and ATC notified. ILS continued to un-eventful landing, and a/c taxied to ramp with fire service in attendance.
201107074	24/06/2011	Take-off	Elstree		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	During a rejected take-off exercise, the engine that had not been retarded, failed. A/c landed safely with no damage or injuries.	
201107336	29/06/2011	En route			EGTT : London (FIR)	CESSNA	Reciprocating	1	MAYDAY declared due to possible engine failure. Force landed in a field. One POB, no injuries. No a/c damage.	
201107622	04/07/2011	En route	Exeter	20	EGTT : London (FIR)	DIAMOND	Reciprocating	2	A/c returned due to RH engine failure. Full emergency procedures initiated. A/c landed safely.	
201108044	13/07/2011	En route	Farnborough		EGTT : London (FIR)	BOMBARDIER	Turbofan	2	RH engine in-flight shutdown due to low oil pressure. A/c returned.	After landing a/c taxied back to stand and RH engine cowling showed evidence of large oil leak from inboard side with large pool of oil evident on apron. Oil tank inspected and filler cap found closed and locked, although when cap removed 'O' ring seal found split. Oil loss three quarts (out of five). Seal replaced, oil replenished and subsequent ground runs/leak checks satisfactory.

201108193	18/07/2011	En route	Coventry		EGTT : London (FIR)	CESSNA	Reciprocating	2	Following an in-flight engine shutdown during a training exercise, engine failed to re-start. PAN declared followedby an uneventful single engine approach and landing.	Subsequent inspection found the engine running lean.
201108291	15/07/2011	Approach	Henstridge		EGTT : London (FIR)	ENSTROM	Reciprocating	1	Engine stopped during the circuit. Full autorotative landing carried out. Inspection revealed the a/c was out of fuel.	The reporter notes that both the instructor and student had dipped the fuel tank prior to take-off for a 15min flight, calculating there was sufficient fuel for 45mins of flight time. Subsequent discussion revealed an ambiguity of the dip stick calibration, resulting in the fuel contents being mis-read. Dipstick since recalibrated.
201108324	20/07/2011	En route	Doncaster		EGTT : London (FIR)	CESSNA	Turbofan	2	A/c climbing to FL210. Reaching FL180 a/c advised loss ofan engine. PAN declared and return/diversion requested.	
201108472	22/07/2011	Manoeuvring	EGHR (OUG): Chichester/Go odwood		EGTT : London (FIR)	NORTH AMERICAN	Reciprocating	1	UK Reportable Accident: A/c suffered engine failure during display practice. Forced landing. One POB, no injuries. A/c damaged. AAIB AARF investigation.	CAA Closure: During a high-speed, low-level pass as part of a practice air display, the low fuel pressure warning light illuminated and the engine stopped. A successful gearup landing was made in a nearby field. A subsequent inspection found no fuel in the tank selected although it was reported that the fuel gauges had each indicated about 30 gallons shortly before the engine had stopped. A later inspection of the a/c found no faults with the fuel system andabout 14 gallons in the reserve section of the LH wing fuel tank. The LH wing fuel tank uses an extended standpipe from which to take fuel. The fuel below the top of the standpipe is the reserve supply which can be selected on the fuel selector valve (the other selections are the LH tank,RH tank and off). The capacity of the reserve is 15.8 gallons which is included in the reading of the LH tank fuel gauge. The pilot stated that the fuel gauges had each indicated 30 gallons prior to the dive. However, the light illuminating the LH gauge was not working but the quantity seemed to agree roughly with the usage he was expecting based on the duration of the flight so far, and the duration of the previous flight told to him by the pilot of that flight. The pilot now believes he misread the gauge and that the time he had been told for the previous flight was in fact flight time only. AAIB Bulletin 01/2012, Ref: EW/G2011/07/23
201108732	28/07/2011	Manoeuvring	Valley	10 NW	EGTT : London (FIR)	BELL	Turboshaft	2	Loss of nr1 engine oil pressure during hover.	The Master Caution illuminated along with the nr1 oil pressure caption whilst completing a hoist operation. The oilpressure gauge indicated below 30 psi, and the oil temperature was in the normal range. A/c transitioned to forwardflight to ensure one engine inoperative (OEI) performanceand turned toward the nearest land. Nr1 engine oil pressure failure diagnosed and throttle closed with no change tool indications. Nr beeped and nr1 engine shut down usingthe throttle. The shut down checks were completed in accordance with the Flight Reference Cards and the a/c recovered to a safe landing.
201108988	31/07/2011	Take-off	Shobdon		EGTT : London (FIR)	CYCLONE AIRSPORTS	Reciprocating	1	Engine failure on take-off. Landed safely on a disused part of the airfield.	
201109129	01/08/2011	En route	Coventry	15 NE	EGTT : London (FIR)	PIPER	Reciprocating	2	PAN declared and diversion initiated due to loss of oil pressure.	A/c reported losing oil pressure in RH engine, PAN declared and engine shutdown. A/c requested diversion. Full emergency initiated. A/c landed safely but was unable to fullyvacate the runway. Engine re-started and a/c taxied to parking.
201109138	04/08/2011	Take-off	Bournemouth		EGTT : London (FIR)	BAE	Turboprop	2	Nr2 engine auto feathered during initial climb. PAN declared and engine shutdown.	During taxi, a moderately sized flock of starlings was observed. During initial climb both pilots heard a dull clunk from the RH engine, immediately followed by an increase in torque. The torque then fluctuated, power reduced in anattempt to reduce over torque. Right autofeather and leftengine up-trim was then recognised and engine shutdown iaw checklist. PAN declared. An uneventful single engine approach and landing carried out. Subsequent inspection by engineers found a sign of bird remains on the fuselage, but no evidence of damage to the engine. The dent on the spinner was already recorded on the dent and buckle chart. Power runs carried out and satisfactory results obtained. Engine to be monitored for performance.
201109181	05/08/2011	En route	En Route		EGTT : London (FIR)	DASSAULT	Turbofan	2	RH engine failure and in-flight shut down after loud thud was heard and felt through airframe at FL240 during cruise.	Engine secured iaw emergency checklist and uneventful VFR approach and landing carried out at planned destination. It was noted at time of engine failure that RH fuel pressure was indicating maximum full scale deflection. ☐ CAA Closure: The operator's investigations confirmed that the cause of the incident was failure of the HP fuel pump drive shaft. During the initial examination it was noticed the bleed valves were found to be only partially open and the pump splines were found to be rounded off. The accessory gearbox female splines for the fuel pump had indentation damage approximately 10mm down the splines. The FCU was inspected using approved data and found to be serviceable. The accessory gearbox and fuel pump were replaced and power assurance ground runs carried out and the a/c returned to service. The engine was approx half way through the HSI and the overhaul fh requirement (518 hrs and 2541 hrs to go respectively) and the fuel pump is subject to a 5000hr scheduled overhaul requirement.
201109537	12/08/2011	En route	Isle of Man (IOM)		EGTT : London (FIR)	DORNIER	Turboprop	2	RH engine shutdown due to overspeed warning. MAYDAY declared. A/c landed safely.	
201109957	24/08/2011	Take-off	Gloucester- Staverton		EGTT : London (FIR)	LONG	Reciprocating	1	UK Reportable Accident: Engine failure following take-off. Descended back to the runway and landed heavily. One POB, no injuries. Wing and tail wheel damaged. AAIB AARF investigation.	CAA Closure: The engine suffered a loss of power after take-off and the ensuing forced landing on an intersecting runway resulted in damage to the landing gear structure andwing. The fuel filler cap of the pressurised fuel tank was found loose which would have resulted in a loss of header pressure and this probably contributed to a fuel vapour lock. It is also possible that the electric fuel pump had not been turned on and this contributed to the reduced fuel pressure. AAIB Bulletin 2/2012 ref EWG2011/08/21.
201110134	27/08/2011	En route	EGFH (SWS): Swansea		EGTT : London (FIR)	BRITTEN NORMAN	Turboprop	2	UK Serious Incident: Both engines flamed out during icingconditions. No emergency declared. Both engines relit. A/c returned to a safe landing. AAIB Field investigation.	CAA Closure: Engine anti-icing was not selected on prior to the a/c entering engine icing conditions and both engines flamed out. In-flight restart is not assured on this engine type between one and ten mins after shutdown. After the a/c exited these icing conditions, both engines were successfully relit and the a/c landed without further incident. AAIB Bulletin 03/2012, Ref: EW/C2011/08/02
201110823	10/09/2011	En route	Bournemouth		EGTT : London (FIR)	LOCKHEED	Turboprop	4	Nr3 engine fire warning light illuminated intermittently and then stayed on. Engine shutdown iaw ECL.	After initial fire bottle discharge the warning light extinguished but reappeared several seconds later. After the second discharge the warning lights remained illuminated. Engineering investigation revealed a fault in the Zone 1 fire wire.
201112459	09/10/2011	Take-off	Sandtoft		EGTT : London (FIR)	JABIRU	Reciprocating	1	Engine failed after take-off. A/c landed in a field.	CAA Closure: The pilot was not fully understanding of theoperation of the aeroplane on a day when carburettor icing may be present. Further training has been provided.
201113009	18/10/2011	En route	En Route		EGTT : London (FIR)	BEECH	Turboprop	2	RH bleed air caption flickering during cruise. Drills completed. PAN declared and precautionary engine shutdown. A/c returned.	Fault traced to bleed air pressure switch. Switch replaced.
201114212	15/11/2011	En route	London- Heathrow - LHR (Greater		EGTT : London (FIR)	BOEING	Turbofan	2	PAN declared due to right engine surge. Single engine approach flown and manual landing carried out. Emergency services in attendance.	Right engine surge diagnosed upon initial descent. Abnormal vibration was present and engine control indications displayed. Engine considered suspect so a PAN was declared. Precautionary single engine approach was flown and a Flap 20 manual landing was carried out successfully. Right engine shutdown on taxi-in.
201114965	01/12/2011	En route	Coventry		EGTT : London (FIR)	DIAMOND	Reciprocating	2	PAN declared and a/c returned due to uncommanded shutdownof RH engine.	RH engine shut down and feathered during training flight.A/c landed safely but was unable to clear the runway and required assistance from RFFS. On investigation nr2 engineeran normally except unable to reach full propeller RPM. Propeller gearbox filter removed and replaced. Filter inspected and small amount of unidentified dirt was found. Propeller valve removed, inspected and cleaned.
201115022	06/12/2011	Take-off	London- Gatwick - LGW		EGTT : London (FIR)	BOEING	Turbofan	2	Both engines failed to spool up when TOGA pressed and thrust levers advanced to reduced take-off thrust. Engines failed to accelerate beyond 46%. Take-off aborted and the a/c returned to the stand.	
201200427	14/01/2012	En route	Sheerness (Kent)		EGTT : London (FIR)	THRUSTER	Reciprocating	1	UK Reportable Accident: In flight, the a/c's engine stopped. A/c made a forced landing in a field. One POB, no injuries.	CAA Closure: AAIB downgrade to 'Non-Reportable' from AARFInvestigation. No further investigation to be progressed by the AAIB.
201200478	16/01/2012	En route	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		EGTT : London (FIR)	BAE	Turboprop	2	RH engine shut down and PAN declared due to engine torquenot reducing below 35% Tq.	Checklist consulted. After initial actions had not rectified the problem, engine shutdown. PAN declared. A/c landedsafely. Full emergency action initiated. Investigations found roll pin had sheared on the nr2 engine control flightidle baulk lever.

201200804	17/01/2012	En route	En Route		EGTT : London (FIR)	AGUSTA	Turboshaft	2	Following replacement of nr2 engine thermostatic valve, oil temperature on nr2 engine went over limits on subsequent flight. Engine shut down and single engine flight continued.	
201201304	05/02/2012	Take-off	Eshott		EGTT : London (FIR)	RANS	Reciprocating	1	UK Reportable Accident: Engine stopped during initial climb. A/c returned. Unable to reach chosen runway and landedheavily on secondary runway. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The a/c engine stopped at low height, shortly after take-off. The pilot turned back to the airfield and attempted a landing on a secondary runway, but the a/c landed heavily, causing damage to the landing gear and forward fuselage. Neither occupant was injured. The cause of the engine failure had not been established at the time of reporting, but fuel starvation was considered by the pilotto be a probable cause. AAIB Bulletin 05/2012, Ref: EW/G2012/02/03.
201201405	07/02/2012	En route	London-Heathrow - LHR		EGTT : London (FIR)	AIRBUS	Turbofan	2	A/c diverted due to engine problems.	A/c reported flying with one engine at idle due to anti-icing problems. A/c diverted for engineering assistance. ATC advised D&D and requested pilot to squawk 7700. A/c landed safely.
201201423	08/02/2012	En route	Eshott		EGTT : London (FIR)	CESSNA	Reciprocating	1	MAYDAY declared due to rough running engine. A/c made an emergency landing on a private site.	Emergency services alerted and ATC contacted the site.
201201790	17/02/2012	Take-off	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	Loss of thrust from nr4 engine.	Yaw was noticed followed by 'ENG 4 RPM LIM' warning. QRH drill carried out and, following discussion with maintenance control, the decision was made to continue with the flight. On arrival, engineers replaced VIGV (variable inlet guide vane) controller, LH and RH VIGV RAMS and air filter.Tested satisfactory.
201201847	03/01/2012	En route	Newport		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr2 engine chip warning during flight.	Engine shut down and re-lit for landing. Engine removed and all three modules replaced. Metal generation traced to engine accessory gearbox.
201201930	14/02/2012	En route	En Route		EGTT : London (FIR)	AGUSTA	Turboshaft	2	In cruise at 1000ft, nr2 engine 'Oil Hot' illuminated on nr1 EDU. All other indications normal. Power reduced and a/c slowed to 80kts. Caption remained illuminated at temperature of 123deg.	Nr2 engine mode switch selected to idle, continued flightto observe any changes in indication. Nr2 engine mode selected to off. Actions carried out iaw FRCs, engine oil temperature reduced to 123deg. Precautionary single engine landing made.
201202141	27/02/2012	En route	Shawbury (SWB)		EGTT : London (FIR)	BELL	Turboshaft	2	PAN declared and a/c returned due to nr2 engine governor malfunction.	Nr2 engine torque fell to 15-20%. A/c recovered to straight and level flight at reduced power. Nr1 engine respondedto lever inputs but nr2 engine N1, ITT, oil pressure and N2 were low and unresponsive, consistent with a low-side governor malfunction. FRC drills actioned and a/c returned, landing safely.
201202153	01/03/2012	En route	En Route		EGTT : London (FIR)	BAE	Turbofan	4	PAN declared and a/c diverted due to nr4 engine failure.	Subsequent investigation found a broken throttle cable.
201202267	02/03/2012	En route	Fairoaks		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Single engine failure.	A/c landed safely with emergency services in attendance.
201202371	02/03/2012	En route	En Route		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	PAN declared due to LH engine failure in flight.	The LH engine chip light illuminated briefly. Pilot initiated shutdown procedure during which the warning illuminated again and a sudden yaw to the right was experienced. The LH engine failed and full shutdown procedure was completed. A successful single engine landing was completed. □ CAA Closure: The failure was caused by a known design flaw in the compressor adapter coupling, which is covered by AD 2004-26-09 and expires 31 Dec 2012. The operator confirmed a new engine was installed and the AD complied with.
201202484	10/03/2012	En route	Isle of Wight	Overhead Ryde	EGTT : London (FIR)	PIPER	Reciprocating	1	PAN declared due to jammed throttle. A/c diverted and a full emergency initiated.	A/c advised of intention to make a slow continual descentand to switch off engine and fuel on final approach. D&D and S21 notified. A/c advised airfield in sight but readback to landing clearance was not received (due to emergencysituation) so was issued several times. A/c landed safelywith emergency services in attendance and was towed from the runway. Subsequent inspection revealed a broken throttle cable which has now been repaired.
201202885	19/03/2012	En route	Warton		EGTT : London (FIR)	BAE	Turbofan	4	PAN declared due to engine overspeed and subsequent shutdown in climb.	On passing FL220 engine nr4 automatically shutdown with an 'Engine Overspeed' amber caption. Emergency drills carried out and a return initiated. A/c landed safely with emergency services in attendance. Engineering investigations found that the overspeed controller had failed. Both overspeed controllers were replaced. Defective component sent for analysis.
201203515	01/04/2012	En route	Princes Risborough (Buckingham	Summers Leys Road	EGTT : London (FIR)	OTHER	Reciprocating	1	A/c suffered engine failure and made a forced landing in a field	During cruise, a rapid reduction in power was followed bythe engine stopping. Forced landing carried out into a field. Engine was found to be seized. Removal and inspectionof the engine revealed that the crankshaft had failed at the forward web adjacent to the nr4 connecting rod.
201204610	30/04/2012	En route	Rugby		EGTT : London (FIR)	DIAMOND	Reciprocating	2	Single engine landing following in-flight engine shutdown.	Training flight practising engine shutdown and re-start. RH engine shut down correctly and the un-feathering drill followed but the propeller did not un-feather. When enginestarter was cranked there was excessive vibration so elected to leave the engine feathered and return. A/c landed safely but was unable to turn fully so had to be pushed from the runway. Emergency services in attendance.
201204758	04/05/2012	En route	En Route		EGTT : London (FIR)	FOKKER	Turbofan	2	PAN declared and a/c diverted due to engine shutdown.	Low oil pressure caused engine to be shut down in flight.A/c declared an emergency and requested diversion, descent and vectors given and a/c landed safely with emergency services in attendance.
201205098	14/05/2012	En route	Newquay	10nm NorthWest of Newquay	EGTT : London (FIR)	OTHER	Unknown		PAN declared and a/c diverted following engine malfunction.	A loud bang was heard in flight followed by violent motions through the airframe. Pilot shut down nr3 engine and declared a PAN. A/c landed safely with emergency services inattendance.
201205549	23/05/2012	En route	Leicester		EGTT : London (FIR)	SCHWEIZER	Reciprocating	1	Engine failure during approach. MAYDAY declared.	Approximately 20mins into the training flight, the circuit was joined at 700ft for an autorotation to a power recovery. After entering the auto it became apparent that the engine had stopped. A full engine off landing was carried out safely and there were no injuries to the two POB. No damage to the a/c although the stinger touched the ground in the flare. □ CAA Closure: Investigation found a faulty fuel injector servo. Component overhauled and refitted.
201205563	23/05/2012	En route	Leeds Bradford (LBA)		EGTT : London (FIR)	DIAMOND	Reciprocating	2	MAYDAY call following engine failure.	Full emergency initiated, a/c landed safely with emergency services in attendance.
201205593	25/02/2012	Approach	Hinton in the Hedges		EGTT : London (FIR)	GROB	Reciprocating	1	Engine shutdown in flight due to loss of oil pressure.	A/c had previously had an oil leak from nr4 cylinder which the pilot was told had been rectified. Oil pressure was checked prior to flight and all seemed in order but it deteriorated during the flight and dropped very quickly to zero. This forced a precautionary engine shutdown and a PAN was declared due to parachutists in the vicinity and the need for a glide approach. The a/c landed safely. Engine logbook unavailable for inspection.
201205745	25/05/2012	En route	Swanage (Dorset)		EGTT : London (FIR)	AGUSTA BELL	Turboshaft	2	PAN declared and a/c returned following nr1 engine shutdown.	Nr1 'Engine Oil' caption illuminated, followed by nr1 'Engine Oil Temp Rise' which went from to amber to red (161°C). Engine shutdown iaw emergency operating procedures. Single engine landing carried out safely.
201205921	30/05/2012	En route	Farnborough		EGTT : London (FIR)	PIPER	Reciprocating	1	MAYDAY declared due to engine failure	ATC received the MAYDAY call and assisted a/c with adviceon surface wind in the area of the landing location and informed D&D but then the a/c disappeared from radar. ATC requested an a/c in the vicinity to check out the area. Thea/c followed directions and reported back that the first a/c had landed safely in a field and that the two POB had no injuries.
201206228	07/06/2012	En route	En Route		EGTT : London (FIR)	BOEING	Turbofan	2	PAN declared and a/c diverted due to engine anti-ice problems.	Nr1 engine cowl anti-ice light illuminated. QRH actioned and engine reduced to idle. A/c had to divert due to the necessity of a single engine landing and the length of runway at destination. Warning light did not extinguish until after 10-15mins with engine at idle.
201206431	07/06/2012	En route	En Route		EGTT : London (FIR)	AGUSTA	Turboshaft	2	Engine nr2 pressure warnings seen on main EDU together with high pressure value on secondary EDU. PAN declared and engine shut down.	Nr2 engine oil temperature seen to be rising above normalvalues. A single engine approach and landing carried out with airport fire service in attendance.
201206453	11/06/2012	En route	Isle of Man (IOM)		EGTT : London (FIR)	PIPER	Reciprocating	2	PAN declared due to RH engine running rough and power loss.	RH engine manifold pressure rapidly dropped. Power reduced to idle setting and a/c landed unevenfully with emergency services on standby. Whilst taxiing in, oil was seen streaming from the top and side of the cowlng. Inspection of the engine confirmed the exhaust pipe section for nr6 cylinder had an 80% circumferal crack. Exhaust pipe fractured and detached from turbo charger connecting flange. The company concluded that a nr6 cylinder lower hold down stud had failed which allowed flexing of the cylinder on the crank case and a subsequent crack. Concurrent with this, the exhaust section connected to the cylinder and back to the turbo charger was also subject to flexing loads which lead to the complete failure at the exhaust pipes turbo charger input flange and subsequent loss of manifold pressure.

201206670	10/06/2012	En route			EGTT : London (FIR)	BOLKOW	Turboshaft	2	During climb out, nr1 engine Turbine Outlet Temperature rose towards maximum continuous of 779deg at 70% torque. A/c levelled, engine shut down and a/c returned.	The investigation found a build up of matter in the diffuser duct behind the axial compressor stage identified as grass. Once the plaque had been removed TOT lowered by 60deg and full performance restored.
201207165	26/06/2012	Take-off	Luton (LUT)		EGTT : London (FIR)	ATR	Turboprop	2	Serious Incident: MAYDAY declared and a/c returned following RH engine shut down. A/c landed, almost leaving the runway before coming to a halt. Hydraulic fluid found present on the runway.	CAA Closure: AAIB downgrade to 'Non-Reportable' from AARFInvestigation. No further investigation to be progressed by the AAIB.
201207518	04/07/2012	Take-off	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	MAYDAY declared and a/c returned following an engine fireand subsequent shutdown of engine nr4.	The a/c suffered severe damage to engine nr4. Fuel dumpedand an emergency landing was safely carried out.
201207607	17/05/2012	Take-off	Henlow		EGTT : London (FIR)	CESSNA	Reciprocating	1	Engine failure after take-off. A/c landed safely with no damage to a/c structure and no injuries to occupants.	Piston disintegrated in relatively new engine. □ CAA Closure: Initial investigation detected excessive oil loss and signs of overheating of one cylinder. Removal of the cylinder confirmed the piston was badly damaged and cracked. The engine had run around 500hrs and had been installed for approximately one year since overhaul by the OEM. The Maintenance Organisation considered the failure to be caused by 'detonation', following discussions with the OEM it was concluded that the failure was most likely to be due to this individual cylinder running at an excessively 'lean' mixture due to a leak in this particular cylinders inlet manifold. This is considered likely to have caused 'detonation' damage in the cylinder. Unfortunately as the cylinder and inlet manifold were removed during the initial investigation the inlet manifold could not be examined and this diagnosis could not be confirmed. The excessive engine oil loss would have been caused by the excessive crankcase pressure due to combustion gas pressure leaking through the piston. The engine was removed and following discussions, overhauled where it now continues to operate satisfactorily.
201207784	05/07/2012	En route	Biggleswade Common	4nm SE of Sandy	EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Engine failure. A/c landed smoothly before hitting a hidden ditch. One POB, no injuries. Damage to landing gear. AAIB AARF investigation.	CAA Closure: The a/c was descending through about 1,500ft prior to joining the circuit at Sandy Airfield when the engine lost power. The pilot carried out the appropriate actions to restore normal power, but without success. Although the engine continued to run, it would not produce more than 1,800rpm. The pilot selected an area of common ground in which to make a landing. The landing itself was successful, but the a/c encountered an unseen ditch which caused damage to the landing gear and airframe. Upon inspecting the engine, it was found that part of a valve rocker on the inlet valve side had sheared off. AAIB Bulletin 10/2012, Ref: EW/G2012/07/06.
201207834	10/07/2012	Take-off	Isle of Man (IOM)		EGTT : London (FIR)	PIPER	Reciprocating	2	A/c returned shortly after departure due to an oil leak.	Upon carrying out a cruise check, LH engine oil pressure noticed in the yellow. Oil was all over the foot well and flowing fast. Return initiated and a local standby requested. Normal landing with the LH engine shut down in the flare as the oil pressure went into the red. Oil contents checked on parking but the level was off the bottom of the dipstick and therefore less than 6qts. The relatively short flexible rubber hose to the back of the port engine oil pressure gauge was found to be split causing oil at engine pressure to leak into the co-pilot foot well area. The cause of the failure was attributed to the age of the flexible pipe, although reliability of this item has not previously been an issue.
201208274	21/07/2012	Take-off	EGKA (ESH): Shoreham		EGTT : London (FIR)	PIPER	Reciprocating	1	UK Reportable Accident: MAYDAY declared and forced landing in a field following engine failure. Two POB, no injuries. AAIB Field investigation.	CAA Closure: At about 200ft aal after take-off the engine suffered a sudden loss of power and the pilot initiated a forced landing. The aircraft touched down in a field at the end of the runway but then it hit a fence, a hedge and a large mound, which caused significant damage to the aircraft. The loss of power was caused by failure of a clamp between the turbocharger compressor outlet and the turbo pipe assembly. This clamp had failed due to a fatigue crack that had initiated at multiple sites on the inner diameter and then propagated through the thickness of the sidewall. Following the accident the maintenance organisation discovered another cracked clamp, which had not yet failed, on another aircraft fitted with the same engine type. Three Safety Recommendations, nr 2013-018, 2013-019 and 2013-020, all addressed to the engine manufacturer. AAIB Bulletin 10/2013, Ref: EW/C2012/07/06.
201208620	21/07/2012	Take-off	Otherton Airfield	Penkridge	EGTT : London (FIR)	THRUSTER	Reciprocating	1	UK Reportable Accident: A/c suffered engine power loss and landed in a field of tall crops. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: After take-off on a training flight, the a/c's engine lost power. The commander took control and elected to make a 90deg turn to the right, towards a crop field, in order to avoid a hedge and power lines. During the landing the a/c's right wing touched the crop, resulting in a ground loop that damaged the wings, nose fairing and fuselage main tube. The a/c owner reported that following the accident the engine was stripped, revealing scoring marks on the exhaust side of both pistons, consistent with engine overheating and seizure. He attributed the engine failure to misadjusted carburettor jet needles in both carburettors, which caused the engine to run with a lean mixture and subsequently overheat. AAIB Bulletin 11/2012, Ref: EW/G2012/07/17.
201208808	24/07/2012	Approach	Farnborough		EGTT : London (FIR)	DE HAVILLAND	Reciprocating	1	Partial loss of power on approach which led to engine failure just prior to touchdown.	Report from pilot and ground based personnel would suggest the cause was an over rich mixture. Maintenance organisation are planning inspection and fault finding.
201209141	02/08/2012	En route	Oxford		EGTT : London (FIR)	PIPER	Reciprocating	2	Noticeable drop in a/c attitude and performance during climb. RPM fluctuating between 1400 and 1500. PAN declared, a/c returned and engine shut down as precautionary measure.	Engine subjected to extensive investigation to determine cause of loss in power. Nothing obvious found. A/c taken for extensive engine ground run where all power checks, turbo boost checks and fuel system checks were carried out. No abnormal readings or out of limit parameters were found.
201209790	14/08/2012	Take-off	Lamberhurst Farm	Faversham	EGTT : London (FIR)	ROTARY	Reciprocating	1	UK Reportable Accident. Engine failure on take-off at approx 50ft. Attempted to land on runway but sank and impacted ground. One POB, no injuries. Damage sustained. AAIB AARF investigation.	CAA Closure: The gyroplane suffered a loss of engine power soon after lift-off. The pilot arrested the gyroplane's forward speed and made a hard landing at the runway end. The pilot's investigation showed that no electronic fault codes had been registered and that the fuel pumps operated normally and produced the correct pressure. Although the engine idled at the specified rpm in ground runs after the accident, it subsequently idled significantly higher, and the recently fitted throttle position sensor was found to have failed. It was not possible to establish if this was as a result of the accident. The temperature of the day was such that the possibility of fuel vapour lock could not be excluded. AAIB Bulletin 10/2012, Ref: EW/G2012/08/10.
201209801	17/08/2012	En route	London-Heathrow - LHR		EGTT : London (FIR)	BOEING	Turbofan	4	Serious Incident. After take-off, significant vibration noted in airframe. Engine shut down, a/c returned. AAIB Field Investigation.	CAA Closure:□ Significant vibration was noted on the No 2 engine during departure. The engine subsequently failed and was shut down by the crew who elected to jettison fuel and returned. During the approach for a planned autoland, all three autopilots disengaged, the cockpit displays and lights flickered and a series of fault messages were displayed. The resulting electrical failures culminated in a loss of power to one of the electrical AC buses, and many of the systems powered by this bus were lost or degraded. The commander continued the approach, manually flying the aircraft to a safe landing. The investigation determined the flickering cockpit displays and lights resulted from a series of failures within the aircraft electrical system, primarily caused by a latent mechanical failure in a Bus Tie Breaker. The effect of this latent failure only became apparent when the aircraft electrical system automatically reconfigured for the planned autoland. One Safety Recommendation, nr 2014-012 addressed to the aircraft manufacturer. AAIB Bulletin 04/2014, Ref: EW/C2012/08/04.
201209886	19/08/2012	En route	Oxford	10nm North Oxford	EGTT : London (FIR)	CESSNA	Reciprocating	1	D&D Cell Report. A/c declared MAYDAY due to rough runningengine. Given directions to nearest airfield but reportedengine failure and landed in field. No injuries reported.	
201210066	23/08/2012	En route	En Route		EGTT : London (FIR)	BOLKOW	Turboshaft	2	Engine nr2 chip caution illuminated.	Nr2 'MAG PLUG' caution illuminated during flight. Precautionary shutdown of engine nr2 carried out. PAN call made. A/c continued to destination as it was the nearest airfield. A/c shutdown on runway. Mag plugs removed and found to have paste contamination. Plugs cleaned, refitted and a successful engine run carried out. The nr2 engine turbine assembly had been replaced 2FH prior to the indication.
201210175	22/08/2012	En route	En Route	Over River Medway	EGTT : London (FIR)	CESSNA	Reciprocating	1	MAYDAY declared and a/c returned with engine failure.	ATC informed D&D and contacted the airport via landline. The a/c landed safely.

201210256	28/08/2012	En route	Netherthorpe	3nm SW	EGTT : London (FIR)	CESSNA	Reciprocating	1	A/c climbing through 2000ft declared MAYDAY due to total engine failure. A/c safely made a forced landing in a field. No injuries to occupants or damage to a/c.	CAA Closure: □ The investigation found that the carburettor main jet was found blocked by an insect preventing fuel reaching the engine. After cleaning and extensive ground runs, the engine was released to service and the aircraft flown for a 50hr check. Further tests were carried out on the fuel system and all found satisfactory.
201210256	28/08/2012	En route	Netherthorpe	3nm SW	EGTT : London (FIR)	CESSNA	Reciprocating	1	A/c climbing through 2000ft declared MAYDAY due to total engine failure. A/c safely made a forced landing in a field. No injuries to occupants or damage to a/c.	CAA Closure: □ The investigation found that the carburettor main jet was found blocked by an insect preventing fuel reaching the engine. After cleaning and extensive ground runs, the engine was released to service and the aircraft flown for a 50hr check. Further tests were carried out on the fuel system and all found satisfactory.
201210515	03/09/2012	Manoeuvring	En-Route		EGTT : London (FIR)	ZLIN	Reciprocating	1	Engine stopped during spin. Restarted following spin recovery.	Engine idling on ground satisfactory. Engine stopped during 4th turn of a spin to the left. Engine restarted after recovery from spin and increasing airspeed to approx 120kts.
201210829	07/09/2012	En route	Overhead Portsmouth		EGTT : London (FIR)	FLY BUY ULTRALIGHTS	Reciprocating	1	MAYDAY declared due to engine failure. A/c diverted.	Following failure, engine restarted intermittently and a/c diverted. Suspected dirty fuel blocking fuel filter leading to interruption of fuel supply.
201210848	08/09/2012	En route	ROSUN		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Overload MACC North/East combined planner position following PAN declared by DHC8 due to engine shutdown. Emergency frequency opened on North solely for the DHC8.	Manchester outbounds were held. Man and boy deployed. Investigation established that the sector was already experiencing a high workload and the unexpected development of the emergency situation increased the workload dramatically. Additionally, there was confusion as to whether or not the emergency a/c, the DHC8 southbound from Newcastle, had been transferred to the correct frequency and was continuing to be in receipt of an ATC service. The Planner's concern for the safety of the DHC8 was heightened by a brief breakdown in efficient and effective sector TRM (Team Resource Management) due to the very high workload. The Planner was also concerned by their inability to provide sufficient support to the Tactical controller. A support controller was employed to bring the sector back under control. □ CAA Closure: Following this incident, additional factors were identified in the investigation process concerning conflicts of interest when watch based staff conduct initial incident investigation, but also hold UCE (Unit Competency Examiner) responsibilities for the controller(s) concerned. Appropriate unit action has been undertaken to address the issues arising from this event and subsequent investigation.
201210986	11/09/2012	Take-off	EGHH (BOH): Bournemouth/ Hurn		EGTT : London (FIR)	DASSAULT	Turbofan	2	PAN declared and aircraft returned following engine malfunction.	A bang was heard along with a winding down noise. The a/c levelled and a nr1 engine surge was diagnosed. Exhaust gas temperature (EGT) was 720deg. The left throttle was switched to idle and single engine flight established. PAN declared and a/c returned with all engine indications normal. After landing the EGT was seen to rise to 640deg. Once stationary there was a light vibration and noise through the airframe therefore the engine was shutdown. A/c taxied back safely with fire services in attendance. Removal of the compressor top has revealed that there has been a stage 8 disc failure around one of the blade tooth slots. This tooth breakout has allowed one of the stage 8 blades to also become detached and also ingested into the engine. The breakout incident has been contained within the engine and damage has only occurred around the stage 8 blades and stator area. The engine is currently being bulk stripped to reveal the full extent of damage rear of the compressor, once known a further update will be provided. □ CAA Closure: □ The disk was inspected and a separate disk post was observed. Laboratory analysis determined that the fracture surface of the disk post to be partially exhibiting heavy oxidation, indicative of a very hot propagation front which is common with high cycle fatigue cracking (HCF). The root cause of the stage 8 disk post separation was cracking initiated and propagated in HCF. The known possible stimuli for the stage 8 disk are reversed stage 7 stator sectors, abnormal stage 8 tip rubs, and stage 7/8 blade mis-assembly. Any of these conditions would introduce abnormal stresses to the stage 8 blade root and disk post areas but none were detected in the hardware or pictures provided to the engine manufacturer or reported by the operator during post event teardown of the engine at their maintenance facility. It is however possible that disk GAT10450 may have experienced one or more of these conditions at some previous point in its service history. The engine workshop recommends that the organisation do the following: 1. Ensure strict adherence to existing cautions in SEI-133 for proper positioning of stator sectors stage 3-7. 2. Ensure strict adherence to maintenance manual requirements for minimum blade tip radial clearances. 3. Ensure strict adherence to maintenance manuals for proper assembly of stage 7 and stage 8 blades in the rotor disks. 4. Ensure strict adherence to SEI-133, TR5-003 and TR72-1253 in performing both visual and MPI inspections for corrosion pitting and SEI-187, 72-00-00 Cleaning and Preservation for performing engine washes and preservation to prevent corrosion. The engine workshop will be reviewing technical manuals to ensure adequate cautions and inspections are in place for reversed stator sectors, blade tip rubs and blade mis-assembly. Additionally it has been advised that no further instances of this nature have occurred on the operator's fleet since. Also at the next opportunity of organisation oversight a review of engine maintenance Stage 7/8 disassembly/assembly be undertaken.
201211357	15/09/2012	En route	EGKA (ESH): Shoreham		EGTT : London (FIR)	BOLKOW	Reciprocating	1	Emergency diversion due to engine malfunction.	Low/no manifold pressure. A/c given joining instructions and landed safely with emergency services in attendance.
201211520	22/09/2012	Approach	Manchester (MCT)		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	PAN declared due to engine malfunction and subsequent failure on approach.	At approximately 4000ft, a 'thud' was noticed from the rear and the a/c made a slight yaw to the left. This was followed by a smell of smoke in the flight deck. Both bleeds and re-circulation fan were switched off and the smell disappeared. Nr2 engine ITT and oil temperature readings increased, together with a slight decrease in nr2 engine torque. The engine automatically shut down after approximately 10secs following 'Nr2 engine oil pressure' red warning and marked decrease in torque and RPM. A PAN call was made and QRH actioned. Auto pilot was disconnected and the a/c landed safely. Engineers subsequently confirmed that the Fuel Cooled Oil Cooler (FOOC) had sheared from its mounting, resulting in total oil loss. □ CAA Closure: Initial reports from the engine manufacturer suggests that a low pressure compressor nr2 rotor blade failure was the root cause of the event. The blade failure caused substantial damage to the engine core, which subsequently seized. This imbalance is the likely cause of the fuel/oil heat exchanger mounting feet becoming sheared and moving the heat exchanger from its usual installed position. This then exposed the oil transfer tubes (no longer sealed) which resulted in a loss of oil and the subsequent low oil pressure warning. During the engine strip down for investigation, fibrous material was found in various locations within the engine at the front inlet case, low pressure compressor case flange, P2.2 air cavity and low pressure compressor nr2 stator vane. The origin of this material is unknown and final root cause analysis is ongoing.
201211994	27/09/2012	En route	EGBE (CVT): Coventry		EGTT : London (FIR)	DIAMOND	Reciprocating	2	During training flight RH engine 'fuel overtemp' warning received. Fuel temperature showing 140deg. Engine shut down, PAN declared and a/c returned.	A/c had just performed ILS approach with intentional go-around. Fault traced to a faulty temperature sensor.
201212066	29/09/2012	Approach	EGHR (QUG): Chichester/Go odwood		EGTT : London (FIR)	GROB	Reciprocating	1	D&D Cell Report: PAN declared and diversion initiated due to total engine failure. Pilot had lost comms with airfield 3nm short and needed permission to land.	Attempted to contact the airfield but no reply. Pilot made aware and his approach was continued. Communications were lost with the a/c but another a/c in the area confirmed that it had landed safely. Airfield eventually contacted with an alternative number. BGA report received detailing engine malfunction. □ CAA Closure: Information from the BGA showed that due to the time lapse of the incident report the a/c engine had already been removed to effect a repair. Once the engine had been removed and inspection of the damaged parts was carried out, it was clear that a high time engine had been installed into the a/c and that the component was well into the allowed life extension, however, it was judged to be serviceable. It was noted that there was wear in the valve rotor cap and/or collets, causing the rotor cap to migrate higher up the valve stem to a point where it contacted the rocker arm. This contact will have induced rapid wear of the valve collets, leading to failure. The BGA have sent a direct email to all Grob 109B owners with advisory details regarding the Grob G2500 engines and have also reported this to Grob Aerospace. It is anticipated that Grob will revise TM4601-8 to address the advice that during routine valve gear checking or adjustment, the engine should be rotated to fully open the valve and that a check is carried out to ensure that the rocker arm is clear of the rotor cap.
201212266	08/10/2012	En route	EGGP (LPL): Liverpool		EGTT : London (FIR)	AIRBUS	Turbofan	2	MAYDAY declared and a/c returned with nr2 engine shut down.	During climb 'ENG2 REV UNLOCKED' warning occurred. The ECAM drill was completed which required the engine to be shut down with a 'LAND ASAP' amber. MAYDAY was downgraded to a PAN once all drills had been completed and the a/c landed safely. □ CAA Closure: Investigations confirmed that the thrust reverser doors were stowed and locked. It was found that the fault message disappeared when the outboard upper stow switch was disconnected. The switch subsequently failed electrical checks. On closer inspection of the removed switch, the roll pin that keys the switch actuating arm to the switch shaft had migrated free and was missing, allowing the arm to rotate freely. The switch was sent to the OEM for investigation. This was only the third switch to be removed across the fleet in over two years and 12 million switch flight hours and is therefore considered statistically a highly reliable item. Switch replaced and tested satisfactorily.
201212320	09/10/2012	En route	EGBE (CVT): Coventry		EGTT : London (FIR)	DIAMOND	Reciprocating	2	PAN declared and in flight engine shutdown, due to rough running engine and power loss.	The RPM dropped rapidly on the RH engine and the propeller blades were observed to be slowing down. RPM increased and then dropped again, after three times the engine was shut down as a precaution. PAN declared and the aircraft returned. □ CAA Closure: After consultation with the manufacturer, the engine gearbox was found to be unserviceable.
201212614	07/10/2012	En route	Field nr Headcorn	Nr Headcorn Aerodrome	EGTT : London (FIR)	STAMPE	Reciprocating	1	Engine failed possibly due to a fuel problem. A/c force landed in a field. No damage or injuries to two POB.	
201212796	19/10/2012	En route	Craven Arms	Field nearby	EGTT : London (FIR)	BOLKOW	Turboshaft	2	PAN declared and a/c made a precautionary landing in a field following vibration and undemanded oscillation in roll.	During test flight, as nr2 engine was being slowly retarded to test nr1 engine, a pronounced oscillation began in the roll axis which soon became quite a violent action. The movement reduced as nr2 engine lever was returned to flight position. A PAN was declared and pilot decided to land as soon as possible. ATC advised pilot to squawk 7700 and D&D were informed. A/c landed safely without further incident and engineering assistance was requested. The engineer's report stated that a rupture had been found in the compressor bleed valve sealing gasket in nr1 engine. Minor impact damage was found on the rotor and stator blades close to the compressor outer casing. Additionally, a build-up of compacted grass and leaves were found in the compressor diffusers in both engines. □ CAA Closure: □ The aircraft dynamic and flight control systems were examined and check rigged. No defects were identified and no mechanical damage was noted which could account for the lateral oscillations. The No1 engine was examined first and it was found that the compressor bleed valve sealing gasket had ruptured. This would have caused abnormal air flow through the combustion section with possibly compressor surge and/or stall as a result. The compressor outer casings were removed for detailed examination of the rotor and stator stages and there was some minor impact damage evident on the rotor and stator. This has been dressed out. There was also evidence of a build up of compacted vegetable matter (grasses/leaves) in the compressor diffuser which was mechanically removed. No2 engine compressor was split and further similar contamination was found. The compressor bleed valve seal was changed and damage to rotor and stator blades repaired. Compressor diffuser case cleared and cleaned and aircraft returned to service.

201213399	04/11/2012	Take-off	EGKK (LGW): London/Gatwick		EGTT : London (FIR)	ATR	Turboprop	2	MAYDAY declared and emergency landing carried out directly after take-off due to nr2 engine malfunction.	Just after rotation and at 100ft, the a/c began to yaw slightly to the right of track and FD bars commanded a nose down a slight left indication. The engine noise changed and instruments on nr2 engine failed. MAYDAY was declared and ATC gave clearance to turn back for landing. A/c landed safely with emergency services in attendance.☐ CAA Closure: Analysis of DFDR readout by TC holder indicated a suspected uncommanded autofeather and suggested the nr2 engine torque torque sensor was at fault. Sensor replaced with notice given to connector care procedure on harness connecting nr2 engine torque sensor and autofeather unit. Nr2 autofeather unit replaced and strip report awaited.
201213678	09/11/2012	Take-off	EGCC (MAN): Manchester/In tl		EGTT : London (FIR)	AIRBUS	Turbofan	2	A/c in climb, bang heard and felt through airframe. ECAM 'Engine Stall'. Drill followed, engine restored, a/c returned.	CAA Closure: Extensive troubleshooting was carried out law approved data concerning engine surge, stall or turbine overheat and included a full borescope inspection of the engine. In addition, a surge margin test was carried out law RR SB RB211-71-AD509. The engine performed normally in all respects and no defects thought to be the cause of the event were discovered, however it was replaced. Subsequent preliminary assessment by the manufacturer of the HPC blade tip clearance measurements indicated a reduction in surge margin of ~16% to the as-built condition. This is considered high, as recent sampling has shown a reduction of 7%-10% to be more representative of an engine of this on-wing life. More detailed analysis is planned, particularly to assess effect at the flight condition where the surges occurred. By eye, the most significant condition appears to be the length of the HPC stage 6 blades, which are all significantly shorter than the SP50 limit. The variation in the location of the shroud rubs suggests the casing assembly was not uniformly concentric with the rotor. Eccentricity between casing and rotor is likely to have caused heavy blade tip rubs responsible for the short HPC stage 6 blades. No reports have been received from the shop visit regarding any features which could be responsible for eccentricity, wear/binding of the casing assembly location features or interference between the shrouds, vanes and/or the casing rings. The HP/IP handling bleed valves were replaced as a precaution and high power ground runs were carried out, including a surge margin test without faults. The same engine s/n suffered a similar defect eight days later, at which time the engine was removed and a controlled strip investigation was carried out. There were several possible causes for the small reduction in surge margin, but the preliminary conclusion of the OEM as to the root cause is short IPC stage 6 blades. The blade length defect was probably caused by the rotor casing not being concentric with the rotor.
201214006	17/11/2012	En route	En route		EGTT : London (FIR)	AIRBUS	Turbofan	2	MAYDAY declared, fuel dumped and a/c returned for overweight landing, following nr2 engine stall.	Investigations under 201213075 and 201213678.
201214663	04/12/2012	En route	Leavesden		EGTT : London (FIR)	HUGHES	Reciprocating	1	Engine failure and autorotation.	A/c returning to home base at the end of a day flying. Engine oil temperature began to rise and pressure dropped. Power reduced, temperature remained stable but pressure continued to drop below normal operating range. As descent began engine began to rumble then failed, pilot put a/c into autorotation touching down at approx 10kts sliding approx 10metres.☐ CAA Closure: ☐ The cause of the loose sump was considered to be a result of a failure to torque the retaining bolts sufficiently, although with the extended period that has elapsed since this event, it is now not possible to establish this with any certainty. The engine seizure resulted in the need for an extensive overhaul to rectify the internal damage caused. The contracted maintainer was made responsible for the subsequent engine removal and installation of the overhauled powerplant.
201214691	30/11/2012	En route	Near Hollingbourne		EGTT : London (FIR)	DE HAVILLAND	Reciprocating	1	UK Reportable Accident: Engine ran roughly and oil pressure lost. A/c made forced landing in a field. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The a/c was en route to Spanhoe Airfield when the engine suffered a power loss, loss of oil pressure and emitted smoke. The a/c was slightly damaged as a result of the ensuing forced landing. At the time of preparation of the Bulletin, the cause of the engine power loss is unknown, although it is understood that the Nr3 cylinder showed no compression and that a quantity of oil remained in the oil tank. AAIB Bulletin 04/2013, Ref: EW/G2012/11/10.
201214722	06/12/2012	Approach	EGBE (CVT): Coventry		EGTT : London (FIR)	DIAMOND	Reciprocating	2	PAN declared due LH engine in-flight shutdown.	Engine was shut down as a precaution, due to high temperature and low oil pressure warnings. A/c landed safely with emergency services in attendance. Investigation under 201205833.
201214785	07/12/2012	Take-off	EGSD : Great Yarmouth/ North Denes		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	PAN declared due to engine flame out shortly after take-off.	The a/c had previously diverted due to weather. Prior to flight, snow had been cleared from the fuselage and air intakes. Clearance had already been given by the destination airport, so emergency checklists actioned, engine secured and the a/c landed safely with emergency services in attendance. ATC informed the reporter that the a/c had made a visual approach but the cloud base on the weather report appeared to have been below limits. ☐ CAA Closure:☐ The engine flame out was caused by snow ingestion. Company operating procedures and training has been revised accordingly.
201215041	13/12/2012	En route	EGHH (BOH): Bournemouth/ Hurn		EGTT : London (FIR)	DIAMOND	Reciprocating	2	RH engine shut down following 'Engine Coolant Low Level' and 'High Fluid Temperature' warnings. PAN declared.	On inspection the right cowling showed signs of coolant fluid loss caused by a broken coolant hose.
201215101	15/12/2012	Take-off	EGLC (LCY): London city		EGTT : London (FIR)	BAE	Turbofan	4	PAN declared and a/c diverted following engine failure during level off.	
201215393	22/12/2012	En route	En route		EGTT : London (FIR)	BOEING	Turbofan	2	A/c returned after nr2 engine warning illuminated with an amber caution.	Auto throttle was disconnected and thrust lever retarded to remain within limits. At top of climb, with all engine indications normal, the auto throttle was re-engaged. Maintrol contacted for advice and a/c was required to return for maintenance.
201300263	13/01/2013	En route	En route		EGTT : London (FIR)	AIRBUS	Unknown	2	PAN declared due to nr2 engine failure. Elected to continue to destination.	
201301061	01/02/2013	En route	EGHH (BOH): Bournemouth/ Hurn		EGTT : London (FIR)	BAE	Turboprop	2	Precautionary engine shut down due to oil pressure fluctuation. Single engine approach and landing.	
201301074	02/02/2013	Take-off	EGBJ (GLO): Gloucestershire		EGTT : London (FIR)	PIPER	Reciprocating	1	MAYDAY declared due to rough running engine.	Tower advised all runways clear and then noticed, as a/c approached on a tight base leg, that the landing gear was not down. Pilot was requested to check and on late finals confirmed three greens and the a/c was given clearance and landed safely.
201301078	02/02/2013	Take-off	Crowland Airfield		EGTT : London (FIR)	PIPER	Reciprocating	1	A/c was drifting to the left on take-off run. Engine shut down but a/c wheel left the runway and propeller struck the ground, the tail lifted up and the a/c came to a complete stop.	CAA Closure: The aircraft is club owned and operated for towing gliders. Local investigations confirmed that the incident was pilot induced due to being unable to control the aircraft in a cross wind take-off. There were no technical issues with the aircraft. As a result of the incident (the aircraft tipped up on its nose briefly) the propeller was bent and the engine required "shock load" testing. To enable return to service, the aircraft is being fitted with a new engine and propeller. There was no other significant damage.
201301280	05/02/2013	En route	En route		EGTT : London (FIR)	LOCKHEED	Turboprop	4	Nr1 engine reduction gearbox oil pressure fluctuating. Engine shutdown and a/c returned.	In cruise nr1 engine reduction gearbox oil pressure gauge showed fluctuations accompanied by nr1 low oil pressure light illuminating. Oil contents reducing. Once engine shut down a/c returned due to crosswinds at destination. The investigation found that a human error was the root cause and that the reduction gearbox had not been fitted with an 'O' ring seal. This was due to the mis-identification of the reduction gearbox part number.
201301635	15/02/2013	Take-off	EGGP (LPL): Liverpool		EGTT : London (FIR)	PIPER	Reciprocating	1	UK Reportable Accident: First take-off rejected. During second attempt, engine failed and a/c came to rest, approximately 50m from runway threshold. One POB, no injuries. AAIB AARF investigation.	CAA Closure: The student pilot was preparing to take-off on his first solo flight. The first attempt was abandoned because he felt that the engine power reduced during the take-off roll. On the second attempt, the aircraft became airborne but the engine lost all power at about 300ft. The aircraft force-landed within the airfield perimeter and its nose landing gear collapsed. The instructor commented that he had high regard for his student's flying skills, particularly his handling of the 'engine failure after takeoff' drill. His only regret was that, had he known the reason for aborting the first take-off, he would have instructed the student to abandon the sortie. He states that his organisation has reiterated to all pilots flying with them that they must cancel their flight and return should any problems be experienced prior to take-off. At the time of the Bulletin, no reason for the engine failure has been established. AAIB Bulletin 06/2013, Ref: EW/G2013/02/06.
201302193	17/02/2013	Take-off	Top Farm	Roystone	EGTT : London (FIR)	ROCKWELL	Reciprocating	1	Propeller strike.	On take-off on soft ground, a/c accelerated and throttle then retarded. A/c veered to the left and the engine stopped causing the propeller to strike the ground at slow speed. Damage to engine and propeller.
201302239	03/03/2013	En route	EGNC (CAX): Carlisle	8W	EGTT : London (FIR)	PIPER	Reciprocating	1	Partial loss of engine power. PAN declared and a/c returned.	Loud bang heard followed by vibration and a power loss of approx 400rpm. Investigation revealed nr1 cylinder had cracked from the lower spark plug.
201302461	08/03/2013	Take-off	EGHI (SOU): Southampton		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Fumes in the flight deck. Oily smell from air conditioning.	Passing 100ft a strong oily smell entered the flight deck through the air conditioning. It disappeared passing approx 5000ft so the decision was made to continue the flight. The smell appeared again at top of descent at FL140 and had faded by FL100. No reports from cabin crew. Flight crew were concerned as a similar occurrence on the previous sector had caused crew to suffer headaches. ☐ CAA Closure: Engine was removed and strip report found that the carbon element of the nr5 front carbon seal was turning inside the carbon seal housing. As a consequence, oil could seep through the seal housing. The engine manufacturer is investigating the nr5 carbon seal wear leading to contamination issues.

201302644	02/03/2013	Take-off	EGHJ (BBP): Bembridge		EGTT : London (FIR)	GRUMMAN	Reciprocating	1	Carburettor heat failure on departure and rough running engine. A/c returned.	During pre take-off engine checks the carburettor heat appeared to be functioning normally, however with a slightly smaller drop in RPM than usual. Once airborne the a/c had a reduced climb rate and the engine could be felt to be running rough. Once at approx 500ft the pilot operated the carburettor heat but no RPM drop was observed. At this point the pilot elected to return. Inspection revealed that the carburettor heat's operating arm had sheared off and left the heater partially on. Manufacturer is aware of the fault and is sending a replacement improved shaft.
201302682	09/03/2013	En route	EGCN : DONCASTER SHEFFIELD		EGTT : London (FIR)	CESSNA	Unknown	2	PAN declared and a/c diverted due rough running engine.	
201303545	20/03/2013	Take-off	EGNE : Repton/Gamston		EGTT : London (FIR)	DIAMOND	Turboprop	2	PAN declared and a/c diverted due to unsafe LH main gear indication.	Pilot requested diversion due to no green undercarriage lights then declared that he would be shutting down LH engine on approach. A/c landed safely with emergency services in attendance.
201303578	06/04/2013	Approach	EGCC (MAN): Manchester/Intl		EGTT : London (FIR)	BOEING	Turbofan	2	Unable to move RH thrust lever below 1.5EPR.	A/c diverted and a single engine landing performed law SOPs. CAA Closure: Investigations found that the RH engine power cable was binding within the lower control box. Excessive swarf was found within the fuel flow governor (FFG) box assembly, caused by a 'bird caged' teleflex cable. The lower control box was sent to the OEM for investigation. The subject unit has a recommended soft life of 7500fh (at any shop visit) which results in an overhaul at each shop visit to ensure no problems are encountered with the part. The unit was installed to engine at birth in Feb 2000 and the first Shop visit was on 10 May 2008 at 20558fh and 7732cyc. During this shop visit the unit was overhauled and re-installed. This unit has now accumulated 12879fh and 4230 cyc since overhaul. The OEM subsequently stated that in their experience nothing unusual was found and the findings are in line with general wear and tear. A review of fleet records has not identified a previous occurrence of this type to this component.
201303867	13/04/2013	En route	En route	7nm N EGSS	EGTT : London (FIR)	BEECH	Turboprop	2	Engine failure and diversion.	Due to low traffic levels a/c given shortcut towards destination. Shortly after advising that there was 'trouble' with one of the engines the pilot advised that one of the engines had shut down. A/c advised that it was diverting to an airfield closest to his position. A/c appeared to be single crewed and handling a very high workload.
201303975	15/04/2013	Take-off	EGVN (BZZ): Brize norton		EGTT : London (FIR)	ANTONOV	Turbofan	4	A/c returned due to a surge indication on nr4 engine. Engine shut down and a/c landed safely on three engines. Foreign Authority investigation.	
201304193	20/04/2013	Take-off	EGCV : Sleep		EGTT : London (FIR)	CESSNA	Reciprocating	1	Engine malfunction, PAN declared and a/c returned.	At approx 700ft in climb out engine began to misfire and run rough for approx 2sec. This occurred in short bursts for an increasing duration. Due to uncertainty of the engine maintaining power, a/c returned having declared a PAN. A/c landed without further incident.
201304212	21/04/2013	En route	Inside EGLC CTR		EGTT : London (FIR)	PIPER	Reciprocating	1	A/c reported rough running engine, PAN declared and a/c requested diversion to nearest airfield.	En-route to diversion a/c reported engine now running satisfactorily. PAN cancelled, a/c continued to diversion airfield as a precaution for a landing without further incident.
201304374	24/04/2013	En route	EGLL (LHR): London/Heath row		EGTT : London (FIR)	AIRBUS	Turbofan	2	PAN declared due to nr2 engine control issues.	High engine idle and unresponsive engine. QRH actioned and nr2 engine shut down in flight. A/c landed without incident with emergency services in attendance. Taxied to stand under own power. CAA Closure: Root cause could not be determined due to elapsed time and change of operator. The occurrence was reported by the previous operator of the aircraft and the current operator does not have the work package which was generated during the investigation. Engine changed.
201304582	29/04/2013	En route	SITET VOR	47nm SSE EGKA (Shoreham)	EGTT : London (FIR)	PIPER	Reciprocating	1	PAN declared due to rough running engine. Aircraft was diverted.	The pilot stated he had engine problems and was making a turn back to LFOH. The pilot then declared a PAN. The aircraft was asked to squawk 7700 and radio silence was imposed. LFRG and D&D were informed of the situation. A few mins later the aircraft changed squawked to 7600, the controller then lost contact. LFRG reported that they had cleared the way for the aircraft to land at LFOH. At 1514 LFOH confirmed that they had the aircraft on frequency and subsequently that he had landed safely.
201304855	03/05/2013	En route	Ercal Heath	Market Drayton	EGTT : London (FIR)	OTHER	Reciprocating	1	A/c declared MAYDAY just outside Shawbury Zone with engine failure at 1300ft. A/c landed in a field, approx 6nm east of Shawbury.	D&D reported that the pilot had contacted local police and reported there were no injuries and the a/c was undamaged.
201305180	10/05/2013	Approach	EGBJ (GLO): Gloucestershire		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Nr2 engine overspeed.	During approach with simulated nr2 FADEC failure the student failed to apply power to the engine with 'Failed' FADEC by correct use of the twist grip. The examiner applied throttle as aircraft landing but inadvertently caused the nr2 engine to shutdown due to overspeed.
201305274	13/05/2013	En route	EGBJ (GLO): Gloucestershire		EGTT : London (FIR)	STEARMAN	Reciprocating	1	MAYDAY declared and forced landing made due to engine failure.	Controller received the MAYDAY call and despatched a fire vehicle and a departing a/c towards the area. The a/c was located and reported safe. Civil emergency services were directed to the scene. Subsequent investigation revealed dropped inlet valve on nr9 cylinder causing power loss.
201305463	13/05/2013	Take-off	EGNV (MME): TEESSIDE		EGTT : London (FIR)	DIAMOND	Reciprocating	2	Rejected take-off due to engine power limitations. One engine was producing approx 40% power on full throttle.	A download of the engine ECU showed a boost pressure problem. Data download copied to engine manufacturer. On investigation the control rod from the waste gate controller to the valve was found broken.
201305509	06/05/2013	En route	En route	5nm W EGBE	EGTT : London (FIR)	GROB	Reciprocating	1	PAN declared due to engine shut down. Aircraft returned.	Aircraft reported engine problem en route and intention to return. Aircraft then reported engine shut down and declared PAN. Aircraft followed by fire services on landing.
201305817	21/05/2013	En route	en route		EGTT : London (FIR)	CIRRUS	Reciprocating	1	Reported engine technical problems. Aircraft diverted. ATC declared a full emergency.	
201305898	24/05/2013	Take-off	EGLL (LHR): London/Heath row		EGTT : London (FIR)	AIRBUS	Turbofan	2	UK Reportable Accident: On departure, engine cowlings fell onto runway. One engine shut down and a/c returned. Passengers evacuated via emergency slides. 80 POB, no injuries. A/c damage to be advised. AAIB Field investigation.	Initial AAIB investigations (Special Bulletin S3/2013) found that the fan cowl doors from both engines detached as the a/c departed the runway during take-off. This punctured a fuel pipe on the RH engine and damaged the airframe and some systems. The crew elected to return and on the approach to land an external fire developed on the RH engine. The LH engine continued to perform normally throughout the flight. The RH engine was shut down and the a/c landed safely and was brought to a stop on the runway. The emergency services quickly attended and extinguished the fire in the RH engine and the passengers and crew evacuated the a/c via the escape slides without injury.
201306058	18/05/2013	Take-off	EGTB : Wycombe Air Park/Booker		EGTT : London (FIR)	PIPER	Reciprocating	1	UK Reportable Accident: A/c suffered engine failure after take-off and landed in a field. One POB, no injuries. AAIB AARF investigation.	CAA Closure: Shortly after take-off, at a height of about 50ft, there was a sudden vibration, which was severe enough to prevent the pilot reading his instruments. The vibration then stopped, combined with a complete loss of engine power. The pilot jettisoned his glider and manoeuvred the aircraft for a forced landing in fields beyond the airfield boundary. The aircraft ran into a hedge and pitched nose-down, flipping over onto its back and coming to rest inverted. The pilot, who was wearing a full harness, was uninjured and was able to vacate through the aircraft's door. At the time of the report, the reason for the engine failure was awaited. AAIB Bulletin 08/2013, Ref: EW/G2013/05/15.
201306211	29/05/2013	En route	EGTE (EXT): Exeter		EGTT : London (FIR)	BEECH	Reciprocating	2	MAYDAY declared due to RH engine failure.	The aircraft reported being unable to maintained height in the circuit so was told to join RH base for R/W08. The aircraft landed safely.
201306487	05/06/2013	Take-off	EGTC : Cranfield		EGTT : London (FIR)	PIPER	Reciprocating	1	UK Reportable Accident: During a touch-and-go landing, the engine began to run roughly. The engine subsequently failed and control of the aircraft was lost. Two POB, both serious injuries. AAIB Field investigation.	CAA Closure: During the climb following a touch-and-go landing, the engine began to run roughly. A turn was commenced during which the engine failed and control of the aircraft was lost. The aircraft crashed within the aerodrome boundary. The damage to the aircraft and the ground marks were consistent with the aircraft stalling and dropping the left wing at a relatively low height while close to the threshold of Runway 21. Evidence from examination of the wreckage indicated that the engine was producing little or no power at impact. Subject aircraft was one of a number of aircraft owned and operated by the flying school and flown on a Certificate of Airworthiness (C of A) issued by the CAA. Safe operation of aircraft, and the validity of a C of A, is dependent on an aircraft being maintained in an airworthy condition. This requires an aircraft to be operated on an approved fuel, maintained at the intervals specified in its maintenance programme, and for work to be correctly documented and carried out by qualified individuals. This investigation discovered that two of the flying school's aircraft operated on fuel that is not approved by the CAA. With regard to the subject aircraft, it appeared that flying hours, defects and rectification had not been recorded in the log books and technical records, and an individual carried out maintenance on the subject aircraft, who did not hold the required approvals. In the absence of evidence of alternative causes, carburettor icing appears to be the most likely cause of the rough running. AAIB Bulletin 03/2014, Ref: EW/C2013/06/01.
201306821	09/06/2013	Take-off	EGGP (LPL): Liverpool		EGTT : London (FIR)	PIPER	Reciprocating	1	PAN declared due to misfiring engine. A/c returned.	Departing a/c reported engine misfiring. PAN declared and a/c returned. Engine stalled on runway but re-started and taxied to parking area. Investigation found that two spark plugs had lead fouled electrodes and the RH magneto was found to be intermittent. The magneto and spark plugs were replaced with serviceable parts and engine ground runs carried out. Air test found satisfactory.
201306983	16/06/2013	Approach	Benston Farm	2nm south of Cumnock	EGTT : London (FIR)	ZENAIR	Reciprocating	1	UK Reportable Accident: Engine failed, landed short of landing strip. Two POB, no injuries.	CAA Closure: AAIB downgrade to 'Non-Reportable' from AARF investigation. No further investigation to be progressed by the AAIB.

201307441	24/06/2013	Take-off	EGCC (MAN): Manchester/In tl		EGTT : London (FIR)	AIRBUS	Turbofan	2	Serious Incident: Rejected take-off due to RH engine failure. AAIB AARF investigation.	CAA Closure: At approximately 105 kt on a takeoff roll, the right engine failed, emitting a flash and smoke from the exhaust. The crew quickly established that there was a loss of power and aborted the takeoff, brought the aircraft to an emergency stop on the runway and taxied clear using the unaffected left engine. Inspection of the right engine revealed there had been a failure of a single HP turbine blade which had detached, resulting in a high power engine surge and further secondary damage to the IP and LP turbines and nozzles. The blade failure was caused by high cycle fatigue (HCF) crack propagation with crack initiation resulting from 'Type 2 Sulphidation' corrosion1. During examination of the remains of the blade, to determine the cause of its failure, unidentified deposits were found on its surfaces. There was concern that these deposits may have been volcanic in origin, in particular from the 2010 eruption of Eyjafjallajökull in Iceland, so additional forensic analysis was carried out. That work was completed in August 2014 and did not identify compounds typically associated with volcanic activity. However, although an encounter with volcanic gaseous sulphur cannot be discounted it is concluded that the deposits probably are an accumulation of atmospheric dirt and pollutants.AAIB Bulletin 12/2013, Ref: EW/G2013/06/21.
201307526	25/06/2013	En route	EGLC (LCY): London city		EGTT : London (FIR)	CESSNA	Turbofan	2	MAYDAY declared due to precautionary engine shutdown.	Pilot shut down one engine due to low oil pressure and was diverted. The aircraft landed safely.
201307556	26/06/2013	En route	EGLL (LHR): London/Heath row		EGTT : London (FIR)	BOEING	Turbofan	4	Rejected take-off due engine failure indication on nr1 engine.	After take-off thrust selected immediate exceedance of 108% N2 indicated on nr1 engine. As engines stabilised EPR showed 1.28 N1 around 71% low fuel flow. Rejected take-off at 67kts. Aircraft stopped on runway. Engine fire checklist carried out. Brake temperatures low so taxied clear of runway for fire services inspection before taxi to stand. Engineering inspection found the LH ram muscle tubes to be loose, although they were wire-locked. The variable inlet guide vane controller and centrisep filters replaced as a precaution and RH ram muscle tubes inspected for security. Engine ground runs carried out, all satisfactory.
201307791	30/06/2013	Take-off	EGMD (LYX): Lydd		EGTT : London (FIR)	PIPER	Reciprocating	2	Precautionary engine shutdown due to rough running engine. Aircraft returned.	Power surges and violent vibrations felt shortly after setting climb power. Pilot elected to shutdown nr1 engine and requested immediate return. Investigation under 201305606.
201308230	06/07/2013	En route	En route		EGTT : London (FIR)	SOCATA	Reciprocating	1	PAN declared due to rough running engine. Aircraft landed safely.	
201308250	08/07/2013	Take-off	EGHH (BOH): Bournemouth/Hurn		EGTT : London (FIR)	DIAMOND	Reciprocating	2	LH engine shut down due to coolant low warning/high temperature warning.	Upon initial climb out, 'Coolant Low' caution on the LH engine activated followed by a 'High Temperature' warning. LH engine was shut down as a precautionary measure. Uneventful landing. Jubilee clip on coolant pipe found to have failed. Clip replaced.
201308342	11/07/2013	En route	Overhead EGGP	Liverpool	EGTT : London (FIR)	BEECH	Reciprocating	1	Rough running engine. PAN declared. Aircraft diverted.	Aircraft in descent to overfly airfield when PAN declared due to engine noise and performance. Aircraft diverted for nearest suitable site for landing.
201308456	13/07/2013	En route	EGLL (LHR): London/Heath row		EGTT : London (FIR)	BOEING	Turbofan	2	MAYDAY declared due to engine malfunction. Aircraft diverted.	One engine running at idle only. Aircraft diverted for engineering assistance.
201308612	13/07/2013	En route	EGMD (LYX): Lydd		EGTT : London (FIR)	DE HAVILLAND	Reciprocating	1	Aircraft diverted due to rough running engine.	Aircraft landed without establishing two way radio communication. Following a safe landing pilot reported rough running engine with cockpit workload preventing making radio contact.
201308799	18/07/2013	Take-off	EGDG (NOY): St. Mawgan		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Nr1 engine chip light illuminated and spurious engine fire warning.	Aircraft on airtest to check nr1 engine following module change and to check rotor track and balance. Passing 300ft at 80kts nr1 engine chip light illuminated. PAN declared and engine shut down and aircraft returned. During taxi nr1 engine fire warning illuminated. Engineer disembarked to check that there were no other signs of fire.
201308985	16/07/2013	En route	EGNS (IOM): Isle Of Man/Ronalds way	8nm from EGNS	EGTT : London (FIR)	COMCO IKARUS	Reciprocating	1	PAN declared due to engine problems. Aircraft diverted.	
201309073	20/07/2013	Take-off	EGKA (ESH): Shoreham		EGTT : London (FIR)	DIAMOND	Reciprocating	2	Engine failure during climb. PAN declared.	During climb at 700ft a noise was heard from the LH engine and ATC reported observing smoke from the same engine. As instructor took control of the aircraft a flame was seen for a brief period followed by dark black smoke. LH engine shut down, PAN declared and aircraft made a normal single engine landing with fire services in attendance.
201309946	06/08/2013	Approach	EGBW : Wellesbourne mountford		EGTT : London (FIR)	VANS	Reciprocating	1	UK Reportable Accident: Engine failure. Aircraft inverted after making a forced landing in a field. One POB, minor injuries. AAIB AARF investigation.	CAA Closure:☐ The aircraft was flying circuits but on the downwind leg of the second circuit the engine stopped and appeared to windmill. The pilot turned the aircraft into wind and selected a field for a forced landing. Unfortunately, the aircraft overran and struck a fence, hedge and small trees, tipping onto its nose and coming to rest in a vertical, nose-down attitude. Two anomalies were subsequently found which could have caused the engine to fail. Contaminated fuel was drained from the filter bowl and three of the four bolts which secured a timing gear to the crankshaft were found to have failed and exhibited extensive high cycle fatigue. It could not be confirmed which mechanism had caused the failure. AAIB Bulletin 04/2014, Ref: EW/G2013/08/02.
201310060	09/08/2013	En route	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		EGTT : London (FIR)	BAE	Turboprop	2	En route engine failure.	RH engine developed erratic torque indication in cruise with subsequent noise to match. Indications also seen to NH/NL and NP. As indications worsened therefore decision taken to shut engine down. PAN declared and single engine landing made with fire services in attendance. Engine Electronic Control (EEC) Unit changed.
201310184	09/08/2013	Take-off	Two Ash Farm		EGTT : London (FIR)	CYCLONE AIRSPORTS	Reciprocating	1	UK Reportable Accident: Power loss after take-off. During forced landing, aircraft stalled and nose dropped. Aircraft hit the ground, collapsing the NLG. Two POB, one minor injuries. AAIB AARF investigation.	CAA Closure:☐ After takeoff, at a height of about 300 ft, the pilot sensed the engine rpm drop to around 4,000 to 4,500 from its normal maximum rpm of about 6,500. This was insufficient to maintain level flight and so the pilot turned into wind and chose a suitable field. As he approached the field, he realised that he was very close to a hedge which bordered it, so he tried to turn to the right to land parallel to the hedge. The aircraft stalled at a height of about 10 ft and the nose dropped to the left, hitting the ground and collapsing the nose landing gear. The pilot acknowledged that, in addition to the unfortunate timing of the engine power loss, he had allowed the aircraft to become slow, and he could have chosen a more suitable field to land in. Although he intends to do a thorough investigation of the engine and fuel system, at the time of preparation of this bulletin no obvious reason for the power reduction had been found. AAIB Bulletin 01/2014, Ref: EW/G2013/08/07
201310320	14/08/2013	En route	Pilling	2nm SW of Cockerham	EGTT : London (FIR)	CESSNA	Reciprocating	1	Forced landing due to rough running engine.	Pilot informed ATC no injuries sustained. No details of damage to aircraft.
201310629	21/08/2013	Approach	Wymeswold	Common Farm	EGTT : London (FIR)	EUROPA	Reciprocating	1	UK Reportable Accident: Aircraft wreckage located in field close to farm strip. Two POB, both fatally injured. AAIB Field investigation.	CAA Closure:☐ The evidence suggests that the pilot had abandoned the planned flight and was flying a low-level circuit to land back on the airstrip, probably as a result of an engine problem. The aircraft was at a low height and close to the runway during the downwind leg. The airspeed decreased during the turn onto the base leg, probably resulting in a stall and subsequent loss of control. There was insufficient height to effect a recovery and the aircraft impacted the ground in a steep nose-down attitude, causing fatal injuries to both occupants. AAIB Bulletin 08/2014, Ref: EW/C2013/08/02.
201312033	02/09/2013	Manoeuvring	EGDX : St. Athan		EGTT : London (FIR)	GROB	Reciprocating	1	Rapid RPM decay and propeller stopped during aerobatic stall turn.	The aircraft was 45deg nose up when the propeller stopped. After recovering from the vertical, the engine restarted at approx 105kts. Aircraft returned and engineers informed. This flight was undertaken as a part of the return to service of the fleet following replacement of the propeller and governor, also of the oil pressure relief spring and inverted oil valve. All work was in connection with a previous RPM drop off fault during manoeuvres. It has been confirmed that the oil cooler blank was found still fitted, leading to a higher than normal oil temperature, this could have been a contributory factor to this event.
201312035	02/09/2013	Manoeuvring	EGDX : St. Athan		EGTT : London (FIR)	GROB	Reciprocating	1	RPM decayed and the propeller stopped during aerobatic stall turn.	After recovering from the vertical, the engine restarted at approx 105kts. Aircraft returned and engineers informed. This flight was undertaken as a part of the return to service of the fleet following replacement of the propeller and governor, also of the oil pressure relief spring and inverted oil valve. All work was in connection with a previous RPM drop off fault during manoeuvres. It has been confirmed that the oil cooler blank was found still fitted, leading to a higher than normal oil temperature, this could have been a contributory factor to this event.
201312042	20/09/2013	En route	EGKA (ESH): Shoreham		EGTT : London (FIR)	DE HAVILLAND	Reciprocating	1	MAYDAY declared due to severely rough running engine. Aircraft made a forced landing in a field.	Aircraft was cleared to land with all runways available but began circling ATCO informed him of a farm strip in the vicinity but the pilot reported not visual and going for a field. Two helicopters were diverted to find and report on position, both helicopter pilots reported watching the aircraft carry out a safe landing in a field.☐ CAA Closure:☐ The TC holder for the a/c type contacted the operator, who stated that engineers diagnosed a stuck valve. The fault was rectified and the aircraft flown out of the field. There are various configuration issues with the engine exhaust valves and cylinder heads which are to be discussed jointly between the CAA and the engine TC holder.
201312071	20/09/2013	En route	EGTF : Fair Oaks		EGTT : London (FIR)	CESSNA	Reciprocating	1	PAN declared due rough running engine.	Aircraft declared a PAN with a rough running engine. ATC granted permission for aircraft to climb in Heathrow zone to gain height in the event of an engine failure. Aircraft executed a go-around.
201312221	25/09/2013	En route	EGKK (LGW): London/Gatwick		EGTT : London (FIR)	BOEING	Turbofan	2	MAYDAY declared and diversion requested following loss of nr2 engine.	Aircraft landed under a full emergency and on arrival the flight crew reported hitting an unknown bird type. However, it is unclear from the reports whether or not this was the cause of the engine shutdown. Runway inspection carried out, no bird remains found.

201312734	05/10/2013	En route	Overhead Lundy Island		EGTT : London (FIR)	BELLANCA	Reciprocating	1	Rough running engine.	Aircraft overflying Lundy Island called a PAN due to rough running engine.
201312863	04/10/2013	En route	Upper Edgebold		EGTT : London (FIR)	BELL	Turboshaft	1	UK Reportable Accident: Engine failure. During the ensuing forced landing the helicopter rolled over, coming to rest on its side. One POB, minor injuries. AAIB Field investigation.	CAA Closure:☐ The pilot noticed that the engine turbine temperature had increased to close to its maximum limit and prepared to make a precautionary landing. During the approach the indication returned to normal, so he decided to continue the short distance to his destination. As the helicopter climbed away, the engine failed. The pilot carried out a forced landing during which the tail boom struck the ground. He candidly commented that, on reflection, it would have been better to continue with the precautionary landing, rather than having to attempt a forced landing without power from low altitude. He added that in the final stages of the approach he probably flared too much, causing the tail boom to strike the ground. The engine failure appears to be as a result of the disintegration of the No 7 bearing, which was most likely caused by oil starvation. This bearing supports part of the turbine assembly and therefore relies on oil flow for cooling, as well as lubrication. Any reduction in oil flow could lead to the bearing overheating and ultimately failing. AAIB Bulletin 07/2014, Ref: EW/C2013/10/02.
201313141	14/10/2013	En route	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		EGTT : London (FIR)	CESSNA	Reciprocating	2	Engine vibrations resulting in engine shutdown and single engine landing. Aircraft returned.	Moderate airframe vibrations felt. Nr1 engine identified as likely cause. Informed ATC of decision to return. At 7000ft airframe vibrations and engine behaviour worsened, elected to level at 7000ft to perform engine shutdown. No emergency declared. Emergency services attended.
201313150	20/06/2013	Manoeuvring	EGYD : Cranwell		EGTT : London (FIR)	GROB	Reciprocating	1	RPM ran down and propeller stopped during a stall turn.	During vertical roll, the RPM decayed rapidly and during the push over, the propeller stopped. This occurred on each of three test flights and is the subject of an ongoing company investigation. Investigation under 201305032 (different aircraft).
201313155	09/07/2013	Manoeuvring	EGYE : Barkston heath		EGTT : London (FIR)	GROB	Reciprocating	1	Propeller stopped during aerobatics.	Whilst carrying out various aerobatic manoeuvres, with full power, mixture best power, max RPM, the engine wound down when the oil pressure dropped and stopped completely halfway through a stall turn. The manoeuvre was flown slightly past the vertical. Mixture rise at shutdown was 100rpm. Two way oil valve removed, tested and refitted. All figures within limits, valve fit for further service iaw AMM. Engine cylinder compressions checked, engine ignition timing checked and both magneto set to 25deg. Fuel injector nozzles removed, cleaned and refitted. Further investigation continues with the OEM.
201313157	24/09/2013	Manoeuvring	EGYD : Cranwell		EGTT : London (FIR)	GROB	Reciprocating	1	Propeller stopped during a RH spin as part of the flight check.	Further investigation continues.
201313164	30/08/2013	Manoeuvring	EGYE : Barkston heath		EGTT : London (FIR)	GROB	Reciprocating	1	Engine stopped during aerobatics.	Whilst carrying out aerobatic manoeuvres as part of the flight check schedule a noddy stall turn was executed. During the second nod (to the right), the RPM started to wind down rapidly. Speed decayed rapidly and the propeller stopped whilst the aircraft was pointing vertically up. Once recovered from the vertical and speed increased, with throttle closed, the engine started. Engineers informed and further investigations continue.
201313168	26/06/2013	Manoeuvring	EGDY (YEO): Yeovilton		EGTT : London (FIR)	GROB	Reciprocating	1	RPM ran down and engine stopped.	During a flight check to check serviceability of the modified oil system it was noted that RPM run downs of 5-700rpm were possible during zero G aerobatic manoeuvres. The aircraft was placed unserviceable in order for maintenance to be carried out. On a subsequent check flight (this sortie) to monitor oil pressure and rpm a slight reduction was observed in rpm but this time within acceptable limits. However during the spin both to the left and the right, significant run downs were noted and in the spin to the right complete stoppage of the engine occurred. At 120kts the propeller wind milled and restarted with no other input from the handling pilot. Engine indications were normal and the aircraft recovered. Mixture rise during shutdown was noted to be a little high. Aircraft unserviceable. Engine ground runs carried out. Aircraft released to service for a further Company flight check iaw AS 159. The aircraft has flown for 75:50 hours without recurrence of the reported incident.
201313249	02/10/2013	Manoeuvring	EGDY (YEO): Yeovilton		EGTT : London (FIR)	GROB	Reciprocating	1	Propeller stopped during aerobatics.	During aerobatic sequence a stall turn right was attempted. As the nose went forward before passing the horizontal the propeller slowed rapidly and stopped. In the subsequent dive the propeller started to slowly rotate, RPM then increased to 2700rpm , when in level flight the engine temperatures and pressures were observed to be in normal range. The following day aircraft was conducting a spin when again the propeller slowed and stopped. Further investigations continue.
201313331	06/10/2013	En route	En route		EGTT : London (FIR)	PIPER	Reciprocating	1	MAYDAY declared due to engine malfunction. Aircraft diverted.	En-route a rapid decline was seen in engine rpm from 2400 to 2000rpm. This was accompanied by an unusual engine noise. Initial impression was that carburettor icing was the cause, carburettor heating had already been used for the initial stages of the flight, no improvement was seen with the application of carburettor heating. After changing fuel tanks, checking temperature and pressure gauges to ensure correct operation and settings a MAYDAY call was made to local ATC advising of the intention to divert to the nearest available airfield. The aircraft continued to maintain 2000rpm and a successful landing was made. After landing it was discovered that one of the cylinders was cracked resulting in no compression in that cylinder.
201313370	12/10/2013	Approach	EGNG : BAGBY		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	Single engine landing carried out following nr2 engine malfunction.	During the approach, nr2 engine oil pressure light illuminated and torque on the engine dropped to zero. Pilot established a safe single engine speed and continued the approach. As short finals approached, it was noticed that the nr2 engine temperature had exceeded 950degC. Engine shut down iaw Flight Manual and the aircraft landed with the fuel level noted to be at 15%. Engineering investigation in progress.
201313378	17/10/2013	Approach	EGNR : Hawarden		EGTT : London (FIR)	PIPER	Reciprocating	1	Engine vibration.	Investigation revealed nr1 cylinder inlet push rod failure. Engine has high hours therefore no further investigation intended.
201313441	20/10/2013	En route	EGBE (CVT): Coventry		EGTT : London (FIR)	SOCATA	Reciprocating	1	MAYDAY declared and aircraft diverted due to engine problems/failure.	
201313539	19/10/2013	Take-off	EGBB (BHX): Birmingham		EGTT : London (FIR)	AIRBUS	Turbofan	2	Engine failure on application of take-off power.	On setting 50% N1 for take-off nr2 engine ran down to idle combined with ECAM 'Eng 2 fail'. Take-off rejected at low speed approx 15kts and aircraft returned to stand. Reporter notes that nr2 engine had recently had an ECU changed.
201313911	29/10/2013	En route	EGTE (EXT): Exeter	30nm West EGTE	EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	MAYDAY declared due to engine 'Fire' warning.	Fire alarm was heard shortly after reaching top of descent after passing through a moderate rain shower and turbulence into clear air. LH fire warning handle was observed as illuminated but no fire observed. Emergency procedure was carried out as per checklist and engine was secured. MAYDAY call was made. Single engine landing was carried out with fire crew in attendance. Aircraft not damaged and no injuries.☐ CAA Closure:☐ The event was caused by insufficient moisture protection on the LH fire detector probe connector. The part is an alternate to that fitted on the RHS. Although this part is also sourced via the TC Holder, it does not have the same level of moisture protection. A vendor Service Bulletin is available to improve moisture protection and prevent ingress, however, this information was not made available to the operator and it is unclear if the TC Holder has taken action to advise other customers ordering this part that this vendor SB is applicable. The TCH has been made aware of the situation and has been requested to review data relating to other incidents involving this type of probe.
201314230	05/11/2013	Take-off	EGCC (MAN): Manchester/Int'l		EGTT : London (FIR)	ATR	Turboprop	2	MAYDAY declared due engine failure. Aircraft diverted.	Aircraft reported engine failure after take-off and being unable to climb. Upon landing the pilot reported brake problems and requested fire services inspection of undercarriage to check for overheated brakes and a suspected burst tyre. Aircraft stopped on runway and engines shutdown in order for brakes to be inspected. AAIB informed.
201314826	17/11/2013	En route	EGNH (BLK): Blackpool		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	1	Aircraft diverted due to weather. PAN declared and one engine shut down due to critical fuel level.	CAA Closure:☐ Aircraft ran out fuel through poor lack of judgement of pilot in command. Appropriate action taken by company.
201314886	19/11/2013	En route	Overhead EGGW (LTN): London/Luton		EGTT : London (FIR)	PIPER	Reciprocating	2	Left engine suffered a major mechanical failure. Aircraft diverted and an emergency landing completed. Two POB, no injuries. AAIB AARF investigation.	CAA Closure:☐ During cruise at FL80, the left engine suffered a mechanical failure. The crew shut down the engine and feathered the propeller but were unable to maintain altitude. An emergency landing was completed without further incident. Inspection found the No.2 cylinder assembly of the left engine had detached from the crankcase due to an internal failure. At the time of writing a detailed examination of the engine had not taken place, so it is not possible to draw any firm conclusions as to the cause of the failure. AAIB Bulletin 06/2014, Ref: EW/G2013/11/04.
201315279	25/11/2013	Approach	EGBJ (GLO): Gloucestershire		EGTT : London (FIR)	BEECH	Reciprocating	2	Precautionary engine shut down due to oil loss.	The pilot reported inbound with one engine shut down as a precautionary measure due to oil loss. The pilot did not declare an emergency, however full emergency action was initiated. A straight in approach to R/W09 was coordinated with ADC and a safe landing was effected. Emergency services were stood down as the aircraft taxied back to the apron.

201315555	26/11/2013	En route	EGWU (NHT): Northolt	N54 48 56.8 W001 26 06.9	EGTT : London (FIR)	PIPER	Reciprocating	2	Loss of oil pressure on RH engine.	Aircraft returning from survey task. A significant mismatch between LH and RH Manifold Air Pressure (MAP) RH engine steady at 20" which was 12" less than LH which was indicating as expected. Decision made to divert for engineering assistance. After approx 5mins the MAP on the RH engine returned to normal without any movement of throttles. The oil pressure on the RH engine began to fall and stabilised in the amber range. Once the aircraft had landed the ERH oil pressure indicated just above zero therefore the engine was shut down and aircraft taxied to stand on single engine. Reporter had been made aware of an issue regarding high oil consumption on the referenced engine on previous flights. Nr6 cylinder had low compression on testing. Nr6 cylinder removed and two of the cylinder head rings were seen to be damaged.
201315741	04/12/2013	En route	EGNE : Repton/Gamst on		EGTT : London (FIR)	DIAMOND	Reciprocating	1	Uncommanded engine shutdown.	Approx 15mins into stable cruise on autopilot with the power set at 73%, the engine suddenly wound down to 0% power. No warning, cautions or abnormal engine instrument readings. Checklist procedure carried out and the electronic engine control unit (EECU) voter switch moved to different settings, when moved from 'AUTO' to 'A' the engine returned to normal but with 'ECU A FAIL' and 'ECU B FAIL' intermittently showing. Subsequent engineering investigation has found a broken wire inside a crimp joint. Internal investigation ongoing.☐ CAA Closure: ☐ The TC holder believes this is an isolated case of mis-assembly, however the defect has been highlighted to their production and maintenance staff. Additionally, this case was discussed with the EASA PCM and the investigation results have been in principle agreed that based on the service experience with the fuse-installation and the procedure/voter switch in place, this can be seen as an isolated case. The connection was subsequently repaired law standard wiring practise and systems operated normally.
201316422	17/12/2013	Take-off	EGLL (LHR): London/Heath row		EGTT : London (FIR)	AIRBUS	Turbofan	2	Fire warning nr2 engine.	Aircraft outbound climbing to FL230 sustained fire warning n2 engine. Warning cleared before aircraft returned and made a normal single engine landing.
201316814	28/12/2013	En route	Overhead Welshpool		EGTT : London (FIR)	SOCATA	Reciprocating	1	PAN declared due to rough running engine, aircraft returned.	Aircraft was on frequency with FIS from 1644hrs en route at 4.0". At 1702hrs the pilot declared a PAN with a rough running engine and requested if local airport was open for landing. The aircraft was maintaining its level with an engine speed of 24rpm. There was no answer from using the published number from the which also stated the airfield usually closes at 1700hrs. I passed this information back to the pilot. Another pilot on frequency stated that airfield was expecting him at approx 1745hrs and also passed to me the alternate telephone contact airport manager. There was no answer from this number, a message was left by us. I informed the pilot of this information. At this point I requested that he squawk 7700 and contact London Centre on 121.5. ☐ Supplementary 28/12/13:☐ Aircraft called D&D on 121.5 after being transferred by London Information suffering a rough running engine. Aircraft unable to raise a diversion airfield on frequency. He subsequently requested a steer to departure airfield stating he had intermittent engine problems. The ac was given a steer and asked to report visual. When approx 12nm pilot stated that the ac was no longer showing any malfunctions but wished to remain on 121.5 until visual with the airfield.
201316818	29/12/2013	En route	EGSH (NWI): Norwich		EGTT : London (FIR)	FOKKER	Turbofan	2	PAN declared and aircraft diverted due to engine failure.	Aircraft declared a PAN call due to engine failure. Pilot reported a failure in engine number 2, having to shut it down. Pilot subsequently reported situation under control and requested diversion. A Planner was requested to carry out coordinations, and a/c was descended into airport.☐ Supplementary 29/12/13:☐ Aircraft was handed over on a diversion whilst en route, with severe engine vibration on nr2 engine, which was shut down. A full emergency was initiated and the aircraft landed safely.
201400352	11/01/2014	Take-off	EGMC (SEN): Southend		EGTT : London (FIR)	CIRRUS	Reciprocating	1	Full emergency and aircraft return due to rough running engine.	Soon after departure aircraft reported a rough running engine. Full emergency declared. Aircraft returned.
201400721	22/01/2014	En route	EGNR : Hawarden		EGTT : London (FIR)	HAWKER SIDDELEY	Turbofan	2	MAYDAY due to nr1 engine failure and associated oil leak. Aircraft returned.	Aircraft departed off Rwy 22 and as the aircraft was transferred to Scottish Control I was informed by Scottish that the pilot had declared a Mayday with an engine failure and was returning. All relevant agencies were involved and a full emergency was declared. I was given operational control of the aircraft and the airspace was delegated to me to use as required. I instructed the pilot to squawk Mayday and he informed me he needed to hold for approximately 5 minutes prior to recovery. After further checks, the pilot confirmed that number 1 engine had failed and it had an associated oil leak and that after landing he would require to vacate at Holding point D and then shut the aircraft down. The pilot requested an extended pattern for a radar vectored ILS approach to Rwy 22. The aircraft landed safely at 1526Z.
201401579	10/02/2014	Approach	EGSH (NWI): Norwich		EGTT : London (FIR)	AGUSTA BELL	Turboshaft	2	PAN declared due to engine chip light. Aircraft landed with one engine shut down.	Aircraft was approx 3nm north of the airport on a visual left base for runway 09 when the pilot declared a "PAN" with one engine shut down. Full Emergency declared. Aircraft landed safely with RFS in attendance and taxied back to stand with the RFS following.☐ Supplementary 10/02/14:☐ NO.2 Eng chip light in flight. Emerge checklist carried out, engine shut down. Running landing carried out
201401817	15/02/2014	En route	EGNS (IOM): Isle Of Man/Ronalds way		EGTT : London (FIR)	LET	Turboprop	2	Loss of power in LH engine. Engine shut down in flight.	Aircraft was being vectored downwind left for runway 26. At approx 4nm SE, the pilot reported an engine failure, LH, emergency under control and that they wished to continue on the ILS. APS called to advise me of this at which time the pilot reported visual. I agreed to take the aircraft straight away. Full emergency was called. Once the aircraft was on my frequency, I asked for POB which they reported as nine plus two crew. This was passed to the ATSA and AFS on their initial call to me. AFS advised CAT6 was still available. Full emergency called 11:30. AFS called up 11:32. Aircraft landed 11:36. Incident closed 11:47.☐ Supplementary 17/02/14:☐ During radar vectoring for ILS approach runway 26 in descent flight crew observed loss of left engine power. Consequently autofeather system feathered LH propeller. Crew reported to ATC engine failure and performed in flight engine shut down. Flight continued descent and later requested visual approach. The visual approach was cleared and aircraft landed safely at EGNS. After the airplane was parked, oil leak from LH engine nacelle was observed. Engine manufacturer, aircraft manufacturer, CAA CZ, AAIB CZ advised. Engine failure investigation process coordinated with engine manufacturer, investigation open, maintenance organisation ordered to come to see the aircraft and engine All company operated aircraft engines were subject to immediate engine boroscope, engine run up tests had to be performed before next flight detailed inspection for oil leak was performed before next flight.
201401892	17/02/2014	En route	EGUN (MHZ): Mildenhall		EGTT : London (FIR)	LOCKHEED	Turboprop	4	PAN declared with engine shutdown due fuel conservation.	Aircraft declared a PAN whilst inbound to base. Nr1 engine was shut down to conserve fuel.
201401996	17/02/2014	Approach	EGTC : Cranfield		EGTT : London (FIR)	PIPER	Reciprocating	2	Precautionary shutdown of nr2 engine with request for priority landing.	Aircraft called up at advising of a precautionary engine shutdown of No.2 and requesting a priority landing. A/C had previously advised of a technical issue which prevented it from carrying out booked instrument training, but had reported it required no assistance. No urgency call was made but I called a full emergency, assessing the incident as one involving safety, and treated it as though a Pan call had been made. The A/C landed safely.
201402699	06/03/2014	Take-off	EGLL (LHR): London/Heath row		EGTT : London (FIR)	AIRBUS	Turbofan	2	PAN declared and aircraft returned due engine surge.	Nr2 engine stall shortly after take-off. Five loud bangs heard and possibly flames from the engine seen by the Tower. PAN declared and aircraft returned. ☐ Supplementary 07/03/14:☐ During gear retraction multiple loud bangs heard associated with fluctuating indications on Eng 2. Aircraft continued with departure and No 2 engine thrust lever retarded to idle. Stall indications were replaced by normal engine parameters. The cabin crew reported flames from the right hand engine during the event. Diagnosis and QRH action carried out in the hold and aircraft returned for an overweight "single engine" (the No2 thrust lever remained at idle throughout the approach) ILS to auto land rwy 27L. A PAN was declared and a NITS briefing carried out. 2 PA's made by the Captain to keep the passengers informed during flight. Forgot to get the tech log reference before leaving the aircraft.☐ Supplementary 20/03/14:☐ All ATC procedures were followed correctly. No further ATC investigation required.☐ CAA Closure: ☐ The engine HPC was borescoped and it was found that most of stage 6 blades had their trailing edges nicked and torn with one having had 1/4 of its blade broken from the tip. On stage 7, two blades were broken off from just above the platform. All other stage 7 blades were torn and had missing material. Stage 8 blades had missing material on most of the blades. The engine was removed and sent to the engine shop for investigation and repair and the reason for engine rejection was stage 6 damper wire breakage and contact with the stage 6 blade. Overttemperature analysis of the HPT1 and HPT2 blades provided satisfactory results and no further action was necessary. SB 72-0589 reintroduces the damper wire configuration pre SB 72-0472 to reduce frettage of 3-8 HPC drum and prevents damper wire breakage. This Bulletin will be accomplished on the fleet at shop visit.
201402749	07/03/2014	Take-off	ECBW : Wellesbourne mountford		EGTT : London (FIR)	PIPER	Reciprocating	1	Landing gear system malfunction.	During the ground roll of a flapless touch-and-go, the green nosewheel light extinguished and the gear unsafe light illuminated. It was decided to continue the take-off and leave the undercarriage selected down until at altitude in the local area. The gear was recycled several times and the checklist actions completed. It was not possible to establish a green nosewheel light and the gear unsafe light remained lit. A flypast of the tower was carried out and the ground observers reported no obvious malfunction. A full stop landing was carried out on R/W23 with the engine shut down. On landing, the gear remained 'locked' down. After inspection, the aircraft was taxied clear of the runway with no issues. Awaiting engineering report as to why the emergency extension system failed to work correctly.

201402773	06/03/2014	En route	En route	Southend	EGTT : London (FIR)	MOONEY	Reciprocating	1	MAYDAY declared due to rough running engine.	Aircraft declares a MAYDAY with a rough running engine. Aircraft was approximately 12NW of Southend at the time of the May Day at Approximately A1800ft. Aircraft requests the nearest airfield for a divert. I suggested North Weald or Stapleford as neither required a significant change of track and both units are equipped with emergency aid (I also suggested some minor airstrips that were closer). Aircraft initially requested North weald at which point a suggested track to fly was given. I coordinated A3000ft inside CAS with Essex radar in case of climb and coordinated the arrival with North weald. Aircraft then advised he was diverting to Stapleford. At this point I provided a suggested track and coordinated with Stapleford his arrival. Relevant wind speeds and pressure was passed together with further suggested tracks until aircraft had Stapleford in sight and subsequently landed. A report from Stapleford via the phone and a relayed message confirmed that aircraft had landed safely.
201403097	15/03/2014	En route	EGFA : WEST WALES/ABERP ORTH		EGTT : London (FIR)	EUROPA	Reciprocating	1	PAN declared due to engine misfiring.	The aircraft was requested to squawk 7700 and radio silence imposed on frequency. Aircraft reported his current position and intention to divert to the nearest available airfield. London Centre was informed. Due to problems getting 2-way comms with aircraft, another aircraft on frequency in the vicinity, acted as a relay between London Information, D and D, and the Pan traffic. Both aircraft changed frequency to 121.5, other aircraft remaining in the area to assist until the aircraft landed safely.
201403184	17/03/2014	En route	EGBB (BHX): Birmingham		EGTT : London (FIR)	DE HAVILLAND	Reciprocating	1	Aircraft returned due to misfiring engine.	I was working as the tower controller (AIR & GMC combined) when formation were taxiing to the holding point for Runway 33. The formation reported ready for departure, and they were lined up via F1 Runway 33. After obtaining a release from RADAR, departure clearance was issued to aircraft. Shortly after the formation got airborne aircraft requested an immediate return to the field due to a 'misfiring engine'. I asked if an emergency was being declared, to which aircraft responded 'we will require fire service attendance'. Aircraft advised they were to continue as cleared, and identified the aircraft downwind right as the aircraft in distress. I immediately declared an Aircraft Accident Imminent on the CRASH line (time 1511). I instructed the vehicle holding at C2 to vacate the area, and instructed the aircraft lined up to vacate via C due inbound emergency traffic. Once the runway was clear, aircraft was given landing clearance. The aircraft made a safe landing and vacated at L. Aircraft advised no further assistance was required and the fire service were stood down. Aircraft taxied under his own power to the Apron.
201403891	02/04/2014	Approach	EGNX (EMA): NOTTINGHAM EAST MIDLANDS		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	Nr2 engine shut down in flight due to indications of decreasing engine oil pressure. Aircraft diverted.	On approach, the First Officer noticed that the Number 2 Engine Oil Pressure was decreasing. Both crew watched the pressure indication drop to below 44psi requiring an Engine Shutdown as prescribed in the Company Standard Operating Procedures. The Pressure indication then began to fluctuate and was temporarily back within normal operating range before once again dropping below 44 psi. It was at this point that the decision was made to Shutdown Engine Number 2.The possibility of a faulty sensor was discussed but the decision was taken to remove any doubt and complete the shutdown of the engine. The PF levelled the aircraft at 8000 feet and ATC were advised of a problem. The crew then routed towards the hold. En route to the hold the Cabin Crew called the Flight Deck to advise that the Cabin was secure for landing. The opportunity was taken to warn the cabin crew of the impending Shutdown and that a NITS brief will follow as soon as time permitted. The Engine shutdown was then completed using company procedures, Vital Actions then Quick Reference Handbook to back up. Subsequent actions were then completed. ATC were informed of our actions and that the aircraft was to remain in the hold until a decision was made on the intentions. The Cabin Crew were again informed that a NITS brief would follow shortly. The Crew then obtained the weather for both options. The conditions at original destination were not ideal and although a trickier approach was required at Alternate the decision was made to divert to improve the chances of arrival off of a single approach. At this point the NITS was given to the Cabin Crew and the Passengers were informed of the divert as well as the reasoning behind it. The First Officer remained Pilot Flying and followed ATC vectoring towards an NDB/DME approach. A normal approach was flown by the First Officer and control was handed over the Captain to make the Single Engine Landing when Visual Reference with the runway was made. A normal Landing was made and the aircraft was then taxied onto stand without further issue. Passengers disembarked onto a bus back to the terminal and their onward travel back to the original destination. During the level off in the descent toward the hold, the QNH had been set and this was missed by the crew. ATC were advised that the aircraft was levelling at Flight Level 80 rather 8000 feet which it was actually at. It was noticed by the First Officer whilst changing from the first Approach to the other. The height discrepancy would have been approximately 135 feet between Flight Level and Altitude. During the approach the decision was also made to leave the Autopilot engaged whilst the aircraft was stabilised on the non-precision approach, contrary to Standard Procedure. This enabled the aircraft to be stabilised and trimmed correctly before disengagement of the autopilot. It also greatly increased the mental capacity of both PM and PF. The Auto Pilot was disengaged by the Captain when taking control of the aircraft when sufficient visual reference had been seen. Once the passengers had left the aircraft the crew had a de-brief on-board. No further flights were operate by any of the crew following the incident. Engineering organisation passed comment that the aircraft had history relating to this fault. ☐ Supplementary 02/04/14: ☐ I was on watch as the Radar 1 Controller. I took a call from Approach informing me that subject aircraft had declared a PAN and was holding with his No2 engine shut down. The aircraft Captain was looking at his options and had asked how long it would take to bring the ILS RW15 into service. I telephoned the ADM, briefed him on the situation and was informed it would take approx 30mins to clear the contractors. This information was passed on. Aircraft was diverting for a NDB/DME approach. I then telephoned the Air Controller, who was also the DWM, and briefed him. Aircraft was handed over, vectored for the NDB/DME procedure RW15 and handed over to Tower. The Tower controller initiated a Full Emergency and the Stop Message was later issued. ☐ CAA Closure: ☐
201404092	25/03/2014	En route	En route		EGTT : London (FIR)	OTHER	Unknown		Aircraft declared PAN due to engine shutdown.	Pilot requested a direct routing. After I refused the request the pilot advised they had a maintenance issue and had shut down engine 4 and needed to go direct to destination. Pilot eventually declared a PAN and planner was called in to facilitate direct routing. Pilot offered alternative but refused.
201404547	14/04/2014	En route	EGMH (MSE): Manston (Civil)		EGTT : London (FIR)	CESSNA	Reciprocating	1	MAYDAY declared due to engine problem.	ADC/APP training. Call received from the London FIR regarding subject aircraft with an engine problem, requesting to divert. ADC/APP training terminated. Aircraft called 'Mayday' on initial call 132.450Mhz and was acknowledged. (NOTAMed closed 0800-1700z due staffing and AD NOTAMed closed due staffing 1200-1230z). ATM used to monitor the aircraft and to pass range checks for a left-base joining RWY28. Local Standby initiated, with the option to upgrade, if the situation deteriorated. Aircraft landed safely at 1210z. AFS Fire Commander closed the incident at 1221z. London D&D and FIR advised the aircraft had landed safely.
201404593	15/04/2014	Manoeuvring	EGSH (NWI): Norwich		EGTT : London (FIR)	CESSNA	Reciprocating	1	MAYDAY declared due to engine failure.	Aircraft had departed for a 20 minute local flight with 2 pob. Whilst manoeuvring on a Basic Service the pilot declared a MAYDAY with an engine failure. The commander reported that he was attempting to land in a field in the vicinity. The mayday was acknowledged and the surface wind was passed. The local emergency services were alerted via 999 and remained on the line awaiting information of the possible landing site. The pilot then reported that he had managed to gain some power and that he would attempt to land. An approx heading of 140 was passed and surface wind again. I also informed the pilot that no traffic was observed on radar in the vicinity. Once the pilot was confident that he could safely glide to the airfield he cancelled the distress and continued to land. The local emergency services were informed that they were no longer required. The pilot called on the telephone to say that everything was ok. D & D were informed after the event.. ☐ Supplementary 2/5/14: ☐ Engine failure date not known but believed to have been mid April 2014. The condition of this aircraft in my opinion renders this aircraft un-airworthy until the items identified have been repaired/re-inspected. The removed items have been retained for inspection. The fuel has been kept. Details of manufacturer lived component replacement requirements can be found in the maintenance manual. The aircraft has been left in a condition in which it cannot be flown. The reporter believes this aircraft may be used for flight training. Reporting organisation do not maintain this aircraft but was contacted to undertake rectification following an in flight engine failure. The pilot claimed the only way he could retain power from the engine was by the use of the engine primer pump. Maintenance has been carried out at airfield by another maintenance organisation following this incidence. We were then contacted (by the owner or his representative) and instructed to drain the fuel tanks and carry out a complete filter check of the fuel system. We have drained the fuel system and found contamination of water, rust and what appears to be rubber. However the reporter is more concerned with the overall condition of this aircraft and the airworthiness state of the aircraft. The fuel does appear to be 100LL Avgas Airworthy items found during a walk-round inspection:- Rudder horn is loose on the rudder due to loose/working rivets, port aileron control rod attachment brackets loose in the aileron due loose/working rivets, pilot's door frame cracked due to exfoliation corrosion & cracked frame, STB brake hose from the leg to brake calliper visible exfoliation corrosion and appear to be well beyond the manufacturers life limit (see section 2 MM), port brake hose ditto, engine oil pressure hose between engine and fire-wall - although the union at the engine end was found tight the hose is loose in the aeroquip union and appear very old and beyond the manufacturers life limit. Carburettor has what I would consider to be excessive play in the throttle arm and carb body (I believe this item may have been changed following the engine failure), fuel gaculator filter distorted and crushed ? fuel cap seals age cracked, pilots internal door pull (to close door) missing, window catches broken, considerable external corrosion of the engine cylinders, exhaust outlet pipe clamps heavy corrosion, exhaust pipe clamp bolts/nuts heavy corrosion (to the point that a spanner may not retain to remove them) engine induction hoses very age hardened and cracked, Placard required law AD 2009-10-09 (non modified rudder horn) missing, starter warning placard missing, many other defects noted. Please note that this report is not complete and indicates what was found following just a walk round inspection and our basic inspection on the fuel system. In the opinion of the reporter it is in a poor state of airworthiness. ☐ CAA Closure: ☐
201404602	11/04/2014	Approach	EGBG : Leicester		EGTT : London (FIR)	FLY BUY ULTRALIGHTS	Reciprocating	1	UK Reportable Accident: Pilot unable to reduce power after take-off. Engine stopped intentionally. Area of sink caused aircraft to land heavily. One POB, no injuries. AAIB AARF investigation.	CAA Closure: ☐ After takeoff, the pilot found that he could not reduce power from the takeoff setting. He climbed overhead the airfield before intentionally stopping the engine and carrying out a glide approach. An area of 'sink' caused the aircraft to land heavily short of the runway. It was found that the throttle linkage had fouled a hole in the centre console side panel, causing it to jam. This was a problem known to the agent/distributor for the aircraft type, who had issued a recommended Service Bulletin in 2010 containing details of an inspection and modification to overcome it. The subject aircraft did not have the modification embodied. AAIB Bulletin 09/2014, Ref: EW/G2014/07/05.
201404827	16/04/2014	En route	EGTK (OXF): Oxford/Kidlington		EGTT : London (FIR)	PIPER	Reciprocating	1	Aircraft returned due to rough running engine.	At the time of the incident I was the tower controller. The approach controller rang to say that aircraft 1 was returning to the airfield with a rough running engine. A local standby was called and fire vehicles were in position at holds. Aircraft joined normally and landed safely. The pilot elected to taxi in under his own power and vacated the runway, escorted by the 2 fire vehicles. Whilst aircraft was taxiing in, aircraft 2 in the circuit announced intermittent smoke from his right hand engine. One fire engine (Fire 2) had just commenced a runway inspection and this vehicle was re-directed to hold D to commence a local standby. The other fire engine (Fire 4) continued to escort aircraft 1 to the apron. Aircraft 1 shut down on the apron and this incident was closed. Fire 4 proceeded to holding point C to assist Fire 2. Aircraft 2 landed safely and was followed on the runway by both fire vehicles. Once again the pilot elected to taxi in, after shutting down the smoking engine on the 'A' taxiway. The a/c proceeded to parking without any problem and this incident was closed. The reason for aircraft 1 rough running engine is not known at the time of writing. Aircraft 2 was reported by the fire service to have an oil leak. The runway was finally inspected by Rover 2 whilst aircraft 2 was taxiing in. Normal runway operations were resumed.
201404827	16/04/2014	En route	EGTK (OXF): Oxford/Kidlington		EGTT : London (FIR)	PIPER	Reciprocating	2	Aircraft returned due to rough running engine.	At the time of the incident I was the tower controller. The approach controller rang to say that aircraft 1 was returning to the airfield with a rough running engine. A local standby was called and fire vehicles were in position at holds. Aircraft joined normally and landed safely. The pilot elected to taxi in under his own power and vacated the runway, escorted by the 2 fire vehicles. Whilst aircraft was taxiing in, aircraft 2 in the circuit announced intermittent smoke from his right hand engine. One fire engine (Fire 2) had just commenced a runway inspection and this vehicle was re-directed to hold D to commence a local standby. The other fire engine (Fire 4) continued to escort aircraft 1 to the apron. Aircraft 1 shut down on the apron and this incident was closed. Fire 4 proceeded to holding point C to assist Fire 2. Aircraft 2 landed safely and was followed on the runway by both fire vehicles. Once again the pilot elected to taxi in, after shutting down the smoking engine on the 'A' taxiway. The a/c proceeded to parking without any problem and this incident was closed. The reason for aircraft 1 rough running engine is not known at the time of writing. Aircraft 2 was reported by the fire service to have an oil leak. The runway was finally inspected by Rover 2 whilst aircraft 2 was taxiing in. Normal runway operations were resumed.
201404862	22/04/2014	Approach	EGLL (LHR): London/Heathrow		EGTT : London (FIR)	BOEING	Turbofan	2	PAN declared due to engine failure then upgraded to a MAYDAY on approach.	Working as Sector controller bandboxed, with a busy stack and 10 mins delay. Aircraft with 6 miles to run to the hold declares a PAN with one engine shut down. I immediately vectored the a/c away from holding traffic, assigned squawk 7700, and coordinated descent into NE Airspace, and onwards to APC. No further incident in my airspace. A/c QSY'd to Approach. Upgraded to MAYDAY on Approach frequency.

201404875	19/04/2014	En route	Branscombe Airfield	1 nm North	EGTT : London (FIR)	EUROPA	Reciprocating	1	UK Reportable Accident: On declaring MAYDAY due to misfiring engine, aircraft carried out a forced landing following an aborted landing. Two POB, no injuries. AAIB AARF investigation.	CAA Closure:☐ The aircraft's engine began misfiring during flight. The pilot made two attempts to land at a nearby airstrip but on each occasion the aircraft was high and had to go around. After the second go-around, the engine stopped and the pilot made a forced landing in a ploughed field. The nosewheel dug into the surface, causing damage to the aircraft. The pilot reported that a blocked fuel filter may have been the cause of the engine misfire and eventual stoppage. AAIB Bulletin 08/2014, Ref: EW/G2014/04/12.
201405132	18/04/2014	Take-off	EGNW : Wickenby		EGTT : London (FIR)	CFM	Reciprocating	1	MAYDAY declared and forced landing made in a field due to engine failure on take-off.	The Pilot had been flying locally for approximately 45minutes. On return to the airfield he wanted to complete 3 landings/circuits. On the third circuit he was climbing out when at approximately 300 feet overhead the upwind threshold of the runway the engine lost power, he then proceeded to lower the nose checked the throttle was fully open and exercised the throttle in case he could clear any obstruction. This had no effect and so he selected a field ahead, placed a 'mayday' call over the radio and landed ahead uneventfully. He then made the aircraft safe, notified the airfield as soon as he could that he was ok and waited for recovery. The aircraft was recovered to its hangar. IER arrived to aircraft within a couple of minutes, land owner was notified and aircraft recovered by foot back to airfield.
201405650	02/05/2014	En route	Louth		EGTT : London (FIR)	QUAD CITY	Reciprocating	1	UK Reportable Accident: During climb, rpm increased and drive to the propeller became disconnected. During forced landing, aircraft stalled and the aircraft was damaged. Two POB, no injuries. AAIB AARF investigation.	CAA Closure:☐ During a check flight the pilot applied full power prior to conducting a timed climb. However, the engine rpm suddenly increased and it became apparent that the drive to the propeller had become disconnected. The aircraft was damaged in the subsequent forced landing, although the occupants were uninjured. It was found that the drive belt that connected the engine driveshaft to the propeller shaft, located immediately above the engine driveshaft, had migrated out of the groove in the lower pulley. This may have been the result of a degree of misalignment between the engine driveshaft and propeller shaft. AAIB Bulletin 11/2014, Ref: EW/G2014/05/01.
201405784	07/05/2014	Manoeuvring	EGBK (ORM): Northampton/ Sywell		EGTT : London (FIR)	EXTRA	Reciprocating	1	Engine shut down to execute a forced landing following throttle cable failure.	The aircraft was being flown as Number 4 of a 4 ship formation aerobatics training sortie. During a formation move from Finger 4 to Line Astern, it was noted that movement of the throttle lever had no effect on the power being delivered by the engine. In accordance with Company Standard Operating Procedures the aircraft was safely manoeuvred away from the other aircraft in the formation, and positioned toward HI-Key. Whilst positioning the aircraft towards HI-key a 'handling check' was carried out which established that the throttle lever was not controlling the engine and that the power was fixed at 27 inches of Manifold Air Pressure: this power setting was too high to affect a safe recovery and landing with the engine running. Having positioned the aircraft above Lo-key and when sure of being able to achieve a safe landing, the engine was shut down. The aircraft was landed safely following an Actual Forced Landing. This was a serious emergency that was commendably handled by the pilot resulting in a safe outcome for both the pilot and the aeroplane. Following an investigation by the Part 145(M), it was established that the cause of the malfunction was the failure of the throttle cable. The throttle cable is a metal rod, protected by an outer sheath that connects the rear throttle lever to the fuel injection throttle body. The metal rod had sheared approximately where the throttle cable passes through the firewall bulkhead. No visible damage or kink could be identified in that area though. The aircraft has less than 500hrs total and the cable had not been disturbed since it was installed at manufacture. The Part 145(M) has extensive experience maintaining these aircraft and has not seen or heard of this failure before. The aircraft manufacturers were informed immediately, who stated that there are no previous records of this type of failure. Being a sealed cable, it is impossible to check the status of the other aircraft in the Company's fleet. However, the fact that this issue has not been seen before in a large worldwide pool of aircraft would indicate that it is either a one off or of extremely low likelihood. As such, the Company have recommenced flying the other aircraft within its fleet. The Company's investigation and subsequent reporting process remains open and will conclude in due course.☐ CAA Closure:☐ The aircraft TC-holder was contacted, and the failed throttle cable sent away for factory examination. The TC-holder advised that this was the first occurrence of a snapped core wire within this throttle control cable assy (CC330 10ft). The position of fracture of the core was exactly where the bowden cable passes through the firewall. As both sides of the throttle cable core wire could not pass through this position, the TC-holder prepared a cut-away at this position of the cable. It was found that the inner HDPE liner was ruptured (gap of 3mm) and that deposits grinded from that inner liner blocked that position. A sharp bend at this position of the control cable assembly was suggested as the most probable reason for the failure by the TC-holder. In the opinion of the Part-145 organisation, the only way a sharp bend could have occurred would be at installation. The SMS determined that the likelihood of recurrence of the failure was minimal, due to the time accumulated on the subject aircraft against the accumulated flying hours in the fleet worldwide. It is not possible to check the condition of the throttle cable core wire in other aircraft without destroying the cable. The TC-holder have filed an occurrence report with EASA, and are continuing their investigation. We await conclusion of the EASA occurrence report and a conclusion from the TC-Holder/EASA in due course. Despite the low chance of Aircraft contacted Radar at 1507 on a local flight at Altitude 3000 feet requesting a Basic Service. At 1512 PAN-PAN call made advising of a 'chip warning indication' with the intention of returning. Position 25nm with 3 persons on board. Airfield and D&D were advised with operational control of the incident retained by ATC. At 1513 a/c called shutting down right hand engine: at 1514 a/c reported airfield in sight and requested frequency change which was acknowledged, with squawk retained for radar monitoring purposes. Subsequent telephone call received advising that the a/c landed safely at 1520. D&D advised.
201405912	12/05/2014	En route	EGBP : KEMBLE		EGTT : London (FIR)	AEROSPATIAL E	Turboshaft	2	PAN declared due chip warning.	Aircraft contacted Radar at 1507 on a local flight at Altitude 3000 feet requesting a Basic Service. At 1512 PAN-PAN call made advising of a 'chip warning indication' with the intention of returning. Position 25nm with 3 persons on board. Airfield and D&D were advised with operational control of the incident retained by ATC. At 1513 a/c called shutting down right hand engine: at 1514 a/c reported airfield in sight and requested frequency change which was acknowledged, with squawk retained for radar monitoring purposes. Subsequent telephone call received advising that the a/c landed safely at 1520. D&D advised.
201406235	18/05/2014	En route	EGCJ : Sherburn-In-Elmet	3-4nm West of EGCJ	EGTT : London (FIR)	DIAMOND	Reciprocating	1	MAYDAY declared due to increased RPM, warning lights and rough running engine. Forced landing.	Aircraft departs VFR 1 pob, after leaving CAS under a BS, pilot declares Mayday, and wishes an immediate return. Aircraft given surface wind as RW 32 did not seem an option. Captain then requests diversion with an initial vector, the A/C was observed slowly descending. The pilot was stated his issue as, increased RPM, warning lights, and a rough running engine which was losing power. Latest information was passed onto the pilot at which point he stated he would not make airfield and had chosen an Airstrip 3-4nm west of diversion airfield. A/c landed safely. ☐ Supplementary 27/05/14:☐ After a normal departure and shortly after leaving Departure Zone the pilot initiated a further climb when the rpm rose to the red zone and the pilot reduced the power setting to reduce revs. He then got first ECU A FAIL and shortly after ECU B FAIL. At this point he called Mayday and with the rpm continuing to be "uncontrollable" made a successful landing. After landing he reports a good deal of oil on the lower airframe and the gear box inspection window empty.☐ Supplementary 29/05/14:☐ Union on the end of the above pipe was found to be cracked allowing the gearbox oil to deplete during the flight. Engine manufacturer has been advised of the parts failure.
201406627	24/05/2014	Approach	EGGW (LTN): London/Luton		EGTT : London (FIR)	HAWKER SIDDELEY	Turbofan	2	PAN declared due to engine failure.	Aircraft declared a PAN at 5nm final for runway 26 due engine failure. Full Emergency initiated. Aircraft landed without incident.
201407396	05/06/2014	Take-off	Parham Park		EGTT : London (FIR)	PIPER	Reciprocating	1	UK Reportable Accident: Tow plane had engine failure. Glider struck tree following emergency landing. Two POB, no injuries reported. Aircraft substantially damaged. Investigation referred to the BGA.	CAA Closure:☐ Following investigations, tug pilots should consider immediate an radio call in event of engine failure. Glider pilots should refresh 'side-slip' skills and develop an optimum "Brace" position. Investigate the possibility of fitting more shock-absorbent cushions.
201407396	05/06/2014	Take-off	Parham Park		EGTT : London (FIR)	SCHLEICHER	Other	0	UK Reportable Accident: Tow plane had engine failure. Glider struck tree following emergency landing. Two POB, no injuries reported. Aircraft substantially damaged. Investigation referred to the BGA.	CAA Closure:☐ Following investigations, tug pilots should consider immediate an radio call in event of engine failure. Glider pilots should refresh 'side-slip' skills and develop an optimum "Brace" position. Investigate the possibility of fitting more shock-absorbent cushions.
201407451	08/06/2014	En route	EGBE (CVT): Coventry		EGTT : London (FIR)	BAE	Turboprop	2	Engine flameout.	Descending through FL140 (light icing, moderate rain and light turbulence, OAT -7C) with approximately 50% torque and continuous ignition set, the LH engine torque dropped to zero with a corresponding yaw and reduction in associated engine instruments. Re-light took between 5 and 10 seconds. Aircraft had recently cleared an area of moderate/heavy icing and rain requiring use of airframe de-ice in heavy mode.☐ CAA Closure:☐ Root cause suspected to be ice ingestion into engine. FDR data confirms typical profile of NH, NL, TQ reduction following ice ingestion and subsequent recovery. Inspections of engine intake carried out. The interface between the intake lip and the flexible duct was found to have an into-wind step of greater than 0.020" (beyond manufacturer limits) and the intake lip was found to have areas of suspected delamination and poor paint finish. The intake lip was replaced and the into-wind steps were adjusted out. There were no other findings. Additionally, the aircraft manufacturer recommended inspections to confirm correct embodiment of Service Bulletins related to a/f bonding be carried out. Two were found not embodied in full and rectification work was carried out law the SBs. The aircraft manufacturer included this incident in ongoing investigation of TQ rollback events. As part of that investigation they requested the operator to carry out fleet checks for condition of engine air intake de-ice systems and also of service bulletin status of certain SBs. The manufacturer has concluded that, based on results of fleet inspection, the electrostatic build-up is due to a combination of inadequate bonding of the engine de-ice timer and the proximity of the aircraft to CBs and other known 'high' electrostatic conditions. This can cause a disruption of the engine de-ice system control schedule which in turn can result in inadequate ice protection leading to ice ingestion of sufficient quantity as to cause a transient reduction in TQ. Therefore, the primary preventative action is to ensure compliance with critical Service Bulletins, which have already been achieved on this aircraft. The aircraft manufacturer is subsequently working to determine and define any additional action which will be required as a result of their findings.
201407541	06/06/2014	Take-off	EGGP (LPL): Liverpool		EGTT : London (FIR)	PIPER	Reciprocating	2	Aircraft returned due to suspected oil leak from LH engine.	Approaching 3000ft to level off I noticed what appeared to be a puff of smoke from the left engine which was then followed by an oil stream which eventually stopped. I checked the oil temperature and pressure gauges which appeared normal. I elected to reduce the power on the left engine as a precaution and elected to land back at departure airport. Once on the ground, the aircraft was checked by a LAE who found that an elbow on the breather pipe had perished.☐ Supplementary 28/06/14:☐ Tech log 3164 - Pilot report - Suspect oil leak - Action Taken - LH engine lower breather elbow found split, serviceable elbow fitted. Top cowl refitted. Precautionary return to departure airport taken by the pilot. Local Part 145 assisted in investigating the defect. LH engine silicon elbow breather tube found split. Engineer dispatched with required spares on aircraft positioning to take over from this aircraft. Engine had been recently replaced (due overhaul) and the original breather tubing assembly re fitted after cleaning and inspection. No oil leaks were observed during post installation runs. The aircraft also had a check 2 performed where no defects were noted regarding this engine breather installation.CAM noted 1981 service letter No 878A for the correct alignment of the LH breather tubing and Part 2 which revised the layout of the tube. Alignment was not the issue here nor would of modifying the tube layout have prevented this defect. Part 145 provider advised. Suitable action taken. Again, pleased that the pilot decided to return to the airfield.

201407779	13/06/2014	Take-off	EGSH (NWI): Norwich		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Aircraft returned with engine failure caption.	Aircraft had just departed to an incident when the pilot stated that he was returning to the airport with an 'engine failure caption' although he stated that both engines were operating normally. The pilot stated that he did not want to declare an emergency and he did not require the emergency services. I informed the pilot that he may land anywhere and that the emergency services would be called. A Local Standby was initiated. The aircraft made an approach and landing to its normal operating pad and the emergency services attended until the aircraft had shut down.☐ Supplementary 17/06/14:☐ At approx 200ft AGL the master caution illuminated and ENG FAIL in Nr2 system in the CAD. On checking Nr2 all parameters were normal and the engine was still running. Aircraft returned. Engine connections checked and found satisfactory. DPHM monitoring kit fitted and the aircraft test flown taking real time data. No captions or faults. Email from manufacturer confirmed that engine was serviceable.
201407812	10/06/2014	Take-off	EGKA (ESH): Shoreham		EGTT : London (FIR)	CESSNA	Reciprocating	1	Engine failure during take-off. MAYDAY declared.	Aircraft given take-off clearance when at holding point K1 and observed taxiing onto runway 20 and moving forward commencing run. Pilot declares 'Mayday engine failure' as aircraft slows to a stop and propeller stops turning. Pilot states that unlikely to restart engine. Aerodrome RFFS attend and tow aircraft back to its parking stand.
201408100	20/06/2014	En route	EGCC (MAN): Manchester/In tl		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	MAYDAY declared due engine failure.	Aircraft called a Mayday at around 20:02UTC and reported engine failure and requested to descend to FL150 (was maintaining FL240 at the time). Was positioned overhead WAL at the time I think. I acknowledged the Mayday and asked the aircraft to squawk 7700 and report his intentions when able. He said he wanted to remain on the heading and descend to FL150 and he would inform us of his intentions in due course. I carried on working the rest of the traffic whilst monitoring the emergency aircraft and my planner TOSR'd departures into our sector. A few minutes later the aircraft asked which RWY was in use at diversion airfield (23R) and informed us he would like to divert there and that he was 'normal nav' and could accept headings. I turned him left onto heading 130. I asked him to report which engine had failed and he said engine no. 2. We liaised with CC approach and coordinated a downwind heading. I transferred the aircraft heading towards MRSI descending to FL60.☐ Supplementary 22/6/14:☐ Aircraft was diverted due to a technical fault. The aircraft was met by emergency services as a routine and precautionary measure. All the passengers disembarked once the aircraft landed.☐ Supplementary 22/6/14:☐ Cruising at FL240 at 240 knots, the number 2 engine abruptly oversped, stabilising at 1060 RPM, followed by a Number 2 PEC caution on the CWP and a "POWERPLANT" message. The cabin crew were told to stand by on the PA. Once we realised the engine needed to be shut down, the cabin crew were briefed that this was about to happen and then a PA to the passengers was made to let them know what was about to happen. With the First Officer handling, the Captain worked through the QRH drill for a single propeller overspeed and shut down the engine. a MAYDAY call was made and a descent to FL150 was requested as FL240 could not be maintained on one engine. After gathering information, and given our position we decided to divert. The cabin crew were given a NITS brief and the passengers were informed of the decision. The passengers remained generally calm throughout. The rest of the flight was benign and uneventful. The Captain took control before the approach and landed. After being reassured by the Fire Crews that the engine was safe, we taxied to abeam stand 71L where we shutdown and were then towed onto stand. After all passengers were disembarked, all crew members had a talk together about the incident.☐ CAA Closure:☐ Failure of No2 engine prop control unit and Beta feed back transducer. This Aircraft has now been fitted with a post mod BFT (Beta Feed Transducer) which should eradicate any further issues with this unit as there have been problems with pre mod units and a mod program has now been completed which has ensured post mod Beta feed transducers fitted on all of the organisations fleet to date.
201408278	22/06/2014	Manoeuvring	EGKH : Lashenden/He adcorn		EGTT : London (FIR)	OTHER	Reciprocating	1	Engine failure during display.	The aircraft is a Spanish built variant. During a private display at airfield a distinct and heavy vibration was felt during an aerobatic sequence. This was followed seconds later by a heavy "thud" from the engine and then a complete loss of power. Engine oil emitted from the engine cowlings leaving a visible trail and covered the right side of the fuselage and tail. The aircraft was "zoom climbed" to gain height from the speed at that time, and set up for a glide approach onto runway 10. During the approach another field was selected as a backup, this was due to the high descent rate which did not give confidence that the runway would be reached. It was noted that the elevator authority was low with the engine not producing any thrust. A steeper glide descent was necessary to overcome this. In the event it was considered the runway was achievable and the undercarriage selected down before the engine seized (the hydraulic pump is engine driven) The flaps were lowered to 5 degrees only to give slight lift and no drag. The aircraft landed just before the numbers and was brought to a stop within 3/4 of the runway. Although there was heavy oil smoke there was no fire. The airfield fire appliances were on the scene quickly and the aircraft made safe. Once aircraft is recovered to base a strip investigation of the engine will be carried out.☐ CAA Closure:☐ During investigations, the strip of the engine revealed failure was due to failure of the crankshaft. Less responsive pitch control after the event was due to the characteristics of aircraft at slow speed with a windmilling propeller. Full control regained at increased airspeed. No root cause could be determined but it may be that an unreported prop strike was a failure initiator. Operator does not propose further investigation.
201408658	29/06/2014	Take-off	EGHI (SOU): Southampton		EGTT : London (FIR)	CESSNA	Turbofan	2	Engine shut down due to lack of oil pressure during take-off and climb.	Approximately 15 minutes after departing the pilots closed one of the engines down due to lack of oil pressure. A full emergency was declared. Aircraft landed safely.
201408790	27/06/2014	Take-off	EGST : Elmsett	2nm North Hadleigh	EGTT : London (FIR)	CEA	Reciprocating	1	MAYDAY declared due to engine malfunction. Forced landing made in a field.	Nothing unusual on all pre-flight checks including power check. Took off on Runway 23 for climb to 2500ft heading 270. At around 1750ft engine rpm suddenly reduced to 1900. All usual checks including fuel, mixture, carb heat, mags, etc were performed but engine continued to run at 1900rpm and level flight could not be maintained. Aircraft was turned back but it became apparent that return airfield could not be reached and a decision was made to make a forced landing in a field. A Mayday call was made on 125.80 which was acknowledged by an unknown party. Aircraft was landed in a wheat field and there were no injuries to any of the three P.O.B. Upon landing the aircraft was vacated and a call was made to the police to report a safe landing. The police attended within 5-10 minutes. Engineers attended, reported only cosmetic damage to the aircraft and upon initial inspection of the engine suggested a valve failure. Aircraft was then left in the charge of the engineers.
201408944	02/07/2014	Take-off	EGHH (BOH): Bournemouth/ Hurn		EGTT : London (FIR)	DIAMOND	Reciprocating	1	Alternator belt failure during initial climb.	Shortly after take-off (approx 200ft). We heard a 'flapping' noise from the engine compartment, We reduced power, advised ATC and started to perform a low level circuit to land. Almost immediately we had an alternator failure warning, shortly after the coolant temperature rose into the red and oil pressure reduced into the amber range. A safe landing was made approximately 2 mins after the initial event. Once on the ground, the engine compartment was investigated and the alternator belt (V-ribbed Belt) was found to have failed. The aircraft in question was on loan from another flying school. The incident has been referred back to them and their engineering team.☐ Supplementary 22/07/14:☐ V-ribbed belt supplied as part of replacement engine installed 24-08-2010, being engine upgrade to Centurion 2. Photos of belt following failure show 'shredding' of belt into rib sections, belt not parted. Last maintenance activity affecting belt was scheduled alternator change at 599 engine hours. Belt not removed, but de-tensioned and freed from alternator pulley. Alternator replaced, belt tensioner manipulated to allow re-fitment of belt. Visual inspection of correct alternator installation, belt placement and tension carried out without any findings. Belt run for 39 hours in service before failure. Unable to attribute belt failure to last maintenance action due maintenance integrity and unit time in service.
201409093	06/07/2014	Take-off	EGKA (ESH): Shoreham		EGTT : London (FIR)	DE HAVILLAND	Reciprocating	1	Rough running engine on departure.	Full emergency declared. Investigation under 201312042.
201409157	22/06/2014	En route	0.5 nm north- west of Paddock Wood		EGTT : London (FIR)	STAMPE	Reciprocating	1	UK Reportable Accident: Aircraft pitched over during forced landing due to engine failure. One POB, no injuries. AAIB AARF investigation.	CAA Closure:☐ During flight the pilot checked he had sufficient fuel for the remaining 25 nm of the flight. At 1,700 ft amsl, the aircraft was caught in a "particularly harsh" thermal, shortly after which the engine "coughed". The pilot considered this to be so unusual that he decided to land immediately at a location east of current location; however, the engine then stopped. He checked the mixture, fuel and magnetos and set up for a forced landing in what looked like a hay field. At about 100 ft, positioned to land a third of the way into the field, the pilot realized the crop was rapeseed which he knew was much denser than hay. To try to reduce his forward speed on touchdown, he "deep stalled" the aircraft just above the crop; however, the undercarriage caught in the rapeseed and the aircraft slowly pitched over onto its back. With the magnetos and fuel off, he released his full harness and additional lap strap before vacating the aircraft unhurt. The pilot suspected that the problem was caused by the carburettor's float needle jamming in its base - a problem he was aware had occurred on another aircraft of the same type in 2013.
201409324	11/07/2014	En route	EGBK (ORM): Northampton/ Sywell		EGTT : London (FIR)	AGUSTA	Turboshaft	2	PAN declared and aircraft returned due to engine chip warning.	Aircraft declared a PAN. Pilot stated it was an engine chip warning light ,the engine had been secured and aircraft was diverting back. Pilot contacted ATC to advise aircraft landed safely. ACC supervisor informed by telephone 1602 completed.☐ Supplementary 11/07/14:☐ Nr2 ENG CHIP caution illuminated in cruise. Nr2 ECU shut down law EFRC. PAN call declared on in use ATC frequency and diversion back to departure airport carried out without further incident. Nr2 ECU chip detector inspected, small metallic sliver removed. Plug cleaned and 15min ground run carried out. Aircraft returned to service.
201409340	12/07/2014	En route	Bovingdon		EGTT : London (FIR)	PIPER	Reciprocating	1	Forced landing made in a field following loss of engine power.	Approx 25 minutes into the route, the engine stopped producing power. I was not able to recover the engine by switching to the other tank with the electric fuel pump on, so I was forced to pick a field to land in. I was approx 1 mile south of a VOR beacon at 2000ft. I did not put out a MAYDAY radio message, or select the Transponder accordingly, as I was now concentrating on picking a landing spot. I decided my best bet was to land on the disused airfield. This does not look like the image on Google earth, as this must have been taken a number of years ago. Of the two remaining runways only half the length of both was free to use, as a Saturday market takes up most of the south-western leg and hangars have been built on the south eastern runway. This left me with 2 halves of runways to chose from, however my altitude was decreasing rapidly and so I selected a north western heading to avoid some aerial masts and landed across the north east to south west runway, touching down initially in a corn field and running onto the runway at approx 45 degrees, I braked heavily and just stopped in the corn on the other side. Immediately people ran up to me with fire extinguishers, as car club used this portion of the runway, it looked empty to me as they were on a tea break. The aircraft was pulled out of the corn, to reduce the risk of fire to the crops. I was not hurt or injured by the forced landing, I was the only occupant of the aircraft. No fire broke out despite some fuel dripping out of the carburettor. No one was injured on the ground. The aircraft looks to be undamaged. I then phoned the local police and reported the incident. I then phoned the ATC Tower (departure airfield) and informed them also. The aircraft is still on the disused runway, until the maintenance engineer can assess the reason for the stoppage.

201409345	13/07/2014	En route	En route		EGTT : London (FIR)	BAE	Turbofan	4	PAN declared for emergency descent due to engine failure.	Aircraft came on frequency and called for emergency descent to fl250, however the level request wasn't heard due to significant stepping on the frequency due to workload associated with weather in the sector. The aircraft was given immediate descent along with being put on A7700, the Pan was acknowledged and another aircraft which was maintaining FL230 underneath was turned right to get out of the way in case he needed further decent, traffic information and reason for the turn was given. It was established that aircraft had lost number 3 engine and was now operating on three out of four engines, he could maintain height and continue to destination. In due course the Pob was established and the aircraft was transferred to destination.
201409827	21/07/2014	En route	EGLK (BBS): Blackbushe		EGTT : London (FIR)	PIPER	Reciprocating	1	Forced landing made in a field due to engine failure.	Aircraft was at 1.6A, approximately 4nm miles NE LK when the pilot declared a partial engine failure. I advised him of the distance and direction of the nearest airfield at the time and he acknowledged this. I then informed the airfield of the problem and that the pilot may elect to land there. Shortly afterwards I noticed the Mode C reduce to 1.3A and asked the pilot if he was able to maintain height. He said no so I asked him to squawk 7700 and again advised of his position in relation to the airfield. The pilot responded that he was going to land in a field as there was a built up area between him and LK. I advised D and D and relayed the co-ordinates of his last known position. The pilot did not have time to select 7700. The pilot made an r/t call when safely on the ground and a colleague also informed the local police.
201409886	22/07/2014	Take-off	EGFH (SWS): Swansea		EGTT : London (FIR)	PIPER	Reciprocating	1	MAYDAY declared and forced landing carried out on beach due to engine fire.	MAYDAY declared at 14:57 pilot reporting an engine fire and stating he was returning to departure airfield. I gave the aircraft a steer to return and telephoned the airfield to advise them of the situation. The pilot then reported that he may not be able to make it back to before stating that he was making a forced landing on a beach at his actual location was approximately 5 miles to the West of where he stated. D&D were advised and the airfield was kept up to date with the information. The pilot telephoned the unit a short time later to state that the aircraft was safely on the ground and that all three passengers were safe. (ATC Investigation Report received). Supplementary 26/07/14: 22nd of July, I was flying the aircraft on a private general aviation flight with two friends. The aeroplane was in a serviceable condition having undertaken a 50 hour check on 18th July 2014. The aircraft was being ferried. The aeroplane had a thorough visual inspection of the engine under the cowlings, the airframe, control surfaces and instruments as per the POH. The aircraft had been fully fuelled before departure and had an oil reading of eight. The aircraft was started at 15:40 local time and proceeded to taxi to runway 22 via taxiway Alpha and held short at alpha for a longer than usual engine run up as the aeroplane had not been flown for two weeks, the magnetos and carb heat was checked and the RPM drop was as expected. Due to the OAT and TOM, I expected a slightly longer take off run than usual which occurred, the RPM of the engine was 2350 which was usual, on handover to Radar, I reported passing roughly 1400ft for altitude 4000ft. Moments later the rate of climb was reduced, I called ATC and announced that we were maintaining 2000ft for the time being and levelled off with the intention to see if the air speed increased. At that time we were over the bay on a direct line track with the CPT VOR at 2000ft. Within seconds of levelling, we received rough running on the engine and carb heat was applied, an RPM drop of 300RPM was noted which was higher than normal, after a few seconds I decided to return to the A/D, before I could turn back and notify air traffic, a spray of oil was appearing on the windscreen on the right hand side and then grey smoke started coming out of the air vents in the cockpit, a MAYDAY call was made 15:50 roughly and we were told the airfield was in our 12 o'clock at seven miles (we had made a 180 degree turn), we could not make the airfield. Servo rough running and major oil leaked out about 1.5miles from the shoreline and we elected to land on the beach. An uneventful landing was made at 15:55 with no damage to aircraft or passengers. Supplementary 25/11/14: NATS Investigation Report received. CAA Closure: Operator advised that investigation identified failure of a crankshaft oil seal as the prime cause of event. Root cause of the failure could not be identified, but the engine had a reported history of oil leaks. Aircraft and engine were subsequently sold and withdrawn from service, therefore no further investigation practical.
201409968	23/07/2014	Take-off	EGBJ (GLO): Gloucestershire		EGTT : London (FIR)	OTHER	Reciprocating	1	PAN declared due rough-running engine.	The events described have not been checked for accuracy against the relevant RT recordings. The pilot declared a PAN due rough-running engine while on climb out having departed Runway 04 northeast-bound. Full emergency action initiated. The pilot elected to fly a short circuit and landed Runway 04 safely. External services not called for due to the short duration of the incident, and the aircraft taxied back to parking without assistance. The pilot subsequently phoned to advise a suspected vapour lock caused the engine trouble.
201410409	31/07/2014	Take-off	EGSS (STN): London/Stansted		EGTT : London (FIR)	ATR	Turboprop	2	MAYDAY declare due to engine failure after take-off. Second aircraft broken off approach to allow emergency aircraft priority landing.	I was the AIR controller. The aircraft was cleared for take-off and appeared to depart normally. When I instructed the aircraft to transfer to 118.825 I was told to standby. The Captain then declared a MAYDAY reporting an engine failure after take-off and requested to return to Stansted. I asked him if could he accept radar vectors to land on Runway 22 or did he require an immediate return. He stated he could accept vectors, he required to hold for 5-10 minutes to complete his checklists. I asked if he could accept a frequency change and he said yes. All departures were stopped, Check All in force. The runway was inspected and declared serviceable. The Watch Manager requested all arrivals to be stopped so one aircraft was broken off approach. The aircraft landed normally at 2011, vacated at LR and did not require further assistance. The runway was declared serviceable and the Captain contacted the Fire Service on 121.6 when on Taxiway Hotel. Full Emergency cancelled at 2014. Supplementary 31/07/14: Aircraft on departure experienced an engine failure. The aircraft was transferred to Director after coordination with the Tower. The aircraft informed me that he had shut down the engine and, after completing his checks, would like to return. He anticipated a normal approach and landing. Second aircraft was broken off the approach at the Tower's request and, after a slight delay, vectored back round to land ahead of the emergency traffic.
201410409	31/07/2014	Approach	EGSS (STN): London/Stansted		EGTT : London (FIR)	BOEING	Turbofan	2	MAYDAY declare due to engine failure after take-off. Second aircraft broken off approach to allow emergency aircraft priority landing.	I was the AIR controller. The aircraft was cleared for take-off and appeared to depart normally. When I instructed the aircraft to transfer to 118.825 I was told to standby. The Captain then declared a MAYDAY reporting an engine failure after take-off and requested to return to Stansted. I asked him if could he accept radar vectors to land on Runway 22 or did he require an immediate return. He stated he could accept vectors, he required to hold for 5-10 minutes to complete his checklists. I asked if he could accept a frequency change and he said yes. All departures were stopped, Check All in force. The runway was inspected and declared serviceable. The Watch Manager requested all arrivals to be stopped so one aircraft was broken off approach. The aircraft landed normally at 2011, vacated at LR and did not require further assistance. The runway was declared serviceable and the Captain contacted the Fire Service on 121.6 when on Taxiway Hotel. Full Emergency cancelled at 2014. Supplementary 31/07/14: Aircraft on departure experienced an engine failure. The aircraft was transferred to Director after coordination with the Tower. The aircraft informed me that he had shut down the engine and, after completing his checks, would like to return. He anticipated a normal approach and landing. Second aircraft was broken off the approach at the Tower's request and, after a slight delay, vectored back round to land ahead of the emergency traffic.
201410505	02/08/2014	Take-off	EGLL (LHR): London/Heathrow		EGTT : London (FIR)	UNKNOWN	Turbofan		MAYDAY declared due to engine malfunction. Engine shutdown and aircraft returned after dumping fuel.	At the time of the incident I was the controller on TC NW. Aircraft departed on a WOBUN departure and was transferred to me climbing to 6000 feet in accordance with the SID. When the aircraft was just south of BNN, the pilot declared an emergency stating he was shutting down the right hand engine. I asked if he was declaring a MAYDAY to which he replied in the affirmative. I asked the pilot to squawk 7700 which he did. As the aircraft was passing about 5400 feet, he stated he wanted to descend to 5000 feet which was approved when the traffic conditions allowed and return. I asked the pilot if he wanted to return immediately or hold somewhere, to which he replied he wanted to make an approach straight away. Co-ordination was effected with airfield. Subsequently the aircraft elected to hold to dump and burn fuel.
201410909	03/08/2014	En route	EGBJ (GLO): Gloucestershire		EGTT : London (FIR)	BELL	Turboshaft	1	Engine out warning light.	A standard 28 day company check flight was to take place for 2 private pilots. 3 persons on board, 1 instructor pilot and 2 PPL pilots. Instructor pilot flying from The left front seat & PPL in the right front seat, 2nd PPL occupying the far right rear seat. A normal start up was made with all checks in place, pre take off and post take off checks completed. The aircraft was taxied and dewed for a circuit based on 22 right hand. The aircraft was flown into the circuit where the instructor advised the pilot that a simulated hydraulic failure was to take place as previously briefed. The PPL demonstrated a satisfactory landing running on to the ground without hydraulic assistance. On the ground, hydraulics were restored. Pre take off checks completed and a lift into the hover was made. As previously briefed by the instructor a simulated engine failure from the hover was accomplished to a satisfactory standard by the PPL. A clearance for a departure to a private site was then made and consequently granted by ATC. The aircraft then departed into wind based on the 22 circuit. Once clear of the circuit the helicopter began a climb to the cruise at 1900ft QNH 1008 where a number of warning light actions were discussed between the instructor and the pilot to assess the knowledge of the pilot. A suitable area was picked out by the instructor and as briefed, checks were completed and a basic autorotation was performed to a powered recovery with no abnormalities. The aircraft was then flown to 1900ft abmsl for a practice forced landing drill. Checks were once again completed by the instructor and the verbal warning "practice engine failure go" was announced. The Instructor rolled off throttle from the left side and the pilot reacted appropriately entering autorotation, shortly after the ENG OUT warning light illuminated at which point the instructor immediately resumed control. With the aircraft established in autorotation and a landing site selected the instructor successfully made an in-flight engine restart and climbed to a recovery. A safe landing was made at the destination. CAA Closure: No further action.
201411861	24/08/2014	Take-off	Lleweni Parc Airfield,		EGTT : London (FIR)	TECNAM	Reciprocating	1	UK Reportable Accident: Aircraft impacted runway after engine failure on take-off. One POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.	CAA Closure: The aircraft's engine failed shortly after takeoff, following which the aircraft stalled. The pilot was unable to recover from the stall before the aircraft struck the ground close to the departure runway, causing damage to the aircraft's propeller, landing gear and fuselage spaceframe. AAIB Bulletin 12/2014, Ref: EW/G2014/08/09.

201412081	30/08/2014	En route	EGDG (NQY): St. Mawgan		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	PAN declared and aircraft returned due to engine malfunction. Nr1 engine shut down in flight.	Aircraft declared PAN with an unspecified engine problem, requests to land back at departure airport. A/C requests to route to the hold. A/C cleared to the hold and descended to altitude 3000 ft on the QNH. A/C establishes in the hold and advises that they have shut down No. 1 engine. A/C is then vectored for a 15 mile final on the ILS to runway 30. A/c landed safely.☐ Supplementary 30/08/14:☐ On passing approximately FL085 the No 1 engine made what sounded like surging noises. Within about 5 seconds of the first abnormal sound a #1 PEC caution appeared on the Caution/Warning Panel. On checking the Engine Display it was clear that the No 1 engine was overspeeding but had been controlled by the Overspeed Governor. The No 1 power lever was slowly retarded by the PF (FO) and the aircraft was levelled off and a PAN declared. The PF assumed the radio duties and the PNF addressed the QRH for the relevant caution. The QRH actions were carried out (including selecting the Alternate Feather switch on) and as the propeller had feathered the engine was subsequently shut down. The FO remained the PF and requested vectors for a return to the hold and descent. The Captain subsequently briefed the SCCM using the NITS format, and made a PA to the passengers reassuring them that although this was a very rare occurrence the aircraft was very capable of flying on a single engine and also that all pilots are rigorously trained for this specific scenario. After confirming that all the QRH actions had been completed, with the single engine approach and landing threats briefed and the standard descent and approach checks completed we departed the hold for the ILS approach. On leaving the hold the Captain took control as PF. The final approach commenced from a platform altitude of 2500' and the autopilot was disconnected before the final descent on the GS. The approach and landing were uneventful, and the aircraft was taxied to a remote stand in the normal manner. ATC were very helpful without being intrusive during the more busy parts of the incident. Once all of the passengers had disembarked and a suitable time had passed for a "cool down" period, the Captain debriefed the cabin crew on how it had gone for them and how the passengers behaved. The CC were exemplary and reassured individual passengers that were showing signs of anxiousness. ☐ CAA Closure:☐ No1 engine propeller control unit and no1 beta feed transducer found defective, no1 engine propeller control unit and no1 beta feed transducer replaced. (replacement beta unit post mod standard). Function checks and ground runs accomplished satisfactory. Pre mod beta feed transducers (BFT) have a known reliability problem. Post mod transducers reliability are much improved. the operator is currently in a modification program to replace pre mod units.
201412938	13/09/2014	En route	Midhurst		EGTT : London (FIR)	AVID	Reciprocating	1	UK Reportable Accident: Aircraft suffered engine failure and made forced landing in a field. One POB, no injuries reported. Subject to AAIB AARF investigation.	
201412938	13/09/2014	En route	Midhurst		EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Aircraft suffered engine failure and made forced landing in a field. One POB, no injuries reported. Subject to AAIB AARF investigation.	
201413069	16/09/2014	Take-off	EGHH (BOH): Bournemouth/ Hurn		EGTT : London (FIR)	DASSAULT	Turbofan	2	PAN declared due to loud bang heard from RH engine control unit. Aircraft returned.	Aircraft departed runway. A loud bang was heard just before rotation but continued its take off and climbed it then called a pan pan and routed out to the coast to commence the checklist and burn fuel. During this time it remained on the tower frequency of 125.6. The aircraft reported that it had an engine failure. A full emergency was called on report of the pan pan, a runway inspection was carried out whilst the aircraft was at the coast. The aircraft landed safely on a single engine at 10:12 and was able to vacate the runway and taxi back to its apron the pilot reported that he suspected a bird strike but after further runway inspections the safety team reported that no bird remains were found and that the bird strike is unconfirmed, the pilot reported that the possible bird strike occurred in the last third of the runway but the bang was heard in the second third of the runway.☐ Supplementary 16/9/14:☐ Shortly after Vr the RH ECU went "bang" and ran down to 70% N1 whilst showing normal oil pressure and temperature. The aircraft was stabilised at 160kts. Immediate actions carried out and the aircraft climbed away. A PAN was declared. Well before 1000ft, the nominated Ha for departure, the RH ECU slowly accelerated to full power. A normal twin engine full power climb was continued to 1500ft where power was reduced from take-off power to climb power. At this point the RH ECU once again went "bang". The RH throttle was then reduced to idle. The crew positioned the aircraft at 2000ft to consider the situation. It was elected to keep the RH ECU running at idle and prepare the aircraft for a single engine arrival back. Visibility had improved to 8km, so following consultation of both normal and emergency checklists, the aircraft positioned for an 8nm VFR approach from 2000ft.The aircraft landed without further incident.☐ CAA Closure:☐ Engine was sent to the engine shop for repair. Report found the bleed valve rigging to be slightly out of limits, removal of the top case reveals several stages of the blades and stators coated with organic residue, thought to be bird remains. Combustor and two fuel nozzles found coated with organis residue. Nozzle guide vane distorted and burnt in one location. Sample of the residue being sent for analysis.
201413197	17/09/2014	En route	Stoke on Trent		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Engine shut down and aircraft returned due to engine chip warning. Engine restored for landing.	En route a task when the No1 Engine Chip Amber Caution illuminated. "Fuzz Burner" activated but the caution remained. Aircraft returned to base on one engine and in light of the warm calm conditions, I elected to restore no.1 engine for the landing. The aircraft had only flown 1:20 post a double engine change with both engines newly overhauled. Engineering assistance sought on return to base.☐ CAA Closure:☐ Build debris from new engine. NFA.
201413499	17/09/2014	Take-off	EGTW : Oaksey Park		EGTT : London (FIR)	DE HAVILLAND	Reciprocating	1	MAYDAY declared due to rough running engine.	Shortly after take-off the engine (at full power mixture rich, carb heat hot) suddenly began to run very roughly. Engine instruments showed no problem. Both magnetos individually isolated to no avail. At reduced power vibration reduced however full power required to return for precautionary landing. Declared mayday. Elected to land at intended destination.
201413504	27/09/2014	En route	Nr Warrington		EGTT : London (FIR)	CESSNA	Reciprocating	1	UK Reportable Accident: Engine failure, forced landing in a field. Damage: Substantial. AAIB AARF investigation.	CAA Closure:☐ The aircraft suffered a sudden and significant loss of engine power during the cruise portion☐ of the flight. The pilot identified a field for a forced landing, but the aircraft struck trees at its☐ near boundary and stalled, dropping into the field of intended landing. The pilot thought the☐ most likely cause of the power loss was a restriction in the fuel supply to the engine. An engineering inspection of the engine revealed that the number 3 cylinder rocker cover☐ had been punctured from the inside outwards by the inlet valve rocker arm. From the lack of☐ impact deformations on the rocker cover, it was concluded that the damage occurred before☐ the final accident sequence.☐ When the engine core was disassembled, it was found that the number 3 cylinder inlet☐ valve had dropped into the cylinder. On removing the induction system, a piece of broken☐ valve head was found within the tube that led to the number 1 cylinder induction valve,☐ partially blocking the tube. Detailed inspection of the number 3 cylinder and the dropped valve confirmed that the upper valve spring retainer had fractured in half, causing the valve to drop into the cylinder and☐ contact the piston. This caused the valve head to fracture into three large pieces. One of☐ the pieces stayed attached to the valve stem, the second became jammed within the valve☐ seat in the cylinder head, and the third was found within the induction tube of the number 1☐ cylinder. Other smaller pieces were observed to have been liberated from the valve, some☐ of which were most likely to have been drawn into the number 2 cylinder, causing damage☐ to the piston before being ejected through the exhaust system.The loss of engine power was thus attributed to the failure of the upper spring retainer of the number 3 cylinder inlet valve, which led to the valve dropping into the cylinder. With one☐ cylinder compromised, there would have been a significant loss of power which, along with☐ partial blocking of the number 1 cylinder induction system and minor impact damage to the☐ number 2 piston, would have meant that there was insufficient power for sustained flight.
201414192	29/09/2014	Approach	EGBG : Leicester		EGTT : London (FIR)	OTHER	Reciprocating	1	Partial engine failure due to plasma (magneto) failure. PAN declared.	On approach the aircraft yawed to the right with a loud bang at 30-50ft AGL. Inspection of instruments showed a power indication of 118% twice that normal expected and a rate of descent of 100-200ft/min. Realising insufficient power to maintain hover, at a height of 10-20ft AGL over RW10 I called PAN whilst manoeuvring the aircraft over the grass parallel to the runway. With a slow descent still in progress I performed a o/o landing onto the grass. During the shutdown process I confirmed a plasma ignition failure through the appropriate checks. After the shutdown inspection of the aircraft showed no obvious damage or injury to persons.
201414441	15/10/2014	En route	En route		EGTT : London (FIR)	BRITTEN NORMAN	Turboprop	2	PAN declared and aircraft diverted due to flames observed from Nr1 engine.	Whilst operating as the combined East Bank Tactical and Planner I received a call from aircraft declaring "PAN PAN, PAN PAN, PAN PAN". I then requested the aircraft pass his message and was informed that the flames had been observed coming from the left hand number one engine and as such a precautionary shut down of the engine had been performed. The aircraft requested vectors for a diversion and I issued a heading instruction of 220 degrees. I then called approach to inform them of the issue and also informed my LAS of the PAN call. With my LAS in attendance on the sector I placed the RT on speaker and confirmed with the aircraft which engine had been shut down, what length of final approach was required and if an approach for runway was being requested as other runway was in use for landing. The pilot confirmed the number one engine shut down, that he would take an approach for either runway and a minimum 7nm final was required. This information was passed to radar. The aircraft was observed descending from the cleared level of FL80 but I did not think it a priority to question this before the aircraft requested descent. I issued a descent clearance to 5000ft (there were no pending departures on either bank) and passed the QNH. This clearance was also passed to radar and then the aircraft was transferred to their frequency after checking the pilot was happy to take a frequency change. After working radar the aircraft landed safely and vacated the runway.
201414988	16/10/2014	En route	En route		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	Loud bangs from aircraft after No1 engine selected to idle during double engine failure practice.	Aircraft in cruise flight 3000ft AMSL, 120Kt IAS, set up for practice double engine failure, which involves selecting first no1 engine ECU then the No2 engine ECU to idle. On selecting no1 ECU to idle loud bangs heard from the rear of the aircraft. All cockpit NR and VEMD indications normal as expected. ECU reselected to flight . Aircraft RTB without further incident on landing. Aircraft declared unserviceable. Port engine examined and the engine manufacturer have reviewed the the results. The aircraft is awaiting an engine change.

201415619	06/11/2014	En route	En route		EGTT : London (FIR)	ATR	Turboprop	2	PAN declared and aircraft diverted due to engine Nr2 "Propeller Brake" Master Warning activation.	Aircraft declared a PAN with engine problems. The a/c decided to divert and then changed his mind and went to another airport. The a/c stated he was going to shut down and then re-start an engine. This did not rectify the problem and the engine was subsequently shut down. During these events the sector was split and the emergency aircraft remained with the initiating controllers. The a/c landed safely.☐ Supplementary 06/11/14: In the cruise inbound at FL170 when "Prop Brk" Master Warning activated. QRH consulted with In Flight actions being to continue normal operation and monitor Engine 2 parameters. Diversion back requested for maintenance input. As aircraft commenced turn back, aggressive fluctuations but short in duration commenced on Engine No.2 parameters with associated yaw and noise. The fluctuations were always associated with the "Prop Brk" Master Warning which was cycling on and off. PAN declared and immediate descent requested in order to reduce power settings and diversion requested. With QRH not providing any further guidance, crew agreed that as the problem appeared to be being caused by the Prop Brake an attempt should be made to de-energise the Prop Brake prior to the option of shutting the engine down. Prop Brake "Pwr Sply" and "ClI & Ind" circuit breakers identified by the crew and pulled. Engine fluctuations and Prop Brake Master Warning ceased. Requested delaying vectors to have a review and consider options. Approx. 5 minutes later a small and much less pronounced fluctuation was experienced and the decision made to immediately divert, monitoring for further fluctuations and consider a shutdown of Engine No.2 should any further fluctuations or complications be experienced. No further fluctuations observed. After landing uneventfully, PAN downgraded and aircraft taxied to stand. Precautionary thermal inspection requested from the Fire Service once parked on stand to ensure it was safe for the passengers to remain on board, which revealed no hot spots. Tech Log entry made. During downwind vectors "Anti Icing" Caution illuminated along with "Alpha" Local Alert on F/O "Probes Htg" (overhead panel). Once again, the Cabin Crew commented that communication between them was made extremely difficult due to there not being a second interphone at the Cabin Crew forward station on this aircraft. This is a recurring theme on this aircraft in abnormal situations.
201415749	09/11/2014	Take-off	EGHI (SOU): Southampton		EGTT : London (FIR)	DE HAVILLAND	Turboprop	2	MAYDAY declared due to fire from landing gear.	Aircraft had backtracked runway 20 for departure and had been cleared for take-off. Soon afterwards the pilot later stated "there's an issue in the cabin" which I acknowledged. There was no reason to cancel the take-off clearance and I watched the aircraft and everything appeared normal.☐ The aircraft was observed moving forward, indicating the aircraft was commencing it's take-off run when the pilot transmitted "PAN PAN PAN" after:☐ having moved approximately 200 metres. The PAN was acknowledged with information passed from the pilot reported as smoke from the port undercarriage. The pilot intended to vacate the runway so I instructed him to vacate on taxiway B, with the intention to hold the aircraft at B1. Whilst this was happening I initiated a 'Local Standby Ground' via Omni Crash and I was half way through the message when I could see flames from the undercarriage. I remember stating "I can see flames - I'm upgrading" which the SIAL Ops Duty Officer acknowledged. The aircraft came to a halt on the runway between V2 and taxiway B. I'm not sure whether this was because of my transmission or whether the pilot could see the flames. I immediately selected the 'Full Emergency' on the Omni Crash and re-commenced the passing of the message using the 'Aircraft Ground Incident' classification. The pilot of the aircraft was trying to obtain information regarding the situation outside, whilst I was passing the content of the message.☐ I am aware that the message was disjointed as the RFFS vehicles were now on frequency requesting permission to enter the runway which was☐ approved. Two major vehicles entered at V2 whilst Fire 1 and another major vehicle entered at B1. Aircraft was instructed to contact Fire on 121.600MHz following a request from Fire 1. Fire 1 notified the no RFFS Category available, which I acknowledged. I obtained Fire 1's permission to tow an aircraft, that had pushed back from stand 2, back onto stand 2 after permission from Ops had been obtained. ☐ Supplementary 9/11/14:☐ Aircraft Ground Incident declared due to smoke issuing and fire observed from port undercarriage. Aircraft located on runway 20 having just commenced take-off roll. AFS attended scene and downgraded incident to Local Standby. Passengers disembarked on runway and into coaches and aircraft recovered from runway and parked on stand. Airfield Operations suspension lifted following full runway inspection. Airport Authority has conducted initial wash ups and will review any agreed actions. These will relate to the response and recovery of the incident and not as suggestions to prevent as this is being dealt with by the aircraft operator.☐ Supplementary 9/11/14:☐ At the end of the backtrack before takeoff, during the turn to line up, SCCM contacted the flight deck to report the cabin not secure. Held position. SCCM then reported a passenger had observed smoke emanating from the LH Main wheel. Commenced taxiing forward to vacate runway and made 'PAN' call at that point; SCCM then contacted again to report fire at the main wheel. Stopped on runway. Put out 'mayday' call. Shut down both engines. Put cabin crew to 'standby'. Elected to await fire crew for detailed observation (approx 30s). Fire crew on 121.6 advised safest course of action to keep passengers aboard. Fire crews deployed hoses, but did not discharge. Eventually, engineers attended and reported a failure of the #2 main wheel bearing resulting in the disintegration of the brake unit. It was deemed safe to disembark the passengers onto buses on the runway before the #2 wheel was removed and the aircraft towed onto stand.
201416034	14/11/2014	En route	En route	SUNOT 57N30W	EGTT : London (FIR)	LOCKHEED	Unknown	4	PAN declared and aircraft returned due to loss of nr4 engine.	At time 0944 the aircraft declared an emergency and advised that they were shutting down number 4 engine and requesting to return to departure airfield. Aircraft descended to FL210 and from present position routed direct. No traffic to affect.
201416247	19/11/2014	En route	En route		EGTT : London (FIR)	BOEING	Turbofan	2	Spurious engine surge EICAS messages leading to a single engine landing.	During cruise a L EEC status message was received. Upon descent an 'ENG SURGE L' EICAS message was displayed momentarily. Upon intermediate level off the message was seen again with a TPR increase rapidly of about 10%. Message cleared and shortly thereafter message reappeared. QRH checklist actioned. Engine treated as unreliable and left at idle power. Single engine approach and landing completed into LHR. Noted from history that there were five previous occurrences of EEC status messages. ☐ The message was triggered by the control system misinterpreting the multiple oscillations of P30 validated signals due to freezing of the capillary tubes in the pressure transducer module within the Engine Electronic Controller. Evidence is provided by both flight data analysis and review of the maintenance messages on the portal. Engine OEM instructs periodic draining of the PTM via a vacuum pump aligned with the P30 draining task (100-250 FC depending on engine mod standard). This has been implemented. the OEM is also working on a major P30 line redesign to get rid completely of the moisture/water related issues. Scheduled maintenance introduced.
201417213	11/12/2014	En route	EGXC : Coningsby		EGTT : London (FIR)	EMBRAER	Turboprop	2	MAYDAY declared due to engine fire. Fire was extinguished, engine shut down and aircraft diverted.	Aircraft declared MAYDAY whilst climbing to FL270 and stated he was descending to FL120. By the time I phoned TC cap to notify them he was already squawking 7700. Asked them if FL120 was ok they said yes. Pilot stated it was an engine fire as I was on the phone. TC cap phoned TC south and came back to me to tell me their frequency. The pilot asked to be diverted to a nearby airfield and my TAC put him on an appropriate heading. Coordinated again with TC and s17. The pilot then informed us that the fire was no more that they had shutdown n0.2 engine and would like to divert to an alternative airfield. After coordination with TC and s17 the a/c was transferred to 128.425
201417572	15/12/2014	En route	EGHH (BOH): Bournemouth/Hurn		EGTT : London (FIR)	DIAMOND	Reciprocating	2	Engine Control Unit (ECU) A and B failure.	AT FL050 DURING CRUISE, L/H ECU FAILURE CAUTION APPEARED. IT WAS RE-SET AS PER QRH AND CLEARED. APPROXIMATELY 30 SECONDS LATER IT CAME BACK ON, ALONG WITH AN ECU B FAILURE CAUTION. THESE DID NOT CLEAR OR RE-SET. INITIALLY L/H OIL TEMP WAS LOW (OFF THE SCALE) THEN HIGH OIL TEMP WARNING ANNUNCIATED. RETURNED FOR A NORMAL LANDING. L/H ENGINE SHUT DOWN UPON LANDING FOR PRECAUTION. AIRCRAFT SUBMITTED TO ENGINEERING FOR INVESTIGATION.
201417680	18/12/2014	En route	En route		EGTT : London (FIR)	AGUSTA	Turboshaft	2	PAN declared due to engine nr1 and baggage bay fire warning, suspected spurious.	I was ADI when radar called to inform me that aircraft had declared a PAN with engine fire warning no1 engine and the engine had been shut down. A FULL EMERGENCY was declared. Departures were stopped and an inbound VFR aircraft was routed to a VRP to hold. A visual approach was flown and when at approx 5nm to run the Captain spoke to the Fire Commander on frequency to inform him of the situation. The aircraft landed safely and the fire service followed it to shut down on the apron. The incident was terminated and following a runway inspection normal operations were resumed.☐ Subsequently the radar controller informed me that he had monitored frequency and that the pilot thought the warnings may have been spurious.☐ Supplementary 18/12/14:☐ No1 Fire Audio plus associated CAS warning, but no indication on Fire Control panel. Camera checked. Fire warning was thought to be spurious.☐ Camera remained on. Engine left in Flight mode. Warning light on Fire control panel and Engine control panel both illuminated. Following the illumination of both warning lights, and having ensured that safe OEI power was set, the crew elected to follow the QRH drill for Engine Shutdown. Once the No1 Engine was placed in Idle, the Baggage Bay fire warning illuminated with the associated aural warning. Camera was checked, there were no indications of flames/smoke from the baggage bay area. Landing Gear lowered. Discussed the possibility of landing off-airport due to the possible baggage bay fire. Engine No1 shut down (crew reasoned that it could be a hot gas leak, and that this could possibly have contributed to the other warnings). PAN declared to ATC. Aircraft recovered to airport. The Baggage Bay Fire warning light stayed on steadily initially, and the Engine No1 Fire lights flickered on/off on the Engine Control Panel and the Fire Control Panel. Simultaneously the Baggage Bay Fire light, and its associated aural warning illuminated/sounded continuously.☐ CAA Closure:☐ Fault traced to nr1 and nr2 IOMs. Both items (P/N 8G4620V00151) were replaced and programmed. Operational test of both items carried out and terminal block TB379 (P/N A520A02WPN) also replaced as a precaution. Preliminary analysis of the nr1 Input Output Modlie (IOM) highlighted signs of water intrusion. Subject raised of water infiltration in the bay where the IOMs are installed during engine or upper deck washing. Aircraft manufacturer requested test to look for water infiltration into the avionic bay whilst performing engine washing. During the test, which was observed from the aft engine nr1 bay, water was seen entering the LH avionic bay and then down into the lower bay where the IOMs are installed. Root cause determined as improper sealing between the flange and the draining pipe. Sealing was subsequently restored.
201500005	02/01/2015	Approach	EGLC (LCY): London city		EGTT : London (FIR)	ATR	Turboprop	2	MAYDAY declared and aircraft diverted due to engine fire warning during approach.	Call to advise engine fire on approach and MAYDAY declared and diversion. I called ATC to confirm, this was confirmed by ATC. Airport handling called to brief, they called back and said landed on blocks.☐ Supplementary 02/01/15:☐ The initial report of an incident involving one of our aircraft. Initial information is that this was a spurious engine fire warning, the engine was shutdown and the aircraft diverted safely.☐ Supplementary 05/01/15:☐ On final approach at 2200' QNH Engine fire warning and master caution illuminated on engine number 2. Go around procedure initiated at 2000 feet (Maintaining 2,000 ft). Mayday call transmitted and memory actions initiated by Captain, and carried out IAW QRH by First Officer. Fire warning still illuminated 30 seconds after 1st shot, so second shot activated. Fire warning continued for approx 1 minute after second shot, then extinguished. Diversion requested and remaining QRH items carried out. Cabin Crew NITS brief carried out. Briefed about single engine landing, informed that evacuation would not be required, unless told otherwise, and also informed that we would probably vacate the runway after landing and taxi to terminal for a normal disembarkation. A/C control and radio handed over to F/O whilst Captain made PA to passengers informing them of precautionary engine shut down and the requirement to divert. Cabin reported that all Pax seemed calm and unconcerned. Single engine approach and landing carried out without further incident. After landing, Fire crew inspected aircraft from outside and gave permission to proceed to terminal. Aircraft taxied to terminal and passengers disembarked normally.☐ Supplementary 05/01/15:☐ The aircraft was inspected and a half inch crack was found in the high pressure bleed duct on the no.2 engine. This was ascertained to be the cause of the fire warning.☐ Supplementary 02/01/15:☐ At approximately 0825z I was plugged into the ADC position, and had cleared the aircraft to land. When the aircraft was approximately 4nm out, the pilot stated that he was going around. I acknowledged his transmission, then called Radar to coordinate altitude three thousand feet. As I was on the phone to Radar the pilot called a Mayday, engine fire. I acknowledged this, and told the pilot that he could climb to three thousand feet if he wished. I obviously did not want to give the pilot too many instructions or overload him with information. My colleague viewed with binoculars that there was no sign of flame or smoke coming from the aircraft. This was relayed to the pilot over the frequency. The pilot then advised that he wished to divert I told Radar this, and told the pilot to contact them.☐ Supplementary 02/01/15:☐ Aircraft was established on a stable approach to runway 27. At 0827 I was advised that the aircraft was going around, the coordinator then called the tower to advise missed approach instructions but was told the aircraft was declaring an emergency and continuing straight ahead to 2000ft. The aircraft then checked back on frequency with me and was asked if he could accept further climb, the pilot reported he wished to maintain 2000ft and divert. He was turned to the east and told to squawk 7700. Due to the limits of controlled airspace the pilot was informed he would be leaving controlled airspace and a Deconfliction Service would be provided outside unless he could accept a climb, the pilot reported he was happy to maintain 2000ft and accept a DS (no traffic to affect OCAS). The pilot reported 28 passengers and 3 crew and was given vectors downwind right hand for runway 24. The aircraft was handed over to Diversion Radar on 130.775 at 0835 and landed safely at 0848. ☐ Supplementary 06/01/15:☐ At time 0828 APS advise of a potential diversion inbound due to Engine Fire. At time 0830 diversion inbound confirmed and Full Emergency called. Crew confirm no.2 engine fire indication and fire extinguished. 31 POB. At time 0848 aircraft landed. RFFS in attendance. 0859 aircraft on stand. Incident closed.☐ CAA Closure:☐ Upon investigation and with no evidence of fire, it was discovered that the compensated flex slide duct 1552A010000 was leaking and impinging hot gasses onto the fire wire sensing element loop Z480 within the engine bay, causing the fire warning indication to the crew in the flight deck. The duct was removed and replaced with a serviceable item. The component strip report stated that the seals were worn and had hardened over time. As a result of this event a Technical Notice was issued to the engineers instructing them to inspect the compensated flex slide duct and discharge duct in the same area for signs of leakage, looseness and for any seal deterioration on the affected aircraft. The discharge duct was included as a precaution as it can be inspected easily and is of a similar sliding seal/duct arrangement. This particular duct arrangement is limited to the ATR42-500 and the ATR72-500. The ATR42-320 are of a different engine configuration and not affected. By highlighting this event by using the Technical Notice system, engineer awareness of the problem will have been enhanced when they are carrying out any work or inspections in the area. Operator currently monitoring this to see if it needs including in the 3A check which is carried out at every 1500 hours.

201500200	08/01/2015	En route	En route		EGTT : London (FIR)	BOEING	Turbofan	2	PAN declared and aircraft returned following engine shutdown.	Airborne return following Engine shutdown. PAN Call made. Aircraft landed safely. TDM advised / Press Office aware. Service night stopped. Subsequent medical emergency on the ground. Ambulances called. Crew debriefed. ☐ Supplementary 08/01/15:☐ I was working on tactical sector when the aircraft who was at FL360 asked for descent to FL300 due to a technical problem. I gave descent clearance and when he was approaching FL300 I asked if he needed further descent as I would need to check with the sector below. He responded with a request for FL240 which I gave and enquired whether he had an emergency situation. The pilot then declared a PAN and requested to return to departure airport. I told him to turn back on a heading of 170 degrees and when he had time, to give me some information regarding the nature of the emergency.☐ The aircraft was further cleared to FL200 and the pilot informed me that there was an engine failure and he was working through the checklist so couldn't take a frequency change. After a few minutes he asked to go to hold at FL200 and dump fuel before landing. At this point he was able to accept a frequency change and I transferred him to frequency.☐ Supplementary 09/01/15:☐ Engine Surge and subsequent Fail of Left Engine. Passing 32500 feet during climb a Left Engine surge occurred. First occurrence lasted a few seconds with associated Elcas Indications which cleared quickly, second shortly after. Engine surge L actioned. Reports from crew of crew and passenger observation of sparks and flame from left engine. With thrust at idle L EGT remained high and engine Fail L annotated. Eng Fail L actioned. On further review and taking observation of indications and crew reports the engine was considered severely damaged and severe damage eng L actioned. A return was made. Observation of high N3 vibration, Surge, fail and Cabin visual reports supported severe damage assessment. Fuel jettisoned for 11 mins in hold at WCO. Manual flap 20 landing made. Inspection made by fire service on Taxiway before proceeding onto stand.☐ Supplementary 12/01/15:☐ Crew reported No.1 engine surge at FL 330 and sparks visible from tailpipe. SEP procedures actioned and returned. Metallic splatter found in exhaust tailpipe and extensive damage to aft of IP compressor and whole of HP compressor found during boroscope inspection. Engine removed.☐ CAA Closure:☐ The initial borescope investigation identified that the engine had suffered Intermediate Pressure (IP) and High Pressure (HP) Compressor aerofoil damage. The engine was therefore rejected and an engine change carried out. At the time of removal, the engine had accrued 3310 hours and 418 cycles since new and had not completed any prior shop visits. The engine was returned to Rolls Royce for strip and root cause investigation. It has to be noted that in September 2014, the engine had suffered a bird-strike that resulted in an advisory for N2 speed limit exceedence issued by Rolls-Royce Control Data Service. The P20/T20 probe was changed and a borescope inspection was carried out. The inspection identified damage (missing material on the trailing edge tip corner) to the no.14 IP Compressor Stage 1 blade that was acceptable in accordance with the AMM limits. Rolls-Royce also confirmed that CDS could detect an HPC efficiency shift. This resulted in an 'auto-observation' being generated. Root Cause: The 02 module (IP Compressor) was stripped and the analysis suggests that the most likely cause of IPC Stage 1 blade nr 14 trailing edge tip release was the result of a core bird ingestion, causing a dynamic excitation of the IPC stage 1 blades and a tip rub of blade nr 14. Subsequent vibration of the blade aerofoil during normal operation was then considered likely to have driven
201501119	27/01/2015	En route	EGUY : Wyton	5nm E (SIVDA)	EGTT : London (FIR)	BOEING	Turbofan	2	PAN declared due to Number 1 Engine failure.	Concerned aircraft called on frequency and declared a PAN due to number one engine failure. The aircraft was instructed to change squawk and stated that the intention was to land at planned destination. The airport was advised of the PAN. The pilot stated that he was happy to take a frequency change and was transferred to the destination airport.
201502718	05/03/2015	En route	En route		EGTT : London (FIR)	EUROCOPTER	Turboshaft	2	PAN declared and aircraft diverted due to nr2 engine chip warning.	#2 engine chip light illuminated. Aircraft configured for OEI flight and #2 engine set to ground idle. Once level flight achieved #2 engine shut down iaw check list items. PAN declared and aircraft rerouted. Diversion ATC contacted with no response. Air to ground contact made with aircraft in diversion circuit and information received that airfield closed. Commander elected to fly aircraft to alternate 2 due to the extended facilities available there. Prior to landing #2 engine re-started normally iaw checklist to facilitate landing. Aircraft landed normally at holding point A7 east of runway 20 threshold. Airfield Fire service in attendance. Aircraft shut down normally and passengers/crew left aircraft with no injuries. Chip detectors checked with advice from engineering base and debris removed from oil reservoir chip detector. Chip (biggest) kept for analysis. Aircraft ground run and hovered with no illumination of light. Aircraft then flown back to base.
201503094	10/03/2015	En route	EGHH (BOH): Bournemouth/ Hurn		EGTT : London (FIR)	PIPER	Reciprocating	1	Complete failure/detachment of exhaust pipe from flange and from heat exchanger unit.	Solo PPL student. VFR Navigation Exercise. The pre-flight inspection for this the second flight of the day, was conducted by the student & his Instructor when all appeared in order. The Checks prior to departure and the engine parameters during the departure were considered 'normal'. Took-off RW08 12:23, left turn, heading 290 to depart the CTR. Reported leaving the Zone, conducted FREDA and full power checks to climb to 3000ft planned cruise altitude. On applying full power, the engine suddenly began producing a loud, rough running and rattling noise. Power was immediately reduced and the aircraft was turned 180 degrees to head back to the Airport. During the power reduction, the symptoms seemed to lessen but returned as the power was gently increased to reach salvation. Declaration of an emergency for priority landing was not made, on which point the student was subsequently debriefed on the relevance of this. The symptoms continued throughout the remainder of the flight which is recorded in the Technical Log as having lasted for 25 minutes airborne and also during subsequent taxi to vacate the runway. Post flight inspection revealed the RHS rear exhaust manifold riser pipe had fractured and become separated from its flange still bolted to the exhaust port of the cylinder, thus resulting in uncontrolled hot gas breakout within the engine compartment. Approx half the line of breakage (see photos) appeared 'fresh'. The pipe was also completely loose at the other end where it entered the Heat exchanger below the engine. Components appeared worn out, rusty and corroded. The cockpit CO2 detector had not darkened to indicate noxious fumes and from discussion with engineering it is believed that there was no likelihood of this via the heater/defroster system. A bolt was missing from another exhaust flange. Engineering prepared and fitted a replacement exhaust riser pipe and released aircraft back in to service today. Information regarding when 'new' parts are required for such an occurrence would be appreciated. Details of occurrence will be disseminated in the March 2015 Flight Safety Memo calling for particular attention to these areas by flight crews during pre-flight inspections.
201504154	01/04/2015	Approach	Wadswick		EGTT : London (FIR)	ZENAIR	Reciprocating	1	Rough running engine on downwind approach.	Landed without incident on runway. On further inspection port carburettor had partially disconnected from engine due to crack that developed in the rubber socket.
201504771	04/04/2015	Take-off	EGBE (CVT): Coventry		EGTT : London (FIR)	PIPER	Reciprocating	1	PAN declared due to rough running engine.	After completing 5th touch and go called PAN with rough running engine. Full emergency initiated and aircraft offered runway 8 or 23. Aircraft elected runway 23 and positioned and landed safely. Aircraft vacated runway and shutdown.
201504807	15/04/2015	Take-off	Sutton Meadows, Cambridgeshir e		EGTT : London (FIR)	CYCLONE AIRSPORTS	Reciprocating	1	UK Reportable Accident: Engine failure after take-off, forced landing and rolled into ditch at edge of runway. One POB, no injuries reported. Subject to AAIB AARF investigation.	
201504837	15/04/2015	Approach	EGFF (CWL): Cardiff		EGTT : London (FIR)	OTHER	Unknown		PAN declared due to nr1 engine shutdown.	Requested VFR along the coast. Aircraft transferred to tower @ 0929z. Seconds later aircraft called on my frequency declaring a PAN - no. 1 engine shut down. 5 POB. Pan was acknowledged, tower informed. Full Emergency declared. PAN advised they could route direct to final runway 30 - number 1. Aircraft re-positions behind to follow company traffic. Radar 2 standby - immediately assisted in co-ordination. Radar ATSA - informed D&D - just in case of Airfield OFF Accident. Aircraft asked his intentions - also to land. 9 POB. Aircraft landed safety @ 0940.
201505255	21/04/2015	Approach	EGLL (LHR): London/Heath row		EGTT : London (FIR)	BOEING	Turbofan	4	PAN declared due to nr2 engine failure.	
201505431	21/04/2015	Take-off	Andreas, Isle of Man		EGTT : London (FIR)	RANS	Reciprocating	1	UK Reportable Accident: Engine failed after take-off. Two POB, no injuries reported. Damage to LH wing and landing gear. Subject to AAIB AARF investigation.	
201505437	27/04/2015	Approach	EGKK (LGW): London/Gatwi ck		EGTT : London (FIR)	BOEING	Turbofan	2	MAYDAY declared due to single engine failure.	I was doing TC SE, banded including BIG, TIMBA, SE LOW and SE COORD as there was no coordinator position open at the time. At approx. 1945Z aircraft checked on to my frequency inbound and with his very first transmission he declared MAYDAY, saying he had single engine failure. He told me to standby so I acknowledged his Mayday, called the GS and continued to run the sector. Another controller came over to take the a/c on a discrete frequency - after 3 minutes or so I asked the pilot if he could take a freq change and he said yes, and from that point on he spoke to colleague on 120.175. I was too busy at that point to over hear anything that he said on loudspeaker but I believe he had decided to hold at TIMBA to work out his problem.☐ Supplementary 29/04/2015:☐ Engines went to idle at top of descent. After a few minutes numerous EICAS cautions and right engine parameters all lower than operating left engine. No thrust increase when thrust lever advanced. Left engine seemed to be in a sub idle mode but with increasing EGT. Left engine shut down from QRH. Single engine landing a with fire service in attendance. Shortly after commencing descent with both engines at idle numerous EICAS caution messages were triggered. These were intermittent and flashed on and off quickly so were difficult to view. The right generator was tripping on and off line as well as the utility buses. On the status page we had "R Engine Speed Card" R Engine Ignition was switched on and Anti Ice selected, this appeared to have no effect. Both Thrust Levers advanced but no thrust increase from Right Engine. All the parameters indicated the engine was operating but at lower values than the Left Engine. We discussed the issue and during this discussion the EGT was seen to be slowly increasing. Due to the increasing EGT and the Speed Card Status Message the engine was shut down. No parameters were exceeded. A Mayday was declared with ATC and they were given a NITS briefing, we were given a discreet frequency and left to deal with the situation. ATC were excellent, we were not bothered with questions or numerous frequency changes which was really appreciated. The Cabin Crew were briefed by the Senior after she had received a NITS briefing in the flight deck. It was agreed we would not tell the passengers as it would be a precautionary landing. We completed one orbit to ensure we were full prepared for the landing. All checks were completed from the QRH. Flap 20 landing and appropriate speed used. Smooth touch down after a normal approach. Autobrake 4 and reverse on left engine. Taxied off runway and were followed in by the fire service. No leaks from engine and nothing found on runway after inspection. During taxi in, PA "Normal Operations" used to inform Cabin Crew we were in control of the situation and there were no issues affecting them after the landing. Fire Services checked the engine with a thermal camera before the jetway was attached and passengers disembarked. None of the passengers made any comment to crew or ground staff.
201505484	28/04/2015	En route	En route		EGTT : London (FIR)	BOEING	Unknown		PAN declared due to engine flameout. Aircraft returned.	was working as S10 + S11 tactical. Aircraft declared a Pan reporting a single engine flameout and requested descent. Descent was issued to FL200.☐ The squawk was then changed to 7700. At this time the crew advised they would advise their intentions as soon as they knew what they would be. The☐ aircraft was instructed that if they wished to stop the descent at any point they could. D and D and Swanwick MI were informed of the issue by LAS E.☐ Scottish control East and Montrose sector were informed of the issue by S10 + S11 planner. I handed over the sector at 0629. The aircraft was then☐ transferred to Scottish Montrose sector at 0635 at which point no decision had been made by the flight crew as to their destination intentions. After☐ transfer to Scottish the aircraft subsequently diverted back.

201506300	11/05/2015	En route	EGTR : Elstree		EGTT : London (FIR)	GRUMMAN	Reciprocating	2	PAN declared and aircraft returned due to LH engine failure.	Whilst plugged in as the LARS North controller, the frequency split, the aircraft called on frequency at 1400Z declaring a PAN PAN. I took the pilots details when he was ready to pass them and instructed the pilot to select 7700 on the squawk. The pilot reported the Port engine had failed, and was diverting back and wanted a radar service. I got the aircrafts POB of 2 and endurance of 2hours 30 mins, and all details were relayed to D&D who gave operational control at 1403Z. I liaised with Radar to get a direct routing back and cleared the aircraft through the CTR as coordinated. The aircraft landed safely. □ Supplementary 11/5/15:□ During a MEP Pre Skills Test Training detail the instructor failed the port engine by turning the left fuel cock to off so that the student could demonstrate proficiency at recognising, controlling and conducting the appropriate drills to contain the situation. At the attempted engine re start the left fuel cock had seized in the off position.□ The port engine was feathered, secured and the starboard engine protection drills were executed. The instructor went through the available options and considerations and decided to recover back as the aircraft was maintaining a safe speed and altitude on the one engine. The estimated endurance was in excess of 2.5 Hrs for a 15 minute flight. A PAN call was made to Radar on 132.80 and the Transponder was set to 7700. A transit through the Control Zone direct. An uneventful asymmetric approach and landing was made. The runway was vacated and the aircraft shut down.
201506394	09/05/2015	En route	En route		EGTT : London (FIR)	VANS	Reciprocating	1	Forced landing carried out due to engine failure.	Aircraft declared a Mayday on 121.5Mhz for an engine failure. The Mayday was acknowledged by the controller and the position of a minor aerodrome with a 1000m grass strip was offered. The pilot stated he was unable to make that and was attempting a forced landing. After that the aircraft was too low for radio communications. The ARCC was informed of the incident. At 1505z another aircraft relayed that the pilot had landed safely both the ARCC and the local police were informed and updated. The pilots mobile number was obtained from the UK reg database and called. The pilot stated he was the only person on board and that both himself and the aircraft were perfectly fine and no further assistance was required.
201507296	23/05/2015	Take-off	EGXU (HRT): Linton-On-Ouse		EGTT : London (FIR)	CYCLONE AIRSPORTS	Reciprocating	1	UK Reportable Accident: Engine failure on take-off. Collided with fence. Two POB, no injuries reported. Aircraft damaged. Subject to AAIB AARF investigation.	
201507441	04/06/2015	Take-off	Over Farm		EGTT : London (FIR)	CYCLONE AIRSPORTS	Reciprocating	1	UK Reportable Accident: Engine failure after take-off. One POB, no injuries. Aircraft destroyed. Subject to AAIB AARF investigation.	
201507494	03/06/2015	Approach	EGMC (SEN): Southend		EGTT : London (FIR)	ATR	Turboprop	2	PAN declared and diversion requested due to engine fluctuations. Engine shutdown.	Aircraft unable to make steep approach due to a technical reason. Diversion requested. Declared PAN descending to altitude 3000ft. Requesting a radar vectored approach ILS. Pilot declared engine shutdown but able to maintain height.□ Supplementary 3/6/15: □ During later part of climb and early portion of the cruise I became aware of an occasional beat in the engine noise. There were no obvious signs on the engine gauges of which engine the sound was coming from. I was highly vigilant of the engine parameters from this point. As we past NEVIL at FL170 small fluctuations were observed in the TQ on the number 2 engine. This was accompanied with variation in engine noise but no perceptible yaw effect was noted. I used the MCT power management position to run the NP of both engines up to 100%. This stopped the fluctuations and we continued in the mode for a couple of minutes. The cabin crew member called the flight deck at this point to ask about the engine noises. I told her that I had changed the engine mode in an attempt to rectify an issue and the problem had eased. Just prior to top of descent I returned the power management selector to the CRZ setting thinking that harmonic condition had been solved. During the descent further fluctuations were observed with an increased amplitude than previous observed. This time with an amplitude of about 10% (5 either side). I asked the F/O run the abnormal engine parameters checklist. After selecting the ATPCS off the fluctuations again reduced in amplitude and the checklist was paused to analyse the outcome. However the fluctuations returned with the same amplitude as before and we continued through the checklist and deselected the EEC. With this turned off the fluctuations again reduced and the checklist was again paused to analyse what was going on. Whilst waiting to see if the engine stabilised I asked the F/O to request a diversion as steep approaches are not permitted with the EEC off. I briefed the cabin crew about the diversion I also warned her at this point that if the problem reoccurred it would be necessary to shut down the engine . We approached 4500ft in the decent towards DET the engine TQ started to fluctuate with much great intensity than before and for the first time the NP was seen to fluctuate from 78 to 88 %NP. The TQ fluctuations grew to be about 20% amplitude and yawing of the aircraft was felt. As per the engine abnormal parameters checklist the number 2 engine was then shut down. Single engine operations QRH actions were then completed as we were vectored.□ CAA Closure:□ In consultation with the propeller manufacturer blade trunnion sleeves were found worn and replaced IAW M.M.61-13-12 repair 4.13. It was found that due to wear, ribbing of the sleeves had taken place. The right Propeller assembly was also checked and all blades were found to be within limits. There is no scheduled specific inspection for these sleeves in the ATR MPD. The backlash check that proves blade trunnion sleeve wear is within limits, will now be carried out at five hundred hour intervals and aligned to 1A checks for the operators fleet.
201508308	16/06/2015	Take-off	EGMD (LYX): Lydd		EGTT : London (FIR)	CESSNA	Reciprocating	1	PAN declared due to loss of engine power during climb out. Aircraft landed safely.	FULL EMERGENCY INITIATED IN RESPONSE TO A PAN DISTRESS CALL FROM INSTRUCTOR IN TRAINING FLIGHT. NATURE OF PROBLEM REPORTED AS LOSS OF ENGINE POWER DURING CLIMB OUT, TURNING CROSSWIND IN THE TRAFFIC CIRCUIT. PILOT ELECTS TO LAND ON RUNWAY IN USE (03) PERFORMING A LOW, TIGHT CIRCUIT (RIGHT HAND) AT APPROX 500 FT AGL. LANDING IS EXECUTED SAFELY. AIRCRAFT TAXIED ONTO STAND AND SHUT DOWN. □ Supplementary 16/6/15: □ FURTHER TO THE REPORTED POWER LOSS GROUND RUNS WERE COMPLETED AND IT WAS NOTED THAT THE MAX RPM WAS UNOBTAINABLE AND THE ENGINE WAS RUNNING ROUGH THROUGHOUT THE RPM RANGE. THE ENGINE WAS INSPECTED WITH NO FAULTS EVIDENT. THE SPARK PLUGS WERE SERVICED AND MAGNETO TIMING CHECKED SATISFACTORY. A FURTHER GROUND RUN WAS COMPLETED WITH NO CHANGE BEING NOTED. THE CYLINDER ROCKER COVERS WERE REMOVED AND IS WAS NOTED THAT, ON TURNING THE PROPELLER, CYLINDER #3 EXHAUST VALVE DID NOT APPEAR TO BE OPENING FULLY. CYLINDER #3 WAS REMOVED AND IT WAS NOTED THAT THE EXHAUST CAM LOBE WAS VISIBLY WORN. THE ENGINE WAS REMOVED AND SENT FOR INVESTIGATION. CAM LOBE WEAR WAS CONFIRMED ALONG WITH CRANKSHAFT BEARING JOURNAL WEAR AND THE OWNER / OPERATOR OPTED TO OVERHAUL.□ THE ENGINE. NOTE - THE AIRCRAFT HAD DONE 3.5 HOURS SINCE THE ANNUAL INSPECTION DURING WHICH TIME ENGINE MANUFACTURER(OIL FILTER INSPECTION) WAS SATISFIED AND NO UNUSUAL METAL CONTENT WAS NOTED. THE GROUND RUNS POST ANNUAL WERE NORMAL.
201508393	21/06/2015	En route	Newport, Isle of Wight		EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Engine failure, forced landing in field. One POB, no injuries reported. Subject to AAIB AARF investigation.	
201508602	29/06/2015	Take-off	Park Farm		EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Engine failure after take-off and forced landing. One POB, no injuries reported. Subject to AAIB AARF investigation.	
201508992	05/07/2015	En route	EGCF : Sandtoft		EGTT : London (FIR)	OTHER	Reciprocating	1	UK Reportable Accident: Forced landing in field following engine failure. One POB, no injuries. Damage to landing gear and engine. Subject to AAIB AARF investigation.	
201509024	06/07/2015	En route	En route		EGTT : London (FIR)	AIRBUS	Turbofan	2	Aircraft returned after declaring PAN due to nr1 engine failure.	Aircraft was returning after declaring a PAN call with NOR due to engine issues and requiring a single engine approach. Upon calling on the frequency (at FL310) and confirming that no holding was required - due to the pilot continuing his checks - aircraft was descended to FL280 against traffic. Further descent was acknowledged with a 'Standby'. Approx 20 seconds later, aircraft declared he had an engine failure (shutdown no1 engine) and required immediate descent to FL200. After instructing SSR Code 7700, descend was given to FL260 (against conflicting traffic) with the pilot reiterating the need for descend to FL200 on several occasions. After co-ordinating with TC East, (who were working the conflicting traffic) the aircraft was given FL200. Further questioning confirmed that the engine was surging and the pilot had decided to shut the engine down.□ Supplementary 6/7/15: □ In the climb ECAM msg ENG1 Comp Vane appeared. Initial ECAM actions completed and PRO ABN OEB consulted for further info. Stopped climb at FL310 and entered a holding pattern at GIVPO. Maintrol contacted for advice. TDODAR completed and decision to return. A discussion about the possibility of a Surge/Fail and how to handle was discussed. Declared a PAN with ATC and told to squawk 7700. Started the descent when the Engine surged 3 times with vibration. Had Eng 1 Stall.□ EGT now rising rapidly and briefly exceeded limits before being shutdown. ENG 1 Fail ECAM presented and actioned. Now on a heading of 180 to return via LAM. Ran another TDODAR to confirm situation and a single engine full flap autoland to MLS on 27R. Full stop on runway planned A9E for fire service inspection. Turn into wind and Park Brake set for inspection. Inspection completed and taxi to stand 551 with fire service escort.
201510457	01/08/2015	Take-off	EGKB (BQH): Biggin hill		EGTT : London (FIR)	SUPERMARINE	Reciprocating	1	UK Reportable Accident: Crashed on take-off. One POB, serious injuries. Subject to AAIB AARF investigation.	

201510832	06/08/2015	Take-off	EGXT : Wittering		EGTT : London (FIR)	GROB	Reciprocating	1	MAYDAY declared due to engine failure.	During the MANTAC checks at 2000' , shortly after takeoff, the fuel flow was set to 56l/hr iaw placard. Passing approx 4000', in the climb, the Fuel flow was noted at 65l/hr which is abnormal. The Fuel flow was then observed to smoothly fluctuate between 65 and 45 l/hr. Aircraft was turned for return whilst continuing to climb. Shortly after turn, passing 4800' with full power set, the fuel flow was seen to be fluctuating between 25 and 35 L/hr. The engine began to 'rough run' with associated banging/popping and vibration. Rough running drill carried out iaw FRC with no improvement to engine running. PAN declared with the intention of positioning at 'High Key' for a Precautionary Forced Landing. Engine banging/popping and vibration intensified and at approx 3nm to run to 'High key 'at approx 4000' the banging/vibration stopped suddenly and the RPM decayed to a 'windmill' speed. Having already conducted the rough running drill the throttle was retarded to idle and slowly advanced to attempt restart iaw Engine Failure (Non Mechanical) drill. Engine did not respond but continued to windmill. Engine Failure (Mechanical) drill actioned iaw FRC to ensure engine was safely shut down. MAYDAY declared. With RPM selected to low, 'High Key' position achieved at approx 2700'. Given the relatively strong wind and the height at which 'High Key' was achieved, aircraft Captain elected to leave the RPM at low to improve glide performance. AC landed safely. The Propeller continued to 'windmill until just before touchdown. Aircraft impounded. independent fully SQEP LAE briefed and undertook investigation (technical) on 07 Aug 15. Confirmed EDP had failed, leak from case drain. initial review of aircraft as follows: Engine replacement completed 18 July 15 (Due to TBO) Engine bedding in completed. Engine reported to have stopped on taxi-in on 20 July 15 Engine reported to have ran erratically on 21 July 15. Report of fluctuating RPM 1800-2100 during mag checks on 06 Aug 15 (EGR c/o iaw AMM 71-00. All indications & performance parameters within laid down limits. No evidence of rough running despite prolonged EGR & attempts to induce the same. Unable to reproduce reported defect. □ CAA Closure: □ Failure of the engine driven fuel pump, providing erratic fuel flow. Unit replaced. Defective unit returned to OEM. Root Cause: Quality issue with manufacture of the pump. The manufacturer had already raised a Bulletin instructing replacement of certain suspect units manufactured during 2014, but this unit fell outside the criteria of that Bulletin. It has now been re-issued to extend the scope of units to be replaced. Remedial Action(s) Taken: New Bulletin issued by manufacturer. Operator working to new issue and replacing units as necessary.
201512527	09/09/2015	Take-off	EGBJ (GLO): Gloucestershire		EGTT : London (FIR)	STAMPE	Reciprocating	1	MAYDAY declared due to engine failure. Full emergency initiated. Aircraft landed safely.	
201512535	08/09/2015	Take-off	EGHF : Lee-On-Solent		EGTT : London (FIR)	PIPER	Reciprocating	1	MAYDAY declared due to engine failure with sudden roll to the right. Pilot regained control and the aircraft was landed safely.	As the Air Ground Operator I was about to close the radio watch as per procedure at 1530 UTC. I stayed open for a little longer due to visitors unfamiliar with the airfield were departing. Aircraft took off from RWY05 as standard. The aircraft entered a left turn onto crosswind at normal height and continued to climb. A Distress call was made over frequency for a/c. The pilot reported his call sign and intention of landing immediately for RWY23. I acknowledged the mayday call and imposed radio silence on the frequency. I then called D&D on the landline and informed them that aircraft had issued a Distress call. At this time I was visual with the a/c landing safely on 23 and rolling to taxi to parking. D&D did not scramble emergency services and advised me to ring them back with an update. Aircraft informed me that he had heard a loud bang from the starboard side of the a/c and suddenly rolled left with no control. After 3-4 seconds he had regained control of the a/c and continued to land safely. He also said that he had shut off his electrics on approach but still had a very rough running engine. He continued to shut down safely and cancelled the distress call. He needed no assistance. I cancelled D&D and closed the radio watch.
201513192	21/09/2015	Take-off	EGBB (BHX): Birmingham		EGTT : London (FIR)	EMBRAER	Turbofan	2	PAN declared and aircraft returned. Engine shut down in flight due to low oil pressure warning and zero pressure on gauge.	Low oil pressure warning on EICAS and zero pressure on gauge. Engine shutdown as per QRH, pan declared, returned after extended vectoring to land below Max landing mass. Cabin crew NITS briefing, pax kept informed. Went according to plan.

File number	UTC date	Make of A/C	Location of occ	Headline	Narrative text
201401618	11/02/2014	AIRBUS	LEMD (MAD): Madrid/Barajas	Fumes in the flight deck during climb and on approach.	<p>On climb out, a strong oily smell was evident in the flight deck. After approx 5mins, the smell dissipated and flight crew elected to continue the flight. During final approach passing 4000', the strong oily smell returned. Flight crew donned oxygen until after landing. The landing was without further incident. ATC were informed that the flight crew were on oxygen and had fumes in the flight deck. Since the fumes event occurred at a late stage of the approach the crew did not action the smoke/fumes QRH check list as the priority was to establish communications on oxygen and complete a safe landing. In both cases of fumes the engine anti ice was on and the aircraft being reconfigured with flaps. The Cabin crew informed us that no unusual smells were evident in the cabin during both events. After vacating the runway the flight crew stopped the aircraft to complete the after landing checklist. The flight crew elected to turn the APU bleed on and the fumes cleared. The aircraft was taxied to stand without further incident.☐</p> <p>CAA Closure: ☐</p> <p>This is the first reported event on this aircraft and there had been no recent engine or APU changes. The oil consumption rates were well within limits. Engine runs were carried out up to 51% due to wind conditions and workpacks performed AMM. High power ground runs were performed for 1h10mins but no smells were detected. The troubleshooting was unable to establish the cause of the event.</p>
201400960	22/01/2014	AIRBUS	LSZH (ZRH): Zurich	Strong fuel fumes in galley during taxi.	<p>Aircraft was stationary, queuing awaiting take-off. My 2 colleagues and I experienced very strong jet fumes in galley two. We told Purser, who informed flight crew. It got worse and started to affect my breathing so I had to go on portable oxygen. I was breathless pale, weak. Other cabin crew also had similar symptoms. I felt fit and able to operate directly after taking oxygen.</p>
201400024	02/01/2014	AIRBUS	EGLL (LHR): London/Heathrow	PAN declared on final approach due to fumes in flight deck and passenger cabin.	<p>PAN declared due to fumes in the flight deck, pilots were on oxygen with masks and advised they needed no further assistance. Aircraft landed with no further incident.☐</p> <p>Supplementary 03/1/14:☐</p> <p>Strong smell of oily fumes on flight deck and at rear of cabin. Flight crew and two cabin crew at the rear used oxygen as a precaution. Pan declared at 10nm on finals for 27L. As it happened so late in approach oxygen used but no time to action fumes QRH. Stopped on taxiway and oxygen masks removed. Only a residual smell left. Cabin staff in rear galley reported strong fumes when securing cabin for landing. Crew reported feeling nausea and were instructed to don oxygen masks. Passengers appeared to be unaffected. Both rear cabin crew reported to hospital for medical checks.☐</p> <p>CAA Closure: ☐</p> <p>The APU was removed and sent to the manufacturer for investigation. On initial inspection, black light was used to look for traces of oil in the bleed ducts and for any external leaks. No traces of oil were found. A borescope inspection was carried out looking for internal oil leaks or evidence of there having been oil leaks. Again, no traces were found. The APU was then test run. Black light was used during and after test and there was no evidence of oil in the bleed ducts or external oil leaks. Due to service wear, the APU has been disassembled and inspected. There were no findings after hardware inspection that would point to the APU being the source of the smell in cabin event. The root cause was not determined, however there have been no further reports since the APU was replaced. It was recommended that aircraft be monitored for any further events of this nature.</p>
201402138	21/02/2014	AIRBUS	VHHH (HKG): Hong Kong/Intl	Strong, oily smell on flight deck, crew used oxygen.	<p>On take-off, the flight deck and fwd cabin area was filled with a very strong smell (only) of oil. This was identified from previous experience of this smell. Smell persisted until passing FL220 (about 20 minutes). During climb out the length of time that the smell persisted caused the captain to feel slightly nauseous. Crew oxygen was used by the Captain only and nausea subsided. Returned to normal breathing when smell subsided at FL220. Crew reported that smell very strong in front half of main cabin but not noticeable to rear of cabin Heavy captain on flight deck recognised the smell. Maintrol contacted in cruise and data given on oil quantities which showed engine 2 to be 1.5 quarts less than the other 3 engines which were equal. Engine 2 had been topped up with 1quart during transit. Anecdotal evidence from reviewing AML would indicate that engine 2 has been uplifting more oil than other engines.☐</p> <p>CAA Closure:☐</p> <p>Following the crew reports, physical inspections were completed on the aircraft by Engineering. They were unable to detect any recognisable odour on the aircraft, cabin or flight deck, when they were able to access the areas reported to have had the odour. This was some significant time following the landing. The investigations included engine borescopes, ground running with the Aerotracer, selecting alternate pack, engine and APU supplies at varying temperatures. No odour was noted by the engineers running the engines and APU or the Technical Services engineers present. The Aerotracer detected no sign of known oil or other fumes / odour for which it had been calibrated. The oil consumption and levels of oil during the flight were commented on as it was identified that the number two engine had slightly higher oil consumption / oil uplifts on that specific flight. The oil consumption on this engine has been stable since entry into service and is well within expected oil consumption limits. The engine only stands out as it happens to be the highest value out of all the installed engines. There is no reason that this engine should be any more likely to be the source of the cabin odour. Historically on this aircraft, there had been no reported incidents previously during service and one report following build and testing. The cause behind the pre-delivery event was attributable to extensive ground running, multiple starts and cranks leading to low air / oil pressure seal sealing. As the cabin odour has only been reported once, this ASR has remained open to allow for additional trouble-shooting should further evidence emerge during recent operation. No such evidence has become known. Engineering have been unable to reproduce the odour event or detect residual odour or unusual staining on any part of the aircraft. One small bottle of mustard salad dressing oil was found on the flight deck following the incident. This was unsealed but with the top fastened securely and it was not considered that this item is related to the event, nor was any staining observed in that general area. The root cause could not be determined and no further actions are recommended at this time. Engine Management will continue to monitor all fleets for sources of odour generated by engines and APUs.</p>
201402640	05/03/2014	AIRBUS	En route	PAN declared and aircraft returned due to fumes in flight deck and cabin during climb affecting crew and passengers.	<p>Aircraft outbound called PAN with a strange smell in the cockpit. Pilot stated that he wanted to return to the hold with the intention of returning once he had sorted the problem. Aircraft given right turn to hold, descended and transferred to INT. 10 mins later INT rang to say that the pilot wanted to continue to destination and was transferred to me (again) at FL80. Aircraft was climbed to FL120 on a hdg of 080. As the aircraft passed FL110 approx abeam DET he requested to return to departure airport (again) via BIG with a recurrence of the initial problem. He stated that it was not a PAN situation this time, but that he would like an ambulance to meet the aircraft, as a middle-aged women felt unwell because of the smell. Co-ordination done with INT (again) and aircraft transferred.☐</p> <p>Supplementary 05/03/14:☐</p> <p>Aircraft airborne returned to stand as fumes affecting 6 passengers and 1 crew member, flight returned on full emergency, Ambulance and medical response crews in attendance, ambulance requested that all passengers remain on board with doors closed until medical response team in position approximately 15minutes then doors opened after they spoken with captain, they then allowed the passengers and crew affected off the aircraft checking they were all okay and then gave them the all clear to travel. The flight was subsequently cancelled all the passengers were bussed to terminal building where they were going to be met by passenger group staff to assist them.</p> <p>Passengers cleared by medical team.☐</p> <p>Supplementary 06/03/14:☐</p> <p>Suspected fumes. Approximately 5 mins after take-off the cabin crew reported feeling light headed and feeling "funny". The purser contacted the flight deck and then went onto oxygen with one other. After levelling off at 6000ft and approx 8 mins they reported to the flight deck, feeling better. When climb was commenced again they reported feeling lighted headed and "funny" again. Passengers towards the front of the aircraft started to report a smell too. After the first report and cabin crew transferring onto oxygen aircraft held whilst assessment was carried out. After 10 mins, fumes had dissipated and crew felt well enough to continue, soon after initiating climb, crew reported that fumes had returned and they were back on oxygen. Decision was made to return, where aircraft landed without further incident and with fumes no longer present apart from a brief smell in the flight deck on TR selection possibly de-icing fluid. After arriving on stand, pax and crew were ordered to stay on board by paramedics awaiting the arrival of a hazardous response unit. This took around 30 mins and lead to some passengers becoming increasingly anxious and 2 were eventually put on oxygen. After some discussion we were allowed to 'crack open' the aircraft doors to allow some fresh air in. Had the fumes in the aircraft been persistent, we would not have been able to obey the paramedics and would have deplaned.☐</p> <p>CAA Closure:☐</p> <p>Despite extensive troubleshooting, no source of odour could be identified. The cause of this event is therefore not established. The aircraft returned to service following the event without further report. The OSR reports raised for the same aircraft the day prior to the event describe fuel fumes on pushback. This type of report is not unusual and is commensurate with the aircraft cabin air being exposed to the ramp environment during loading of passengers and freight. Stronger winds moving towards open cabin or cargo doors can exacerbate this type of odour. The incident report for the event on 05-Mar-14 does not include a description of the smell or fumes that were detected by the cabin crew or the location of the affected passengers. This type of information can be very useful in identifying potential sources of an odour.</p>
201403444	21/03/2014	AIRBUS	EGLL (LHR): London/Heathrow	Fumes reported in flight deck. PAN declared.	<p>Flight crew went onto oxygen at TOD. No evidence of fumes in cabin. Landing normal. Engineering investigating and flight / cabin crew stood down. Return service cancelled, aircraft AOG. During initial climb from LHR both fc members thought they could detect an unusual smell described as oily or wet dog like. No adverse ECAM and a conversation with Purser revealed nothing in cabin. Climb continued and smell dissipated. Options to return or continue with similar time to landing so flight continued. Approaching tod the situation was reviewed and fc could not positively say that smell had gone in fact periodically each pilot considered a strong smell was present. Due unknown nature. AFS inspection with nothing found.</p>
201405007	24/04/2014	EMBRAER	EGLC (LCY): London city	EICAS fail. Fumes on flight deck. Crew used oxygen. MAYDAY declared and diversion initiated. QRH smoke and fumes, source assumed as display unit 3.	<p>I was alerted by the DVR ATSA. On approaching the sector I saw the T trainee writing on the NITS pad whilst her OJT1 acknowledged a MAYDAY. The speaker had been switched on and I heard the CFE pilot, who sounded like he was on oxygen, requesting immediate return and distance to run. I telephoned GS S to alert him with the bare facts and confirmed that the DVR P was talking directly to the TC Coordinator. The aircraft was transferred to a discrete TC fx after ascertaining that he could take a fx change. I informed D and D and told them that the aircraft was now working TC.☐</p> <p>Supplementary 24/4/14: ☐</p> <p>Electrical smoke on flight deck. During climb Eicas display unit 3 failed. Shortly afterwards a strong electrical burning was smelt on the flight deck. CONFIGURATION: A. Thrust: On. Speed brake: Closed. Flight crew went on oxygen. Mayday declared and decision made to divert. Abbreviated dodar. NITS to cabin for normal landing. QRH smoke and fumes, source assumed as display unit 3. Review completed. Normal landing met by emergency service.☐</p> <p>Supplementary 24/4/14:☐</p> <p>Aircraft called on frequency after being transferred from TCse, and immediately called a mayday due smoke in the cockpit and requested immediate diversion. As the DVR/LYD Planner I put my speaker on, called for the LAS, then phoned TC, informing them of the flight and its diversion, a level and discreet frequency was given. This was given to the aircraft and it was transferred.☐</p> <p>Supplementary 24/4/14:☐</p> <p>Aircraft checked in on frequency at FL120 with a MAYDAY, smoke in the cockpit and requesting a diversion into EGKK. My trainee instructed the aircraft to squawk 7700, I then took the r/t. The aircraft was turned onto an initial heading of 245 degrees. The pilot requested track miles, I gave him the distance to diversion airfield followed by an approximation of the track miles. My planner coordinated the aircraft at FL120 with TC. The aircraft was then transferred to TC SE.☐</p> <p>CAA Closure: ☐</p> <p>AAIB now downgraded to 'Non-Reportable' from AARF investigation. No further investigation to be progressed by the AAIB.</p>
201406647	24/05/2014	AIRBUS	EDDL (DUS): Dusseldorf	Pungent oily smell in cockpit and cabin.	<p>On this flight, and the previous outbound flight, an unknown oily smell occurred in the cabin and cockpit. Cabin crew described it as "sweaty dog smell". Occurred both in the climb, 4000ft, CLB Thrust, and again when thrust idle at approx 4000ft on arrival. Takes about 30 mins to clear. Captain donned oxy mask, while an assessment was made of extent and severity. As the smell was slowly dissipating, decided to continue. No complaints from passengers. On return flight, the smell was much less noticeable, but have entered into tech log for history, should it occur again. Tech log showed no history of this event.</p>

201404456	11/04/2014	AIRBUS	EDDF (FRA): FRANKFURT / MAIN	Aircraft returned due to fumes in the flight deck causing flight crew illness. All crew members taken to hospital for tests.	<p>Shortly after take-off the FO (PNF) reported that he smelt fumes. I thought that it was possibly bread in the oven. FO then reported feeling ill. I then noticed the smell and also started to feel ill. Oxy masks donned. Engineers have reported that the vent blower had failed. Oxy masks donned and PAN declared with NITS to ATC. QRH smoke/fumes started but then fumes removal QRH deemed to be more relevant. Radar vectors to runway 07C. Control handed to FO and QRH stopped to focus on approach and landing. Alert call made and NITS briefing conducted. Brief PA made to passengers. Auto approach and auto land planned. Manual landing conducted. Stopped and reassessed on runway, liaised with fire services. Vacated runway and parked at nearby remote stand. Further PA made to passengers. Despite using oxygen at 100% and emergency, we both felt very ill and debilitated. After parking/shutting down we left the flight deck to be attended to by medics. Command was handed to fire chief who liaised with PSR and passengers disembarked via steps. No fumes or illness reported by passengers. ASR filed. Authorities liaised with and report completed. DFCM and duty tech manager contacted. Flight and cabin crew taken to hospital for tests. Flight crew hospitalised for 24 hours observation.☐</p> <p>CAA Closure:☐</p> <p>A review the Post Flight Report for this sector shows a 'Vent Blower Fault' maintenance message. Engineering carried out a smoke inspection iaw relevant task and the smell was isolated to the flight deck and a residual smell around the vent blower fan was identified. The vent blower fan was replaced. On replacing the vent blower fan, it was however noted that there was no sign of damage or burning on the removed fan and therefore the investigation continued. other checks were carried out and both engines and APU were inspected for signs of oil with no contamination found. During all pack/engine combinations the odour was present, and increased in strength at 1.26 EPR. The odour was also present at full hot and full cold temperature selections. At no point were any engine/APU oil, or hydraulic fluid leaks detected. The odour dissipated when APU air was selected and did not return. Investigations now focused on the air conditioning system with both cabin fan air recirculation filters and the avionic ventilation filter cartridge being replaced. The left hand pack condenser and reheater were replaced and swabs taken and routed to Powerplant for analysis. Both packs were purged and inspected and a specific Workpack was then applied to the left engine and left pack combination. The engine was run at 1.26 EPR and a very slight change in cabin air quality was noted which quickly dissipated. The engine continued to run at 1.26 EPR for two minutes and no further smells were observed. When engine power was increased to 1.3 EPR, the odour briefly appeared for five seconds and then disappeared. The bleed delivery temperature was greater than 185 degrees centigrade, with a similar pack outlet temperature and hot air selected on. The engine was run at various settings and through the full range of pack temperatures. The air quality remained good, however on increasing the pack temperature to hot, a brief odour would appear again and quickly dissipate. Applying the Workpack to the right engine and right pack combination produced similar results. However on running the APU and left/right pack combination, no change in air quality was observed. A consultation with Airbus indicated that pollen ingested by the engine into the air conditioning system may have been a factor as this will give off an odour at temperatures greater than 160 degrees centigrade. This may explain why the air quality did not change when running the APU, as this temperature was lower than 160 degrees centigrade. The engines/packs/APU were run for a total of ninety minutes at varying power settings and temperatures and no ill effects on personnel were reported. It is likely that the odour observed was a result of engine ingestion of external contaminant (possibly pollens), which was then dispersed throughout the air conditioning system. It is not possible to confirm or deny whether pollen was the only source of contaminant, but it is a likely scenario based on the fact that pollen will only produce an odour when burned at high temperatures similar to those recorded during the engine/pack runs, yet the smell was absent during runs using the lower temperatures of the APU. Airbus is confident that this is indeed the root cause and have subsequently added 'Ingestion of Pollens' to the list of 'Possible Sources Affecting Cabin Air Quality' in Wise article EngOps-16325.</p>
201408560	28/06/2014	AIRBUS	EGLL (LHR): London/Heathrow	Fumes in flight deck and cabin caused cabin crew illness.	<p>Fumes reported by cabin crew and noticed on flight deck after takeoff. Fume smell gradually disappeared. Descending through approximately 9000ft fumes returned. Liaised with cabin crew as to state of fumes and asked them to update if fumes worsened. Cruise phase uneventful in flight deck☐</p> <p>although fumes were intermittent in the cabin. On descent fumes returned and worsened. First Officer donned oxygen mask as a precaution and all cabin crew used crew oxygen for landing. 1 cabin crew member at the rear was sick after landing and 1 cabin crew member at the front was sick after disembarkation. During flight no medical symptoms were noticed by the flight crew, however post flight all 7 crew were feeling light headed with dry throats, some reporting headaches, slight numbness, tingling and particularly tired. Global lifeline have been contacted for medical assessment. During disembarkation several passengers commented about feeling particularly tired as though they had been on a very long flight.☐</p> <p>Supplementary 01/07/14:☐</p> <p>This aircraft suffered significant fumes in the flight deck and cabin for the whole of the flight. Fumes were significantly worse during the first 10 mins of flight and below 9000ft in descent. Air supply from APU contaminated with oil. On investigation APU air inlet contaminated with oil. External oil leak observed from APU generator mounting pad. APU u/s.☐</p> <p>CAA Closure: ☐</p> <p>The cause of the fumes event is unproven but is likely to have been due to an oil leak from the APU which was identified following the event. Following removal of the APU generator foreign material identified as possibly the remains of a blank was found on the generator mounting plate. The foreign material had contaminated both the lubrication seal and the structure of the mounting plate. The APU generator had been installed six months prior to the event with no reported oil leakage or fumes reports in this period. It has not been possible to positively identify when or how this material came to contaminate the mounting plate. Engineering personnel involved are no longer employed and therefore not available for interview.</p>
201409006	04/07/2014	AIRBUS	En route	Possible fumes event. Cabin crew, First Officer and passengers feeling light headed and nauseous.	<p>During descent at approx 16000ft cabin crew called flight crew concerned about the pressurisation because a crew member and a couple of passengers were feeling light headed and nauseous. After checking pressurisation the F/O complained of feeling light headed and went on oxygen. F/O went on oxygen, Captain did not. Situation in the cabin re-checked and only one crew member still affected. No smell in the flight deck or in the cabin front or rear. At approx 7000ft F/O came off oxygen, but shortly complained of feeling light headed again. F/O went back on oxygen and remained on oxygen until landing. No discernible odour present in cabin or flight deck. No ECAM warnings/cautions. Only crew member at rear and F/O affected. Once parked cabin crew at rear mentioned strong fuel smell upon landing.☐</p> <p>CAA Closure:☐</p> <p>Extensive troubleshooting and a comprehensive review of flight data parameters cannot confirm any technical defect related to☐</p> <p>the engines, APU, air conditioning, bleed or pressurisation systems of the aircraft that may have led to a decrease of cabin air☐</p> <p>quality/supply to cause the symptoms described. The aircraft will be monitored for any repeat occurrence and take action as appropriate.</p>
201407359	07/06/2014	AIRBUS	EGLL (LHR): London/Heathrow	Temporary acrid/electrical burning smell during climb and adjacent to an electrical storm.	<p>During climb and adjacent to electrical storm a perceptible electrical/burning smell was detected by flight crew. P1 called crew to oxygen(smoke/fumes QRH) which was carried out in turn by operating crew. The P3 was a commuter who coincidently was undergoing conversion to type(mid simulator phase) who before he was able to don oxygen was able to ascertain that the smell was quickly dissipating.QRH actions were stopped at this point and the operating crew removed oxygen. The crew considered that the event was likely cause by significant St. Elmo's fire arcing across the windscreens.</p>
201409993	24/07/2014	AIRBUS	EGPF (GLA): Glasgow	Strong smell of chemical/plastic fumes in the flight deck during initial climb.	<p>During initial climb a strong smell of fumes noticed in the flight deck (chemical/plastic). Initial actions of the SMOKE/FUMES/AVNCS SMOKE checklist carried out. F/O on oxygen as a precaution. Liaised with the Purser who said there was no smell in the cabin. Later reported a smell in the back galley and commented on the smell when she entered the flight deck. The smell dissipated during climb. At top the initial actions reconfigured and the smell had gone. Smell returned when Flaps run on approach. Aircraft had been in engineering. Carpets replaced.</p>
201410375	28/07/2014	BOEING	En route	Fumes on flight deck and in cabin near doors L2/R2.	<p>Pungent smell detected by both pilots. Also noticed by upper deck cc when on FD. Crew O2 used. Called down to main deck cc who had, together with some passengers, also noticed smell/fumes. Asked for LESS report. SFF QRH checklist initiated: seat/PC/IFE power switched off followed several minutes later by Utility Buses. It was not possible to identify the source of the fumes or positively confirm what type of fumes they were. Having carried out the SFF checklist there was no recurrence of the fumes and aircraft continued normally without further incident. Ops Control contacted via Satcom to ascertain if possible to obtain a direct approach from ATC [to avoid holding associated with weather disruption] without declaring emergency; given that fumes had dissipated. Ops Control advised would reply via ACARS; but no reply received from Ops. Maintrol contacted via Satcom to obtain information regarding previous fumes history. Info also requested re source of seat power, relative to the utility buses, as necessary to put 70 seats in land position. No reply until a further request sent via ACARS. The response did not give the requested info and was not helpful to the crew in terms of assessing merits or otherwise of whether to attempt to selectively and judiciously restore power for short period to put seats in land position.</p>
201409391	11/07/2014	BAE	EGNO : Warton	Electrical burning smell in flight deck.	<p>After commencing descent from cruise at FL180, a short time later Capt. noticed a faint smell of burning akin to overheating of a domestic appliance. The F/O was asked if he too could identify the smell, which within a few moments he confirmed. All engine/pressurisation/air-conditioning parameters appeared normal with no CAP visual/audio warnings/cautions. The descent was continued as crew monitored situation. A call was made to C/A who was asked if she could smell anything unusual in the cabin environment to which she responded No. The C/A and total of 5 POB were seated at the rear of the cabin. She proceeded to investigate forward by the flight deck door and later to report a smell similar to that of a burnt clutch on a car. The smell intensified in the flight deck over the intervening minutes becoming somewhat acrid, like melted electrical wiring, we discussed and actioned closing the RH flow control supplying the flight deck as an initial action after consulting CARD 14 ECL at this point, donning O2, masks a diversion seemed imminent. After adjustment of the RH flow to off, the smell dissipated fairly quickly reverting back to a level similar to that at the start of the event. Throughout the event, no visible smoke was seen or detected. The remainder of the flight was busy descending and handed over so the ECL was completed at isolation of the RH flow. A normal approach and landing followed, post shut down the Capt and F/O conferred to agree that both felt slightly light headed with a mild degree of irritation to the back of the throat. It is my understanding from debrief with the C/A that the 5 pax travelling remained:☐</p> <p>unaware of this occurrence. An entry was made in the tech log. LMC informed along with OPS.</p>

201411032	12/08/2014	BOEING	EGLL (LHR): London/Heathrow	MAYDAY declared and aircraft returned due to acrid fumes on flight deck.	<p>Climbing through FL200 an acrid smell became apparent on flight deck. MAYDAY declared and QRH smoke and fumes actioned and decision taken to return to departure airport. The acrid smell worsened with duration of flight and after smoke and fumes removal checklist actioned. Aircraft landed gently at 156,000kg. The fireman on entry stated the acrid smell was obvious and strong and the flight deck windows had been opened after landing. □</p> <p>and open for the taxi in and the shutdown. □</p> <p>Supplementary 12/08/14: □</p> <p>Aircraft declared MAYDAY with fumes in the cockpit and requested immediate descent and return to departure airport. MAYDAY acknowledged by tactical controller and aircraft asked to squawk 7700. Descent given to FL200 (after coordination other sectors) and the aircraft given a left turn back towards the airport. Aircraft transferred to discrete frequency. Aircraft was unable to dump fuel and requested emergency vehicles available on landing. □</p> <p>Supplementary 13/08/14: □</p> <p>Just as we were setting up the bars, approx 10-15 minutes into the flight, SFO called at Dr 1L and informed me that they were all on oxygen as they had a strong acrid smell on the flight deck and fumes present. He asked us to suspend the service until they knew more. I went to inform the CSD. She then received the NITS briefing not long after. We disengaged from duties ensuring the galley was secure and went to our inter phone stations. We were not told if it was going to be an emergency landing, just that we would be landing in approx 20-30 minutes and to start securing the cabin and galleys. The Captain made a PA informing customers that we would be returning to departure airport due to a technical problem, as he didn't want to give them too much information of the incident, however as they were noticeably on oxygen the customers began asking us questions as we were securing them in, which was pretty stressful, but I tried to reassure them that everything was under control and the flight deck would inform us of any changes. When instructed by CSD to take our seats for landing we immediately did so, mine being door 2L. I sat going through my silent review and emergency procedures, as we were still unsure if we would be going into a full emergency evacuation. At this point I had a severe headache. It was an extremely heavy landing and the reverse thrust was used for what felt like the entire runway. We then came to a stop and waited. The captain made a PA and explained that everything was ok, and it had been a relatively normal landing, but as we were very overweight the emergency services were there as a precaution. Customers remained very calm. At this point we noticed a strong smell of fumes around Dr2 area and I still had a headache. We taxied to a remote stand and the fire crew were the first to board the aircraft at 2L and check all was well on the flight deck. We did a controlled disembarkation, and then the CSD wanted to check we were all ok as a crew. The flight deck manager was there to meet the aircraft. Once back at CRC we still had headaches and decided due to the nature of the incident it would be best if we all got checked out by a doctor, so we informed the Doms of our decision and went to Hillingdon hospital for a thorough examination. We finally arrived at our hotel accommodation at 2.30am After take-off (approx 5 mins) I saw the First officer come out of the flight deck and advise the CSD to hold off setting up bars as there was a problem in the flight deck. Julie advised other cabins accordingly and then approx 5 mins after that she received a call at Door 1 left and got a NITS briefing from Captain. The all attendants call was then initiated by her and we all received the briefing. We were told we had 20 mins to landing back and started to prepare the cabins and galleys for landing. the was no galley power or power to the club world sleeper seats as this had been disabled from the flight deck , but passengers were secured for landing promptly . After a heavy and long landing into LHR we came to a stop and the captain PA'd the passengers explaining that the aircraft was fine and that we would be pulling onto stand and be boarded by the fire service. During the incident my eyes were sore and Itchy and I had a headache so the crew as a whole attended Hillingdon hospital A&E to have blood tests to confirm we hadn't suffered as a result of being in the fume environment I was sat at door 1 right , in flight deck and at the latter stages of the flight (approx 20 mins before landing) could smell an electrical burning smell in the galley area During the flight there was a fume event on the flight deck, we readied the cabin for an immediate return which would take approx 20 mins the CSD made the alert call and gave us the nits briefing. All crew checked the cabin s and reassured passengers, I smelt fumes during this time. After instruction from the CSD took our seats for an emergency landing. It took a lot longer to land as the a/c was heavy and fuel had to burn off, it was quite a heavy landing and a few overhead lockers opened. After taxiing off the runway it took a few minutes for the fire services to clear the a/c to the stand and after further checks the passengers, were disembarked to buses. Acrid /fume smell on flight deck, pilots on oxygen, nits briefing received and given to cabin crew, asked not to inform passengers of severity, emergency return. Smell spread to cabin within 10 mins of being told then very strong for 25/30 mins until landing. Throat and chest affected persistent cough and hoarse.</p>
201411077	13/08/2014	AIRBUS	LKPR (PRG): Praha/Ruzyne	Fumes in the galley during taxi in.	<p>As aircraft taxied in towards Stand, SCCM informed F/ Deck that the Cabin Crew at Aft Galley could smell fumes, of an alcohol based quality. The two crew members had donned portable oxygen as a safety precaution. There was no other evidence of fumes in any other part of cabin. Air conditioning Pack 2 was selected off, IAW Engine 2 shutdown on taxi in (SOP). Probable cause was ingestion of chemical cleaning agent used by Engineers, following a suspect Hydraulic leak in Main Landing Gear area. As safety precaution, 2 aft CM s used portable O2, until A/C on stand/ approx 5 mins. SCCM informed F/Deck immediately. On further communication, contaminant described as alcohol based, non toxic/ visible, and located Aft Galley area " only". Fit Crew elected to switch Pack2 off, in case Air Cond related. Once A/C on stand/ shutdown, further risk assessment completed. Both Front and rear Cabin doors opened. Pax disembarked normally. Odour disappeared very quickly. Engineer had been called to inspect A/C main landing gear area, following a report from Pushback operative, of a possible Hydraulic leak. The attending Engineer was required to clean the area, in order to make a thorough investigation. It is believed that the cleaning agent used for this purpose was an alcohol based substance. On completion of clean up and inspection, no report of hydraulic leakage or of any fluid loss. A/C was cleared to despatch. Flight operated normally, until taxi in at destination. Cabin crew members suffered stinging eyes, buring on the inside of the nose and a strong metallic taste in the mouth as well as bad headaches and sore throat. Crew member attended hospital for the effects of the fumes.</p>
201410779	07/08/2014	AIRBUS	EGBB (BHX): Birmingham	Fumes in the flight deck.	<p>On approach, a strange smell best described as burning plastic caused both flight deck to feel unwell. Oxygen masks put on. Auto land carried out. Both flight deck felt unwell on leaving the aircraft.</p>
201411419	18/08/2014	SAAB	EGPD (ABZ): Aberdeen/Dyce	PAN declared due to unusual sudden movement followed by fumes (electrical smell) in the flight deck.	<p>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. □</p> <p>Supplementary 18/08/14: □</p> <p>Unusual and pronounced jolt of aircraft followed by instantaneous electrical smell. Spoke to cabin attendant then flight deck elected to go onto □</p> <p>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. □</p> <p>CAA Qlosure: □</p> <p>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 actions have been taken by the operator as yet or recommended by Saab or Rolls Royce, however the other engines on the fleet were inspected at the time for similar cracks.</p>
201411270	16/08/2014	BOEING	EGLL (LHR): London/Heathrow	PAN declared due to strong burning smell/fumes in flight deck.	<p>Very strong fumes smell came on suddenly in flight deck. Crew went immediately onto oxygen. Crew comms established with both flight and cabin crew. CSD came into flight deck and immediately agreed that there was a very strong fumes smell. Cabin checked throughout and CSD briefed crew. No fumes in the cabin. PAN call made and expeditious approach flown. Contact established with fire service. Once situation reviewed and taxiing the aircraft to stand was deemed safe, we parked and disembarked passengers. Fire crews then checked flight deck. Passengers were not informed and disembarked before fire service came on the aircraft. Crew briefed regarding fumes and to contact company if they became unwell. □</p> <p>Supplementary 16/08/14: □</p> <p>Aircraft was being vectored downwind for arrival when he declared a PAN due smoke in the cockpit. Several aircraft were broken off to expedite his approach. □</p> <p>CAA Qlosure: □</p> <p>Investigations traced the problem to the runway turn-off light auto transformer T138. It was drawing excessive current, causing the RH runway turn-off switch to melt, the C/B N33 to trip and the fumes/ burnt rubber smell on the flight deck. A review of usage shows no usage for many years and this is not a known problem on the fleet.</p>
201411890	28/08/2014	AIRBUS	En route	Serious Incident: PAN declared and diversion initiated due to smoke in flight deck. Flight crew donned oxygen masks. 163 POB, no injuries reported. AAIB AARF investigation.	<p>CAA Qlosure: □</p> <p>During the en-route climb, the caption 'avionics smoke' was displayed on the Electronic Centralised Aircraft Monitoring (ECAM) display and the crew could see smoke emanating from the right side of the centre console inside the co-pilot's footwell. The aircraft diverted and, during the descent, the smoke stopped. It landed without further incident. It was found that a component in a static inverter, powering electrical outlet sockets in the cockpit, had overheated. AAIB Bulletin 12/2014, Ref: EW/G2014/08/13.</p>
201411688	25/08/2014	AIRBUS	En route	PAN declared and aircraft returned due to fumes in the flight deck and cabin.	<p>Aircraft requested to return due to a minor technical problem. When on the TC LAM frequency, aircraft declared a PAN due to oil odours in the aircraft. The pilot reported that the odour was strong on departure although it had subsequently become less intense but was still present. He also reported that the particular aircraft had a history of the problem. □</p> <p>Supplementary 05/09/14: □</p> <p>Shortly after take off, cabin crew member came to the forward galley to inform me that she was aware that on take off and into the flight there was a strong smell of fumes I advised her to call the flight deck and give them as much information as possible. For example when she was aware of the smell and what type. This was also noted by fellow crew member. The Captain then called me into the flight deck to say he had a conversation with her, and had checked the flight log and there was details of the same problem before on this aircraft. With that information he was going to call me back into the flight deck for a NITS briefing. The call was made and myself and the nearest crew member went into the flight deck; N - fumes in cabin returning to departure airport, I - normallanding and txi to stand, T- time 15/20mins depending on holding, S - special instructions to secure the cabin for normal landing. I gave the NITS briefing to the crew. They understood their roles and responsibilities. The seat belt sign had remained on during this time, a PA was made to inform the customers we would be returning due to a technical problem. Cabin was made secure. The customers asked a few questions and we reassured them this was normal procedure for us to return. The cabin was made secure for landing and checks completed to the flight deck via the indicator outside the flight deck (white) I briefed the crew about their silent review and door drills We landed as normal and went to stand 25. At all times my crew were very calm and professional. No SEP equipment was used. After landing the flight deck crew informed me that they had been on oxygen for the last 10mins coming into to land due to strong fumes in the flight deck. All customers feedback was fine just frustrated about the return. TRM came on board and they were taken from the aircraft by coach into the terminal and given vouchers. The flight was rescheduled for 15-00 with new aircraft and new flight deck and cabin crew. □</p> <p>Supplementary 20.09.14: □</p> <p>Soon after departure strong odour experienced on the flight deck. Both agreed this was an oil type smell. Intensity immediately dissipated to an insignificant level. □</p> <p>Event discussed. A/C had just returned from maint due to prior fume event. Maintrol consulted. When contacted, C/crew confirmed existence of transient fumes on T/O. Decision to return to LHR in conjunction with Maintrol. On approach, fumes returned this time to a strong intensity. Pan declared. Oxy masks used on flight deck as a precaution. Later, fumes checked dissipated. PNF initially, then later PF removed masks. Overweight landing checklist applied. □</p> <p>CAA Qlosure: □</p> <p>Cause traced to No1 engine which was removed and replaced. Root cause is still under investigation with the engine manufacturer. SDD requested further information from closing surveyor once engine investigation completed. Aircraft is reported to have no further occurrences post engine change.</p>

201411820	25/08/2014	BOEING	EGLL (LHR): London/Heathrow	Returned to stand due fumes event.	On lining up on the runway an intense burnt rubber/roast chicken smell was encountered in the flight deck. We elected to vacate the runway for investigation. The smell remained but dissipated slightly. On consultation with engineering we elected to return to stand. The Smoke, Fire or fumes checklist was discussed but not considered useful as the stand was close by. However on turning on to stand, the intensity of the smell increased markedly and oxygen masks were donned as a precaution. When on the stand, the smell dissipated on selection of the recirculation fans to off, as advised by the engineer. The aircraft was considered unserviceable pending further investigation and the passengers disembarked. On taxi out flight crew called for me to enter flight deck as they could smell rubber/roast meat smell which was very pungent. I walked the cabin and same smell occurred in door 2 area. We returned to stand and offloaded passengers. Spoke to Dom's who in turn spoke to the crew who did not feel well. Two crew did not continue with the trip on the new aircraft they have completed incident reports for their version of events. As the aircraft turned onto the runway for departure I could smell something burning. it smell like burning rubber. I was sitting at door 2 right. I commented to my colleague and he confirmed that he could smell something also. As the aircraft accelerated the smell became stronger. The take off was subsequently aborted and the aircraft returned to stand. The CSD at door 1 left confirmed the smell was also present in that area and also in the flight deck. I was questioned by the CSD as to my observations and reactions. There was an irritation at the top of my nose (inside) since I had breathed the fumes but I was not feeling nauseous. I was asked to speak to the DOM from the aircraft by mobile. I recounted to him my observations and he advised me to stand on the jetty to breathe in fresh air and also drink lots of water. The Dom offered to take me off the re-scheduled trip. As I already knew the flight crew had been taken off I thought this would be the most sensible decision for myself also. I followed the advice of the DOM. He has given me an advice following fume event leaflet to read.During taxi onto the take off runway I detected an acrid smell like burning meat. The aircraft then taxied down the runway. CSD then confirmed that he could smell fumes in the cabin as in the flight deck. He asked how I felt. I had a scratching at the back of my throat and in my nose. After taxing to stand and the door opened I started o feel better. I drank water as recommended by Dom. I got back onto aircraft and started to feel dizzy and the scratching sensation returned. DOM offered the option to be stood down and return home. Strong noxious fumes smelt in F/D. Very slight headache which went after drinking water and having some fresh air.
201412830	11/09/2014	BOEING	LGZA (ZTH): Zakynthos	Electrical burning smell followed by EICAS cautions and erratic indications on Captain's ADI.	Passing FL 310 in climb to FL360, electrical burning smell followed by EICAS Cautions: RUDDER RATIO, IAS DISAGREE & MACH TRIM together with Speedtape on Capt's ADI fluctuating wildly up and down. Control handed to Other seat and Auto Pilot disconnected as A/C attempted to level off just above FL310. Climb re-established & F/O's indications were assessed as normal for stage of flight. Right Auto Pilot engaged and burning smell dissipated, Pilot in right seat put on Oxygen Mask as precaution. EICAS Cautions extinguished approx 2 minutes later and Capt's speedtape returned to normal operation. Smell stopped and decision to continue taken with close monitoring of systems using Right Autopilot.☐ CAA Closure:☐ The root cause of the event could not be established and has not been repeated since. An autopilot operational test was carried out through the MCDP and an air data computer operational test also carried out. All tests satisfactory. Inspection around and behind the captain's instrument panel carried out for signs of overheating/burning with no defects found. A review of all defects reported on the aircraft since the incident have found nothing similar.
201413319	20/09/2014	AIRBUS	En route	Electrical fumes in flight deck. PAN declared and aircraft diverted.	During the cruise, flight deck summoned myself cm to the flight deck as they could smell fumes and wanted to know if I had noticed anything. On entering I could tell that there was an overpowering acrid smell in the flight deck. I explained it smelt like burning electrics. The flight deck were concerned and asked if it was coming from the vent. I smelt and informed no and the flight deck were also looking to see if they could determine where the smell was coming from. After a while approx 2 mins, the flight deck asked myself to get cc4 to enter when I left to see what she could smell too. I left informed the crew at the back what was going on and the cc4 had the same issues. Afterwards I went back to see the flight deck and more information from them. NITS received. N-burning electric smell in the cock pit. I- diverting. T-time 20 mins, 08:10 local S- prepare for a normal landing. Flight deck also advised that they were going to don their oxygen masks as well. I left the cock pit, asked all crew to come to the rear galley and a NITS briefing was conducted to all crew and all crew repeated back. Captain had advised me to secure the cabin after the NITS which is what I did and then the captain did a pa straight away to inform the crew. Passengers remained calm throughout, crew very professional and remained calm at all times. No panic in the cabin at all and we all worked well as a team, communication line kept open at all times with all crew. Secured cabin and passed on cabin secure checks to flight who then advised 8 more minutes to landing. Landed as normal, and we got the pa crew normal operations and then disarm doors for arrival, passengers remained seated as per my pa until the captain spoke to them. Fire engines followed the aircraft, police boarded and engineers. Ops contacted via flight deck and pax disembarked approximately 30 mins after landing to check out to re check in for another aircraft and crew disembarked and waited in the terminal for a passenger flight home. Passengers commented on how well we communicated all of the information, no distress from pax and in fact all were smiling when they got off and congratulated us on our expertise and professionalism. All crew and flight deck worked extremely well together.☐ Supplementary 20/09/2014:☐ Shortly after aircraft levelled in the cruise, both flight deck crew noticed an acrid burning smell fill the flight deck. It was a strong smell like burning plastic. The CM was called, who was in the forward galley, on the interphone. He noted that there was nothing abnormal in the cabin and although the oven was on there was no associated smell from it. CM was invited in to the flight deck upon which he confirmed immediately on entry that there was a very strong smell of burning in the flight deck. The electrical equipment visible in the flight deck was checked for abnormal heat and smell with nothing found. CM smelt avionics bay air vent forward of cockpit door with no smell sensed. CM left and other CC invited in to see if they could sense smell which they could immediately. Air vents in flight deck were turned on and smell seemed to reduce but not entirely disappear. When air vents turned back off, smell increased back to same intensity as before. Cabin and toilets checked and appeared / smelt normal. At no time was there any visible smoke present anywhere and passengers did notice anything. With the smell solely in the flight deck and with no ECAM, or signs of it alleviating, flight deck suspected an avionics bay issue and a precautionary diversion was initiated for further investigation. A NITS brief was given to the crew and passengers and company advised. A PAN call was made to air traffic with the request to divert. As a further precaution, flight deck went on oxygen masks for the remainder of the flight. The cabin air remained stable and therefore ATC advised that there was no immediate threat to the occupants and therefore a taxi to stand with fire brigade in attendance was required. Upon arrival on stand, Fire Brigade confirmed that the cabin environment was safe, as we believed it to be, so passengers remained onboard. Engineers arrived very promptly and could immediately smell the burning smell we had sensed. Upon opening the forward avionics bay, they said there was a very strong abnormal smell in there. Passengers were disembarked normally. After completing post flight duties flight crew, as a precaution, went to the medical centre for a health check. Both flight deck and the CM had sore throats. All crew were deemed fit.☐ CAA Closure:☐ Initial inspections of the components in the flight deck and avionics bay, along with all systems, air conditioning, engines and APU revealed no faults. Two days later the standby pitot probe had a defect where it went unserviceable and was replaced due to the heater element being burnt out and at that stage it was not known if the probe was a contributing factor to the smell two days prior as the shop report had not been received back. Subsequently, there have been no further reports of any smell in the aircraft since the event. Continues to be monitored through reliability in order to identify trends.
201413413	22/09/2014	BOEING	VABB (BOM):	Fumes in flight deck.	All three pilots smelt strong chemical/rubber smell on flight deck. Captain donned oxygen mask. Smell disappeared after approx 5 mins. No smell in cabin.
201413531	24/09/2014	AIRBUS	EGLL (LHR): London/Heathrow	PAN declared due to fumes in flight deck and cabin.	During takeoff fumes smelt (possibly oily). Cause unknown. Initial Actions of SMOKE/FUMES/AVNCS SMOKE completed Result - smell partly dissipated. Elected to continue in that configuration. Reset config later in flight to test smell. Smell returned strongly, Reset config as per QRH drill. First Officer felt increasing nausea. Flight crew went on oxygen, pan declared. During flight cabin crew reported very little smell however one had some nausea and another started to sneeze with a runny nose. Flight continued without further event. No pax complaints. Cabin crew reported smell strongly on taxi in. All crew checked at medical centre and cleared ok.☐ Supplementary 24/9/14:☐ I could smell a strong smell of fuel on the ground. The captain had done a pa to say we were sat behind a queue of 12 aircraft so I didn't inform scdm as this happens regularly and the smell dispersed. Just before takeoff I felt slightly dizzy but didn't think anything of it. We went out and done the service as normal, just as we had finished the service the PSR came down to inform us that both the flight crew were on oxygen and asked if we could see/smell anything which we then couldn't. After landing we all went to the medical centre to be checked out.
201415549	02/11/2014	BOEING	KBOS (BOS): Boston/Gral E.L.Logan Intl, Ma.	Fumes in cabin during take-off.	Whilst waiting to take off, Fumes from other A/C filled the cabin. The smell was overpowering resulting in headache + feeling nauseous. Oxygen was administered this happened whilst positioned at end of the runway waiting for clearance for take-off, approximately 30 - 35 mins. Oxygen Administered. Whilst taxing, we became stationary for approx. 30 mins. During this time a strong smell like exhaust fumes by doors 2L & 2R was so bad we used our scarves to cover our face/mouth nose. As I developed a headache and slight cough, I took 1 x paracetamol and had some oxygen. Cough still evident after landing.
201414405	12/10/2014	AIRBUS	En route	Burning smell in the flight deck due to Nr1 air pack overheat.	Sector 1 - pack 1 regulator fault => led to a pack overheat. Followed the ECAM procedure. Capt thought he smelt something, but very mild and unsure, FO thought it was the breakfast cooking, unsure of smells. After a minute we did not smell anything, and so considered that there was no issue. Landed uneventfully. Sector 2 - repeat, pack 1 reg fault => led to pack overheat. Followed ECAM again, however strong acrid smell (smelt by both Capt and FO). The smell was repeatedly smelt at least 3 times, after pack 1 was turned off. We both decided it was the correct decision to don oxygen masks as precautionary measure. We completed the flight without incident. We were asked to help with the run up tests on the aircraft to help with the maintenance. Capt and FO to have medical by Doctor for fumes, spoke to duty pilot and given details.☐ Supplementary 12/10/14:☐ During the first flight, flight deck informed me that there was a technical problem with the air pack 1 and we would wait for the engineer to verify the problem. if there was no engineer we would have to divert. We landed and the problem was looked at by an engineer and we were given the okay to leave. The problem reoccurred during the second sector in flight. I was called by the flight deck, the captain told me the problem was still there and we would again wait for an engineer at destination. 10 minutes later the captain called me to say that there was a strange 'burning' smell in the cockpit and to follow procedures they felt 'unwell' and would be on oxygen. No NITS was given. We landed and the flight deck told me that they felt 'queasy'. we waited for an engineer to arrive and to inop the airpack 1 before we were moved to a remote stand to carry out tests on the aircraft. After 4.5 hours in the aircraft with just the cabin crew, the engineer 'okayed' the problem and we checked-out.
201415527	03/11/2014	AIRBUS	EHAM (AMS): Amsterdam/Schiphol	Fumes in rear galley.	Approx 15 mins to landing, Purser reported that cabin crew had noticed fumes in the rear galley area. It was assessed as noticeable but with no adverse effects, and there was no visual indication of smoke. Capt instructed the purser to monitor and report if situation deteriorated. Normal Approach and landing achieved with no escalation of problem. When aircraft was approaching stand, Purser reported that the fumes were worse in the rear and one crewmember had donned oxygen. Following initial feedback and no further escalation of fumes in flight, ac completed a normal approach and landing. After landing, No.2 engine was shut down for SOP single engine arrival. After the report of worsening fumes with the aircraft approaching stand, flight crew agreed to continue onto stand and reassess. After engine shutdown, comms between flight deck and rear galley established that the fumes were localised to rear galley area and containable, so a normal disembarkation carried out. At the time of the initial report, the ac was experiencing moderate turbulence in heavy rain, and for a brief period, flight crew could smell an electrical 'ozone' odour although this could not be confirmed as the same smell as that in the rear galley. Also, during taxi, the smell experienced by the cabin crew was classified as 'different' but more severe.
201413913	02/10/2014	BOEING	EGLL (LHR): London/Heathrow	Fumes event	Strong acrid burning smell in cockpit during late stages of approach (approx 1800ft) located more to the right side of cockpit. First officer put on oxygen mask and approach and landing continued. Smell dissipated by touchdown. No further occurrence during taxi but hot electric smell reported by stewardess in first class on disembarkation
201415836	10/11/2014	BOEING	En route	Strong electrical burning smell in flight deck during climb. Aircraft returned.	Strong smell of burning in flight deck only, confirmed by CSD and returning P3. PAN declared, Fuel dump and return. Most likely cause from burnt out compactor situated behind flight deck. Smoke fire fumes checklist actioned. Oxygen masks donned. Actioned all gnd tests for air con systems and:☐ equipment cooling fans actioned tests passed no impending sts messages of any failures. Equipment bays checked. Noted fwd galley trash compactor cb tripped suspect trash compactor was source of fumes. Cb reset smell started to appear in flight deck, CB tripped smell dissipated. ADD raised for trash compactor replacement. Flight deck o2 masks restowed.
201416458	20/11/2014	AIRBUS	EGLL (LHR): London/Heathrow	Oil fumes in the flight deck.	Captain informed crew that they had shut down one of the air conditioning units due to fumes coming from oil in the engine. They had to put on Eros oxygen masks. Although I could not smell anything fumes may have leaked into the cabin. I was not advised to use oxygen and if the captain had not advised us of the event I would have been totally unaware. The captain filed an asr report.

201415684	07/11/2014	AIRBUS	EGLL (LHR): London/Heathrow	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.
201416717	30/11/2014	BOEING	EGLL (LHR): London/Heathrow	Fumes in flight deck and passenger cabin during final approach.	Established on final approach to runway, Flight Crew detected fumes of, initially, a diesely smell becoming aroma of heated plastic. Captain, P2 for sector and therefore pilot handling on approach, assumed ATC comms monitored by P3. First Officer (P1), donned oxygen mask then, following Crew agreement, assumed control as standard after "stable" call. Aircraft landed in normal fashion. "Smoke, Fire or Fumes" checklist actioned on leaving the runway. Unable to locate source of fumes during short taxi to parking stand, and also to confirm at what point fumes dissipated after shutdown. After landing Cabin Crew consulted. They reported similar smell on approach at doors 2L and 3L, also spurious passenger call light activity and cabin chimes. Passengers remained unaware of fumes and were disembarked as normal. Flight Crew had face to face conference with attendant Engineer reporting all aspects of event. Flight Crew debriefed event with Flight Crew Duty Manager.
201417669	18/12/2014	AIRBUS	EGLL (LHR): London/Heathrow	Serious Incident: Fumes in cabin and cockpit. Pilots	
201416882	01/12/2014	DE HAVILLAND	En route	Fumes on a/c affecting cabin crew.	My C3 was also affected. During the service I had to run to the back to get something from the bar at the back and noticed a funny smell. I rang the Captain at this point to explain. It smelled like nail varnish or remover. As we moved towards the back we noticed the smell had got worse. Between rows 16-20. We both felt dizzy and had headaches, C3 felt her sight was blurry. When we updated Captain, he advised C3 to get on Oxygen. As soon as we got on Oxygen we felt much better. We left work with a headache and not feeling well. I asked passengers sitting around the area if they had been painting their nails and to check bags to see if nail varnish had burst, but none had.
201416698	29/11/2014	BOEING	En route	Fumes in cabin.	Rear Cabin Crew reported via the CSD a strong sulphurous smell moving from the rear galley as far forward as 6 passenger rows. Two Cabin crew felt the need to breath oxygen for a short while. Shortly thereafter the smell dispersed, Smoke, Fire or Fumes QRH check list was referred to but not actioned.
201417909	23/12/2014	BOEING	LCLK (LCA): Larnaca	Smell in galley during taxi.	While taxiing out as I walked from doors 3 to doors 4 I smelt a very strong sulphur smell, similar to rotten eggs. I immediately got a headache and nausea and had to go on oxygen. I immediately called the Cabin Manager to inform her of the smell. I returned to my seat at doors 3 ready for take off but immediately. The smell dissipated and then returned for about 20 seconds just after take off.☐ Supplementary 03/01/15:☐ On taxi out to rwy22 via c received a call from the cabin describing a very bad smell in the cabin, to the extent a couple of cabin crew used their portable oxygen bottles. The smell was described as rotten eggs. The aircraft was brought to a halt, park brake set. We discussed the use of the smoke, fire and fumes check list and reviewed it. The bad smell disappeared after about 2 mins. Cabin crew reported cabin was now clear and were happy to continue. Both pilots discussed potential sources and as the cabin remained clear for the rest of the taxi decision made to continue the flight. At no stage was the smell experienced on the flight deck. Before either pilot could visit the cabin the smell had gone. We received a further report of the smell reoccurring briefly on getting airborne. The smell did not return after that. Two crew members complained of headaches and were advised to sit down for a while, flight deck was offered. Cabin crew reports:☐ "While taxiing out, I could smell a strong smell of sulphur similar to rotten eggs. I immediately got a headache which lasted for a couple of hours. I felt quite bad that I had to go on oxygen for a little while which helped."☐ "I was sat at doors three...during taxi i smelt a strong smell of sulphur.... I did not have any symptoms during the flight but def smelt something I have never encountered before."☐ "As I walked from doors 3 to doors 4 i smelt a very strong sulphur smell, similar to rotten eggs. I immediately called the CSD to inform her of the smell. I returned to my seat at doors 3 ready for take-off but immediately had a headache and nausea. The smell dissipated and then returned for about 20 seconds just after take-off. The headache lasted for about 2 hours but nausea went after having oxygen once i could get into the galley."☐ "On push back, the crew alerted me that there was a strong egg smell/sulphur in the rear galley and last few rows, then doors 2&3 called me and said the same, we could then smell this strong smell in the fwd galley also. Rear crew went onto oxygen in the rear galley. I informed the flight deck they said they had no smell and thanks for letting them know and would keep me updated. Taxing the rear crew called me and said the smell had now gone and also at drs 1,2,3 flight deck listened in to the conversation and confirmed the smell had gone. No customers were aware at all. The two cabin staff complained of a headache for the rest of the flight, they were told they could sit out the service and go into the flight deck but they wanted to work. I never smelt the smell again during the flight and the Captain came to speak with the crew all the relevant forms were filled out and i called the Doms on landing to let them know and if they wanted to see any crew that had been on Oxygen. Only 1 bottle of Oxygen was used and this was logged. This did not impact the service. I ensured all the crew were ok throughout the flight and so did the Captain He also filled out the relevant forms I also had the same incident on the 29th November."☐ "Had a severe smell in the cabin of sulphur (rotten eggs)....reported it to the CSD immediately, was then informed the rest of the crew had the same smell."
201416919	03/12/2014	BOEING	EGLL (LHR): London/Heathrow	PAN declared due to smell of oil in flight deck during take-off and landing.	Upon takeoff and initial climb strong smell of oily fumes in flight deck. Takeoff/Climb continued, QRH 8.6 smoke/fire/fumes actioned , Cabin Manager contacted, no evidence of fumes in cabin. Heavy pilot put on oxygen as a precaution. Fumes dissipated within 5 minutes, Maintrol consulted, nil evidence of technical problems. Utility buses/EQUIP cooling/APU BLD reinstated as per QRH, nil further. Flight continued. ATC informed of possible technical defect (nil specific). Kept on headings and FL 130-150 until we were ready to continue. Very helpful radar control.☐ Supplementary 03/12/14:☐ At top of descent, smell of oily fumes in flight deck. All three crew donned oxygen. Continued approach and landing. Upon arrival Engineering consulted. PAN declared with ATC. Fire trucks upon arrival even though we didn't ask for their attendance, stood down with ATC when we taxied clear of runway.