

8 January 2014
FOIA reference: F0001761

Dear XXXX

I am writing in respect of your recent request dated 14 December 2013, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

"Further to our telephone conversation and email correspondence I would like to request a list of the MORs at the locations of Kirkwall, Westray, Papa Westray, North Ronaldsay, Sanday, Stronsay, Eday, Tingwall, Fair Isle, Outer Skerries, Foula, Papa Stour, Wick, Sumburgh, Scatsta, Aberdeen, Inverness, Orkney and Shetland between 01/01/2010 and 03/01/2012. I would also like the occurrences that happened elsewhere but was an arrival or destination at one of the locations mentioned".

Our response:

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

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

We have therefore searched the UK CAA database for any report where the location has been defined as Kirkwall, Westray, Papa Westray, North Ronaldsay, Sanday, Stronsay, Eday, Tingwall, Fair Isle, Outer Skerries, Foula, Papa Stour, Wick, Sumburgh, Scatsta, Aberdeen, Inverness, Orkney and Shetland, and included any other report which states that an aircraft departed from or arrived at one of the above mentioned locations, and provided an excel summary of those reports for the dates 1 January 2010 to 3 January 2012. We have however, removed identifying information from these reports as this information is exempt from disclosure under section 44 (1) (a) of the FOIA.

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

Civil Aviation Authority

Aviation House GW Gatwick Airport South Crawley West Sussex England RH6 0YR www.caa.co.uk
Telephone 01293 768512 rick.chatfield@caa.co.uk

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:-

Mark Stevens
External Response Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

mark.stevens@caa.co.uk

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

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

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

www.ico.gov.uk/complaints.aspx

Should you wish to make further Freedom of Information requests, please use the e-form at <http://www.caa.co.uk/foi>.

Yours sincerely

Rick Chatfield
Information Rights and Enquiries Officer

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

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

Freedom of Information Act: Section 44

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

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

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

Section 23 of the Civil Aviation Act is such a statutory prohibition. Accordingly, the obligations of the CAA to comply with Section 23 are unaffected by the Freedom of Information Act.

Under Section 23, information supplied to the CAA in connection with its regulatory functions and which relates to a particular individual or organisation must not be disclosed by the CAA unless such disclosure is authorised by one of the exceptions contained in Section 23 itself.

File Number	Date	Location of Occurrence	Aircraft Category	Headline	Narrative
201000010	01/01/2010	Inverness (INS)	Airplane	Infringement of the Inverness ATZ (Class G) by a Bulldog squawking 7000 at 600ft. Standard separation maintained.	
201000019	03/01/2010	Aberdeen (ADN)	Airplane	Flaps failed to extend when selected to Flap 9 position with associated 'Flap Fail' EICAS message. DODAR procedurescarried out. Diversion. PAN declared as a precaution. Uneventful flapless landing.	Reporter confirms first occurrence on this aircraft, but recurring problem recently on other company aircraft. CAAClosure: The source of the event could not be identified.Four screwjacks and two flex shafts were replaced on the RH side. Reliability of components is monitored for adverse trends by the operators reliability system.
201000045	04/01/2010	Leeds Bradford (LBA)	Airplane	DHC8 in descent at 2500ft was targeted by a laser. Local authorities informed.	
201000085	06/01/2010	Scatsta	Airplane	During approach upon selecting flaps, 'Flap System Fault'illuminated. QRH actioned. PAN declared. Aircraft returned.	Flap system fault subsequently went out during return descent. Aircraft landed normally. PAN cancelled. Fault was traced to a failed flap position potentiometer.
201000086	07/01/2010	Aberdeen (ADN)	Airplane	Aileron disconnect following rotation.	Substantial aileron deflection and some rudder control required to control the roll of the aircraft following rotation. Flight controls "felt sluggish" and abnormal. LH column noted to be straight while the RH column was deflected despite the aircraft being in straight flight. ECL actioned, MAYDAY dclared and the aircraft returned to the departure airfield for a flapless approach. Subsequent FDR analysis by the aircraft manufacturer revealed that the roll disconnect activated on rotation. Due to the operation of thedisconnect handle, an Operation Manual amendment is beingissued by the operator requiring crew to check the 'copper tell tale wire' in situ prior to flight.
201000091	06/01/2010	Sumburgh (SUM)	Helicopter	Nr1 engine fire warning.	During approach nr1 engine fire warning activated which subsequently ceased after approx 2 secs. Engine parameters checked and fire line test carried out, with no abnormal indications found or fire seen. Around 30 secs later the fire warning activated again. Emergency drill carried out with warning ceasing after first shot fired. PAN declared. The warning activated again. PAN upgraded to MAYDAY. Secondshot fired and indications again ceased. Single engine shutdown. Upon aircraft return inspection carried out with no signs of fire found. Fault investigation carried out. Fire detection test carried out with no fault found. The harness plug and switch on panel checked with normal indications. All fire detectors on aircraft have been replaced.
201000107	05/01/2010	Leeds Bradford (LBA)	Airplane	DHC8 on approach was targeted by a green laser. ATC informed.	
201000118	07/01/2010	SUPEL	Airplane	FK70 climbing to FL230 was on a track that would intercept an EMB135 climbing through FL215. FK70 was put on a heading and told to stop climb at FL210. Once conflict resolved FK70 resumed heading.	

201000118	07/01/2010	SUPEL	Airplane	FK70 climbing to FL230 was on a track that would intercept an EMB135 climbing through FL215. FK70 was put on a heading and told to stop climb at FL210. Once conflict resolved FK70 resumed heading.	
201000128	05/01/2010	Wick	Airplane	Following a heavy hail storm, flight crew found difficulty in maintaining directional control and could feel the aircraft sliding sideways during take-off. Take-off abandoned.	
201000218	12/01/2010	Aberdeen (ADN)	Helicopter	Loss of separation inside the temporary restriction area where 5nm is required when using Perwinnes radar between a Sikorsky S92 and a DHC8 at 3000ft. TOI48/2009 refers.	The S92 departed Aberdeen on a SHRUB IFR departure. The ADC Controller then requested a release for the DHC8. The INT DIR instructed the ADC to stop the S92's climb at 2000ft and issued a heading of 165 degrees for the DHC8. Subsequently, the INT DIR climbed the S92 to 3000ft and instructed the ADC to turn the DHC8 on to heading 090 degrees. However, this heading did not ensure the required 5nm radar separation between the flights. CAA Closure: Appropriate ATC personnel action has been taken.
201000218	12/01/2010	Aberdeen (ADN)	Airplane	Loss of separation inside the temporary restriction area where 5nm is required when using Perwinnes radar between a Sikorsky S92 and a DHC8 at 3000ft. TOI48/2009 refers.	The S92 departed Aberdeen on a SHRUB IFR departure. The ADC Controller then requested a release for the DHC8. The INT DIR instructed the ADC to stop the S92's climb at 2000ft and issued a heading of 165 degrees for the DHC8. Subsequently, the INT DIR climbed the S92 to 3000ft and instructed the ADC to turn the DHC8 on to heading 090 degrees. However, this heading did not ensure the required 5nm radar separation between the flights. CAA Closure: Appropriate ATC personnel action has been taken.
201000235	12/01/2010	Liverpool	Airplane	Potential callsign confusion between fltnums 77M and 78M same operator. Fltnum 77M departed 2mins later than 78M.	
201000235	12/01/2010	Liverpool	Airplane	Potential callsign confusion between fltnums 77M and 78M same operator. Fltnum 77M departed 2mins later than 78M.	
201000245	12/01/2010	Aberdeen (ADN)	Helicopter	RH oleo collapsed.	Landing gear failed to retract. Inspection revealed the RH oleo had collapsed. Excessive fluid leak found whenever the leg was extended and the oleo failed to hold pressure. It is believed the inability to retract the gear was due to the RH weight on wheels switch being in the wrong position.
201000247	12/01/2010	Kirkwall	Airplane	ATC providing a Deconfliction Service to an SF340 failed to achieve deconfliction minima against a SA332 receiving a Traffic Service. SF340 was given avoiding action and SA332 traffic info.	Appropriate ATC follow up action has been taken.
201000247	12/01/2010	Kirkwall	Helicopter	ATC providing a Deconfliction Service to an SF340 failed to achieve deconfliction minima against a SA332 receiving a Traffic Service. SF340 was given avoiding action and SA332 traffic info.	Appropriate ATC follow up action has been taken.

201000257	13/01/2010	Inverness (INS)	Airplane	Aircraft encountered severe turbulence during approach.	Flight crew were restrained by their straps but multiple items thrown up in the flight deck including hot drink spillage. Single chimes were heard and 'Elevator Asymmetry', 'Elev Feel' and 'YD Not Centred' warnings activated. ECL consulted. Passengers were wearing seat belts but one member of the cabin crew sustained injury when she was lifted from the floor and thrown onto a service door. Aircraft hand flown to a visual circuit and an uneventful landing.
201000265	08/01/2010	Stronsay	Airplane	BN2 Islander lost directional control during taxi in when entering the apron due to clear ice on the ground. A/c slid across the apron until it came to a stop approx 1ft from the grass area.	Pilot entered the apron cautiously due to the conditions and attempted to turn the a/c 90deg but the a/c continued in the same direction. Pilot cut the fuel, put the propellers into feather and closed the throttle. Apron reported to be on a slope. The apron surface appeared to be wet but was in fact covered in ¼in of clear ice. Grit had been spread over a fairly large part of the apron for the benefit of the passengers and RFF crew unfortunately this did not extend over the whole apron area. No record of the contaminated apron area was recorded in the log book although airport staff had tried to contact the operators office by phone on numerous occasions. CAA Closure: The root cause of this incident was the failure of the Airport staff to carry out required procedures exacerbated by a lack of communications at airport level. This was partially due to an industrial relations situation. The Airfields Superintendent has thoroughly investigated the incident and retrained staff to ensure compliance with their recognised duties. This will ensure no reoccurrence of this type of incident. Negotiations have now been completed to resolve the industrial relations situation and the staff are fully aware of their responsibilities.
201000276	12/01/2010	Aberdeen (ADN)		Overload of the Anglian Sector at Aberdeen for approximately 30mins due to complexity and volumes of traffic.	Traffic was reported as steady during the period 1537-1600hrs with about 8 helicopters on frequency and military traffic operating at high levels in the D323 complex. An offshore deconfliction service was being provided. Traffic in the Leman Field area was complex and due to icing conditions most helicopters were operating below cloud at 1500ft and 1000ft with headings being used to deconflict some traffic. During very busy periods the controller had to repeat several transmissions before obtaining an a/c response. This is a known problem with some helicopters, caused when they transmit on one radio box, they are unable to receive on the other. It was also reported that as it became busier the controller's speech rate increased and delivery was less clear with clipped transmissions at the beginning when call sign is used. The increased need to repeat so many transmissions added considerably to workload and the complexity of the traffic caused the controller to feel overloaded. Management noticed that the sector was becoming busy and arranged for a second controller to assist. The root cause of the incident was that the controller was overloaded because the level of service being provided in Class G airspace was not reduced or limited in order to avoid the complex and workload-intensive situation from developing. The requirement to repeat many transmissions and the reduced quality of RT transmissions as the controller became busy were considered contributory factors. CAA Closure: Appropriate unit action has been taken to address the importance associated with the downgrading of ATSOCAS services when controllers are faced with high workload. Additionally, North Sea helicopter operators are to resolve the technical radio equipment problem that suppresses Rx on one radio if another radio is transmitting. Finally, a reminder has been issued to helicopter crews on the requirement to maintain a listening watch when receiving an ATS.

201000282	14/01/2010	En Route	Helicopter	PAN declared due to 'Gearbox Oil Temperature' warning during cruise. Aircraft diverted to nearest oil rig.	TGB oil level was inspected and found to be at the optimum level. No oil leak or visual signs of overheating noted. TGB oil temperature probe and logic PCB were replaced. TGB temperature check carried out satisfactorily. As part of the general inspection of the TGB, magnetic plug removed and a hair like particle approx 2.5mm in length was found on the magnet. Manufacturer contacted and instructed that serviceability checks to be carried out and if no further contamination found the aircraft could be moved. Hours process invoked and permissions gained for recovery flight. TGB oil drained and replaced with a hover check carried out. TGB magnetic plug inspected with no particles found. Aircraft recovered to base. TGB replaced and further warning checks carried out. Nothing found. Temperature test switch also replaced. After applicable ground runs and flight tests, aircraft returned to service.
201000385	17/01/2010	Kirkwall	Airplane	Flap fairing noted missing from LH wing behind engine nacelle during post flight walkround inspection.	ATC advised at both departure and arrival airfields but fairing not recovered from either location.
201000404	18/01/2010	Manchester (MCT)	Airplane	During cruise, 'IAS MISMATCH' displayed with associated cautions. ECL consulted and drill carried out. Flight continued without further event.	Nr1 IAS tape read 218kts whilst nr2 IAS indicated 205kts.
201000466	19/01/2010	Glasgow (GOW)	Airplane	Configuration warning activated on approach, with Flap 20 and gear down, trims in the 'Green Band' and power levers between flight idle and 64deg switch. Warning cancelled below flight idle.	
201000478	19/01/2010	West Voe	Helicopter	RADALT miscompare. Nr2 RADALT spike.	During wet winching training and whilst fully coupled on FD2 and PHLD/VHLD, the aircraft unexpectedly descended with associated downward movement. Control regained. It was noted that nr2 RADALT ran up from 40ft to 115ft in less than one second, causing the AFCS to descend.
201000500	21/01/2010	Inverness (INS)		UPS (Uninterrupted Power Supply) system failed to service the airfield ancillary items including R/W lighting and IRVR following a mains power failure of the aerodrome.	Standby generator did not supply power as anticipated. UPS serviced the relevant systems within ATC. Mains power supply restored after 9mins. No a/c in contact with the ATC unit during the outage. During the failure the UPS system was supplying power to the relevant systems within ATC however, ancillary items such as R/W lighting and IRVR were not available. The root cause of this incident was that the generator switch stuck which in turn didn't activate the airside standby generator. An immediate investigation was conducted and Risk Assessments have been conducted. CAA Closure: Ongoing tests are being conducted on the generator and interim procedures have been put in place for the Airport Fire Service, the Electrical Contractor, ATC and Duty Managers to ensure CAP168 instructions are followed if a mains generator failure should occur. In addition an engineer has tested the switch system and an Aerodrome Licensing audit will allow the allocated CAA Inspector to simulate a switchover to check the outcome.

201000511	22/01/2010	Aberdeen (ADN)	Airplane	SF340 found that new taxiway lighting is so bright that other lights on taxiway are masked and when clear of new lights it takes time for eyes to re-adjust to normal lighting.	Reporter states that it was very difficult to see a helicopter 30m ahead on the same taxiway. Also, the new lighting is very distracting especially in the dark during rainfall. Tests have been carried out on the lighting that caused the problem and it has been confirmed that the outputs received were within the CAP168 tolerances. The main taxiway is fitted with conventional halogen lamps so when the a/c transits into the newly fitted LED areas it is more noticeable due to a more intense light being given off. CAA Closure: A taxiway rewire and planned installation of moreLED lighting is currently planned for 2010. This should eliminate the confusion that is occurring from transiting two different types of taxiway lighting.
201000557	25/01/2010	North Sea (North Sea)	Helicopter	Co-pilot's windscreen cracked at 3000ft during cruise. Precautionary descent to 2000ft and aircraft returned.	Windscreen heater was on with an OAT -2.5deg C. Windscreen cracked from top to bottom.
201000594	26/01/2010	Polehill (POL)	Airplane	Flight deck alerted to fumes emanating from the rear galley during cruise. All relevant CBs pulled. PAN declared. A/c diverted. Fumes dissipated after 5mins. A/c landed safely.	Precautionary evacuation on the taxiway.
201000617	26/01/2010	Manchester (MCT)	Airplane	MAYDAY declared due low fuel state during go-around. Priority second approach given and a/c landed safely with 99kg above final reserve.	On arrival, a/c remained in the holding pattern for 35mins and during initial approach was instructed to go-around due occupied R/W. Go-around initiated with below minimum diversion fuel available. Flight deck received an EICAS 'fuel to level' warn on both engines, although engine nr2 warn remained intermittent throughout. A/c operated under MEL28-21-01 (fuel pump inop), therefore 121kg of fuel was unavailable. Vectored priority approach slightly delayed due to communications issues between Approach and Tower.
201000629	26/01/2010	TROUT Waypoint	Airplane	MAYDAY declared due smoke in the cabin. CBs pulled. Smell dissipated. A/c given a direct routeing to destination.	
201000634	26/01/2010	Luton (LUT)	Airplane	ATC instructed B737 on a ONLEY departure to stop at 4000ft, but B737's Mode S indicated 6000ft selected. B737 called ATC passing 2500ft and was instructed to stop at 4000ft, which Mode S reflected.	
201000634	26/01/2010	Luton (LUT)	Airplane	ATC instructed B737 on a ONLEY departure to stop at 4000ft, but B737's Mode S indicated 6000ft selected. B737 called ATC passing 2500ft and was instructed to stop at 4000ft, which Mode S reflected.	
201000651	27/01/2010	Aberdeen (ADN)	Helicopter	Whilst stepping out of AS332 on P2's side, pilot slipped from the foot hold and fell.	
201000652	26/01/2010	Aberdeen (ADN)	Airplane	During daily inspection, a small amount of material observed protruding from the bottom of the stator.	Nr2 main wheel removed, which revealed the rotor had broken up, with a five inch section having detached.

201000669	27/01/2010	En Route	Helicopter	Main Gearbox (MGB) 'XSMN CHIP' warning illuminated duringcruise. PAN declared. A/c returned.	CAA Closure: The a/c had been involved in a similar eventattributed to an indication problem. Root cause inconclusive. The overall instances of GBX chip detection on this a/c type have been reviewed and where considered necessary,highlighted to EASA.
201000673	27/01/2010	Aberdeen (ADN)	Airplane	Engine oil CWP warning during taxi out. RH engine shut down and aircraft taxied back to stand. False warning attributed to RH low oil pressure switch fault.	Low oil pressure switch (p/n 8346-5) replaced.
201000713	28/01/2010	Glasgow (GOW)	Helicopter	Inbound SF340 reported receiving a TCAS RA on a helicopter that had just departed. Standard separation maintained.	Tower cleared helicopter to route City Centre-EGPG VFR not above 2000ft and transferred it back to GMC. Clearance was not read back in full nor confirmed by GMC. Tower then asked helicopter to confirm direct EGPG, but missed read back of affirm. Helicopter was cleared for lift. Initial track observed was consistent with Northeast departure for City Centre. Helicopter was then given info on inbound traffic, but not on an inbound SF34, due to helicopter's anticipated City Centre-EGPG routeing, nor was SF340 given traffic info on outbound helicopter. SF340 then called TCAS RAclimb and initiated a go-around. Helicopter reported to ATC that it was under the impression that it had been cleared direct to EGPG.
201000713	28/01/2010	Glasgow (GOW)	Airplane	Inbound SF340 reported receiving a TCAS RA on a helicopter that had just departed. Standard separation maintained.	Tower cleared helicopter to route City Centre-EGPG VFR not above 2000ft and transferred it back to GMC. Clearance was not read back in full nor confirmed by GMC. Tower then asked helicopter to confirm direct EGPG, but missed read back of affirm. Helicopter was cleared for lift. Initial track observed was consistent with Northeast departure for City Centre. Helicopter was then given info on inbound traffic, but not on an inbound SF34, due to helicopter's anticipated City Centre-EGPG routeing, nor was SF340 given traffic info on outbound helicopter. SF340 then called TCAS RAclimb and initiated a go-around. Helicopter reported to ATC that it was under the impression that it had been cleared direct to EGPG.
201000719	28/01/2010	Aberdeen (ADN)	Airplane	During descent burning smell noticed by flight crew in the cockpit. PAN declared.	Cabin crew reported no burning smell in cabin, but noticed a smell remaining in the flight deck. ARLP bleed closed caption and R intake captions illuminated. RH engine anti-ice switched off. Approach continued to a safe landing with fire service in attendance. On inspection, RH engine intake de-ice mat was burnt out.

201000723	26/01/2010	Oil Rig	Helicopter	Handling pilot disorientation during a night time approach to offshore platform.	Approach in dark conditions, with no definition between sea and sky, resulted in the handling pilot becoming fixated on the rig during the approach and not picking up on the aircraft drifting to the right during the run in from the gate. Handling pilot elected to go-around and called breaking left but was told by the LHS pilot to break right. On breaking right, only visual external reference lost and handling pilot struggled against the leans and application of power. Handling pilot quickly became extremely disorientated and LHS pilot took control and climbed the aircraft away. A crew discussion on the ground revealed that, handling pilot had allowed the aircraft to drift sufficiently to the right to end up north of an East West line through the rig. Handling pilot constantly adjusting heading to keep the rig on the right. CAA Closure: The full use of the aircraft's avionics was not utilised to aid the night approach. All crews have been re-briefed to make full use of coupled avionics.
201000799	31/01/2010	Aberdeen (ADN)	Airplane	During approach to R/W34, A321 found there was 3mm wet snow on R/W. After assessing landing distance required it was decided to divert to Edinburgh.	
201000810	29/01/2010	Aberdeen (ADN)	Airplane	On touchdown, reporter believes R/W was covered with significantly more snow than the 1mm depth given on ATIS. Braking action was good throughout. A320 advised ATC that ATIS was potentially in error.	Subsequent investigation revealed that 45 minutes had elapsed between the R/W inspection and the A320s arrival. The operations team at the airport did not consider the R/W conditions to be significantly different to that being broadcast on the ATIS. The investigation revealed that the time of the last R/W inspection is not noted on ATIS, however the Airfield ops team have agreed to conduct more frequent R/W inspections in snow conditions in order to provide more up-to-date R/W states.
201000819	31/01/2010	En Route	Airplane	PAN declared due to passenger medical emergency. Oxygen administered. Paramedics met aircraft on arrival.	
201000847	01/02/2010	Birmingham	Airplane	After EMB195 arrived, flight crew were advised that bags weighing 252kg had been unloaded from Hold 3, but loadsheet, LIR and movement sheet stated bags were in Hold 4.	
201000849	30/01/2010	London-Heathrow - LHR	Airplane	A320 encountered wake turbulence whilst on approach at 200ft from preceding B777-300 with 5nm wake vortex separation maintained. A320 pitched up at 02deg and rolled to the right at 07deg.	
201000849	30/01/2010	London-Heathrow - LHR	Airplane	A320 encountered wake turbulence whilst on approach at 200ft from preceding B777-300 with 5nm wake vortex separation maintained. A320 pitched up at 02deg and rolled to the right at 07deg.	
201000876	01/02/2010	North Sea	Helicopter	Lightning strike at 3000ft during cruise. No adverse effect on aircraft handling or electronics. Aircraft returned. One main rotor blade and four tail rotor blades found damaged.	Further inspection to be carried out iaw maintenance manual.

201000942	02/02/2010		Airplane	A/c passing 500ft in climb when FO noticed a 'sweet/cleanover powering smell' on the flight deck. Oxygen masks donned. At 6000ft cabin crew invited onto flight deck to confirm no further fumes.	No fumes had entered the cabin, and fumes disappeared without QRH action.
201000944	28/01/2010	Lerwick	Airplane	During taxi onto stand, PA28 RH wing tip struck rear light lens on a ground vehicle.	
201000945	04/02/2010	Wick	Airplane	RH engine in-flight shut down due to high oil temperature and smoke on flight deck. Flight crew donned masks. MAYDAY declared. Emergency descent. Diversion. Emergency checklist actioned.	Squawk 7700 selected. ATC controller had difficulty understanding a/c transmissions until crew removed their masks when smoke dissipated. Uneventful landing and a/c inspected on runway by fire services before taxing to ramp. CAA Closure: The engine was removed from the a/c and sent for dis-assembly and investigation. The maintenance organisation subsequently reported no findings. There was some conjecture with regards to a high concentration of silicon in the oil sample. From a fleet check, this high reading was only found in this engine. Silicon level was subsequently attributed to sample syringe contamination. The cause could not be determined and the engine was fitted to another fleet a/c where it has been in service for five months and 338 flight hours without incident.
201001026	05/02/2010	Inverness (INS)	Airplane	Crew failed to carry out approach checks during high workload.	Momentary turbulence caused A/P to disconnect. Step descent provided in order to keep clear of traffic, which took the aircraft momentarily above the glideslope. Crew were focusing on the descent profile and traffic. As a result approach checks missed. Cabin confirmed secure and landing made without further incident.
201001031	05/02/2010	Bovingdon (BNN)	Airplane	B757 cleared to climb to FL80 which was read back. ATC then observed a/c at FL84 with Mode S indicating FL110. Probable callsign confusion. Standard separation maintained.	The controller believes that the outbound B757 (fltnum 19) took an inbound A320's (fltnum 19A) descent clearance to FL110 as a climb instruction. No transmissions were heard by the controller regarding the climb of the B757.
201001031	05/02/2010	Bovingdon (BNN)	Airplane	B757 cleared to climb to FL80 which was read back. ATC then observed a/c at FL84 with Mode S indicating FL110. Probable callsign confusion. Standard separation maintained.	The controller believes that the outbound B757 (fltnum 19) took an inbound A320's (fltnum 19A) descent clearance to FL110 as a climb instruction. No transmissions were heard by the controller regarding the climb of the B757.
201001061	06/02/2010	Edinburgh (EDI)	Airplane	Landing gear failed to extend on approach with no green indicator lights and no red warning light. Go-around flown and landing gear lowered manually. Uneventful landing.	Reporter confirms similar fault previous day. CAA Closure: Extensive troubleshooting identified possible cause to be an intermittent fault with either the hydraulic pump motor or the hydraulic pump power switch. Both replaced. No further reports to date.
201001065	02/02/2010	Aberdeen (ADN)	Airplane	Main pitch trim failure resulting in altitude deviation of 400ft.	Passing 3000ft during descent elevator trim 'Mistrim' caption illuminated on EADI. Autopilot disengaged and elevator unable to be trimmed using control wheel switches, so standby elevator trim was used. Aircraft had by now descended to 2100ft, below cleared level of 2500ft. Attempts to trim elevator using first officer's controls were also unsuccessful but with aircraft controllable using standby elevator trim, approach continued and uneventful landing carried out. Subsequent investigation confirmed that main pitch trim actuator (p/n DL3827M1-37) had failed. Replaced with actuator p/n DL3827M1-57. Manufacturer advised.

201001081	05/02/2010	Nottingham East Midlands	Airplane	Hydraulic system failure.	LH hydraulic pump caption illuminated during the cruise. Checklist actioned. 5mins later, the RH pump and main system low pressure captions illuminated. PAN declared and the aircraft squawked 7700. Landing gear lowered, using the emergency system, followed by an uneventful landing. The aircraft was towed to the stand. The hydraulic tank was confirmed as being empty and fluid was observed to be dripping from the underside of the aircraft. Initial investigation indicated the main pressure filter was not fully tightened although it was wirelocked. CAA Closure: Investigation found the loss of hydraulic fluid was due to incorrect seating of the hydraulic filter housing. MEMS investigation initiated, fleet check carried out, engineering circular raised and the incident has been added to the organisations continuation training.
201001082	01/02/2010	D703	Airplane	Infringement of active Danger Area EG D703 (Tain) by a SF340 at FL130. Standard separation maintained. ATC error, controller was not aware D703 was active.	The radar replay indicates that the a/c penetrated D703 by 0.2nm before exiting again under ATC instruction.
201001120	04/02/2010	Aberdeen (ADN)	Helicopter	During take-off, both pilots noticed a change in engine noise and PNF observed a significant difference in the delta NG gauge needles.	On landing engine parameters returned to normal. Fault investigated, nr2 Eng PSU and T10 Temp probe replaced. System leak, sense test and airtest carried no with no fault apparent.
201001127	10/02/2010	Aberdeen (ADN)	Airplane	DHC8 had been cleared to holding point W1 for R/W34 but due to bright sun reflecting on wet taxiway, DHC8 taxied past W1, which resulted in two SF340s being instructed to go-around.	Due to the light conditions, the controller also had difficulty looking in the direction concerned for prolonged periods.
201001127	10/02/2010	Aberdeen (ADN)	Airplane	DHC8 had been cleared to holding point W1 for R/W34 but due to bright sun reflecting on wet taxiway, DHC8 taxied past W1, which resulted in two SF340s being instructed to go-around.	Due to the light conditions, the controller also had difficulty looking in the direction concerned for prolonged periods.
201001155	10/02/2010	Birmingham	Airplane	DHC8 in descent at 4000ft was targeted by green laser. Local authorities informed.	
201001181	11/02/2010	Otringham (OTR)	Unknown	Traffic info and avoiding action was given to a SB2000 against a military a/c in Class A airspace. Standard separation maintained. Controller was concerned that 5nm would not be achieved.	
201001181	11/02/2010	Otringham (OTR)	Airplane	Traffic info and avoiding action was given to a SB2000 against a military a/c in Class A airspace. Standard separation maintained. Controller was concerned that 5nm would not be achieved.	
201001221	12/02/2010	Manchester (MCT)	Airplane	EMB145 in descent at 3000ft was targeted by a laser. ATC notified. LHS pilot received mild transient visual impairment. Approach continued to uneventful landing.	
201001225	12/02/2010	Luton (LUT)	Airplane	GPWS 'Pull Up-Terrain' warning at 700ft on approach. As both pilots were visual with the ground, warning considered to be spurious.	

201001256	15/02/2010	Aberdeen (ADN)	Helicopter	Transmission standby pressure caption light illuminated immediately after take-off. Aircraft returned and shut down.	Caption light had originally remained on after engine start but then extinguished whilst awaiting engineering assistance. CAA Closure: Investigation found the pressure switch to be faulty. Considered an isolated incident.
201001268	15/02/2010	North Sea (North Sea)	Helicopter	Nr1 engine in-flight shut down iaw emergency checklist due to intermittent engine overspeed light. PAN declared. Squawk 7700 selected. Aircraft continued to destination on one engine.	CAA Closure: The event was caused by an intermittent NTL harness failure mode. Failure rates of this kind are low and since replacement, no further reports noted.
201001278	13/02/2010	Aberdeen (ADN)	Helicopter	Flying controls jammed on full and free check. On operating the collective through divisions and simultaneously moving the cyclic port and aft both controls jammed solid.	It was noted that adequate hyd px was being supplied by the aux pump and the hyd heating function was selected off. The uniball was lubricated with Aeroshell 1, which cleared the fault. Aircraft manufacturer and other operators have been informed.
201001303	14/02/2010	London-Heathrow - LHR	Airplane	Hand rail on baggage loader was up and it contacted underside of engine cowling of EMB145 parked on Stand 112, causing scrape damage.	
201001325	16/02/2010	Glasgow (GOW)	Airplane	RTO between 40 and 60kt as APR lights did not illuminate.	Ops and LMC consulted with new Take-Off Data Calculation (TODC) obtained. Subsequent take-off carried out iaw APR off (auto power reserve) procedures.
201001331	16/02/2010	Trent (TNT)	Airplane	EMB145 was cleared to climb to FL360 but was subsequently observed passing FL364, which ATC queried. EMB145 had incorrectly set ASEL (Altitude Select) to FL370. Standard separation maintained.	Appropriate action to be taken by the operator.
201001358	16/02/2010	Aberdeen (ADN)	Airplane	Actual callsign confusion between an EMB145 and an EMB135 of the same operator with callsigns 1326 and 1348. Standard separation maintained.	Callsign 1348 had been instructed to turn right 290deg the reply received was to confirm the direction of turn, which ATC confirmed again as turn right 290deg. This was readback by callsign 1348. ATC then observed that callsign 1326 had started a right turn. ATC immediately issued corrective action and confirmed that the correct 1348 was indeed turning, as it was. The pilot of callsign 1326 had actually responded to the call for 1348 and confirmed his callsign erroneously as 1348. Feedback from the operator suggests that the incident was a result of a momentary lapse of concentration on the pilot's part rather than actual callsign confusion. Controllers are to be made aware of the risk associated with callsign confusion when the subject operator is on frequency.
201001358	16/02/2010	Aberdeen (ADN)	Airplane	Actual callsign confusion between an EMB145 and an EMB135 of the same operator with callsigns 1326 and 1348. Standard separation maintained.	Callsign 1348 had been instructed to turn right 290deg the reply received was to confirm the direction of turn, which ATC confirmed again as turn right 290deg. This was readback by callsign 1348. ATC then observed that callsign 1326 had started a right turn. ATC immediately issued corrective action and confirmed that the correct 1348 was indeed turning, as it was. The pilot of callsign 1326 had actually responded to the call for 1348 and confirmed his callsign erroneously as 1348. Feedback from the operator suggests that the incident was a result of a momentary lapse of concentration on the pilot's part rather than actual callsign confusion. Controllers are to be made aware of the risk associated with callsign confusion when the subject operator is on frequency.

201001366	18/02/2010	Aberdeen (ADN)	Helicopter	Lightning strike. PAN declared, checklist actioned and the aircraft returned to the departure airport.	
201001399	15/02/2010	En Route	Helicopter	During cruise, nr2 engine indications low for 2 mins followed by momentary TQ split causing alarm and Diff NG to illuminate. PAN declared.	Engines stabilised when power reduced. Nr2 engine initially suspected at fault, however, investigations found no problems. Subsequently nr1 engine replaced.
201001407	18/02/2010	Aberdeen (ADN)	Airplane	A321 was cleared to pushback from Stand 7. ATC then observed A321 had commenced taxiing without clearance. Clearance was then given to taxi to holding point W1. No other traffic affected.	
201001417	13/02/2010	Berwick-upon-Tweed (Northumber	Helicopter	Forced landing in a field due to hydraulic problem. Problem resolved and aircraft took off. No reported damage or injuries.	
201001443	21/02/2010	Aberdeen (ADN)	Airplane	LH engine fire warning during approach. Engine shutdown. MAYDAY declared.	Subsequent to an uneventful landing, an engineering investigation found that all engine indications were normal prior to warning. No signs of fire found in the engine area. Sensor wire found chafed. Sensor wire replaced.
201001459	19/02/2010	Aberdeen (ADN)	Unknown	Infringement of the Aberdeen CTA (Class D) by two military a/c believed to be in formation at FL67 and FL68. Standard separation maintained.	
201001459	19/02/2010	Aberdeen (ADN)	Unknown	Infringement of the Aberdeen CTA (Class D) by two military a/c believed to be in formation at FL67 and FL68. Standard separation maintained.	
201001475	19/02/2010	Scatsta	Airplane	A/c dispatched with incorrect hold baggage, which had been checked in for another flight. Minor loadsheet discrepancy.	Under company investigation.
201001486	15/02/2010	Inverness (INS)	Airplane	RTO due CTOT not set. F/O observed CTOT not set just as power levers were advanced. A/c backtracked R/W and all checks re-completed. Subsequent take-off uneventful.	
201001523	23/02/2010	Aberdeen (ADN)		Overload on the Anglia sector at 0940hrs. Humberside SSR failed during the overload, which required a radar handover.	The overload incident is attributed to the increased workload caused by the volume of traffic, the failure of Humberside SSR and additional military traffic in the area. The controller did not request assistance and did not take appropriate traffic management measures to reduce workload. CAA Closure: Appropriate unit action has been taken.
201001525	23/02/2010	Aberdeen (ADN)	Airplane	CL600RJ cleared to 3000ft. ATC observed a/c's Mode C at 2700ft. Traffic info and avoiding action given. Separation lost.	
201001529	21/02/2010	Inverness (INS)	Airplane	Birdstrike to RH wing boot on take-off. Blood and feathers found but no aircraft damage.	
201001536	19/02/2010	Sumburgh (SUM)	Helicopter	Engine fire detector failed during test.	Prior to shutdown, fire detectors tested in accordance with new NOPs. Nr2 engine did not test correctly on outboard circuit with no lights or audio evident.

201001550	22/02/2010	Leeds Bradford (LBA)	Airplane	DHC8 in descent at 2500ft was targeted by a green laser. Local authorities informed and the perpetrators were apprehended.	
201001559	22/02/2010	Manchester (MCT)	Airplane	Pilot believed QNH 997mb was passed during descent instruction to 5000ft, which was in contradiction to ATIS QNH 990mb. Correct QNH established at 4000ft. ATC review confirms 990mb was passed.	QNH 990mb set during initial approach phase iaw ATIS. Crew initially read back and independently set 997 after first transmission. Following subsequent ATC transmission, crew realised the anomaly and correct QNH was established.
201001610	24/02/2010	Aberdeen (ADN)	Airplane	Shortly after take-off acrid/chemical smell in area around crew seat at door 2. Fumes dissipated after several minutes. Member of crew used portable oxygen.	Aircraft de-iced prior to departure and aircraft also departed from chemically de-iced R/W.
201001611	24/02/2010	Aberdeen (ADN)	Helicopter	During after flight inspection, tail rotor blade found cracked at adaptor attachment fitting tube.	Item quarantined. Tail rotor blade replaced.
201001617	23/02/2010	Aberdeen (ADN)	Helicopter	R44 departed from Peterculter helicopter site without clearance from Aberdeen ATC and infringed Aberdeen CTR (ClassD). Pilot apologised and left CAS. Standard separation maintained.	Pilot has been reminded of departure procedures from Peterculter.
201001636	25/02/2010	Aberdeen (ADN)	Helicopter	After having gone around at an offshore rig due to weather below limitations, aircraft returned to departure airport. ATC stated 20 min hold. PAN declared due to low fuel.	
201001642	25/02/2010	En Route	Helicopter	RH Pitot and static heater failure during cruise. Emergency checklist used. Aircraft returned. PAN declared.	Checklist permits continued flight avoiding icing conditions, however, crew were no longer comfortable in the conditions with the duration of flight still remaining. Decision made to return. ATC provided extended routing, so PAN declared. Aircraft landed safely with no further incident.
201001649	26/02/2010	Aberdeen (ADN)	Airplane	MAYDAY declared due to total loss of hydraulic fluid and pressure with subsequent loss of brake pressure. Abnormal checklists completed. Aircraft returned.	Normal touchdown with some brake pressure available and aircraft stopped on runway and engines shutdown. Aircraft then towed onto stand. Initial engineering investigation revealed that hydraulic connection was not fully secure at engine firewall. CAA Closure: Full investigation found failure of a hydraulic pipe. Failure of the pipe is undetermined by the manufacturer.
201001650	25/02/2010		Airplane	At commencement of intermediate cruise climb, pilot flying selected pitch attitude prior to selecting 'Alt Sel'.	
201001655	25/02/2010	Aberdeen (ADN) (North Sea)	Helicopter	PAN declared due to nr2 engine torque meter failure. Aircraft returned.	Nr2 engine torque fluctuated wildly with associated 'FLI LMT' caption. NGs remained unaffected therefore crew realised that it was only an indication fault.
201001676	27/02/2010	Luton (LUT)	Airplane	During level off at FL350, A319 received/complied with a TCAS RA of adjust vertical speed. TCAS cleared before flight directors were switched off. Other a/c reported a TCAS TA only.	
201001715	10/01/2010	Dalaman	Unknown	Cancelled - Processed under 200909877	Cancelled - Processed under 200909877
201001715	10/01/2010	Dalaman	Unknown	Cancelled - Processed under 200909877	Cancelled - Processed under 200909877
201001734	26/02/2010	RANOK Waypoint	Airplane	RH main windshield cracked during cruise at FL170. Crew donned oxygen masks and requested a descent to FL100. A/c returned.	

201001739	28/02/2010	London-Gatwick LGW	Airplane	PAN declared due to passenger medical emergency.	
201001753	26/02/2010	London-Heathrow - LHR	Airplane	A321 in climb at 5000ft was targeted by a green laser. ATC informed.	
201001783	01/03/2010	Inverness (INS)	Airplane	JS41 operating in the FIR receiving a DS (Deconfliction Service) was given traffic info, then a heading to avoid climbing traffic. During turn JS41 received/complied with a TCAS RA of descend.	
201001800	01/03/2010	London-Heathrow - LHR	Airplane	Birdstrike on take-off. No adverse problems and all indications normal. Flight continued to scheduled destination.	
201001812	02/03/2010	Inverness (INS)	Airplane	BE200 climbing to FL55 was instructed it to stop climb at 3500ft due to a DHC8 on visual approach passing 4000ft on a wide downwind leg. Both a/c received/complied with their respective TCAS RAs.	
201001812	02/03/2010	Inverness (INS)	Airplane	BE200 climbing to FL55 was instructed it to stop climb at 3500ft due to a DHC8 on visual approach passing 4000ft on a wide downwind leg. Both a/c received/complied with their respective TCAS RAs.	
201001828	03/03/2010	Inverness (INS)	Airplane	Misleading coordination between civil ATC and military ATC involving an A319 departing Inverness receiving a PS (Procedural Service) and a military a/c.	As Inverness Radar was closed ScACC advised them of overlying military traffic at FL230 and gave an A319 outbound from Inverness a clearance up to FL190. Before A319 was airborne military a/c was observed SW of Inverness at FL100. ScACC telephoned Inverness and informed them of the traffic and to stop A319 at FL80. Inverness said there was no need to stop off A319 as Lossiemouth had coordinated military traffic with them and would keep it clear of A319. After A319 departed, military a/c maintained its level and heading. ScACC phoned Lossiemouth to confirm they were staying clear of A319. Lossiemouth said they had no knowledge of A319. Military a/c was then turned right to go clear of A319. Coordination was effected to resolve the conflict. There was no loss of separation. Causal factors in this incident were a breakdown in coordination between area, aerodrome and military ATC units, and failure of inter-unit coordination: aerodrome/military. CAA Closure: Appropriate inter-unit actions were initiated after the incident.

201001828	03/03/2010	Inverness (INS)	Unknown	Misleading coordination between civil ATC and military ATC involving an A319 departing Inverness receiving a PS (Procedural Service) and a military a/c.	As Inverness Radar was closed ScACC advised them of overlying military traffic at FL230 and gave an A319 outbound from Inverness a clearance up to FL190. Before A319 was airborne military a/c was observed SW of Inverness at FL100. ScACC telephoned Inverness and informed them of the traffic and to stop A319 at FL80. Inverness said there was no need to stop off A319 as Lossiemouth had coordinated military traffic with them and would keep it clear of A319. After A319 departed, military a/c maintained its level and heading. ScACC phoned Lossiemouth to confirm they were staying clear of A319. Lossiemouth said they had no knowledge of A319. Military a/c was then turned right to go clear of A319. Coordination was effected to resolve the conflict. There was no loss of separation. Causal factors in this incident were a breakdown in coordination between area, aerodrome and military ATC units, and failure of inter-unit coordination: aerodrome/military. CAA Closure: Appropriate inter-unit actions were initiated after the incident.
201001856	04/03/2010	Manchester (MCT)	Airplane	Separation lost when an A319 at FL390 was cleared to descend to FL360 through the level of a B737 at FL380. STCA activated. Traffic info and avoiding action given.	ATC training in progress. A loss of separation occurred on LACC S3/4/7 combined 15 miles South of MCT. S3/4/7 was being operated by a trainee and mentor; who was monitoring the session from an adjacent situation display. The B737 was coordinated into the sector routing WELIN - PENIL FL380. The OJTI did not observe this coordination from the adjacent position. The B737 was transferred to S3/4/7 approximately 70nm South of PENIL. The A319 was southbound at FL390 with an exit level of FL360. The trainee descended the A319 to FL360 and transferred the a/c to LACC DTY. The mentor expected the B737 to be in a more easterly position and did not recognise the confliction. STCA activated and avoiding action was given. Causal factors in this incident were that the trainee forgot the presence of the B737 and descended the A319 into confliction with the B737. The OJTI was unable to fully monitor FPS/trainee from the adjacent position. CAA Closure: Appropriate ATC unit personnel action has been taken. The unit will, in conjunction with other loss of separation incidents, take steps to reduce the number of incidents occurring whilst sectors are operated with mentor and trainee.

201001856	04/03/2010	Manchester (MCT)	Airplane	Separation lost when an A319 at FL390 was cleared to descend to FL360 through the level of a B737 at FL380. STCA activated. Traffic info and avoiding action given.	ATC training in progress. A loss of separation occurred on LACC S3/4/7 combined 15 miles South of MCT. S3/4/7 was being operated by a trainee and mentor; who was monitoring the session from an adjacent situation display. The B737 was coordinated into the sector routing WELIN - PENIL FL380. The OJTI did not observe this coordination from the adjacent position. The B737 was transferred to S3/4/7 approximately 70nm South of PENIL. The A319 was southbound at FL390 with an exit level of FL360. The trainee descended the A319 to FL360 and transferred the a/c to LACC DTY. The mentor expected the B737 to be in a more easterly position and did not recognise the confliction. STCA activated and avoiding action was given. Causal factors in this incident were that the trainee forgot the presence of the B737 and descended the A319 into confliction with the B737. The OJTI was unable to fully monitor FPS/trainee from the adjacent position. CAA Closure: Appropriate ATC unit personnel action has been taken. The unit will, in conjunction with other loss of separation incidents, take steps to reduce the number of incidents occurring whilst sectors are operated with mentor and trainee.
201001869	03/03/2010	Wick	Unknown	Inappropriate conduct by handling agent during a telephone conversation with FISO resulted in FISO being distracted from his primary tasks.	
201001879	03/03/2010	London-Heathrow - LHR	Airplane	EMB135 descended below its cleared altitude of 4000ft and, on finals, failed to comply with its assigned speed. Tower instructed EMB135 to go-around. Standard separation maintained.	EMB135 running downwind was descending to 4000ft. When on base leg, ATC went to descend EMB135 to 3000ft, but observed a/c at 3600ft descending. EMB135 established on LOC R/W09L and given a speed reduction of 160kts to maintain wake separation and handed to Tower. After a few miles, EMB135 was still indicating 180kts, which was highlighted to Tower. EMB135 was subsequently instructed to go-around.
201001900	25/02/2010	En Route	Helicopter	Bent compressor blade with ice ingress the possible cause.	During cruise a whining noise was apparent. Initially thought to be fan noise from heating system. When outside of the aircraft the noise was more prominent from the intake of nr2 engine. Visual inspection revealed no debris and engine parameters normal. Return flight undertaken with noise still apparent. Engineers examined the intake and found a bent compressor blade with ice ingress the possible cause.
201001906	04/03/2010	Aberdeen (ADN)	Airplane	RTO at approx 40kts due to double ASI failure.	ASI scales on both P1 and P2 PFDs blanked and were replaced by a 'red ladder' on each side. CAA Closure: Fault traced to failure of landing gear squat switch giving incorrect air/ground logic condition. Incorrect logic condition results in airspeed data being below a/c stall speed and both ASI's indicate failure.
201001953	03/03/2010	Liverpool	Airplane	Flight crew notified by Airfield Ops of an icefall from the a/c on landing. ATC notified. Debris removed from R/W. Investigation revealed a leaking water inlet on the side of the a/c.	
201002058	09/03/2010	SMOKI	Unknown	Conflict between a SF340 cruising at FL135 on ADR W4D and a military a/c. SF340 was given traffic info and avoiding action. STCA activated.	

201002058	09/03/2010	SMOKI	Airplane	Conflict between a SF340 cruising at FL135 on ADR W4D and a military a/c. SF340 was given traffic info and avoiding action. STCA activated.	
201002093	10/03/2010	Aberdeen (ADN)	Helicopter	High main gearbox temperature and low pressure warning during flight.	Intermittent 'Caut / Xmsn / Mp' warnings illuminated during the cruise. High main gearbox temperature and low pressure warnings then activated. ECL actioned and PAN declared. Temperature then stabilised at 80deg C with pressure at 3 bar. Straight in approach completed with no further incidents. CAA Closure: Oil cooler fan found to be contaminated in a thick oily substance, which is thought to have originated from a previous oil mist report. Oil cooler fan cleaned.
201002107	16/02/2010	London-Heathrow - LHR	Airplane	EMB145 departing after an A321 encountered severe wake turbulence at 2500ft. EMB145 banked sharply right 30deg then 20deg left. Stick shaker activated and autopilot disengaged.	Following wake turbulence, levelled wings, lowered nose, checked instruments and re-engaged autopilot.
201002107	16/02/2010	London-Heathrow - LHR	Airplane	EMB145 departing after an A321 encountered severe wake turbulence at 2500ft. EMB145 banked sharply right 30deg then 20deg left. Stick shaker activated and autopilot disengaged.	Following wake turbulence, levelled wings, lowered nose, checked instruments and re-engaged autopilot.
201002125	09/03/2010	Luton (LUT)	Airplane	During boarding of B737, a passenger advised cabin crew that RH side rail on rear stairs was not across to the a/c. Cabin crew member tried to stop boarding, but was unable. Rail then closed.	
201002149	08/03/2010	Judy platform	Helicopter	Oil seen dripping from RH common fluid drain during post flight walkround check. Aircraft shut down on helideck. MGB P2 valve malfunctioned.	Oil appeared to be lubricating oil and not old. Transmission deck found very oily with pooling in 'barbeque plate' gearbox mounting area. Following engineering advice pooling was mopped up and 25-minute ground run carried out before further inspection. No fresh accumulation of oil was seen and dripping from common drain reduced from 2 or 3 drops per second to approx 1 drop per 20 seconds. Following further engineering advice aircraft returned to base without further incident. Oil leak traced to vent area LH side MGB with P2 valve suspect. Valve tested for air leakage iaw maintenance manual and found to have intermittent operation. P2 valve exercised and functionally tested and found to be closing correctly. Ground run carried out with no leaks apparent. Total airframe hours 2516.9.
201002157	12/03/2010	Inverness (INS)	Airplane	PA42 cleared to climb to FL120 which was read back correctly. ATC then observed a/c climbing through FL125. ATC instructed a/c to stop climb. A/c reached FL129 before further climb issued.	Standard separation maintained.
201002160	11/03/2010	Unknown	Airplane	Passenger found smoking in toilet. Violation warning issued to which the passenger complied.	
201002172	10/03/2010	Aberdeen (ADN)	Airplane	Aileron actuator system 2 hydraulic return pipe found completely sheared at the point it joins to the elbow end fitting.	After the final flight of the day, a small hydraulic leak was observed from the RH aileron actuator. Investigations found the hydraulic return pipe had sheared at the elbow end fitting.

201002178	11/03/2010	Inverness (INS)	Airplane	Flight allegedly conducted whilst the a/c was not in compliance with approved maintenance.	CAA Closure: The aircraft was recovered at short notice due to lease payments outstanding and imminent probability of the operator going into liquidation. The owner made 'best efforts' to determine the state of airworthiness before departure, however there were some (by one day) maintenance tasks outstanding. The outstanding tasks were of a nature that they could have been varied temporarily under the auspices of the Maintenance Programme approved at the time. Since the flight took place, the Executor's office has received assurances from the owner that the Continuing Airworthiness will be managed by an Approved organisation and any outstanding maintenance dealt with.
201002221	15/03/2010	Bovingdon (BNN)	Airplane	EMB145 in the BNN Hold descending to FL80 received/complied with a TCAS RA on a Luton departure climbing to FL70. STCA activated. Standard separation was maintained.	
201002221	15/03/2010	Bovingdon (BNN)	Unknown	EMB145 in the BNN Hold descending to FL80 received/complied with a TCAS RA on a Luton departure climbing to FL70. STCA activated. Standard separation was maintained.	
201002254	12/03/2010	En Route	Helicopter	During cruise, crew heard a whining noise, which was subsequently associated with change in engine power.	Aircraft had been flying for a short period and had accumulated ice very rapidly but no indications of ice received. Small pieces of ice were seen to detach from the disc, at which point a whining noise was heard. Investigations found that one of the first stage blades of the nr1 engine axial compressor was buckled. Engine replaced.
201002255	14/03/2010	Aberdeen (ADN)	Helicopter	Damage found to multiple blade tips of the first stage free turbine.	Whining noise heard from LH engine during run-down following a ground run. Investigations found the centre electrode from the RH igniter was missing. Boroscope inspection revealed damage to blade tips of the first stage free turbine.
201002307	16/03/2010	Sumburgh (SUM)	Helicopter	Winch hook separated from inboard hoist with no tension on cable during pre-flight hoist check.	Hook was placed on winch operator's seat at which point winch hook separated from cable leaving hook on seat and cable loose. SAR training sortie terminated to allow other a/c hoists to be checked.
201002332	17/03/2010	Aberdeen (ADN)	Airplane	PAN declared due to an indication of an unsafe parcel door. A/c given direct visual approach and landed without incident.	

201002335	16/03/2010	GIVEM	Airplane	Controller misread D323C Danger Area activity and routed an EMB135 into the active Danger Area. As EMB135 entered area London Mil alerted ScACC to the error. A crossing clearance was coordinated.	An EMB135 had departed Aberdeen with a routing UP58 UL74 TOPPA and was cruising at FL250. The PC HUM controller (T&P) assessed that notified Danger Area activity would permit a direct routing from GIVEN to TOPPA. The EMB135 was cleared on the direct route, however, as it entered D323C the London Military Supervisor rang to advise that the danger area was active. The HUM controller rechecked the activity information and realised that an error had been made. The error was accepted by the controller and a crossing clearance coordinated with the military authorities. There was no loss of separation associated with the incident. CAAClosure: No further CAA action considered necessary as a result of this incident.
201002353	18/03/2010	HMR098	Helicopter	ATC failed to pass timely traffic info to an AS332 on 098HMR on an EC225 that was also routing on 098HMR 3nm ahead. On realising the conflicting traffic ATC passed traffic info to both helicopters.	
201002353	18/03/2010	HMR098	Helicopter	ATC failed to pass timely traffic info to an AS332 on 098HMR on an EC225 that was also routing on 098HMR 3nm ahead. On realising the conflicting traffic ATC passed traffic info to both helicopters.	
201002361	18/03/2010	Otringham (OTR)	Airplane	UK AIRPROX 2010/022 - Saab 2000 and a military a/c at FL250. Military a/c had a high rate of climb (8000fpm). Saab 2000 received and complied with a TCAS RA to climb. STCA activated.	Traffic info was issued to the Saab 2000 and the controller contacted military ATC to notify them of the Saab 2000. The military controller stated they would stop the a/c below the Saab 2000. On complying with the TCAS RA the Saab 2000 climbed to FL260 whilst the military a/c stopped climb at FL246. Student was reminded to level off at FL240 by instructor, but the student allowed the a/c to accelerate to 8000fpm. The student conducted a bunt -3G manoeuvre to achieve FL240, however the a/c climbed to FL246 before the instructor took control and levelled the a/c at FL240.
201002361	18/03/2010	Otringham (OTR)	Unknown	UK AIRPROX 2010/022 - Saab 2000 and a military a/c at FL250. Military a/c had a high rate of climb (8000fpm). Saab 2000 received and complied with a TCAS RA to climb. STCA activated.	Traffic info was issued to the Saab 2000 and the controller contacted military ATC to notify them of the Saab 2000. The military controller stated they would stop the a/c below the Saab 2000. On complying with the TCAS RA the Saab 2000 climbed to FL260 whilst the military a/c stopped climb at FL246. Student was reminded to level off at FL240 by instructor, but the student allowed the a/c to accelerate to 8000fpm. The student conducted a bunt -3G manoeuvre to achieve FL240, however the a/c climbed to FL246 before the instructor took control and levelled the a/c at FL240.
201002371	13/03/2010	Aberdeen (ADN)	Airplane	During inspection of LH windshield heat power contactor terminals, connections on terminals of relay showed early signs of overheating.	Similar inspection carried out on RHS, with evidence of overheating to main power connections on the relay was found and damage to associated wiring was also found. All effected components replaced.
201002390	17/03/2010	Newcastle (NEW)	Airplane	JS41 targeted by a laser during final approach to R/W25 at 650ft. ATC and police notified.	
201002401	18/03/2010	Inverness (INS)	Airplane	Windshear caution at 800ft after take-off. Crew initiated recovery procedures.	

201002427	17/03/2010	Aberdeen (ADN)	Airplane	DHC8 crew failed to comply with ATC clearances on two subsequent departures.	DHC8 had been cleared to take-off after a departing SF340 and instructed to remain outside the SF340's track, however, the controller observed the DHC8 commencing a turn shortly after the SF340 commenced its turn. ATC reiterated the clearance, however, the controller then observed the DHC8 turning right going behind the SF340's track. DHC8 subsequently returned to the departure airfield following a technical fault and on the second departure the a/c was instructed to climb straight ahead after departure due to inbound VFR traffic. The clearance was correctly read back. When the DHC8 departed, ATC observed it turning eastbound. Controller reminded the pilot of his clearance, however, the DHC8 had cleared the VFR traffic. ATC unit investigation concludes that, during the initial departure, the pilot misunderstood the phrase "remain outside his track" to mean remain off his track and therefore commenced his turn too early in order to remain laterally clear of the SF340's track. Pilot cites distraction may have caused him to deviate during the subsequent departure, which was corrected when the error was realised.
201002428	21/03/2010	Manchester (MCT)	Airplane	Potential callsign confusion between fltnums 1101 and 1103 same operator both routeing South and again on their return sectors as fltnums 1102 and 1104.	
201002428	21/03/2010	Manchester (MCT)	Airplane	Potential callsign confusion between fltnums 1101 and 1103 same operator both routeing South and again on their return sectors as fltnums 1102 and 1104.	
201002439	19/03/2010	Aberdeen (ADN)	Airplane	EMB135 targeted by a green laser during final approach R/W34 at 1500ft. ATC and police notified.	
201002465	18/03/2010	Inverness (INS)	Helicopter	Nr2 engine chip caption illuminated during aircraft shutdown.	Both nr2 engine MCD removed for inspection. Two small particles discovered, which have been sent for analysis. Controlled setting into service applied.
201002488	22/03/2010	North Sea (North Sea)	Helicopter	Transmission on comms box 1 blocked reception on box 2. ATC unable to contact aircraft.	Whilst monitoring ATC on box 2 a brief section of an ATC transmission was heard only when transmission on box 1 ceased. Squelch on Box 2 turned off and ATC confirmed that they had been trying to contact aircraft but had not heard any reply. Reporter comments that in this case it was only to offer direct routing to rig but in other circumstances could have been a more urgent call requiring immediate action. CAA Closure: The VHF-422A has a design feature incorporated called SIMULCOM, which attenuates the non-transmitting VHF communication set receiver, in this case Box 2, to avoid break through or cross talk. The operator reports that the feature is fully described to crews in Ground School and Line training. The operator is re-addressing this issue to the line pilots.
201002553	21/03/2010	En Route	Airplane	Whilst in the cruise, EICAS auto reverted to screen 2 and 4, leaving no multi function display (MFD).	Operating pilot (F/O) reverted to MFD manually which resulted in the MFD going blank. Captain's MFD reverted manually with the screen displaying an operating page. Captain continued the flight as the operating pilot, without any further event.

201002599	24/03/2010	Manchester (MCT)	Airplane	A321 failed to follow ATC taxi instructions and passed its turning, which resulted in a conflict with an EMB145. Both a/c were instructed to stop and a leader vehicle was sent to assist.	A321 lined up on R/W23L requested to vacate R/W to check out a technical issue. A321 vacated R/W at U1 and taxied to V6. After a period of time A321 requested taxi for departure and told to take the second right turn and hold at VA1. An EMB145 taxiing to V5 was told to wait for opposite direction A321 to turn right for VA1. As EMB145 approached V4 ATC noticed that A321 had missed the right turn and was now nose on to EMB145's nose. Both a/c were instructed to stop. A321 was pushed back and both a/c departed from VA1.
201002599	24/03/2010	Manchester (MCT)	Airplane	A321 failed to follow ATC taxi instructions and passed its turning, which resulted in a conflict with an EMB145. Both a/c were instructed to stop and a leader vehicle was sent to assist.	A321 lined up on R/W23L requested to vacate R/W to check out a technical issue. A321 vacated R/W at U1 and taxied to V6. After a period of time A321 requested taxi for departure and told to take the second right turn and hold at VA1. An EMB145 taxiing to V5 was told to wait for opposite direction A321 to turn right for VA1. As EMB145 approached V4 ATC noticed that A321 had missed the right turn and was now nose on to EMB145's nose. Both a/c were instructed to stop. A321 was pushed back and both a/c departed from VA1.
201002655	26/03/2010	Glasgow (GOW)	Airplane	Windshear caution after gear up was selected.	
201002662	27/03/2010	Lambourne (LAM)	Airplane	PA34 cleared to FL80 was observed climbing to FL85. Traffic info and avoiding action given. STCA and SMF activated. Separation lost with an A321.	CAA Closure: PA34 pilot confirmed that altimeter had been incorrectly set. When queried by ATC, error was realised and corrected. Pilot suggests that maximum deviation was 150ft. Unable to reconcile differing reports.
201002662	27/03/2010	Lambourne (LAM)	Airplane	PA34 cleared to FL80 was observed climbing to FL85. Traffic info and avoiding action given. STCA and SMF activated. Separation lost with an A321.	CAA Closure: PA34 pilot confirmed that altimeter had been incorrectly set. When queried by ATC, error was realised and corrected. Pilot suggests that maximum deviation was 150ft. Unable to reconcile differing reports.
201002664	28/03/2010	Inverness (INS)	Unknown	During a routine inspection of the South apron a locking nut was found. Based engineers were unable to confirm whether it was an a/c part or not, but confirmed it was not from their a/c.	
201002693	27/03/2010	Inverness (INS)	Unknown	During a routine inspection of South Apron a dust cap was found, which was not attributed to a particular a/c or a/c type. Engineers were asked to check their respective a/c.	
201002737	26/03/2010	Glasgow (GOW)	Airplane	ATC cleared BE200 to descend to 4500ft. A few minutes later BE200 asked to confirm it was cleared to 4000ft and told it was 4500ft. BE200 now indicating 4300ft was then cleared to continue to 4000ft.	
201002740	30/03/2010	Aberdeen (ADN)	Airplane	RH side front outer windscreen shattered during climb at FL185. Windshield caution illuminated soon afterwards. Precautionary descent to FL100. A/c diverted. PAN declared.	Reporter states moderate icing conditions had been encountered from departure until FL170, however, there was no indication of any defect with the windscreen or windscreen anti-ice prior to the event.
201002743	28/03/2010	Inverness (INS)	Airplane	EGPWS 'Terrain' warning during approach. Aircraft climbed to maximum MSA.	

201002748	28/03/2010	London-Heathrow - LHR	Airplane	As cargo loading vehicle reversed from A319's forward cargo hold, it contacted nr2 engine intake causing damage to cowling. Appropriate action taken.	
201002752	29/03/2010	Aberdeen (ADN)	Airplane	Brake unit found damaged.	During nr2 wheel change, centre rotor drive clips fell out of wheel and wear pin was protruding by approximately 1 inch. Brake unit replaced and unit put on hold in quarantine.
201002770	30/03/2010	Aberdeen (ADN)	Helicopter	ATC vectored two helicopters on an heading behind a helicopter at 3000ft downwind LH for R/W34. ATC failed to take into account a very strong Northeast wind and separation eroded below 5nm.	Avoiding action was given.
201002770	30/03/2010	Aberdeen (ADN)	Helicopter	ATC vectored two helicopters on an heading behind a helicopter at 3000ft downwind LH for R/W34. ATC failed to take into account a very strong Northeast wind and separation eroded below 5nm.	Avoiding action was given.
201002776	29/03/2010	Aberdeen (ADN)	Helicopter	During maintenance, evidence of a fuel leak observed. On investigation, fuel was seen to seep from around the fuel pipe braided section and above the swaged end connection to the low fuel filter.	
201002813	30/03/2010	Inverness (INS)	Airplane	FOD found on South apron post DHC8 departure. A large metal hook, belonging to a passenger guidance aid, was found in an area where the rear passenger steps would have been positioned.	Appropriate Airport Authority action taken.
201002814	31/03/2010	Newcastle (NEW)	Airplane	JS41 receiving a TS (Traffic Service) was given traffic info on a military a/c operating at FL145. JS41 in the descent subsequently received/complied with a TCAS RA of climb.	
201002816	31/03/2010	En Route	Airplane	Cabin crew illness/incapacitation. Medication administered and crew member removed from duties towards end of flight.	
201002820	31/03/2010	Aberdeen (ADN)	Airplane	'Windshear' warning during initial climb. Normal recoverydrill carried out. Flight continued normally and uneventfully to destination.	
201002846	31/03/2010	Aberdeen (ADN)	Helicopter	Transmission chip warning during climb out. 'Chip pulse' carried out iaw EOP drill, caption remained. All temperatures and pressures normal. A/c returned. Chips on main rotor head (MRH) chip detector.	Reporter confirms that MRH has only achieved 264hrs post repair for same problem. Aircraft manufacturer informed.
201002853	03/04/2010	En Route	Airplane	B777 received a TCAS RA to climb against an EMB190 climbing 1000ft below. The EMB190 pilot also reported a TCAS RA to descend. ATC informed.	
201002853	03/04/2010	En Route	Airplane	B777 received a TCAS RA to climb against an EMB190 climbing 1000ft below. The EMB190 pilot also reported a TCAS RA to descend. ATC informed.	

201002855	04/04/2010	Aberdeen (ADN)	Airplane	Infringement of the Aberdeen CTR (Class D) by a PA28 squawking 7000 at 1600ft. Standard separation maintained.	Investigations have revealed that the pilot misidentified the Banchory VRP routing towards Peterculter instead. This town is contained within the CTR resulting in the infringement.
201002881	31/03/2010	Aberdeen (ADN)	Helicopter	Main gearbox chip warning illuminated on engine start. Slight carbon build up found on MGB sump detector.	CAA Closure: Checks carried out in accordance with manufacturer's maintenance manual. No further reports during the subsequent close monitoring period.
201002882	01/04/2010	Wick	Helicopter	'Hyd - MP' and 'Aux P' warnings when landing gear selected down on approach. LH hydraulic manifold pressure (MP)/hydraulic pump failure.	Pressure gauge on LH hydraulic system dropped to zero. Three greens checked on landing gear and then hydraulic pressure on LH system was restored and all captions extinguished. Drill 3/2 completed on landing and aircraft shut down. MP failure suspected as proper flow unable to be maintained (auxiliary pump checked on ground to be operating normally). Subsequent investigation confirmed fault with LH hydraulic pump.
201002885	02/04/2010	Sumburgh (SUM)	Helicopter	Corrosion found to RH flight deck door hinge during pre-flight inspection.	
201002886	02/04/2010	En Route	Helicopter	Cyclic trim failure during cruise.	Trim REL light on AFCAU and AFCS failures during climb. Cyclic trim disengaged and flight continued.
201002889	04/04/2010	Sumburgh (SUM)	Helicopter	Outboard hoist stopped at 270ft during cable wash.	With 15ft of cable remaining, the hoist entered inching and stopped. Hoist control switch cycled on both control pendants but the hoist failed to raise or lower. Pilots hoist control switch resulted in the hoist operating. Pendants were reselected and full control was then available.
201002891	05/04/2010	North Sea (North Sea)	Helicopter	LH hyd 'MP' and 'Aux Pump' warnings with associated pressure drop to approx 110 bar during cruise at 1000ft. LH hydraulic manifold fault.	Warnings lasted for approx 3-5secs and pressure returned to normal. Flight continued short distance to destination platform and aircraft landed without further incident. Warnings and pressure drop recurred when gear selected down on return leg. Gear locked down with three greens and captions cleared and pressure returned to normal. Uneventful landing. Subsequent investigation confirmed LH hydraulic manifold fault.
201002908	05/04/2010	London-Heathrow - LHR	Airplane	A319 in descent at 2300ft was targeted by a very bright green laser. ATC informed.	
201002946	06/04/2010	Aberdeen (ADN)	Unknown	Infringement of the Aberdeen CTA (Class D) by a military a/c at FL90. Standard separation maintained.	SOS squawk noted climbing into the Aberdeen CTA. Military ATC confirmed that the a/c made an emergency low level abort after encountering worse than expected weather.
201002958	02/04/2010	Humberside	Airplane	PAN declared due to loss of hydraulic pressure with associated 'Lo Press' caption during cruise. Abnormal/emergency checklist actioned. Gear and flaps extended using emergency extension systems.	Uneventful landing with fire services in attendance. Passengers disembarked on runway and aircraft towed to stand. Initial investigation revealed no leaks and no system faults apart from a RH system NRV, which reporter confirms would not cause reported problem. LH hydraulic pump changed as suspect intermittent operation and faulty NRV also replaced. System bleeds and shakedown flight carried out with no defects noted.

201002979	05/04/2010	Sedco 714 platform (North Sea)	Helicopter	Gearbox oil leak down LH side of a/c after landing on helideck.	CAA Closure: Investigations found the nr1 alternator seal leaking and the MGB LH rubber breather hose cracked. Both items were replaced. Ground run leak check carried out with some evidence of oil still remaining so flight test for dynamic leaks carried out. During this, a leak from 9 o'clock position at epicyclic and MGB interface was evident. MGB replaced and air test carried out satisfactorily with no further leaks noted. MGB strip report could not confirm defect, with no cracks on the casing or signs of poor sealing evident. The MGB has been subsequently returned to service with no further issues identified. The manufacturer has commented that this issue may be as a result of the main rotor head (MRH) breathing system vent having been blocked, causing the MGB to become over pressurised, thus venting oil. This is most likely to happen during replacement of the MRH coning stop assembly. Investigation of the MRH of the a/c involved noted evidence of PRC sealant in the area of the vent hole. A fleet check was initiated with no further issues noted. To highlight this issue to maintenance staff, a Fleet Technical News was issued.
201002992	06/04/2010	Aberdeen (ADN)	Helicopter	During daily inspection, main rotor vibration absorber found with an excessive gap at the leading edge of the shaft.	During daily inspection, the red position main rotor vibration absorber was found to be stuck in the flight position. On investigation, the weight assembly was not positioned centrally in the housing, resulting in a gap of 2.7mm at the leading edge, compared with a 0.85mm gap at the trailing edge end. Binding in the bearing was also felt when weight assembly in correct position. Vibration absorber was replaced.
201002997	07/04/2010	Durham Tees Valley (TD)	Airplane	JS41 in descent at 2500ft was twice targeted by a green laser. Local authorities informed.	
201003027	08/04/2010	Aberdeen (ADN)	Airplane	Infringement of the Aberdeen CTA (Class D) by a C172 squawking 7000 at 2500ft. Standard separation maintained.	Investigations have revealed that this was a training flight with an instructor on board. A navigational error was made by the student which led to a discussion on the problem taking place. This distracted the instructor from recognising the infringement and making contact with Aberdeen.
201003052	07/04/2010	Sumburgh (SUM)	Airplane	Pilot reported birds on the runway threshold as he landed, although he did not report a birdstrike. Runway inspected with nothing found.	Constant bird scaring patrols had been in progress all day.
201003168	09/04/2010	Aberdeen (ADN)		UPS system, that supports ACR surveillance display, indicated a battery fault. While engineer carried out an investigation, the UPS failed completely causing several displays to switch off in the ACR.	Power supply outage lasted approximately 3mins. Investigation ascertained that a recommendation (following a previous similar incident) that required all UPS work to be carried out under FI (Facility Interrupt) had not been followed on this occasion. CAA Closure: Engineering Safety Notice (ESN 002/10) issued to clarify the requirement for FI during UPS maintenance. Additionally, unit instruction issued to support this ESN.
201003205	12/04/2010	Edinburgh (EDI)	Airplane	BAe146 in descent was targeted by a laser. Approximately one hour later, a second BAe146 in descent was targeted by a green laser from the same location. Local authorities informed.	

201003205	12/04/2010	Edinburgh (EDI)	Airplane	BAe146 in descent was targeted by a laser. Approximately one hour later, a second BAe146 in descent was targeted by a green laser from the same location. Local authorities informed.	
201003249	13/04/2010	Aberdeen (ADN)	Airplane	JS41 and SF340 operating in ADR (Class F) receiving a DS (Deconfliction Service) was given traffic info and avoiding action on military a/c operating in the area. STCA activated.	
201003249	13/04/2010	Aberdeen (ADN)	Airplane	JS41 and SF340 operating in ADR (Class F) receiving a DS (Deconfliction Service) was given traffic info and avoiding action on military a/c operating in the area. STCA activated.	
201003274	14/04/2010	Talla (TLA)	Airplane	EMB145 cleared to descend to FL260 level by GRICE, pilot read back FL220 which was not detected. Next sector observed a/c descending below FL260 and allowed a/c to descend to FL220.	Standard separation maintained.
201003304	14/04/2010	Scatsta	Airplane	After Saab 2000 started its taxi from stand a ramp operator noticed that access panel for both GPU and Air Start System, were not secure. ATC informed who alerted Saab 2000. A/c returned to stand.	
201003329	12/04/2010	Aberdeen (ADN)	Helicopter	When aircraft towing arm was detached, aircraft rolled into hangar doors, striking it with tail blades. Two tail rotor blades, tail fairing and tail gearbox to be replaced.	
201003353	16/04/2010	Inverness (INS)	Airplane	Burning nesting material ejected from the aircraft onto taxiway when APU started up. Extinguished by airfield operations team.	Engineers have been asked to blank the aircraft.
201003413	16/04/2010	Lerwick	Helicopter	S92 observed volcanic ash on wiper blades on landing at Lerwick. Discoloration was observed as the wiper blades collected droplets. S92 returned to base where it was inspected by engineers.	On inspection by engineering, it was discovered that ash traces were present on the engine air intakes. Manufacturer's safety advisory actions carried out and helicopter returned to service.
201003418	20/04/2010	056HMR	Helicopter	AS332 encountered volcanic ash at 2000ft on the 056 HMR at 67nm. Crew observed residue on windscreen and airframe during rainfall. Post flight inspection revealed no ash contamination.	Event occurred in an area which was not forecast with any volcanic ash activity.
201003422	21/04/2010	Inverness (INS)	Unknown	During pre-opening airfield checks, FOD was found on main R/W, believed to have been dropped by a bird as part of its nesting material. There was no WIP near R/W nor was it a part of an a/c.	
201003449	20/04/2010	Aberdeen (ADN)	Airplane	As SB2000 was passing FL140 during descent, it was targeted by a green laser. ATC and police informed.	

201003457	20/04/2010	North Sea	Helicopter	AS332 at 3000ft overheard a helicopter approximately 10nmahead report suspected volcanic ash in rain. AS332 elected to turn back. During turnback, grey particles impacted the windscreen for 10-15sec.	Inspections carried out. Intakes, exhaust and 1st stage compressor blades showed no evidence of ash contamination. Airframe was also inspected.
201003460	22/04/2010	Wick	Airplane	C208 was instructed to taxi, enter, backtrack and line upon R/W31. At R/W31 threshold C208 appeared to do its engine checks, but then departed without a take-off clearance.No traffic was affected.	
201003466	20/04/2010	Aberdeen (ADN)	Helicopter	TAWS multiple nuisance warnings. Known problem.	False TAWS warnings commenced on leaving ramp and then occurred throughout flight at a rate of one warning every three minutes for the duration of a two-hour flight. Flight was VFR and in CAVOK conditions but crew found warnings very distracting. The 100ft AVAD call did function correctly. Multi Fleet/Company Report completed with full details for information gathering exercise, which will provide OEM with data on these recurrent false warnings. Meetings withOEM Design/Project Engineer scheduled for May 2010.
201003485	22/04/2010	Inverness (INS)	Airplane	ATC advised PA28 that it was entering a NFZ (No Fly Zone)due to volcanic ash activity and an ATC service could notbe provided. PA28 elected to continue the flight and landed at Inverness on R/W30.	AIS stated that no ATC service would be provided from 1800-2030hrs. PA28 landed at 1803hrs.
201003486	21/04/2010	Scatsta	Helicopter	Outbound S92 was given a late climb to 3000ft, which put it into conflict with an inbound S92 at 2000ft. Traffic info and avoiding action given. Class G airspace.	Scatsta allegedly gave the outbound S92 a late climb without prior warning or coordination with the Aberdeen Sumburgh Sector. Investigations have revealed that Scatsta ATC did comply with the agreed procedures of the relevant LOA.
201003486	21/04/2010	Scatsta	Helicopter	Outbound S92 was given a late climb to 3000ft, which put it into conflict with an inbound S92 at 2000ft. Traffic info and avoiding action given. Class G airspace.	Scatsta allegedly gave the outbound S92 a late climb without prior warning or coordination with the Aberdeen Sumburgh Sector. Investigations have revealed that Scatsta ATC did comply with the agreed procedures of the relevant LOA.
201003488	22/04/2010	Aberdeen (ADN)	Unknown	Infringement of the Aberdeen CTA (Class D) by unidentified a/c indicating 3000ft. Standard separation maintained.	As unknown a/c approached the Aberdeen CTA its Mode A changed to BHL63A and Hels controller was asked if he was working the a/c, which he was not. A/c then appeared to enterCTA, orbit and leave. Scottish Information were called, who gave details on a possible a/c in the area. Investigations have revealed that the a/c concerned was on an examination flight. The student erroneously selected the SSR codeas 7041 instead of 7401 but with the issuing agency beingScottish Info this was not apparent to Aberdeen ATC. Thisled to the code converting to BHL63A. The student had also turned the radio volume down to minimum which resulted in him not being able to hear Scottish Info calling. The examiner took control of the a/c when he became aware of theimpending infringement although the action was taken slightly to late as the a/c was approximately 1nm inside CAS when it turned around.

201003492	23/04/2010	North Sea	Helicopter	Main battery failure during cruise at 2000ft. PAN declared. ECL consulted. Flight continued without further incident.	Prior to declaring a PAN , the crew called ATC asking foran RT check. ATC reported receiving strength 5. Pilot advised of a possible radio problem and checked out. A/c transponder subsequently failed to show on radar. A/c selectedRT fail squawk 7600 and then selected 7700 after declaring a PAN.
201003516	22/04/2010	Aberdeen (ADN)	Airplane	During descent into destination through an area where volcanic ash maybe be encountered, there was a slight smell of sulphur for less than one minute duration. Engineer checked a/c as a precaution.	On landing, a sand coloured dust deposit with larger black particles was observed on the airframe. CAA Closure: Noadverse affect on a/c or systems. Engineer dispatched to inspect a/c and confirmed no signs of damage/erosion.
201003517	20/04/2010	Aberdeen (ADN)	Airplane	Saab 2000 in descent was targeted by a green laser. ATC and local authorities informed.	
201003534	23/04/2010	North Sea	Helicopter	Volcanic ash residue discovered on the engine compartmentdecks post flight.	Helicopter engines and airframe inspected for ash residueand removed where appropriate. Detailed Inspections including engine boroscope checks conducted i.a.w. TLAMI (Technical Log Additional Maintenance Instruction) 332-TL-382 and 332-TL-383 with no further defects found. Helicopter returned to service. CAA Closure: The operator has detailed instructions (TLAMI) for maintenance staff where ash residue is suspected
201003573	19/04/2010		Helicopter	RH rear door opened during the cruise. Precautionary landing carried out. Door secured and the flight continued without further incident.	
201003574	20/04/2010	Prestwick	Airplane	Infringement of the Prestwick CTR (Class D) by a C172 at 5000ft. Standard separation maintained.	
201003581	22/04/2010	Loch Duich - Inverness	Helicopter	AS350 operated at 1000ft through a 'no fly zone'. The 'nofly zone' was in operation due to known contamination of volcanic ash in the atmosphere.	Pilot unaware of the NOTAM regarding the 'no fly zone'. Procedures for obtaining flight planning information while operating away from base facilities are adequately addressed in Company Operations Manual. The crew were unaware of or failed to adhere to them. The root cause of this incident was a lack of knowledge of and /or application of flight planning requirements and procedures. A/c received 100 hour check which included a boroscope inspection of the engine and chemical wash of the compressor. No abnormalities were found. CAA Closure: The company will remind crews of procedures through Flying Staff Instructions. Long term prevention. The company will emphasise need to comply withpublished flight planning procedures during initial and recurrent training and test knowledge of flight planning specifically during recurrent checks.
201003641	23/04/2010	Cormorant oilfield - Scatsta	Helicopter	Evidence of volcanic ash discovered on a/c post flight. A/c operated at 3000ft.	A/c arrived with what looked like ash deposits on pitot tubes, engine intakes and the leading edge of the stabilizer. Appropriate inspection carried out. A boroscope inspection of the engines was performed with no faults found.

201003688	28/04/2010	Aberdeen (ADN)	Airplane	Loss of separation between a Saab 340 and an EMB145 at 5000ft. Saab 340 reported and responded to a TCAS RA. Traffic info given.	The EMB145 and the SAAB 340 were being positioned to the ILS R/W16, numbers 4 and 5 respectively. Both a/c were cleared to 5000ft. Whilst vectoring to final approach was taking place the APR Controller did not provide the required radar separation as the 2 a/c passed on nearly reciprocal tracks. CAA Closure: Appropriate ATC personnel action has been taken at the unit concerned.
201003688	28/04/2010	Aberdeen (ADN)	Airplane	Loss of separation between a Saab 340 and an EMB145 at 5000ft. Saab 340 reported and responded to a TCAS RA. Traffic info given.	The EMB145 and the SAAB 340 were being positioned to the ILS R/W16, numbers 4 and 5 respectively. Both a/c were cleared to 5000ft. Whilst vectoring to final approach was taking place the APR Controller did not provide the required radar separation as the 2 a/c passed on nearly reciprocal tracks. CAA Closure: Appropriate ATC personnel action has been taken at the unit concerned.
201003690	28/04/2010	Aberdeen (ADN)	Unknown	Infringement of the Aberdeen CTA (Class D) by a military a/c at FL36. Standard separation maintained.	Pilot reported making a low level abort.
201003717	28/04/2010	Sumburgh (SUM)	Airplane	Pilot reported seeing a number of birds. Possible birdstrike. R/W inspection carried out with no evidence of birdstrike found. Pilot informed.	
201003724	29/04/2010	Corby Loch	Helicopter	SA332 in descent was targeted by a laser for a prolonged period of time. ATC and Police Authority notified.	
201003745	28/04/2010	NTVL rig (North Sea)	Helicopter	Poor R/T reception on 044 HMR (Helicopter Main Route).	Crew unable to communicate with any ATC agency (primarily Sumburgh 131.300 MHz) to ascertain traffic information for approx 14 mins. It was only after requesting a relay from another aircraft that crew were able to obtain traffic information but not until range 146nm from ABZ VOR.
201003752	30/04/2010	Inverness (INS)	Airplane	Smoke in the flight deck and cabin following engine start. A/c shut down and evacuated.	Approximately 20secs after the APU was shut down and bleeds selected to 'On/Min', the flight deck and cabin began to fill with white/grey smoke with an acrid odour. Both engines shut down and a rapid precautionary evacuation actioned. Fire services requested. At no time were there any cautions or warnings on either the CWP or the engine display. CAA Closure: Subsequent engineering investigations were unable to reproduce the fault and the a/c was returned to service. There have been no further reports of a similar nature and monitoring will continue.
201003789	03/05/2010	Sumburgh (SUM)	Helicopter	After departure AS332 failed to comply with ATC radar heading and came into potential conflict with an inbound SF340. AS332 then turned onto its assigned heading. Standard separation maintained.	Pilot apologised for the error.
201003789	03/05/2010	Sumburgh (SUM)	Airplane	After departure AS332 failed to comply with ATC radar heading and came into potential conflict with an inbound SF340. AS332 then turned onto its assigned heading. Standard separation maintained.	Pilot apologised for the error.

201003822	29/04/2010	Nottingham	Airplane	Saab F340 in descent at 5000ft was targeted by a green laser. ATC notified.	
201003830	29/04/2010	Kirkwall	Airplane	Bird scaring vehicle was told to vacate all R/Ws, but subsequently reported being stuck in grass north of RW27 threshold within clear and graded area. An inbound SF340 elected to hold NW of airfield.	
201003909	01/05/2010	Scatsta	Helicopter	Intermittent 'Fire D' warning on MCP, with the frequency of the warning increasing during flight. Aircraft returned.	Fire detection pcb replaced.
201003945	05/05/2010	Aberdeen (ADN)	Helicopter	Crack found on red tail rotor blade drag damper attachment of approximately 1 inch in length.	
201003962	06/05/2010	Forties A platform (North Sea)	Helicopter	Unplanned go-around due to decreased visibility at offshore platform. Autopilot problems during go-around and subsequent instrument approach.	PFD showed correct indications of coupling but aircraft was not coupled, which incurred departures from ideal profile. Subsequent inter rig sectors flown without coupling. Fault remained on departure - aircraft flown to cruise altitude, autopilots rebooted and fault cleared. Tech Log annotated.
201003981	30/04/2010	Scatsta	Airplane	Saab 2000 in the hold at FL70. ATC then observed a/c at FL75. Standard separation maintained.	The crew report that ATC passed the QNH996 which the crewset before being given clearance to descend thus causing the a/c to climb. A/c eventually diverted due to weather conditions.
201004042	06/05/2010	Aberdeen (ADN)	Airplane	Simultaneous double hydraulic pump failure during cruise.PAN declared. Fuel reduced in hold. Emergency checklist actioned and landing gear selected down using emergency selector.	Uneventful flapless landing with fire services in attendance and a/c towed off runway. CAA Closure: The hydraulic system failure was due to fluid loss from a fractured pipe, p/n14129014-349. Pipe removed and forwarded to manufacturer for investigation into the cause. The operator has introduced a 600 hour inspection of the suspect pipe.
201004056	09/05/2010	Inverness (INS)	Airplane	VFR PA28 operating in the FIR (Class G) was in a volcanicash no fly zone (NFZ). Pilot was informed by Inverness ATC that no service could be provided as the aerodrome was NOTAMed closed.	
201004059	09/05/2010	Inverness (INS)	Microlight	Microlight operating VFR in FIR (Class G) during volcanicash no fly zone. Inverness NOTAMed closed. Pilot advised that no ATC service could be provided.	
201004134	10/05/2010	FINDO	Airplane	As EMB190 was capturing FL310 following climb it received/complied with a TCAS RA of adjust vertical speed on opposite direction traffic at FL320.	
201004150	05/05/2010	Wick	Helicopter	EC135 at 3000ft was observed penetrating a NFZ (No Fly Zone) due to volcanic ash.	Pilot informed ATC that he had permission to fly in the red area but was to avoid the black area. CAA Closure: TheEC135 did not suffer any damage as a result of this incident. The reporter has introduced processes and procedures to address any future volcanic ash incidents.
201004158	11/05/2010	ULLAP	Airplane	After landing JS41 reported that when a/c had passed ULLAP area at FL165 it suspected there was a volcanic ash cloud above a/c at approximately FL170.	CAA Closure: No damage to a/c or systems.

201004162	08/05/2010	En Route	Helicopter	Chin bubble cracked in flight.	During cruise a noticeable change in pressure inside the cabin was noticed. It was discovered that the co-pilot's chin bubble was cracked open. Airspeed reduced during which the two pieces joined again. No evidence of any impact found.
201004168	08/05/2010	Burton on Trent	Airplane	BAe ATP in descent at 3500ft was targeted by a green laser. ATC informed.	
201004181	09/05/2010	Sumburgh (SUM)	Airplane	ScACC Moray Sector - Alleged overload due to disruption of traffic caused by volcanic ash activity, which then resulted in a large number of re-routes and non-standard routes being utilised.	During the overload there was a potential conflict between two B757s. Traffic info and avoiding action was given. Standard separation was maintained. A series of three overloads occurred on the sector on three separate occasions during the unprecedented events of the Icelandic volcanic eruption in May 2010. The unit undertook an extensive investigation into the overloads with the following conclusions. The overloads occurred when over-delivery of traffic and unusual re-routings, coupled with insufficient sector protection caused the sector controlling teams to be placed in high workload / overload situations. As a result, conflict detection became particularly difficult due to the immense traffic volumes, poor strip production for re-routes, confusion over the novel role of 'support controller', and inability of the display to represent traffic flows. The interaction with the adjacent ACC was also examined and it was noted that they too were experiencing overload, which led to a breakdown in communications on some occasions and confusion over amended clearances and airspace entry requirements. The support of supervisor staff was also examined in so far as many tactical solutions had not been 'tested' or previously used, therefore solutions were being implemented ad hoc. CAA Closure: An extensive set of recommendations was made by the unit investigation including, review of the ACC/ACC interface, further analysis of the events by UKFMP, LAS training and a review of watch operational information flow structures. In addition, work will be undertaken on Network Management and LAS Oversight capabilities/functions associated with overload scenarios.
201004181	09/05/2010	Sumburgh (SUM)	Airplane	ScACC Moray Sector - Alleged overload due to disruption of traffic caused by volcanic ash activity, which then resulted in a large number of re-routes and non-standard routes being utilised.	During the overload there was a potential conflict between two B757s. Traffic info and avoiding action was given. Standard separation was maintained. A series of three overloads occurred on the sector on three separate occasions during the unprecedented events of the Icelandic volcanic eruption in May 2010. The unit undertook an extensive investigation into the overloads with the following conclusions. The overloads occurred when over-delivery of traffic and unusual re-routings, coupled with insufficient sector protection caused the sector controlling teams to be placed in high workload / overload situations. As a result, conflict detection became particularly difficult due to the immense traffic volumes, poor strip production for re-routes, confusion over the novel role of 'support controller', and inability of the display to represent traffic flows. The interaction with the adjacent ACC was also examined and it was noted that they too were experiencing overload, which led to a breakdown in communications on some occasions and confusion over amended clearances and airspace entry requirements. The support of supervisor staff was also examined in so far as many tactical solutions had not been 'tested' or previously used, therefore solutions were being implemented ad hoc. CAA Closure: An extensive set of recommendations was made by the unit investigation including, review of the ACC/ACC interface, further analysis of the events by UKFMP, LAS training and a review of watch operational information flow structures. In addition, work will be undertaken on Network Management and LAS Oversight capabilities/functions associated with overload scenarios.
201004225	13/05/2010	Wick		Runway incursion by ground vehicle that had unreadable broken transmissions. The vehicle subsequently advised in a readable transmission that R/W13 was vacated. No clearance had been given.	
201004243	10/05/2010	London-Gatwick LGW	Airplane	During walkround inspection of EMB190 prior to departure, an inch long gouge to rear passenger door was found.	

201004328	14/05/2010	Angus - Aberdeen	Airplane	Suspected encounter with volcanic ash cloud by SF340 during cruise at FL190. Crew noticed sulphuric smell, which lasted approx 8-10secs. Grey/black deposits observed on the windscreen thereafter.	A/c descended to FL150 and flight continued without further incident. Encounter occurred between Angus and Aberdeen. CAA Closure: A residue was reported on the windscreen, which was checked and not considered to be volcanic ash.
201004337	03/05/2010	Scatsta	Airplane	RTO due otter crossing the R/W. Otter vacated the R/W, a/c re-commenced take-off and departed.	
201004375	15/05/2010	Inverness (INS)	Airplane	AC690 pilot reported seeing a brownish haze (possible volcanic ash) in front and above at FL280 North of Inverness.AC690 descended and did not report any problems to ATC.	
201004396	12/05/2010	Aberdeen (ADN)	Airplane	A321 on ILS approach instructed to go-around due to insufficient wake turbulence separation with a helicopter that had landed ahead. Crew stated no speed controls had been applied prior to go-around.	
201004396	12/05/2010	Aberdeen (ADN)	Helicopter	A321 on ILS approach instructed to go-around due to insufficient wake turbulence separation with a helicopter that had landed ahead. Crew stated no speed controls had been applied prior to go-around.	
201004405	17/05/2010	En Route	Airplane	Cabin crew incapacitation. Member of the cabin crew trapped her fingers in the flight deck door. Withdrawn from duties and sat in a passenger seat for the remainder of the flight and return sector.	
201004439	18/05/2010	Inverness (INS)		During first morning inspection items of FOD discovered on the apron. FOD was identified as bolts and bushes that had come from a handling agents toilet cart.	
201004506	15/05/2010	Stronsay	Microlight	Engine power loss during climb. Forced landing in adjacent field. Airfield fire service personnel in attendance. Noreported damage or injuries. Loose wire shorted magneto.	
201004513	17/05/2010	Aberdeen (ADN)	Airplane	Birdstrike during landing. Seagull struck RHS of aircraft. Engineering inspection found no damage.	
201004525	24/02/2010	Aberdeen (ADN)	Unknown	Due to traffic situation whilst a/c was lined up on R/W, ATC issued instructions to a/c which were not ideal for aircrew and considered by crew to be distracting at a critical phase of the flight.	
201004525	24/02/2010	Aberdeen (ADN)	Helicopter	Due to traffic situation whilst a/c was lined up on R/W, ATC issued instructions to a/c which were not ideal for aircrew and considered by crew to be distracting at a critical phase of the flight.	

201004543	20/05/2010	Trent (TNT)	Airplane	B737 cleared to FL320, which was read back correctly. ATC then observed a/c passing through FL347. ATC recleared a/c to FL350. Standard separation maintained.	On being cleared to, and correctly reading back FL320, the crew were asked their requested FL. FL400 was the response.
201004563	23/05/2010	Stansted	Airplane	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 this incident.
201004590	24/05/2010	Aberdeen (ADN)	Helicopter	With power set to 65%, power indicated in the amber band with associated warnings. Checklist list actioned. Faulty torque gauge suspected by flight crew. PAN declared and the aircraft returned.	Nr1 torque indicator replaced.
201004607	24/05/2010		Airplane	Split duty rest allegedly incorrectly calculated due to rest period commencing 15mins after aircraft on blocks and ending 15mins prior to departure.	
201004628	21/05/2010	Aberdeen (ADN)	Airplane	PAN declared due to passenger medical emergency. Oxygen administered. Paramedics requested to meet aircraft on arrival.	
201004664	24/05/2010	Aberdeen (ADN)	Helicopter	Birdstrike to fuselage just below RH pilot window at 1000ft during approach. Slight dent evident at point of impact.	
201004680	22/05/2010	Long Compton (Warwickshire)	Glider	UK Reportable Accident: During a field landing approach, glider hit hedge & tree. Impacted ground, rotated and travelled backwards. One POB, minor injuries. Subject to BGA investigation.	Substantial aircraft damage.
201004721	20/05/2010	Palma	Airplane	Birdstrike during take-off. At 140 kts sparrow hit centrepillar of windshield. No visual damage noted, so flight continued to destination.	
201004731	26/05/2010	CROFT	Airplane	Loss of separation between a DHC8 and an EMB145 at FL240. Headings assigned whilst descending the EMB145 through the level of the DHC8 were inadequate to maintain separation. SMF activated.	Controller misjudged the appropriate headings to maintain separation and the busy, complex, nature of the sector meant that the controller was unable to monitor the plan as there was the distraction of other traffic/conflictions in the sector. CAA Closure: Appropriate unit action taken.
201004731	26/05/2010	CROFT	Airplane	Loss of separation between a DHC8 and an EMB145 at FL240. Headings assigned whilst descending the EMB145 through the level of the DHC8 were inadequate to maintain separation. SMF activated.	Controller misjudged the appropriate headings to maintain separation and the busy, complex, nature of the sector meant that the controller was unable to monitor the plan as there was the distraction of other traffic/conflictions in the sector. CAA Closure: Appropriate unit action taken.
201004741	25/05/2010	London-Heathrow - LHR	Airplane	Slightly oily smell on take-off. Smell dissipated during climb out. QRH actioned. Flight continued.	Captain noted a slight stinging sensation to the eyes. Slight smell noted during taxi out on previous sector (first flight of day).
201004786	26/05/2010	London-Gatwick LGW	Airplane	Cabin crew found oxygen bottle difficult to remove from its stowage when required for passenger illness during pushback. Oxygen kit also contained different masks, which caused some confusion.	

201004797	27/05/2010	Aberdeen (ADN)	Helicopter	SA332 cleared at 3000ft on an Offshore Deconfliction Service was observed descending through 2500ft. Pilot apologised. Standard separation maintained.	Pilot stated that he was two way with the rig and happy to transfer.
201004808	27/05/2010	Wick	Airplane	SF340 was given traffic info on PA24 over flying the airport. SF340 considered PA24 sufficiently far enough away totake-off. During initial climb below MSA SF340 initiated an avoidance manoeuvre.	
201004809	27/05/2010	London-Gatwick LGW	Airplane	As EMB195 was capturing FL240 following climb it received/complied with a TCAS RA of monitor vertical speed on traffic at FL250.	
201004860	30/05/2010	Sumburgh (SUM)	Airplane	Pilot reported a possible birdstrike on landing. R/W inspected and nothing found. Constant bird scaring patrols hadbeen in progress during the day.	
201004867	31/05/2010	Aberdeen (ADN)	Helicopter	During post installation servo replacement flight test, the collective required excessive force to move. A/c immediately landed and shutdown.	Servo inspected with no leaks found and post installationchecks carried out again with no defects noted. Collective/cyclic noted to move normally and control run inspected with no defects found. Forward servo replaced as suspectedto be the cause of the fault.
201004878	28/05/2010	Inverness (INS)	Airplane	Vehicle operating around stationary Saab 340 reversed into the leading edge of port wing causing a tear in de-icer boot. A bank person was not being used at the time of the incident.	
201004898	31/05/2010	GLESK	Airplane	EMB190 cleared to climb and continue heading which was read back correctly. ATC observed the a/c turning at GLESK. ATC required to issue a further turn to maintain separation with other a/c.	Crew stated they were established towards GLESK when ATC instructed them to maintain present heading 235. On reaching GLESK the handling pilot moved the HDG bug round to match the FMS onto HDG220 forgetting the a/c was in HDG mode.
201004902	31/05/2010	Sumburgh (SUM)	Airplane	Birdstrike to radome during take-off. Pilot reported possible birdstrike on departure. R/W inspected and remains ofa sparrow found. Constant bird patrols were in force.	
201004941	28/05/2010	Inverness (INS)	Unknown	A man with a dog was observed crossing Taxiway A behind arecently arrived G5. Tower informed and man and dog were escorted off taxiway onto South Apron.	
201004978	30/05/2010	Bristol International	Airplane	Restriction felt to arming lever at door 1L on departure.Engineering inspection following arrival at destination found a stone in the girt bar. During testing, an engineer activated the slide.	
201004987	02/06/2010	Inverness (INS)	Airplane	Aircraft seen making a very slow approach and upon touching down made four large bounces. Fire service deployed. Only damage that occurred was a punctured nose wheel.	

201004991	01/06/2010	Oil Rig	Helicopter	Shortly prior to arrival at destination EC225 was informed that it had an additional passenger on board who had not been manifested. Additional passenger and bag weighed 80kgs.	
201005021	01/06/2010	Aberdeen (ADN)	Helicopter	Radio/intercom system failure during taxi out. Flight crew managed to establish 2-way communications with ATC using Standby mode.	Investigation found the junction box to be defective. Further tests then revealed the co-pilot's station box was also defective.
201005027	23/03/2010	Aberdeen (ADN)	Helicopter	Following a pilot report that the TAWS green 'On' light had failed, the EGPWS computer was found to be loose in its mounting tray.	It was noted the computer had been wire-locked, with the wire-lock still intact. CAA Closure: Investigations confirmed that the computer was not secure within its mounting tray. A new Maintenance Programme task for the 332L2 and EC225 has now been added for the inspection of the unit for security every 750hrs.
201005028	24/05/2010	Aberdeen (ADN)	Helicopter	CPI SIU battery housing and battery found loose.	Control unit and beacon lights were flashing slowly. Upon replacing the battery on the SIU, the battery and housing were found rattling around, as one of the bolts was loose inside. SIU battery had become loose causing the control panel to indicate 'Beacon Gone'. Fleet check for battery security initiated.
201005071	01/06/2010	London-Heathrow - LHR	Airplane	Late selection of reverse thrust following a firm landing.	
201005125	06/06/2010	Sumburgh (SUM)	Airplane	Pilot reported a possible birdstrike on landing. R/W inspected with no evidence of a birdstrike. Pilot informed. Constant bird control in force.	
201005127	03/06/2010	Aberdeen (ADN)	Helicopter	Main gearbox (MGB) sliding cowl fire flap noted missing from LH side of cowling during after flight inspection.	Sliding cowl removed for inspection and no signs of damage evident internally or externally. Transmission deck and equipment inspected and no damage or impact marks found. Area inspected and with no sign of loose panel, suspected that panel had detached externally not internally. Extensive inspection of rotor blades, fuselage, tail boom and horizontal stabiliser revealed no impact damage. CFD raised for missing item and replacement parts ordered. MGB p/n 332A58-2059-20.
201005135	03/06/2010	Bristol International	Airplane	JS41 cleared for approach to R/W09 was given traffic info on a PA34. Both a/c were visual with each other. JS41 subsequently received a TCAS RA of climb followed by monitor vertical speed.	
201005135	03/06/2010	Bristol International	Airplane	JS41 cleared for approach to R/W09 was given traffic info on a PA34. Both a/c were visual with each other. JS41 subsequently received a TCAS RA of climb followed by monitor vertical speed.	
201005163	07/06/2010	Sumburgh (SUM)	Airplane	Pilot reported a possible birdstrike during approach. R/W inspection carried out with no evidence of a birdstrike found. Pilot advised.	
201005164	04/06/2010	Manchester (MCT)	Airplane	Injury to member of loading staff due to falling hold door. Door fault had reportedly been rectified previous day.	

201005181	03/06/2010	Aberdeen (ADN)	Helicopter	Ground flight logic warning illuminated after landing gear was raised following take-off. A/c returned.	On lowering landing gear warning intermittently illuminated before finally extinguishing. Uneventful landing. Fault assumed to be due to nosewheel not centring properly, therefore nosewheel was positively locked prior to second take-off. Fault recurred on second take-off and a/c again returned. CAA Closure: Ground/flight proximity switch replaced and fault still apparent. Nose landing gear replaced, undercarriage retraction checks carried out satisfactorily and a/c returned to service. No further faults to date. The faulty NLG unit has been returned to the overhaul agency and a strip report is awaited. This failure is of low incidence in reviewing the operator's reliability reporting system.
201005187	06/06/2010	Aberdeen (ADN)	Helicopter	During two year maintenance check, passenger emergency exit pull tab came away in the hand with the majority of the keyway still left in the window extrusion. Potential hazard.	Investigation has found that the installation instructions from TCH may lead to ineffective or only partial removal of keyway when attempting window jettison. TCH has been informed and requested to amend installation instructions.
201005263	08/06/2010	Aberdeen (ADN)		EFPS level box changed from 2.5A to 4A when the controller attempted to edit the level box to A00.	Whilst attempting to edit the level box, a message appeared stating that the 'magic bits' were full and would not allow the controller to make the change. Subject a/c had been at 2.5A when the controller attempted to edit the level box. Investigation under 201005330.
201005292	09/06/2010	Aberdeen (ADN)	Helicopter	REBROS Sector controller at Aberdeen failed to pass relevant traffic info to two helicopters operating in the same area.	During moderate to busy ATC workload, ATC experienced difficulties in inputting a crossing radial for an AS332 cruising at 1000ft into the EFPS. After several attempts it did not appear in the required range and bearing box and the floor walker initially had difficulty. As this was being attempted ATC failed to give traffic info to the AS332 and another descending from 3000ft to 1500ft. Controller's attention was drawn to the potential conflict when questioned by the pilot of one of the AS332s.
201005292	09/06/2010	Aberdeen (ADN)	Helicopter	REBROS Sector controller at Aberdeen failed to pass relevant traffic info to two helicopters operating in the same area.	During moderate to busy ATC workload, ATC experienced difficulties in inputting a crossing radial for an AS332 cruising at 1000ft into the EFPS. After several attempts it did not appear in the required range and bearing box and the floor walker initially had difficulty. As this was being attempted ATC failed to give traffic info to the AS332 and another descending from 3000ft to 1500ft. Controller's attention was drawn to the potential conflict when questioned by the pilot of one of the AS332s.
201005330	08/06/2010	Aberdeen (ADN)	Unknown	Tower and Radar unable to edit EFPS for a helicopter on approach, which had been VFR but was now requesting IFR for an ILS approach due lack of VMC.	Situation was eventually rectified by another controller. CAA Closure: A software fault was identified. An urgent modification to the software was implemented, following which there have been no further reports.
201005334	09/06/2010	Bergen	Airplane	During take-off, torque gauge observed to accelerated to 108% with a corresponding change in engine note. CTOT setting was 100%. Take-off abandoned at 110kts.	During taxi back to the stand, the RH propeller gauge twice accelerated to 1200+ rpm. During subsequent engine runs, all indications were normal with no recurrence during the following three sectors.

201005383	10/06/2010	Wick	Airplane	JS41at 2000ft IFR reported receiving a TCAS RA to climb against a VFR EC135 climbing to 1500ft. Traffic info given.JS41 crew reported being visual with the EC135.	JS41 receiving a procedural service, EC135 receiving a basic service.
201005383	10/06/2010	Wick	Helicopter	JS41at 2000ft IFR reported receiving a TCAS RA to climb against a VFR EC135 climbing to 1500ft. Traffic info given.JS41 crew reported being visual with the EC135.	JS41 receiving a procedural service, EC135 receiving a basic service.
201005384	09/06/2010	Kirkwall	Helicopter	UK AIRPROX 2010/065 - EC225 and a military a/c 12nm West of Kirkwall at 1300ft.	EC225 crew observed traffic on ACAS and took appropriate action to increase height. The military pilot stated he was on frequency and was visual with the EC225 at 1nm. Military a/c observed rolling left and descending.
201005384	09/06/2010	Kirkwall	Unknown	UK AIRPROX 2010/065 - EC225 and a military a/c 12nm West of Kirkwall at 1300ft.	EC225 crew observed traffic on ACAS and took appropriate action to increase height. The military pilot stated he was on frequency and was visual with the EC225 at 1nm. Military a/c observed rolling left and descending.
201005447	11/06/2010	Aberdeen (ADN)		Sumburgh radar controller experienced increased workload due to the FPNS not updating EFPS accordingly leaving the controller with no way of knowing what arrivals or departures are pending.	Investigation ascertained that this occurrence took place in the early phase of EFPS operations at Aberdeen and it was the individual controller's third session on Sumburgh following introduction of the new system. One a/c departed Aberdeen at 1446hrs and the Moray Sector controller called Sumburgh with the inbound ETA at 1448hrs. This was 2mins before Aberdeen Radar (INT) had transferred the a/c to Moray (and therefore hidden the strip), meaning Sumburgh would not have the strip available for a short time after it was hidden by INT. This is a design of the system, but the early phone call by Moray meant Sumburgh did not have the details. CAA Closure: Moray Sector now have a better understanding of the sequence of events that must take place before they pass an ETA of an Aberdeen departure to Sumburgh (the a/c must have been transferred to them by Aberdeen).
201005451	12/06/2010	Sumburgh (SUM)	Airplane	Pilot reported the aircraft may have struck a bird during the landing roll. Runway and surrounding area subsequently checked with nothing found.	
201005453	12/06/2010	London-Heathrow - LHR	Airplane	A320 called ATC using the wrong callsign, which resulted in an a/c being held until the issue had been resolved.	A320 callsign 18Y (fltnum 1306) called for start-up using callsign 18C (fltnum 1308), which was granted. A320 pushed back and taxied to R/W. Approximately 15min later, real callsign 18C called ATC for start-up and was told 18C was already at hold and ATC did not allow callsign 18C to depart. In order for fltnum 1308 to depart, it had to refile as 18N.
201005453	12/06/2010	London-Heathrow - LHR	Unknown	A320 called ATC using the wrong callsign, which resulted in an a/c being held until the issue had been resolved.	A320 callsign 18Y (fltnum 1306) called for start-up using callsign 18C (fltnum 1308), which was granted. A320 pushed back and taxied to R/W. Approximately 15min later, real callsign 18C called ATC for start-up and was told 18C was already at hold and ATC did not allow callsign 18C to depart. In order for fltnum 1308 to depart, it had to refile as 18N.
201005466	12/06/2010	Not Applicable	Airplane	RAT failed to deploy during testing.	Troubleshooting carried out and found the relay 20XE at fault. This is only the second time that this relay p/n has been replaced on the operators fleet.

201005476	11/06/2010	Aberdeen (ADN)	Helicopter	During unrelated maintenance, EGPWS found to be loose. Wire-locking noted to be still intact.	Investigation being progressed under 201005027.
201005539	14/06/2010	Aberdeen (ADN)	Airplane	Rejected take-off at 90kts due to birds crossing the runway.	
201005547	09/06/2010	Aberdeen (ADN)	Helicopter	Torch observed to fall from the tail section of the aircraft during start up.	Company investigation initiated.
201005553	10/06/2010	Unknown	Helicopter	Inadvertent use of One Engine Inoperative (OEI) power.	During an Operator Proficiency Check (OPC) flight, Captain intended to fail an engine using the Training System but brought back engine control switch instead of TS switch. This resulted in an audio signal to indicate the use of a power limit. Captain checked for unusual indication and moved engine control switch forward. On hearing audio signal the candidate had reduced power so it was not possible to confirm whether any limits had been exceeded. Aircraft returned to base. Company investigation to be carried out.
201005555	09/06/2010	Aberdeen (ADN)	Helicopter	Horizontal stabiliser trailing edge damaged whilst moving the aircraft into the hangar.	
201005618	16/06/2010	En Route	Airplane	EMB195 climbing to FL190 reported receiving a TCAS RA to adjust vertical speed against an a/c 1200ft above.	
201005618	16/06/2010	En Route	Unknown	EMB195 climbing to FL190 reported receiving a TCAS RA to adjust vertical speed against an a/c 1200ft above.	
201005639	09/06/2010	Aberdeen (ADN)	Airplane	During take-off a flock of small birds passed beneath the aircraft. ATC advised of bird remains on R/W. Nothing felt or heard. Bird remains observed on LH main gear leg, no damage.	
201005672	17/06/2010	Aberdeen (ADN)	Unknown	Controller unable to edit the EFPS. Controller moved to a different workstation to continue operations.	On this occasion, it was not possible to identify the cause of the problem. Investigation under 201005330.
201005675	17/06/2010	Sumburgh (SUM)	Airplane	Constant bird scaring patrols carried out all day, and warning of increased bird activity promulgated. Pilot reported a possible birdstrike on landing. R/w inspected and nothing found.	
201005676	15/06/2010	Bristol International	Airplane	Distance between a B757 and following JS41 inbound to R/W09 eroded to 4nm, which resulted in a loss of vortex separation. High ATC workload.	Appropriate ATC follow up action taken.
201005676	15/06/2010	Bristol International	Airplane	Distance between a B757 and following JS41 inbound to R/W09 eroded to 4nm, which resulted in a loss of vortex separation. High ATC workload.	Appropriate ATC follow up action taken.
201005679	16/06/2010	Newcastle (NEW)	Airplane	JS41 cruising at FL190 received/complied with a TCAS RA of climb on known visual military a/c climbing to FL180.	
201005679	16/06/2010	Newcastle (NEW)	Unknown	JS41 cruising at FL190 received/complied with a TCAS RA of climb on known visual military a/c climbing to FL180.	

201005690	17/06/2010	Aberdeen (ADN)	Airplane	Gust lock caption on CWP on rotation.	All flight controls appeared normal. Light caption went out after gear retraction.
201005698	17/06/2010	Wick	Unknown	Eclipse departed R/W31 without take-off clearance. Deconfliction minima was maintained.	
201005785	20/06/2010	Nottingham East Midlands	Airplane	Birdstrike at 80kts. Take-off rejected. The a/c returned to the stand where inspection failed to reveal any damage. Two dead birds were found on the runway.	
201005801	18/06/2010	Inverness (INS)		FOD found on R/W05 threshold during routine inspection. FOD item identified as a plastic nut (42mm x 8mm) belonging to the R/W edge lighting.	Full R/W inspection carried out with no further FOD found.
201005809	08/06/2010	En Route	Airplane	Medical emergency declared. Straightforward medical emergency was harder to control due to the handling of another aircraft in the vicinity.	
201005918	22/06/2010	Liverpool	Airplane	JS41 had been coordinated to continue R/W27 heading after departure, but JS41 followed the POL 4T SID and lost separation with an inbound B737. Traffic info and avoiding action given.	The incident occurred because the aerodrome controller did not instruct the JS41 to continue on R/W heading in accordance with the agreed coordination. CAA Closure: Appropriate ATC unit remedial action has been taken.
201005918	22/06/2010	Liverpool	Airplane	JS41 had been coordinated to continue R/W27 heading after departure, but JS41 followed the POL 4T SID and lost separation with an inbound B737. Traffic info and avoiding action given.	The incident occurred because the aerodrome controller did not instruct the JS41 to continue on R/W heading in accordance with the agreed coordination. CAA Closure: Appropriate ATC unit remedial action has been taken.
201005930	22/06/2010	Aberdeen (ADN)	Helicopter	During a daily inspection, the black and blue position tail rotor blade damper attachment fittings were found to be cracked at the area of the fitting, adjacent to the tail rotor shaft.	
201005962	23/06/2010	Scatsta	Helicopter	Outbound S92 coordinated to 3000ft, against an inbound S92 at 2000ft. Outbound S92 observed at 2000ft in conflict with the inbound. Traffic info and avoiding action given. Class G airspace.	Conditions were predominantly IMC.
201005962	23/06/2010	Scatsta	Helicopter	Outbound S92 coordinated to 3000ft, against an inbound S92 at 2000ft. Outbound S92 observed at 2000ft in conflict with the inbound. Traffic info and avoiding action given. Class G airspace.	Conditions were predominantly IMC.
201006008	23/06/2010	En Route	Helicopter	TGB-T caption on VMS with attention getter and XMSN caution on crew warning panel (CWP). Emergency drill carried out.	Speed reduced and run on landing carried out.
201006035	24/06/2010	Aberdeen (ADN)	Helicopter	Nr1 engine fire warning with other associated warnings/displays during start up. Engine shut down, emergency checklist actioned. Crew unable to confirm an actual fire so precautionary PAN call made.	

201006037	23/06/2010	Leeds Bradford (LBA)	Airplane	'Auto Cabin Press Fail' Master Warning during the cruise and the cabin started to depressurise. PAN declared. Oxygen masks donned by flight crew and descent initiated to FL100.	CAA Closure: Investigation found the outflow valve to be faulty and an intermittent fault caused by poor condition of the DME/ATC co-ax cable. Outflow valve replaced and co-ax cable problem added to troubleshooting database and introduction of 'C' check inspection of cables.
201006038	24/06/2010	Aberdeen (ADN)	Helicopter	MRGB chip detector warning. Emergency checklist carried out. A/c returned.	CAA Closure: The detector was examined and a small metal flake was found. Flake of metal had been generated within the gearbox, which is not uncommon in a new gearbox.
201006045	24/06/2010	Inverness (INS)	Airplane	During take-off, at approximately 60kts, 'Nr2 Bleed Hot' caution activated. ECL actioned.	Take-off continued, with the expectation of being able to continue using single bleed. In the climb nr2 bleed was switched off as per the ECL. A higher rate of climb of the cabin pressure was noted. Pressurisation attempted manually with no immediate effect. A/c descended but cabin altitude continued to climb and 'Cabin Press' warning illuminated. Oxygen masks donned, auto pressurisation selected and subsequently cabin pressure started to descend. It was likely that the high rate of climb of the cabin was due to the reduced flow from single pack operation, which was selected to normal. The ECL did not suggest operating at maximum in the single bleed drill, and it was only during the cabin pressure drill that this was suggested in the ECL. CAA Closure: In deciding to continue the take-off with a Bleed Hot caution, the commander did not comply with guidance in the Operations Manual and should have rejected the take-off. His reasons for so doing were that he did not consider the failure posed a threat to the safety of the a/c, and he believed the flight could be completed using a single bleed/A/C pack. Having made this decision, the use of the ECL for this failure did not help to identify the need to select the remaining A/C pack to MAX. The crew also initially had difficulty in determining the sense in which to move the manual differential control to achieve the results required. As a result, the crew have been debriefed and guidance in the ECL amended.
201006065	24/06/2010	En Route	Airplane	Hot electrical smell noticed during cruise.	The smell was noticed during prolonged transmission on communications box two, with transmissions becoming weak. Communication box two was diagnosed as the cause of the smell, which was switched off and circuit breaker pulled. Emergency checklist used as a precaution, however, the smell had dissipated and flight continued.
201006072	14/06/2010	Edinburgh (EDI)	Airplane	Rejected take-off due to significant nose wheel shimmy when accelerating through 80kts. Both nose wheels were changed and the next take-off was uneventful.	Several overhead lockers opened during the event.
201006099	26/06/2010	Sumburgh (SUM)	Airplane	SF340 failed to adhere to assigned heading 250deg on departure R/W27. No traffic to affect.	After departure, on initial contact with Sumburgh Radar, pilot stated his passing and cleared level. Pilot subsequently acknowledged that the instruction of 'heading 250deg' had been omitted, which the controller understood to mean the crew had failed to fly the assigned heading when the a/c was observed changing track.
201006157	27/06/2010	Inverness (INS)		Two wheelchairs offloaded from a/c hold were placed on the South Apron without the brakes applied and rolled across Taxiway A. Wheelchairs came to rest on the grass at the A1 hold.	Inspection of wheelchairs revealed no faults with the braking system. Handling agents briefed regarding applying brakes on passenger mobility aids.
201006158	27/06/2010	Inverness (INS)	Airplane	When driver exited tug after parking it in vicinity of SF340, the tug rolled forward and contacted SF340 on LH side in front of rear hold door, causing superficial damage. Tug removed from service.	

201006188	23/06/2010	Knockbain Farm Airfield (Highl	Microlight	UK Reportable Accident: A/c lost control on landing and collided with two parked a/c. Damage caused to all three a/c. One POB, serious injuries. AAIB AARF investigation.	CAA Closure: Knockbain Farm Airstrip has a 650m long, 15mwide grass runway, orientated 08/26. The weather at the time of the accident was CAVOK with a light southerly wind but the grass surface was wet from previous rain. The pilot decided to land on R/W26, which has an upslope of 6% forthe first 100m, a level section of about 100m and then a 3% down slope for the remaining 450m. The a/c touched downon the level section before veering off the right side ofthe runway, about 200m from the end. There is a slight downslope from the runway to the apron area, which is on thenorth side about 40m from the runway centreline. The a/c struck two parked, unmanned a/c on the apron at an estimated speed of 15-20mph, before stopping. The pilot appeared uninjured and was able to dismantle and store his a/c. Subsequently he was diagnosed with broken ribs, which is classified as a serious injury. It was reported that all threea/c were damaged. The pilot concluded that the loss of control after landing was due to the downslope on the runwayand the wet grass conditions. AAIB Bulletin 09/2010, Ref:EW/G2010/06/24.
201006188	23/06/2010	Knockbain Farm Airfield (Highl	Microlight	UK Reportable Accident: A/c lost control on landing and collided with two parked a/c. Damage caused to all three a/c. One POB, serious injuries. AAIB AARF investigation.	CAA Closure: Knockbain Farm Airstrip has a 650m long, 15mwide grass runway, orientated 08/26. The weather at the time of the accident was CAVOK with a light southerly wind but the grass surface was wet from previous rain. The pilot decided to land on R/W26, which has an upslope of 6% forthe first 100m, a level section of about 100m and then a 3% down slope for the remaining 450m. The a/c touched downon the level section before veering off the right side ofthe runway, about 200m from the end. There is a slight downslope from the runway to the apron area, which is on thenorth side about 40m from the runway centreline. The a/c struck two parked, unmanned a/c on the apron at an estimated speed of 15-20mph, before stopping. The pilot appeared uninjured and was able to dismantle and store his a/c. Subsequently he was diagnosed with broken ribs, which is classified as a serious injury. It was reported that all threea/c were damaged. The pilot concluded that the loss of control after landing was due to the downslope on the runwayand the wet grass conditions. AAIB Bulletin 09/2010, Ref:EW/G2010/06/24.
201006221	27/06/2010	Sumburgh (SUM)	Airplane	Maximum weight allowed in C1 cargo compartment of SF340 was accidentally exceeded during loading under Captain's instructions. Flight conducted without incident.	Captain read 680kg limit for hold C1 of SF340, but inadvertently did not read the tied load restriction of not above 510kg for this a/c's configuration on the loadsheet planning aid. Captain was alerted to error after the flight. The combined load of C1 and C2 did not exceed structural limits. Engineering were informed for any subsequent checks that they may need to carry out. A LC1 check carried out found no damage to cargo linings/nets.
201006274	29/06/2010	Aberdeen (ADN)	Airplane	GMC issued an instruction to an inbound DHC8 to taxi to Stand 5, 2mins after having giving pushback approval to another DHC8 parked on Stand 3. GMC detected and resolved theconflict.	Investigations revealed that GMC was distracted dealing with a flight planning problem on another a/c and failed toidentify a conflict between the two DHC8s, he was also distracted to a lesser extent by the EPFS strip management procedure.
201006274	29/06/2010	Aberdeen (ADN)	Airplane	GMC issued an instruction to an inbound DHC8 to taxi to Stand 5, 2mins after having giving pushback approval to another DHC8 parked on Stand 3. GMC detected and resolved theconflict.	Investigations revealed that GMC was distracted dealing with a flight planning problem on another a/c and failed toidentify a conflict between the two DHC8s, he was also distracted to a lesser extent by the EPFS strip management procedure.

201006292	29/06/2010	Aberdeen (ADN)	Helicopter	Oil leak found from the centre of the oil cooler matrix during turnaround.	Matrix replaced. Ground runs and leak tests satisfactory.
201006306	27/06/2010	Inverness (INS)	Airplane	ATC instructed MD83 to leave South Apron with marshaller and taxi to hold for departure which was acknowledged. After MD83 departed, ATC were informed it had taxied without a marshaller in attendance.	
201006312	30/06/2010	Aberdeen (ADN)	Airplane	Small birdstrike on Captain's side windscreen. Aircraft continued to an uneventful landing. No damage to aircraft.	
201006345	30/06/2010	Sumburgh (SUM)	Helicopter	ATC failed to pass traffic information between VFR AS332 and IFR Do328.	AS332 was cleared into CTR (Class D) VFR not above 1000ft. AS332 entered CTR and given a RCS (Radar Control Service). As AS332 tracked towards field a coordination check wasnot passed to Tower. Departing IFR Do328 was given a restriction of 3000ft. At the time the sector was busy and reporter believed that AS322 was on Tower frequency and wouldbe given traffic info on Do328 and visa versa. After Do328 became airborne reporter realised AS332 was still on hisfrequency and traffic info had not been passed. AS322 wasthen given traffic info. When the Do328 came onto the frequency it was already through the altitude of the AS332 and turning South and so traffic info was not passed. Appropriate ATC action taken.
201006345	30/06/2010	Sumburgh (SUM)	Airplane	ATC failed to pass traffic information between VFR AS332 and IFR Do328.	AS332 was cleared into CTR (Class D) VFR not above 1000ft. AS332 entered CTR and given a RCS (Radar Control Service). As AS332 tracked towards field a coordination check wasnot passed to Tower. Departing IFR Do328 was given a restriction of 3000ft. At the time the sector was busy and reporter believed that AS322 was on Tower frequency and wouldbe given traffic info on Do328 and visa versa. After Do328 became airborne reporter realised AS332 was still on hisfrequency and traffic info had not been passed. AS322 wasthen given traffic info. When the Do328 came onto the frequency it was already through the altitude of the AS332 and turning South and so traffic info was not passed. Appropriate ATC action taken.
201006459	02/07/2010	Aberdeen (ADN)	Unknown	ATC had no info on sector nor was there a FPL in NAS on amilitary a/c that had called on frequency requesting descent from FL260 to 2000ft. Military a/c identified and given descent to FL150.	A/c had previously worked Copenhagen on 136.550.
201006464	02/07/2010	Sumburgh (SUM)	Airplane	Pilot reported possibly hitting a small bird on departure. R/W inspected and nothing found.	
201006472	02/07/2010	Sumburgh (SUM)	Helicopter	Nr1 engine chip warning activated during flight. Engine shut down. Aircraft returned.	

201006477	03/07/2010	Scatsta	Helicopter	Nr2 engine fire warning.	Fire warning observed and 'Fire Warning Engine 2' call heard during the initial climb. The warning then extinguished. There were no signs of fire and all engine indications appeared to be normal. The aircraft returned to base for anormal two engine landing. Following engineering investigation, the same fault recurred during taxi out. It was then noted that whenever power was increased, the warning activated. Further engineering investigation found moisture in nr2 outboard flame detector. Detector replaced but the same fault recurred again. Evidence of a possible gas leak was then found around nr2 de-swirl duct. Duct replaced along with nr2 flame detector harness.
201006479	04/07/2010	En Route	Airplane	Stick shaker activated during severe turbulence encounter.	In climb, vertical speed increased suddenly to 4000fpm (embedded Cb) and then unexpectedly reduced to zero, airspeed dropped to 135-140kts. Autopilot disconnected and stick shaker activated momentarily. Stall recovery initiated, speed increased to 160kts. This all happened in 4-5secs during which severe turbulence was encountered.
201006525	02/07/2010	Aberdeen (ADN)	Helicopter	UK Serious Incident: During routine inspection of chip detector, debris was found on main rotor head (MRH) chip detector. Subject to AAIB Field investigation.	Further inspections found epicyclic and sump detectors contaminated. Oil system inspected with findings showing over 50mm² of debris collected. All dynamic components rejected. There were no indications on the flight deck of contamination.
201006539	05/07/2010	Aberdeen (ADN)	Helicopter	During initial climb, Main Rotor Gearbox (MRGB) pressure was reading 0.0. Around 20 secs later, indications of transmitter failure showing as red arc on engine instrument display (EID).	A/c returned and PAN declared. Main Gearbox (MGB) oil pressure transmitter replaced.
201006556	05/07/2010	Sumburgh (SUM)	Airplane	Let 410 cleared to FL60, which was read back. ATC asked a/c to confirm cleared level, pilot stated FL80. Tower controller confirmed cleared level passed was FL60. A/c allowed to climb to FL80.	This flight normally operates at FL60. Sumburgh Radar gave the Tower controller a clearance of "routing as filed, climb FL60 release subject radar" which was read back correctly. On a/c's first call to radar, the controller was unable to ascertain the cleared level. The pilot was asked toconfirm it, to which the pilot replied FL80. Standard separation maintained. Whilst this was occurring the Tower controller realised that the a/c had filed for FL80.
201006564	02/07/2010	North Sea	Helicopter	Transmission and MGB chip warning activated after liftinginto the hover. A/c returned to the deck and drills completed. A/c shut down.	CAA Closure: The main gearbox and magnetic plugs were inspected with no debris found. Filter also inspected with nofindings. A/c placed on 25 hour close monitor with satisfactory results. No cause could be identified, however the main gearbox had been previously replaced after an earliertransmission chip warning and chip detections may occur early in the life of a newly fitted gearbox.
201006595	04/07/2010	Aberdeen (ADN)	Airplane	Around acceleration altitude aural 'windshear, windshear'activated. No speed deviation observed. Windshear go-around announced iaw QRH. When crew satisfied normal procedureactioned.	

201006611	06/07/2010	London-Gatwick LGW	Airplane	Alleged continuous unsafe loading of hold baggage and non-verification of rush bags at same location.	On this particular flight, it was noted on arrival that none of the cargo nets necessary to compartmentalise the hold for trim reasons, had been fastened and the bags had been displaced around the hold during the flight and thrown against the forward hold during the landing roll. Reporter also states that stands at same location are obstructed with ground equipment upon a/c arrival and, despite obstacles being present, marshallers attempt to marshall the a/c onto stand. CAA Closure: It was identified that the Handling Agent had misunderstood the loading instructions provided by the operator. The correct procedure has been clarified and promulgated to all loading staff at subject location.
201006668	06/07/2010	Aberdeen (ADN)	Airplane	After military a/c had passed down LH side of JS41 2000ft below, it initiated a climb and passed behind JS41. JS41 received a TCAS RA of climb on the visual military a/c.	
201006682	07/07/2010	OTBUN	Airplane	Whilst Danger Area EG D510 (Spadeadam) was active, unknown military contacts were observed crossing L602 at OTBUN between FL186 and FL190, which resulted in a loss of separation with JS41.	Traffic info given. CAA Closure: The appropriate military authority has been fully alerted to this incident. No further CAA action.
201006682	07/07/2010	OTBUN	Unknown	Whilst Danger Area EG D510 (Spadeadam) was active, unknown military contacts were observed crossing L602 at OTBUN between FL186 and FL190, which resulted in a loss of separation with JS41.	Traffic info given. CAA Closure: The appropriate military authority has been fully alerted to this incident. No further CAA action.
201006683	07/07/2010	Aberdeen (ADN)	Unknown	Infringement of the Aberdeen CTA (Class D) by a military a/c at 4000ft. Standard separation maintained.	
201006693	07/07/2010	Sumburgh (SUM)	Airplane	Pilot reported possibly striking a small bird on landing. R/W subsequently inspected and nothing found. Constant bird scaring patrols had been in progress all day.	
201006722	08/07/2010	Aberdeen (ADN)	Helicopter	Transmission chip master caution activated during the cruise. Drills completed, PAN declared and the a/c returned to base.	CAA Closure: The event was assessed iaw Manual requirements and manufacturer advised. A/c continued in service. Modification of gearbox in accordance with EASA requirements under AD 2009-099-E can lead to increased occurrences of detection of any debris generated in the gearbox and subsequent improved monitoring of gearbox deterioration. Assessed as part of an overall review of events on EC225/AS332 fleet and significant events highlighted to EASA where appropriate.

201006732	08/07/2010	Aberdeen (ADN)	Unknown	Controller unable to update EFPS for a helicopter arrival. Extra coordination required, which resulted in increased workload.	Investigation under 201005330 and 201005447. The controller experienced a pop up warning relating to the 'Magic Bits' character limit being reached. The 'Magic Bits' are a piece of code that are added to the strip behind the scenes as a way of recording certain aspects of the strip movement. As a result of this pop up warning the system prevented the HELS controller from transferring the strip to the Tower controller, and an additional strip needed to be produced. A system change took place on the 3rd August 2010 which increases the number of characters that can be used by the 'Magic Bits', this update has reduced the potential for this situation to reoccur.
201006747	09/07/2010	London-Heathrow - LHR	Airplane	An A321 departed using the full length of 27L followed by an A319 from N2W. At approximately 1000ft the A319 suffered buffet and rolled sharply to the left to a bank angle of approximately 30deg.	Full right stick required to regain wings level. ATC investigation revealed that the A319 was airborne 1min after the A321 and that standard departure separation was applied between the a/c concerned.
201006747	09/07/2010	London-Heathrow - LHR	Airplane	An A321 departed using the full length of 27L followed by an A319 from N2W. At approximately 1000ft the A319 suffered buffet and rolled sharply to the left to a bank angle of approximately 30deg.	Full right stick required to regain wings level. ATC investigation revealed that the A319 was airborne 1min after the A321 and that standard departure separation was applied between the a/c concerned.
201006855	12/07/2010	Aberdeen (ADN)	Helicopter	EFPS (Electronic Flight Progress Strip) problems. When controller placed a strip for an inbound EC225 requesting descent to FL45 into the active bay, a strip on an outbound EC225 at FL55 disappeared.	EC225(1) flt num 76N was outbound from Aberdeen on 113 HMR at 120nm at FL55. EC225(2) flt num 76M then called ATC on lift off from oil rig for return to Aberdeen on 116 HMR. When ATC selected 76M strip and tried to place it in the active bay it failed. ATC tried again and succeeded, but then the strip for 76N disappeared from active bay and reappeared in the traffic area. ATC returned 76N strip to active bay, but it was now in the form of an inbound strip on the 110 HMR and current flight data was lost. At the same time 76M was passing its details and requesting climb to FL45. Due to confusion it was cleared to 2000ft whilst attempting to resolve the situation. Once the situation had become clearer 76M was cleared to climb to FL45 and 76N was descended. Subsequent investigation reveals that EFPS functioned correctly, and the controller made an inadvertent movement of the 76N strip from the Dynamic bay to the Fulmar Traffic area. Reporter suggested a safe guard against this type of inadvertent selection, however the investigation concluded that this would not be practical and would require additional screen taps to confirm every movement on the EFPS increasing workload. Investigation continues under 201005330 and 201005447.

201006855	12/07/2010	Aberdeen (ADN)	Helicopter	EFPS (Electronic Flight Progress Strip) problems. When controller placed a strip for an inbound EC225 requesting descent to FL45 into the active bay, a strip on an outbound EC225 at FL55 disappeared.	EC225(1) fltnum 76N was outbound from Aberdeen on 113 HMRat 120nm at FL55. EC225(2) fltnum 76M then called ATC on lift off from oil rig for return to Aberdeen on 116 HMR. When ATC selected 76M strip and tried to place it in the active bay it failed. ATC tried again and succeeded, but then the strip for 76N disappeared from active bay and reappeared in the traffic area. ATC returned 76N strip to activebay, but it was now in the form of an inbound strip on the 110 HMR and current flight data was lost. At the same time 76M was passing its details and requesting climb to FL45. Due to confusion it was cleared to 2000ft whilst attempting to resolve the situation. Once the situation had become clearer 76M was cleared to climb to FL45 and 76N was descended. Subsequent investigation reveals that EFPS functioned correctly, and the controller made an inadvertent movement of the 76N strip from the Dynamic bay to the Fulmar Traffic area. Reporter suggested a safe guard against thistype of inadvertant selection, however the investigation concluded that this would not be practical and would require additional screen taps to confirm every movement on theEFPS increasing workload. Investigation continues under 201005330 and 201005447.
201006856	06/07/2010	Norwich	Airplane	Birdstrike on take-off. No damage.	
201006867	11/07/2010	Inverness (INS)	Airplane	Set of steps did not have stabilising feet at lower step end. During disembarkation of passengers from A319 there was significant movement/bouncing making steps uncomfortable and potentially unsafe.	
201006897	11/07/2010	Norwich	Airplane	Birdstrike during touch down. No damage reported.	
201006909	09/07/2010	SOPIT	Airplane	A319 descending through FL200 for FL150, reported encountering wake turbulence from preceding B777 8.5nm ahead. A319 rolled 25deg. Autopilot was disconnected.	
201006909	09/07/2010	SOPIT	Airplane	A319 descending through FL200 for FL150, reported encountering wake turbulence from preceding B777 8.5nm ahead. A319 rolled 25deg. Autopilot was disconnected.	
201006921	12/07/2010	Scatsta	Airplane	PAN declared due to vibration that was speed related and appeared to be from the nose gear area.	On selecting gear up a loud bang and vibration noted. Landing gear door suspected. Gear re-selected up and down with all indication normal. On arrival fire service confirmedno obvious damage so a/c continued to the stand. Investigations found scuff marks on inside surface of NLG doors and a damaged door damper. It appeared that the NLG wheels contacted the doors after up selection due to not centring correctly. NLG door damper replaced. Safety Bulletin previously released to check self-centring of the NLG, which had been carried out, on all of the operator's a/c within the specified time.

201006961	11/07/2010	Scatsta	Helicopter	Brakes seized on after brake unit replacement.	Due to experiences with brake units recently a maintenance taxi test was called up. The a/c taxied applying the brakes to test them and when the parking brake was applied the brakes seized on. On investigation the brake stator and pad were found stuck together with a resin type substance. The stators and the pads were released from each other and wheels refitted. Further extensive taxi checks were carried out with no further problems encountered. This is the third occurrence where after brake unit replacement the brakes have seized on. Manufacturer advised.
201006970	13/07/2010	En Route	Airplane	'Bleed 1 Leak' caution during enroute climb. QRH drill actioned. Flight continued to destination at FL300 with no further problems.	
201006993	13/07/2010	GLESK	Unknown	Potential conflict between EMB145 and military a/c at FL175 at GLESK. EMB145, which had been instructed to expeditedescent, received TCAS TA. Traffic info given. Standard separation maintained.	
201006993	13/07/2010	GLESK	Airplane	Potential conflict between EMB145 and military a/c at FL175 at GLESK. EMB145, which had been instructed to expeditedescent, received TCAS TA. Traffic info given. Standard separation maintained.	
201007012	13/07/2010	Wick	Helicopter	UK AIRPROX 2010/089 - Military jet and EC225 5nm South ofWick at FL55.	Whilst EC225 was in W4D at FL55 receiving a Traffic Service, it was given information on a military jet. EC225 became visual with military jet in the 9 o'clock position in aleft turn and EC225 initiated a right turn. STCA activated. Investigations indicate that the EC225 was the target of a controlled military intercept as part of a planned large scale military exercise. In attempting to identify the helicopter the lead jet came into such proximity as to cause the pilot of the EC225 to consider that an AIRPROX had occurred. CAA Closure: No further CAA action required. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201007012	13/07/2010	Wick	Unknown	UK AIRPROX 2010/089 - Military jet and EC225 5nm South ofWick at FL55.	Whilst EC225 was in W4D at FL55 receiving a Traffic Service, it was given information on a military jet. EC225 became visual with military jet in the 9 o'clock position in aleft turn and EC225 initiated a right turn. STCA activated. Investigations indicate that the EC225 was the target of a controlled military intercept as part of a planned large scale military exercise. In attempting to identify the helicopter the lead jet came into such proximity as to cause the pilot of the EC225 to consider that an AIRPROX had occurred. CAA Closure: No further CAA action required. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201007057	14/07/2010	Otringham (OTR)	Airplane	Loss of separation between a Saab 2000 and military a/c. STCA activated. Traffic info and avoiding action given.	CAA Closure: The appropriate military authority was fullyalerted to this incident. No further CAA action.

201007057	14/07/2010	Otringham (OTR)	Unknown	Loss of separation between a Saab 2000 and military a/c. STCA activated. Traffic info and avoiding action given.	CAA Closure: The appropriate military authority was fully alerted to this incident. No further CAA action.
201007069	15/07/2010	London-Gatwick LGW	Airplane	'Windshear' warning during initial climb. Standard windshear recovery technique carried out.	
201007086	15/07/2010	Sumburgh (SUM)	Airplane	Pilot reported a possible birdstrike just before rotation. Ops 3 inspection carried out with no evidence of a birdstrike found. Pilot informed.	
201007108	13/07/2010	Aberdeen (ADN)	Helicopter	ELT beacon found to be lying by the side of the a/c while in the hangar. Beacon and system tested with no faults found.	
201007133	17/07/2010	Aberdeen (ADN)	Unknown	On four occasions, new RDP (Radar Data Processor) dropped target and all trail dots associated with that target, rendering a/c invisible for a short period on one display.	It was also found that, if an a/c changed its squawk code, the trail dot history disappeared. Unit reverted back to the old system. Investigation identified a software problem and also issues with the management of the project to move to the new system. CAA Closure: Manufacturer is prioritising their activities to correct the software error. Additionally, procedures are to be put in place to ensure thorough testing, with associated documenting, as part of the project process.
201007144	15/07/2010	Bovingdon (BNN)	Airplane	GLF5, cleared to climb to FL80, was allegedly observed at FL84. Traffic info given to EMB145 at FL90. Separation lost. STCA activated.	CAA Closure: GLF5 was climbing to FL80 when a TCAS TA was received against traffic above. The traffic was spotted and kept in sight but an RA was then received because of GLF5's rate of climb. GLF5 crew adjusted and checked altimeter settings, which indicated an overshoot of no more than 150ft. GLF5 crew maintained visual contact with the traffic above throughout and advise that safety was not compromised.
201007144	15/07/2010	Bovingdon (BNN)	Airplane	GLF5, cleared to climb to FL80, was allegedly observed at FL84. Traffic info given to EMB145 at FL90. Separation lost. STCA activated.	CAA Closure: GLF5 was climbing to FL80 when a TCAS TA was received against traffic above. The traffic was spotted and kept in sight but an RA was then received because of GLF5's rate of climb. GLF5 crew adjusted and checked altimeter settings, which indicated an overshoot of no more than 150ft. GLF5 crew maintained visual contact with the traffic above throughout and advise that safety was not compromised.
201007374	02/07/2010	Aberdeen (ADN)	Helicopter	Engine chip light illuminated at 1300ft during cruise with no other abnormal indications. A/c returned. Engine accessory gearbox magnetic plug contaminated with large chip.	Engine removed for investigation and loan engine installed.
201007376	21/07/2010	Aberdeen (ADN)	Airplane	JS41 on ILS approach R/W34 descended below cleared level 3000ft before taking up the glidepath. A/c confirmed as terrain safe and allowed to continue descent to 2000ft and then follow the glidepath.	The pilot reported that the autopilot or "something" had dropped out. The investigation revealed that the a/c did start to level out at 2500ft when ATC queried the level with the crew, which would indicate an incorrect level setting was made after being cleared to 3000ft. However at this time the pilot had reported the autopilot had dropped out and this was a factor in the incorrect level.
201007433	22/07/2010	Inverness (INS)	Airplane	PA18 performed an emergency landing on the runway due to fuel starvation while DHC8 was backtracking on the runway.	DHC8 had landed and was backtracking along the runway prior to vacating when the pilot of the PA18 reported he had run out of fuel and was landing. PA18 landed just prior to the DHC8 vacating the runway. CAA Closure: Appropriate action taken by the Swiss Authorities.

201007433	22/07/2010	Inverness (INS)	Airplane	PA18 performed an emergency landing on the runway due to fuel starvation while DHC8 was backtracking on the runway.	DHC8 had landed and was backtracking along the runway prior to vacating when the pilot of the PA18 reported he had run out of fuel and was landing. PA18 landed just prior to the DHC8 vacating the runway. CAA Closure: Appropriate action taken by the Swiss Authorities.
201007479	22/07/2010	Aberdeen (ADN)	Helicopter	During taxi, main rotor gearbox warning and chip light illuminated. ECL actioned. A/c shutdown.	CAA Closure: Serviceability checks carried out in accordance with maintenance manual requirements, no chips found. Main gearbox stayed in service with no further warnings until scheduled gearbox removal for overhaul.
201007492	23/07/2010	Aberdeen (ADN)	Helicopter	While replacing LH liferaft during scheduled maintenance, the linkage arm, which frees and fires the bottle, was found to be seized. Linkage removed, cleaned and lubricated.	The operator is to introduce a check of the linkage on the 6-monthly liferaft inspection.
201007504	22/07/2010	Aberdeen (ADN)	Unknown	Sumburgh Radar - overload at 1400hrs. Reporter states that, immediately having taken a handover of position, the workload was of such intensity that he considered it to have been unworkable.	The off-going controller remained at the sector and it was being operated as man and boy for the next ten busy minutes, although there were no local published procedures for this sort of operation. The traffic levels were not considered to be high in the period of the reported overload. However, there was a high level of complexity, which occurred quickly, including dealing with some EFPS issues. CAA Closure: An action plan has been considered to reduce the workload issues on the Sumburgh Radar sector, including changes to the sector boundary. Additionally, man and boy procedures are to be devised and published locally.
201007535	25/07/2010	Manchester (MCT)	Airplane	During expeditious departure sequence, EMB135 was given an early right turn in error which brought it into potential conflict with a B737. Appropriate action taken and standard separation maintained.	
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201007559	23/07/2010	Aberdeen (ADN)	Helicopter	Following a report of Nav 1 intermittent failure, loss of audio ident and all VOR indications during flight, investigation found the tailboom navigational equipment rack to have cracked.	Investigation being progressed under 201007484.

201007561	24/07/2010	Nottingham East Midlands	Airplane	Flap failed to retract during initial climb.	When flap selected up after take-off no movement was indicated on gauge and no change to flight pitch. Hydraulic pressures and flight characteristics were normal for flap extended. At about 3000ft flap lever was recycled with a small flap movement indicated. Climb was continued while abnormal checklist was consulted, however, no applicable checklist was found. AFM was also consulted without any further relevant information discovered. Flap lever had been left at up position and passing about 9000ft a/c pitched and flap retracted to the up position on the gauge. CWP 'flap' light did not illuminate at any stage. Flight was continued to destination. When landing flap was selected flap operated normally. After landing, flap was left extended for engineering investigation.
201007702	27/07/2010	Aberdeen (ADN)	Helicopter	Tail rotor blade found damaged.	Approximately 10mm area flaking off on flex beam, 20mm inboard of spherical bearing. Item quarantined. CAA Closure: Strip report confirms that delamination is the inlay part marking section, which is cured onto the blade at manufacture, this failure and lifting of this part marking section has no structural implications for the blade. Engineering will monitor any similar issues, which will be dealt with by the Operator and the a/c manufacturer on a 'case by case' basis.
201007791	30/07/2010	Nottingham East Midlands	Airplane	Loss of separation between two East Midlands outbounds, aMetro and an ATP, North of East Midlands. STCA activated. The incident was occurring as the second a/c called MACC.	Investigation established that the a/c were handed over without the required separation, while controller fatigue, coupled with a low workload, delayed recognition of situation. CAA Closure: Appropriate unit action taken.
201007791	30/07/2010	Nottingham East Midlands	Airplane	Loss of separation between two East Midlands outbounds, aMetro and an ATP, North of East Midlands. STCA activated. The incident was occurring as the second a/c called MACC.	Investigation established that the a/c were handed over without the required separation, while controller fatigue, coupled with a low workload, delayed recognition of situation. CAA Closure: Appropriate unit action taken.
201007808	29/07/2010	London - Area	Airplane	During high ROD to FL200 A319 received a TCAS RA of monitor vertical speed on an a/c climbing to FL190. A319 levelled at FL200. A/c below appeared to descend then level at FL190.	
201007808	29/07/2010	London - Area	Unknown	During high ROD to FL200 A319 received a TCAS RA of monitor vertical speed on an a/c climbing to FL190. A319 levelled at FL200. A/c below appeared to descend then level at FL190.	
201007819	21/07/2010	Kirkwall		ATC were not informed that a film crew would be operating on the airfield. Three people were observed infringing the R/Ws and an operations vehicle was sent to move them away from the R/W.	ATC observed three people walking towards the small apron from the direction of the terminal with only one wearing hi viz clothing. ATC contacted security who reported that they were escorting a film crew that had permission from Airport Manager to film a landing a/c. At no stage was ATC informed of this. The three persons then proceeded to infringe R/W09 before pulling back to R1 sign, thus infringing R/W32. Operations were asked to move the persons back to R2, due inbound traffic.

201007827	30/07/2010	Aberdeen (ADN)	Helicopter	Problems recalibrating the Wacom panel on REBROS Sector at Aberdeen.	<p>Immediately after taking over the REBROS sector, fltnum78A departing an oil rig for 098HMR called requesting FL65. Upon REBROS sector selecting 78A's strip to place in active bay, nothing happened. On reselecting fltnum 78A, activestrip for fltnum 21N on 098HMR climbing to FL45 appeared instead in the traffic area. On selecting fltnum 21N back into active bay all flight data was lost. ATC eventually managed to get fltnum 78A strip into active bay. Investigation found that dibber (pen) was out of calibration and discrepancy was sufficient that wrong flight strip was picked. Tels recalibrated Wacom panel and dibber. It transpired that at least four or five dibbers were logged onto the panel, but some were not calibrated to panel. Reported that there is no procedure in place to recalibrate panels and dibbers on a regular basis either by TELS or ATCOs. Also, ATCOs are unable to recalibrate panels themselves despite having been trained. Reporter believes that keyboard accessto panels should be by a USB port on control position instead of at back of console and also that there should be an EFPS undo last input/restore button to enable recovery of inadvertent selections. During subsequent investigation,the EFPS replay system identified that the most likely cause was a controller input error, caused by the controllertapping the bottom edge of the strip instead of the callsign box.</p> <p>CAA Closure: Appropriate unit action has been taken. The offgoing controller was able to update the lost information and, as a result of this incident, the unit hasmade recommendations to introduce procedures to regularlyre-calibrate the Wacom workstations and investigate the provision of an undo function to remove the last input on EFPS.</p>
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201007921	02/08/2010	Birmingham	Airplane	During walkround of DHC8 for first flight of the day, scratches were found next to the catering/service door. Engineers called to inspect area. DHC8 operated the sector.	
201007965	02/08/2010	Aberdeen (ADN)	Airplane	Heavy items of cargo (ships spares) found not secured in Hold 5 on arrival. Items on wooden spreaders but had not been secured to the hold floor.	

201008004	03/08/2010	North Sea	Helicopter	'Transmission chip' warning illuminated on EID2 accompanied by 'CAUT' and 'TXMSN' on the central warning panel. Checks carried out iaw EOP. PAN declared. Flight continued without further incident.	Subsequent investigation found several particles on the main rotor head mast bearing chip detect. MRH replaced.
201008041	03/08/2010	Aberdeen (ADN)	Helicopter	Nr2 hydraulic pump failed during taxi.	
201008075	04/08/2010	En Route	Airplane	PAN declared due to altitude variation during turbulence encounter.	A/c unable to contact ATC soon enough for avoiding action due to high ATC work as multiple CBs in the area. On entering turbulence, there were vertical deviations of +/- 250ft. PAN call immediately made, as unable to maintain FL130 due to turbulence.
201008105	04/08/2010	Aberdeen (ADN)	Helicopter	During training, engine overtemp discovered from M'ARMs download (807deg for 18secs).	
201008201	07/08/2010	En Route	Helicopter	ATC instruction missed due to reception on ATC frequency totally lost when PNF transmitting.	
201008267	11/08/2010	Glasgow (GOW)	Airplane	As EMB195 was about to level at its cleared FL350 following climb, it received/complied with a TCAS RA of adjust vertical speed on crossing B777 at FL360. STCA also activated.	
201008267	11/08/2010	Glasgow (GOW)	Airplane	As EMB195 was about to level at its cleared FL350 following climb, it received/complied with a TCAS RA of adjust vertical speed on crossing B777 at FL360. STCA also activated.	
201008316	09/08/2010	En Route	Airplane	'Fuselage doors' master warning during cruise. Door identified as forward RH emergency exit. Emergency checklist consulted and door confirmed visually to be closed and safe.	With no pressurisation fluctuation and warning intermittent decision made to continue to destination. On ground door found stiff and difficult to remove for examination. As a precaution door was made inoperative iaw MEL and a/c released for return flight with no further unsafe indications. Investigation progressed under 201008330.
201008318	08/08/2010	En Route	Airplane	During cruise, the indicator in the oxygen lines showed red. A/c descended to a lower level in case of a depressurisation.	Engineers called on arrival, who found the oxygen bottle situated in the nose of the a/c in the off position. The a/c had been on an 'A' Check the previous evening. CAA Closure: The root cause was not positively identified. A read and sign entry was raised advising all engineers of the importance of checking the valve and that on the daily sheet it states to ensure that the valve is in the fully open position.
201008348	06/08/2010	Scatsta	Unknown	Sumburgh Radar passed inaccurate fixed wing ETAs to Scatsta. Some estimates were 10mins early or 20mins late or no estimate at all. This made procedural planning difficult during high ATC workload.	It is acknowledged that there are difficulties in maintaining accurate estimates for fixed wing traffic, especially off airways. CAA Closure: The interface between the two units is now the focus of joint work between the units under the oversight of the CAA.
201008362	02/08/2010	Aberdeen (ADN)	Helicopter	Transmission warning during nr2 engine start. Emergency drill carried out and a/c shut down.	Inspection revealed a metal particle <2mm squared on the sump plug and another metal particle <2mm squared on the MGB sump plate.

201008372	11/08/2010	Aberdeen (ADN)		Overload on the Sumburgh sector at Aberdeen due to volumes and complexity of traffic. Controller experienced an EFPS malfunction which added to his workload.	It was not considered that the Overload occurred because of the number of a/c being controlled at the time. The increase in workload occurred because of the complexity of the interface with Scatsta and Prestwick Centre. Additionally there was a problem with the availability of strips in EFPS. In the event the controller was assisted by an adjacent sector and using the oncoming controller as a 'second pair of eyes' CAA Closure: A number of actions have been recommended and accepted locally. These include reviewing the Aberdeen Sector boundaries and the interface with other units.
201008389	12/08/2010	Aberdeen (ADN)	Airplane	Reporter concerned over procedures for a/c departing Aberdeen and routing South through the FIR (Class G). Aberdeen experienced problems transferring a JS41 to Tay as per the current procedure.	Current procedures state that the Tay Sector at ScACC will provide a service if ScACC military are unavailable. Investigation ascertained that the Tay ATSA was under training and had forgotten to make the initial call to ScACC military. CAA Closure: Aberdeen are, in conjunction with adjacent civil and military units, investigating improving the Southern interface of their operations.
201008398	12/08/2010	Aberdeen (ADN)	Airplane	A CRJ2 was instructed to go-around at 3nm due to a cancelled take-off clearance for an A319. After landing, CRJ2 failed to follow taxi instructions.	Go-around given due to late delivery of final figures to A319. Controller was aware that the crew required 90secs before being ready to depart, but elected to line the a/c up. Had everything gone to plan, the CRJ2 would have received a timely landing clearance, however the crew requested an extra 20secs. On landing, the CRJ2 appeared to misidentify the correct location, but ADC were unable to alert the crew as they had left the frequency and had been transferred to GMC.
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201008407	12/08/2010	Aberdeen (ADN)	Airplane	Infringement of Aberdeen CTA (Class D) by an SR22 at FL90. Pilot had been instructed to contact ScACC Tay Sector. Standard separation maintained.	Pilot apologised and stated that, after working Leuchars, he was instructed to contact Tay Sector. However, on realising his position, he elected to monitor the Aberdeen frequency. Leuchars had instructed the a/c to free call without a prenote to Tay. The controller later apologised stating his workload was high at the time.
201008439	13/08/2010	Inverurie	Helicopter	Transmission caution and standby pressure caution illuminated for the main gearbox during cruise. PAN declared and return initiated.	
201008448	12/08/2010	Aberdeen (ADN)	Airplane	A319 on approach at 1400ft. Crew saw a green laser scanning the sky. The a/c was not illuminated. ATC and local authorities informed.	
201008471	12/08/2010	London-Heathrow - LHR	Airplane	Heavy item of cargo at 58kg and another item at 19kg found to be not secured in Hold 5 on a/c arrival.	

201008585	16/08/2010	Edinburgh (EDI)	Airplane	A/c dispatched with one item of unaccompanied hold baggage, which was not offloaded when passenger decided not to travel after checking in.	
201008596	10/08/2010	Kirkcaldy	Airplane	SF340 in descent at 4000ft was targeted by at laser.	
201008630	16/08/2010	Aberdeen (ADN)	Helicopter	On completion of shutdown drills, nr2 engine shut itself down with a steady GOV light. Engine switch was in the 'flight' position.	Check of fault codes revealed amber test FADEC2 P3 pressure fail. Continuity checks of P3 harness carried out. P0201 removed from FADEC and cleaned with contact cleaner. Nr2engine started first but struggled to start and start wasaborted. Nr1 engine was started, followed by nr2, which started after 5mins. During engine wash the nr2 engine shutdown uncommanded with no GOV warnings or any VMS failures.Maintenance Manual indicates an uncommanded shutdown requires replacement of the HP Pump and Metering Unit, which was carried out. Ground run and air test carried out with a/c assessed serviceable.
201008675	18/08/2010	Inverness (INS)	Airplane	As SF340 was being refuelled, the refuelling vehicle positioned by RH wing was struck by a waste vehicle as it reversed from SF340. Tank of refuelling truck was dented. Appropriate action taken.	
201008677	13/08/2010	RIKUD	Airplane	PLOC - ScACC tried several times to transfer SB2000 to MACC, but there was no response. Other frequencies and a relay were unsuccessful. Several minutes later SB2000 called up on previous frequency.	
201008709	16/08/2010	St Abbs (SAB)	Airplane	At 1229hrs RT communications with SR22 at FL130 receivinga Deconfliction Service was lost. Normal procedures were unsuccessful. At 1243hrs SR22 rejoined frequency.	
201008792	19/08/2010	Sumburgh (SUM)	Helicopter	Cable cutter fired during hoist shear checks.	With the shear test switch set to primary and the 'Armed/Test' lights illuminated the cable cutter operated when the shear switch was activated. Investigations in progress.
201008798	18/08/2010	North Sea (North Sea)	Helicopter	'Door/cowl' warning in cruise. Passenger next to LH sliding cabin door inadvertently knocked door handle down to open position. Non-flying pilot climbed into cabin and locked door again.	
201008803	18/08/2010	Aberdeen (ADN)	Helicopter	Ground vehicle failed to give way to an EC225 taxiing towards E3 for the Echo Apron. Pilot brought the a/c to a stop until the vehicle passed.	Vehicle had been instructed by Company Ops to hold.

201008807	19/08/2010	RANOK	Unknown	While controller was performing other tasks, a military a/c turned onto a heading which brought it into conflict with a C310 at FL100 receiving a Deconfliction Service. C310 was given avoiding action.	Traffic info issued. STCA and SMF activated. The C310 was northbound on N560D (ADR, Class F). The controller observed an unknown a/c 12 miles North of the C310 and passed traffic info in the belief the observed tracks would ensure the required deconfliction minima. The sector was reported as busy and the controller performed other operational tasks before returning to assess the C310's situation. The controller gave a 20deg turn to the left as deconfliction advice against the traffic, which by now had converted to a ScACC Mil squawk. Other sector tasks were performed before the controller noticed the track of the unknown a/c had changed towards the C310. Avoiding action was given and traffic info passed. CAA Closure: Appropriate local ATC action was instigated as a result of this incident.
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201008837	20/08/2010	Aberdeen (ADN)		Failure of Wacom panel for 2-3mins, possibly attributed to by a dibber failure. Controller used a mouse as the selection aid, which then appeared to unfreeze the Wacom.	Investigation under 201007827.
201008842	22/08/2010	Inverness (INS)		During R/W inspection a piece of rubber material measuring approximately 9in by 2in, believed to be internal door sealant from u/c door, was found. Based operators were all made aware.	
201008847	21/08/2010	Birmingham	Airplane	RTO at approx 60-70kts due to 'Nr2 Bleed Hot' caution.	A/c taxied clear of runway with engineers in attendance at stand.
201008917	12/08/2010	Aberdeen (ADN)	Airplane	As A320 turned onto R/W34 it received final figures and cleared to take-off. Due to short delay on R/W completing before take-off checks, take-off clearance was cancelled and an a/c was sent around.	
201008939	20/08/2010	Nottingham East Midlands	Airplane	Prior to departure, report of possible smoke in the cockpit. Full emergency initiated. The cause was found to be the air conditioning units producing mist in the cabin, which was mistaken for smoke.	

201008991	24/08/2010	Inverness (INS)	Unknown	During routine FOD inspection on Taxiway E, a piece of metal measuring 110mm x 30mm was found. Metal was identified as part of airport sweeping vehicle. Vehicle inspected by engineering.	
201009019	25/08/2010	Norwich	Airplane	RTO due to nr1 engine failure - loud 'pop' heard and 'Eng1 out' caution displayed on EICAS at full thrust with 'ATTCS armed'. Puff of smoke reported from engine. QRH actioned.	Nr1 engine inspected by fire services and no damage found.
201009027	25/08/2010	Aberdeen (ADN)	Airplane	EMB145 was cleared to pushback from Stand 8. EMB145 then carried out an unauthorised curved pushback and went directly behind an a/c cleared to pushback from Stand 9, whose clearance was cancelled.	Pilot apologised. Investigations have revealed that on this occasion the phrase used by ATC " **** Jetstream taxiing behind you, once he's passed you North to South, push approved from Stand 7" was misinterpreted by the flight deck crew and or ground crew as an instruction to make a curved push to face South. This is a rare event at this location and the error was detected by GMC in a timely manner.
201009027	25/08/2010	Aberdeen (ADN)	Unknown	EMB145 was cleared to pushback from Stand 8. EMB145 then carried out an unauthorised curved pushback and went directly behind an a/c cleared to pushback from Stand 9, whose clearance was cancelled.	Pilot apologised. Investigations have revealed that on this occasion the phrase used by ATC " **** Jetstream taxiing behind you, once he's passed you North to South, push approved from Stand 7" was misinterpreted by the flight deck crew and or ground crew as an instruction to make a curved push to face South. This is a rare event at this location and the error was detected by GMC in a timely manner.
201009037	25/08/2010	Aberdeen (ADN)	Helicopter	On arrival at destination it was found that a shipment of UN2910 package of Radioactive material, was found opened. Package (Jiffy bag) was held with staples which had come undone. There was no risk.	
201009057	25/08/2010	Sumburgh (SUM)	Helicopter	Erratic FLI (First Limit Indicator) display, which reached full scale in the hover. All other instruments displayed normal indications. A/c landed safely and shut down.	No further malfunctions following maintenance checks and air test.
201009123	26/08/2010	Bristol International	Airplane	ECAM 'Brakes Released' message activated during the initial climb. QRH consulted but no resets found. A/c diverted.	
201009252	29/08/2010	Gloucester-Staverton	Airplane	SR22 on landing R/W27 failed to vacate at C1 as instructed and reported missing the turning, a/c then commenced a backtrack without a clearance. A Do228 at 20ft from touchdown initiated a go-around.	The Do228 had been given a land after clearance.
201009252	29/08/2010	Gloucester-Staverton	Airplane	SR22 on landing R/W27 failed to vacate at C1 as instructed and reported missing the turning, a/c then commenced a backtrack without a clearance. A Do228 at 20ft from touchdown initiated a go-around.	The Do228 had been given a land after clearance.

201009275	30/08/2010	Sumburgh (SUM)		Reporter states that the Brent Sector no longer provides an ATC service to a/c in the Brent Sector when the standby radio is unavailable. This has caused a large increase on Sumburgh Radar's workload.	Brent Radar was unable to provide services due to the failure of one of the Brent RT comms links. A TOI was issued on the unit to cover the situation. CAA Closure: The unit recognised the potential for increased workload on Sumburgh and solutions are actively being sought. Additionally, the unit is working closely with the operators in the region and the CAA.
201009348	30/08/2010	Lerwick	Airplane	Uneventful rejected take-off due to two large birds crossing in front of the a/c which, crew believed, were likely to be struck by the a/c.	
201009362	01/09/2010	Oil Rig	Helicopter	After EC225 landed on offshore platform, a cover of a fire extinguisher flew into the rotor disc. A/c shut down. Blades inspected and no damage found. A/c returned to base without incident.	CAA Closure: Following this incident, offshore installation immediately instigated a review of their deck procedures and they now rigorously conduct daily checks of their equipment around the helidecks.
201009383	26/08/2010	Wick	Airplane	UK AIRPROX 2010/114 - PA23 and EC225 at 2000ft 13nm SSE of Wick.	PA23 conducting a survey flight at 2100ft alongside another company a/c at 600ft. PA23 reported receiving traffic info on the helicopter and reported visual with the helicopter to Lossiemouth ATC. PA23 was receiving a Basic Service from Lossiemouth. Helicopter pilot allegedly stated he was aware of the other survey a/c at 600ft but not the PA23 at 2000ft. Information indicates that this AIRPROX was caused by the PA23 flying close enough to EC225 to cause its crew concern. CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
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201009405	02/09/2010	London-Gatwick LGW	Airplane	R/W incursion by a B777 that was instructed to hold at J1, but entered the R/W via J1.	B777 given intersection departure from J1 ahead of the DHC8 at G1.
201009405	02/09/2010	London-Gatwick LGW	Airplane	R/W incursion by a B777 that was instructed to hold at J1, but entered the R/W via J1.	B777 given intersection departure from J1 ahead of the DHC8 at G1.
201009409	01/09/2010	Birmingham	Airplane	B767 in descent at 1700ft and 3 other a/c were consecutively targeted by a green laser from the same area. ATC and local authorities informed.	
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201009424	01/09/2010	North Sea	Helicopter	Autopilot failure.	During approach on the preceding flight, a warning and 'AP' was observed on the caution panel. The a/c landed without incident. The crew consulted the EOPs but were unable to diagnose due to the a/c not being in flight. Subject flight initiated in VFR. After approximately 8-10nm, pitch lane amber warnings illuminated on both sides before clearing after 3-5 secs, followed by both roll amber warnings for 3-5 secs. All four warnings then illuminated while, at the same time, the a/c started to "nod" and the tip path lane was seen to be erratic. One pilot observed two tip path planes, i.e. one blade out of track. PAN declared and a return to the platform initiated. The "nodding" effect was felt during the remainder of the flight. Engineering investigation diagnosed rotor disc flutter induced by one of the vertical gyros although the pilot's report of one blade being out of track caused concern that there may have been a deeper underlying problem with the main rotor. Further investigation concluded the vertical gyro induced a flutter into the rotor disc. Vertical gyro 2 replaced.
201009436	02/09/2010	Bicester	Airplane	B737 targeted by a green laser during descent at FL60. F/O inadvertently looked directly at the beam and was mildly affected momentarily with no loss of sight. ATC and local authorities alerted.	
201009441	02/09/2010	Stornoway (STN)	Airplane	After arrival, ATC observed smoke from the RH engine. Airport fire service deployed.	Captain reported a purge after shutdown. Engineers traced the cause to a faulty solenoid, which resulted in an excessive amount of unburnt fuel being present in the engine.
201009524	04/09/2010	Aberdeen (ADN)	Airplane	ATP cleared to descend to 3000ft was observed descending through its cleared level towards 2000ft. Controller advised the crew to check QNH 1022mb and climb to 2500ft.	Investigations indicate that having been cleared to 3000ft the crew read back 2000ft which was not detected by the controller. Appropriate ATC follow up action is to be taken.
201009624	05/09/2010	Aberdeen (ADN)	Helicopter	Hydraulic pump failure.	During air test, '3 HYD PUMP FAIL' caption illuminated together with zero pressure on affected system. ECL actioned and return initiated. RH undercarriage blowdown indicated unlocked. Further actions iaw ECL for undercarriage failing to extend. Engineering support requested. RH starboard undercarriage manually extended from low hover. Pins inserted. All indications green. A/C shut down normally.
201009628	06/09/2010	Aberdeen (ADN)	Airplane	Multiple birdstrikes just prior to flare for touchdown. Birdstrikes to RH windscreen, fuselage just below LH windscreen and landing gear. 'SPS advanced' and 'IAS Fail' messages on EICAS and PFD.	Tech Log annotated. Runway inspection carried out.

201009672	03/09/2010	Waddington	Unknown	UK AIRPROX 2010/124 - Military a/c and a TB20 at FL61.	As military a/c approached FL70 during descent to FL50 it received a broken transmission from ATC. As a/c was passing FL67 crew clarified the call and instructed to level at FL70. Level off was immediately initiated. Concurrently a/c received a TCAS RA of descend, which was complied with. Military a/c subsequently obtained visual contact with a TB20 in the 10 o'clock position also descending. Military became clear of conflict and levelled at FL50 as originally cleared. Information indicates that this AIRPROX was caused by the military a/c being vectored into conflict with TB20.
201009672	03/09/2010	Waddington	Airplane	UK AIRPROX 2010/124 - Military a/c and a TB20 at FL61.	As military a/c approached FL70 during descent to FL50 it received a broken transmission from ATC. As a/c was passing FL67 crew clarified the call and instructed to level at FL70. Level off was immediately initiated. Concurrently a/c received a TCAS RA of descend, which was complied with. Military a/c subsequently obtained visual contact with a TB20 in the 10 o'clock position also descending. Military became clear of conflict and levelled at FL50 as originally cleared. Information indicates that this AIRPROX was caused by the military a/c being vectored into conflict with TB20.
201009674	31/08/2010	Tain	Airplane	UK AIRPROX 2010/121 - PA28 and a military a/c in Danger Area EG D703 (Tain) at 1000ft.	<p>Whilst military a/c was manoeuvring inside D703 it observed PA28 inside the range. Other a/c were alerted and RC (Range Control) informed. PA28 then exited Range to the Northwest, but subsequently re-entered. Another military a/c had to take avoiding action. RC was again informed and confirmed PA28 had re-entered range from Northwest, but was now exiting to the West. The PA28 had been working Inverness in receipt of a Basic Service. He was instructed by Inverness to change frequency to Safety Com and did not obtain a clearance from Tain to enter the danger area as he incorrectly assumed that, as he had been transferred directly to Safety Com, the range was not active, despite the flight taking place within the published hours of activity of D703. The Inverness controller, whilst complying with local unit instructions, was not pro-active in prompting the pilot to obtain a clearance into the Danger Area.</p> <p>CAA Closure: No further CAA action required. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).</p>

201009674	31/08/2010	Tain	Unknown	UK AIRPROX 2010/121 - PA28 and a military a/c in Danger Area EG D703 (Tain) at 1000ft.	<p>Whilst military a/c was manoeuvring inside D703 it observed PA28 inside the range. Other a/c were alerted and RC (Range Control) informed. PA28 then exited Range to the Northwest, but subsequently re-entered. Another military a/c had to take avoiding action. RC was again informed and confirmed PA28 had re-entered range from Northwest, but was now exiting to the West. The PA28 had been working Invernessin receipt of a Basic Service. He was instructed by Inverness to change frequency to Safety Com and did not obtain a clearance from Tain to enter the danger area as he incorrectly assumed that, as he had been transferred directly to Safety Com, the range was not active, despite the flighttaking place within the published hours of activity of D703. The Inverness controller, whilst complying with local unit instructions, was not pro-active in prompting the pilot to obtain a clearance into the Danger Area.</p> <p>CAA Closure: No further CAA action required. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).</p>
201009675	27/08/2010	Kinckley	Airplane	A319 targeted by a green laser during descent at FL270. ATC notified.	
201009706	07/09/2010	Aberdeen (ADN)	Airplane	Windshear caution on departure.	
201009713	07/09/2010	Sumburgh (SUM)	Helicopter	Miss-layer of outboard hoist cable.	<p>Prior to embarking on training sortie the winch operator having looked through the outboard sight glass noticed that the cable on the out board hoist had miss-layered. Engineering advice was sought resulting in a request for a winch run-out with the use of the 600lb weight. This was carried out with no signs of mechanical distress (vibrations orshuddering) obvious to the crew. Subsequently, having completed the run out, the miss-layering condition appeared to have worsened. Upon return to the hangar, the engineers confirmed that the outboard hoist was unserviceable and once removed from the a/c, cable damage was also evident dueto the cable contacting the hoist casing during operation. One concern regarding this occurrence is that the miss-layering on the hoist is only obvious to the crew should itoccur on the outer layer and therefore be visible throughthe sight glass.</p>
201009737	07/09/2010	London-Heathrow - LHR	Airplane	Inbound A319 issued with a taxi routeing which conflictedwith an A321 pushing back.	A319 landed R/W27R and vacated at A7. A319 was then cleared on the 'greens' to Stand 178 via Link 13, which conflicted with an A321 pushing back off Stand 103 to face East. A321 stopped its pushback before the situation developed. ATC training in progress. Appropriate ATC action taken.
201009737	07/09/2010	London-Heathrow - LHR	Airplane	Inbound A319 issued with a taxi routeing which conflictedwith an A321 pushing back.	A319 landed R/W27R and vacated at A7. A319 was then cleared on the 'greens' to Stand 178 via Link 13, which conflicted with an A321 pushing back off Stand 103 to face East. A321 stopped its pushback before the situation developed. ATC training in progress. Appropriate ATC action taken.

201009782	08/09/2010	Aberdeen (ADN)	Airplane	EMB145 cleared to descend to 5000ft for the ILS, was observed showing Mode C reading 4700ft and descending. Standard separation maintained.	When ATC queried the cleared altitude, it appeared that the incorrect QNH setting of 1026mb had been selected and once reset to correct setting of 1006mb, the a/c climbed to 5000ft and continued normally. Investigations indicate that when the crew were cleared in descent to 5000ft, the QNH of 1006mb was passed but was readback as 1026mb without this being detected by the controller. It should be noted that the crew had reported that they were in receipt of Information Bravo which contained the correct value of the QNH.
201009818	09/09/2010	Inverness (INS)	Airplane	Large yellow bodied torch found underneath and behind First Officer's rudder pedals during turnaround. The a/c had flown two sectors prior to the discovery.	
201009913	10/09/2010	Leeds Bradford (LBA)	Airplane	DHC8 in descent at 4000ft was targeted by a green laser. Local authorities alerted.	
201009976	13/09/2010	Aberdeen (ADN) (North Sea)	Helicopter	Random instrumentation failure during cruise - amber warning illuminated together with 'ENG', 'GOV', 'Tq2', 'FLI FAIL' and degraded 'ALT'. PAN declared. A/c returned. Nr2 engine FADEC fault.	Squawk 7700 selected, power reduced to safe single enginesetting and normal approach and landing carried out. VMS maintenance pages interrogated and fault 'FADEC 2 permanent torque failure' found stored. Nr2 engine FADEC (p/n 70CMG01060) replaced and subsequent ground runs and flight test satisfactorily completed.
201009986	12/09/2010	Inverness (INS)	Airplane	As Ambulift was moving away from rear passenger door it struck the bottom of the door, which caused a small tear indoor seal and chipped paint on door. Engineers inspected damage.	
201010028	14/09/2010	Aberdeen (ADN)	Helicopter	Nr2 engine chip warning activated during flight. Power reduced to safe single engine operation. Emergency drills actioned. PAN declared. A/c returned for an uneventful running landing.	Inspection found a 5mm "hair like" particle on nr2 enginemagnetic chip detector.
201010031	08/09/2010	Aberdeen (ADN)	Airplane	On arrival, it was found that a cargo net restraint securing clasp in hold C1 of SF340 had been attached to a cord, which itself was attached to connecting wire for cargo smoke detector.	Wiring checked by engineers and check of smoke detector carried out. Operator investigations revealed a number of differing modification states across the fleet's restraining nets. This caused confusion among the ground loading staff, which resulted in these incorrect techniques being used. CAA Closure: A full fleet review was undertaken and all affected a/c have been identified and are now subject to modification.
201010032	09/09/2010	En Route	Airplane	LH front windscreen shattered during the cruise. A/c descended to FL100 and speed reduced. PAN declared and squawked 7700. Landed safely.	
201010072	13/09/2010	Aberdeen (ADN)	Airplane	A321 targeted by a green laser during descent at 1800ft. ATC notified.	
201010118	14/09/2010	Edinburgh (EDI)	Airplane	After SF340 arrived on stand, flight crew were informed that cargo net in C1 hold was incorrectly fitted as it was attached to various fittings, smoke detector/extinguisher lights etc.	Investigation progressed under 201010031.

201010135	16/09/2010	Aberdeen (ADN)	Airplane	'R Prop Oil Press Lo' warning during the climb out with secondary EICAS page indicating zero prop pressure, normal quantity and engine pressure.	Although indications were mostly zero or within the Amberrange, occasional fluctuations up to 135 were observed. Checklist actioned, PAN declared and the a/c returned. Subsequent investigation found a dual sensor failure.
201010141	16/09/2010	Aberdeen (ADN)		Possible EFPS Malfunction during an a/c emergency led to unacceptably high workload.	Investigations continue under 201005330, 201005447, 201007827 and 201008372.
201010145	15/09/2010	Birmingham	Airplane	During handover of ATC position, off going controller gave inbound EMB145 descending to 3000ft a left turn which took it outside CAS where it came into conflict with an a/c squawking 7000.	<p>After EMB145 had left CAS, controller did not pass traffic info, nor was the Radar Service changed. The Radar controller was vectoring the EMB145, downwind left hand to R/W33. The a/c was given descent to 3000ft, no speed restriction was applied. The controller then commenced handing over the position. During the handover, the oncoming controller reminded him about the EMB145 proceeding downwind. The a/c was turned back towards the ILS but due to its speed and a strong SW wind it left CAS for a short time. Usually, a/c are only descended to 4000ft, to ensure they remain within the CTA. On this occasion, the off going controller forgot that the EMB145 had been descended to 3000ft and the oncoming controller did not realise its descent clearance, although the FPS was correctly marked. Realising the situation, the off going controller did not inform the pilot he had left CAS, what service was being provided and did not pass traffic info on an unknown a/c it passed overhead.</p> <p>CAA Closure: Appropriate ATC personnel action has been taken.</p>
201010145	15/09/2010	Birmingham	Unknown	During handover of ATC position, off going controller gave inbound EMB145 descending to 3000ft a left turn which took it outside CAS where it came into conflict with an a/c squawking 7000.	<p>After EMB145 had left CAS, controller did not pass traffic info, nor was the Radar Service changed. The Radar controller was vectoring the EMB145, downwind left hand to R/W33. The a/c was given descent to 3000ft, no speed restriction was applied. The controller then commenced handing over the position. During the handover, the oncoming controller reminded him about the EMB145 proceeding downwind. The a/c was turned back towards the ILS but due to its speed and a strong SW wind it left CAS for a short time. Usually, a/c are only descended to 4000ft, to ensure they remain within the CTA. On this occasion, the off going controller forgot that the EMB145 had been descended to 3000ft and the oncoming controller did not realise its descent clearance, although the FPS was correctly marked. Realising the situation, the off going controller did not inform the pilot he had left CAS, what service was being provided and did not pass traffic info on an unknown a/c it passed overhead.</p> <p>CAA Closure: Appropriate ATC personnel action has been taken.</p>

201010194	16/09/2010	Birmingham	Airplane	During weather avoidance, separation was lost between an inbound DHC8 and a departing B737. SMF activated.	The controller climbed the B737 into conflict with the DHC8. The weather avoidance caused increased complexity of workload and, as a consequence of changing the plan, the controller forgot the presence of the DHC8 against the B737. CAA Closure: Unit investigation determined that the strips for the two a/c were (correctly) in separate bays, even though they were conflict traffic. It was recommended that the unit review the appropriate strip outfall for Birmingham inbounds/outbounds on the PC Southeast Sector.
201010194	16/09/2010	Birmingham	Airplane	During weather avoidance, separation was lost between an inbound DHC8 and a departing B737. SMF activated.	The controller climbed the B737 into conflict with the DHC8. The weather avoidance caused increased complexity of workload and, as a consequence of changing the plan, the controller forgot the presence of the DHC8 against the B737. CAA Closure: Unit investigation determined that the strips for the two a/c were (correctly) in separate bays, even though they were conflict traffic. It was recommended that the unit review the appropriate strip outfall for Birmingham inbounds/outbounds on the PC Southeast Sector.
201010196	14/09/2010	Inverness (INS)	Airplane	A/c exited the Danger Area EG D703 (Tain) range at high speed and passed 1400ft above SF340 operating in the FIR (Class G) receiving a Deconfliction Service. SF340 was given traffic info.	
201010196	14/09/2010	Inverness (INS)	Unknown	A/c exited the Danger Area EG D703 (Tain) range at high speed and passed 1400ft above SF340 operating in the FIR (Class G) receiving a Deconfliction Service. SF340 was given traffic info.	
201010245	06/09/2010	East Shetland Basin	Helicopter	Brent Radar lost its standby radio forcing crew to use position reporting once in the ESB. Many crews concerned over the implications particularly in IMC or poor VMC conditions.	Investigation progressed under 201009275.
201010246	08/09/2010	East Shetland Basin	Helicopter	Brent Radar lost its standby radio forcing crew to use position reporting once in the ESB. Many crews concerned over the implications particularly in IMC or poor VMC conditions.	Investigation progressed under 201009275.
201010302	15/09/2010	Inverness (INS)	Airplane	Flight crew life jackets incorrectly installed.	The 'D' handle with ribbon and part of the head operating mechanism had detached from the operating head. As a result, the jacket would not have inflated if attempted in an emergency. Further investigations revealed that the inflation bottle was insufficiently screwed into the operating head to allow the bottle to operate. On subsequent inspection of other life jackets held in store another jacket was found with the same problems. A fleet check was instigated to ascertain if it was an isolated incident, however, another jacket at a different location was found with a loose bottle.

201010330	23/08/2010	North Sea	Helicopter	Damage to pressure refuel coupling.	Whilst on the oil rig deck with the fuel line connected to the pressure refuel connection coupling, a member of the deck crew slipped and landed on the fuel hose, breaking the coupling point away from the fuselage housing. Fuel hose disconnected. No leaks evident.
201010337	19/09/2010	Aberdeen (ADN)	Airplane	Birdstrike. Bird remains found by engineer in nr2 engine - slight engine damage evident. No report of strike by flight crew.	
201010340	17/09/2010	Glasgow (GOW)	Airplane	BE200 targeted by a two lasers whilst at 3.2DME R/W23. Local authorities alerted.	
201010341	17/09/2010	Aberdeen (ADN)	Airplane	After ATP had been towed from Charlie Apron to Stand 3 it was found that RH wing tip had been badly damaged. Engineer inspected a/c and declared it unfit to fly.	
201010375	18/09/2010	Kirkwall	Airplane	SF340 departed with one unaccompanied hold bag resulting in a loadsheet error of 22kg and MZFW exceedance of 16kg.	Unaccompanied bag was tagged for a different destination and error was discovered on arrival.
201010408	20/09/2010	Inverness (INS)	Airplane	JS41 operating in the FIR receiving a Deconfliction Service was given traffic info and avoiding action on military a/c operating in the area.	
201010408	20/09/2010	Inverness (INS)	Unknown	JS41 operating in the FIR receiving a Deconfliction Service was given traffic info and avoiding action on military a/c operating in the area.	
201010470	21/09/2010	Sumburgh (SUM)	Helicopter	AHRS (Attitude Heading Reference System) fault.	Following rotor engagement during start the master caution illuminated with an 'AFCS degrade', 'Autopilot 2 fail' and 'AHRS 2 Vel DGRD' captions. The crew carried out actions iaw the ECL and checked all C/Bs but unable to clear the fault. Following two shutdown/start up cycles the fault still remained and it was decided to abort the training sortie for further investigation. AHRS 2 was found to be faulty and replaced.
201010500	21/09/2010	Aberdeen (ADN)		A set of mobile lights under tow on closed Alpha apron by an Airfield Ops vehicle illuminated the VCR and affected the controller's vision. Potential hazard for departing a/c on R/W16.	Controller contacted the vehicle driver, who eventually extinguished the lights. Controller subsequently suffered ill effects from the intense illumination. Operations personnel involved was on secondment and had been with the Operations Team for six months. Training had been given on the moving of mobile lighting and the risk of glare had been highlighted. CAA Closure: Further training has been given and as an added measure Training and Compliance Team have issued further guidance in the form of an Airside Operation Protocol.
201010611	23/09/2010	P600 Airway between Aberdeen and GLESK	Unknown	Infringement of Airway P600 (Class A) by a military a/c initially squawking 7001 climbing from FL60 to FL90 (base of CAS FL55). Standard separation maintained.	
201010633	24/09/2010	London-Gatwick LGW	Airplane	HS125 failed to hold at A2 for R/W26L departure as instructed and was observed crossing the holding point. EMB190 on 1nm final was instructed to go-around.	Pilot notified of his error. However, the controller believes that his notification to the pilot was not understood.

201010633	24/09/2010	London-Gatwick LGW	Airplane	HS125 failed to hold at A2 for R/W26L departure as instructed and was observed crossing the holding point. EMB190 on 1nm final was instructed to go-around.	Pilot notified of his error. However, the controller believes that his notification to the pilot was not understood.
201010671	24/09/2010	Oil Rig	Helicopter	As a/c hovered over the helideck during landing a 'Tail too Low' warning was generated by TAWS. Stinger checked and no trace of contact noted.	
201010744	27/09/2010	North Sea	Helicopter	'MBG By-Pass' caption flashed on and off three times before illuminating permanently during descent to platform. A/c levelled and returned to base.	MGB by-pass valve found to be giving incorrect signal data.
201010748	25/09/2010	Isle of Man (IOM)	Airplane	RTO at 80kts due to airspeed indication malfunction.	On take-off roll at around 80kts the EFIS CWP activated and the take-off was aborted. On slowing down a 'check speed' warning was indicating on the PFD. Captain's speed tape stuck at 31kts. A/c taxied back for engineering assistance.
201010772	28/09/2010	Inverness (INS)		During routine R/W inspection a piece of black plastic pipe work measuring 200mmx35mm was found South side of R/W05 threshold. Item believed to have been thrown from surrounding grass by grass cutter.	
201010776	28/09/2010	Inverness (INS)	Airplane	Two items of hold baggage found on arrival which had not been offloaded from the previous sector.	
201010777	27/09/2010	Kirkwall	Airplane	One item of hold baggage found on arrival which had not been offloaded from a previous sector.	
201010847	29/09/2010	Westray	Airplane	Pitch and roll control became heavy during approach.	Autopilot found to be unserviceable after landing due to pitch trim running full forward and full right roll operating despite being on 'Hdng' and with the bug at the top centre of the HIS. Autopilot circuit breaker pulled with no restriction felt during a five minute check flight. Further restriction felt during following flights. During investigation, the RH rudder bar adjuster cable appeared to catch occasionally on the RH control yolk at the universal joint through bolts. Rudder adjuster cable re-routed. A/c returned to service.
201010856	29/09/2010	Aberdeen (ADN)	Airplane	Windshear warning during take-off.	
201010877	29/09/2010	Wick	Airplane	UK AIRPROX 2010/148 - JS41 and BE200 7nm Southeast of Wick at 2000ft.	Phraseology used by the trainee controller, which went unchallenged by the mentor, had not restricted inbound BE200 to maintain 4000ft. Instruction passed had in fact cleared BE200 to 4000ft and then continue with direct arrival procedure, which put it into conflict with a departing JS41. CAA Closure: Investigations indicate that Approach control cleared the BE200 into conflict with the JS41. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).

201010877	29/09/2010	Wick	Airplane	UK AIRPROX 2010/148 - JS41 and BE200 7nm Southeast of Wick at 2000ft.	Phraseology used by the trainee controller, which went unchallenged by the mentor, had not restricted inbound BE200 to maintain 4000ft. Instruction passed had in fact cleared BE200 to 4000ft and then continue with direct arrival procedure, which put it into conflict with a departing JS41. CAA Closure: Investigations indicate that Approach control cleared the BE200 into conflict with the JS41. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201010887	28/09/2010	En Route	Airplane	RH windshield shattered during the cruise. A/c returned.	
201010932	01/10/2010	En Route	Airplane	LH hydraulic quantity low caution illuminated during cruise. PAN declared.	'Lt Hydraulic Quantity Low' caution illuminated. Quantity indicated zero. A/c slowed and gear lowered as per malfunction checklist. Decision made to continue. PAN declared. Normal landing made and a/c met by emergency services.
201010933	27/09/2010	Aberdeen (ADN)	Helicopter	Burning smell on flight deck and in cabin during taxi out. Landing lamp housing burnt after inadvertently being switched on.	Burning smell evident when exhaust fan switched on during taxi. Fan turned off and a/c returned to stand. Passengers disembarked and a/c shut down. Engineering investigation revealed that nr1 (RHS) landing lamp housing was burned. Considered that landing lamp had been accidentally switched on with flying suit leg when Captain climbed into a/c after collecting passengers.
201010955	01/10/2010	London-Gatwick LGW	Airplane	Windshear caution during approach. Go-around actioned.	
201011026	01/10/2010	Rochdale	Airplane	Inbound EMB145 was targeted by a laser.	
201011035	03/10/2010	Richmond Park	Airplane	A319 in descent at 2500ft was targeted by a green laser. No effect on flight. ATC and local authorities informed.	
201011128	04/10/2010	Stornoway (STN)	Airplane	Speed decay on approach with associated stall warning due to severe turbulence/windshear. Autopilot disconnected and go-around flown.	A/c slowed to minimum 121kts. Stall warning probably caused by alpha rate term in stall warning computation due to rapid airspeed decrease (angle of attack (alpha) increase). Both the forward and aft radar altitude aeras were identified as the fault and replaced.
201011279	05/10/2010	ROSUN	Airplane	Descending Saab 2000 was targeted by a powerful green laser causing a distraction to the P2. Action in accordance with SOP.	
201011315	08/10/2010	Aberdeen (ADN)	Unknown	During LVPs, GMC followed incorrect procedure concerning Supplementary Instruction S121/10 Airfield Generator Control Change.	Whilst implementing LVPs, which included new S121/10, that contained a procedure for not starting generators, if no fault light is showing for UPS (Uninterrupted Power Supply) on lighting panel. As there was no warning light for UPS generators were not started. It transpired that this instruction had been suspended via brief of the day on EBS (Electronic Briefing System) and should not have been followed, but GMC had failed to pick this up which resulted in generators not being on for a considerable length of time during LVP/Safeguarding conditions.
201011333	09/10/2010	Lerwick	Unknown	Whilst opening hangar door, the main door hinges failed resulting in hangar door falling onto apron.	

201011342	09/10/2010	North Sea (North Sea)	Helicopter	MGB high temperature warning and 'XMSM' warning during cruise. PAN declared. Power reduced from 115deg C to 100deg C. A/c landed without further problems.	CAA Closure: Inspections/cleaning performed.
201011363	09/10/2010	Aberdeen (ADN)	Airplane	During take-off the Captain's ASI failed. Take-off continued. Engineering consulted and decision made to divert for rectification.	During take-off on a subsequent sector it was again noticed that the Captain's ASI was not reading. Take-off rejected at 85kts. System tested satisfactorily, second take-off was attempted and ASI worked normally.
201011387	11/10/2010	Aberdeen (ADN)	Airplane	NLG failed to retract after take-off. QRH actioned but problem remained. PAN declared. A/c returned.	WOW (Weight on Wheels) switch fault suspected cause.
201011490	13/10/2010	Aberdeen (ADN)	Airplane	EMB195 and EMB135 inbound at 2000ft were targeted by a green laser from the same area.	
201011490	13/10/2010	Aberdeen (ADN)	Airplane	EMB195 and EMB135 inbound at 2000ft were targeted by a green laser from the same area.	
201011549	14/10/2010	Aberdeen (ADN)	Airplane	A319 in descent at 2000ft was targeted by a green laser. Location given to ATC. No effect on flight.	
201011562	30/09/2010	Inverness (INS)	Airplane	JS41 operating in the FIR receiving a Deconfliction Service was given avoiding action on a 7000 squawk, but the avoiding action was not sufficient to achieve Deconfliction Minima. STCA activated.	
201011562	30/09/2010	Inverness (INS)	Unknown	JS41 operating in the FIR receiving a Deconfliction Service was given avoiding action on a 7000 squawk, but the avoiding action was not sufficient to achieve Deconfliction Minima. STCA activated.	
201011591	14/10/2010	Aberdeen (ADN)	Airplane	Saab 2000 on approach was targeted by two short bursts of a laser. Local authorities informed.	
201011599	16/10/2010	PEPUL	Airplane	Fltnum 676B cleared to climb to an agreed coordinated level of FL270 took a climb instruction to FL310 intended for Fltnum 676. Standard separation maintained.	Assessment of the frequency tapes by the investigating unit has confirmed that this incident was the result of call-blocking. The A320 (676B) reply was blocked by the expected and correct reply from the EMB145 (676). A comprehensive view of the impact of call blocking and call swamping will be established and incidents of this type will continue to be monitored.
201011599	16/10/2010	PEPUL	Airplane	Fltnum 676B cleared to climb to an agreed coordinated level of FL270 took a climb instruction to FL310 intended for Fltnum 676. Standard separation maintained.	Assessment of the frequency tapes by the investigating unit has confirmed that this incident was the result of call-blocking. The A320 (676B) reply was blocked by the expected and correct reply from the EMB145 (676). A comprehensive view of the impact of call blocking and call swamping will be established and incidents of this type will continue to be monitored.
201011614	16/10/2010	Kirkwall	Airplane	BN2 cleared to W5 after initially taking the incorrect taxi route, exceeded its cleared limit by approx one a/c length. SF340 on finals R/W27 with landing clearance reported visual and landed safely.	BN2 initially cleared to taxi from the Loganair Hangar to the main apron via the Taxiway W, the small apron and R/W14. BN2 was then observed taxiing the wrong way along Taxiway W and heading towards the R/W09 threshold.

201011621	15/10/2010	Birmingham	Airplane	DHC8 descending through FL70 was targeted by a green laser. Local authorities informed.	
201011644	15/10/2010	Edinburgh (EDI)	Airplane	SF340 in descent was targeted by a green laser. Landed without further incident.	
201011713	19/10/2010	Birmingham	Airplane	EMB190 in descent at 7000ft was targeted by a green laser. Local authorities informed.	
201011728	18/10/2010	Inverness (INS)	Airplane	SF340 departed with incorrect loadsheet information. Although the a/c remained within trim, the CofG was significantly aft and there was a marginal underload of 36kg.	Multi sector flight. Error became apparent on completion of the first sector, when the flight crew were presented with a new loadsheet for the next sector. Information pertaining to baggage and newspaper weights, which was being carried on both sectors, did not correlate with the loadsheet presented at the first point of departure. Appropriate remedial action has been taken by the operator.
201011747	18/10/2010	Aberdeen (ADN)	Helicopter	An active EFPS for an AS332 disappeared from the REBROS Dynamic Bay and simultaneously from HELS pending bay of its own accord. Strip was recovered from Aberdeen's inactive list.	It is believed that the strip was removed by the system due to the three day maximum life of a strip being reached. The investigation established that the callsign was used by a helicopter based offshore for several days at a time, returning to Aberdeen occasionally. In order to indicate its presence on the oil platform, a pending strip was available in the Montrose Traffic Area when the a/c was not flying. When conducting inter-rig flights, the same strip is used and returned to the traffic area bay at the end of the flight. Although it is not known how long that actual strip had been in use for, it is highly likely that the 72 hour limit on strip life had been reached and, therefore, automatically removed from the display by EFPS. This same scenario was experienced with respect to another offshore based a/c. CAA Closure: Following these occurrences, this issue was highlighted to controllers on the subject sector only by OpNot 36/10. This has since been replaced by SI 28/10 (effective on 31 Dec 2010) to include the other offshore sectors.
201011822	15/10/2010	Birmingham	Airplane	Gear/flap warning horn sounded with red 'Gear Unlocked' light illuminated (even though gear indicated down) when flap 40 selected on approach. Flap 15 re-selected and go-around executed.	Landing gear was re-cycled a few times and three green lights obtained on each occasion together with illumination (sometimes intermittent) of red 'Gear Unlocked' light. Crew were confident that landing gear was down due to initial green indications and aerodynamic/actuation noises during extension (although there was no checklist for this scenario) and that warning horn was only sounding because 'Gear Unlocked' light was on. Flap 15 checklist actioned, ATC advised and uneventful landing carried out with emergency services in attendance.
201011861	20/10/2010	Sumburgh (SUM)	Airplane	SF340 on landing was instructed to vacate via holding point Golf, due to work in progress on the Northern Taxiway, but was then observed turning left onto vehicle holding point East.	Holding point East had been changed to a vehicle holding point during 2010. The pilot was advised of his mistake once he had vacated onto the apron.
201011863	06/10/2010	Norwich	Airplane	Birdstrike during landing roll impacting the left windshield. No evidence of any damage.	

201011878	22/10/2010	Inverness (INS)	Airplane	A/c struck and damaged approach and threshold lights.	A/c landed following a first solo flight. The circuit appeared to be flown satisfactory, although the a/c appeared to have touched down just short of the runway. ATC contacted by a/c operator who reported that the solo student thought that that they might have hit the approach lights whilst landing. Inspection carried out and two approach lights prior to the threshold and one threshold light were found broken. AFS deployed to clear the area of broken glass.
201012002	26/10/2010	Manchester (MCT)	Airplane	'Bleed 1 leak' EICAS with associated master warning approaching top of climb in icing conditions. QRH actioned and as expected 'Stab and Anti-ice inop' message activated. A/c returned. PAN declared.	Wing icing checks performed visually and approach hand flown.
201012012	24/10/2010	Leeds Bradford (LBA)	Airplane	DHC8 inbound at 2500ft was targeted by a green laser.	
201012021	22/10/2010	Forties D rig (North Sea)	Helicopter	'Hyd 2 temp limit' caption followed by 'Hyd 2 temp' alert on approach to rig. Emergency checklist actioned and a/c landed on rig and shut down.	
201012030	25/10/2010	Aberdeen (ADN)	Helicopter	Infringement of the Aberdeen CTR (Class D) by an R22 who had lifted from a site within the zone without permission. Standard separation maintained. Traffic info given.	A/c had called INT frequency twice and had been told on both occasions to standby. The R22 pilot did not realise that he required an ATC clearance to depart from this site. The incident was fully discussed between the ATC WM and the pilot concerned.
201012030	25/10/2010	Aberdeen (ADN)	Helicopter	Infringement of the Aberdeen CTR (Class D) by an R22 who had lifted from a site within the zone without permission. Standard separation maintained. Traffic info given.	A/c had called INT frequency twice and had been told on both occasions to standby. The R22 pilot did not realise that he required an ATC clearance to depart from this site. The incident was fully discussed between the ATC WM and the pilot concerned.
201012048	25/10/2010	Cairngorm Mountains	Unknown	UK AIRPROX 2010/162 - Military a/c and a PA28 in the Cairngorm Mountain range at 500ft.	Whilst military a/c was flying low level and in a 10deg right turn, it observed a single engine light a/c on reciprocal heading and to the left. Military a/c rolled wings level and a/c passed down the LH side. PA28 also initiated a right turn.
201012048	25/10/2010	Cairngorm Mountains	Airplane	UK AIRPROX 2010/162 - Military a/c and a PA28 in the Cairngorm Mountain range at 500ft.	Whilst military a/c was flying low level and in a 10deg right turn, it observed a single engine light a/c on reciprocal heading and to the left. Military a/c rolled wings level and a/c passed down the LH side. PA28 also initiated a right turn.
201012087	01/09/2010	Aberdeen (ADN)	Helicopter	Pilot door unable to be opened. Lock broken in the locked position.	
201012091	20/10/2010	Aberdeen (ADN)	Airplane	CMS 'Overweight Landing' report following landing. Crew satisfied a/c was below MLW. Overweight landing check actioned with no faults found.	
201012108	25/10/2010	Foula Airstrip (Shetland)	Airplane	RH engine oil leak due to detached LH magneto - 3qts of oil lost.	Oil leak noted during post flight walkround checks. Further investigation revealed that RH engine LH magneto had come adrift from mounting adaptor on rear cover of engine - both sets of retaining nuts, washers and clamps had come loose. Upper mounting hardware was still attached whilst bottom hardware was detached - nut and washer found in lower cowling but clamp was missing. Maintenance organisation informed.

201012125	23/10/2010	Aberdeen (ADN)	Helicopter	Nr2 engine failed to start.	Investigations found the outboard igniter unserviceable and the inboard fuel injector blocked. Three blades were also found to have suffered slight impact and manufacturer subsequently advised that the engine was damaged beyond limits.
201012172	28/10/2010	London-Gatwick LGW	Airplane	As belt loader was being taken off EMB190, vehicle was put into gear and jumped forward causing damage to cargo door. Belt loader taken out of service and appropriate personnel action taken.	
201012195	28/10/2010	Atherstone (Warwickshire)	Airplane	BE58 enroute was targeted by a green laser. Local authorities informed.	
201012203	31/10/2010	Belfast City	Airplane	Take-off aborted at 80kts due to possible hydraulic leak from the nose wheel. Nose wheel steering failed. Nr2 hydraulic contents observed to be zero. A/c towed back to the stand.	Subsequent investigation found the Power Transfer Unit to have failed. Investigation being progressed under 201012210.
201012246	31/10/2010	Aberdeen (ADN)	Airplane	AKE baggage container lodged in doorway of rear hold of A321, due to bags shifting during flight and jamming up against adjacent container. Containers had been loaded with curtains facing each other.	
201012250	29/10/2010	Airway UP18	Airplane	Loss of separation between an EMB145 and a B737.	B737 given climb to FL350 underneath the EMB145. Controller subsequently issued the B737 a climb to FL370 without ensuring separation with the EMB145. EMB145 crew alerted ATC when the B737 was observed passing behind. No avoiding action necessary as the conflict had passed. Controller error acknowledged. Subject to ATC unit investigation.
201012250	29/10/2010	Airway UP18	Airplane	Loss of separation between an EMB145 and a B737.	B737 given climb to FL350 underneath the EMB145. Controller subsequently issued the B737 a climb to FL370 without ensuring separation with the EMB145. EMB145 crew alerted ATC when the B737 was observed passing behind. No avoiding action necessary as the conflict had passed. Controller error acknowledged. Subject to ATC unit investigation.
201012251	29/10/2010	London-Heathrow - LHR	Airplane	ATC noticed A321 established on ILS at 180kts start to slow and instructed it to increase back to 180kts. Traffic info and avoiding action was given to following A319. Standard separation was lost.	The A321 was subsequently noted from its Mode S that it was increasing speed.
201012251	29/10/2010	London-Heathrow - LHR	Airplane	ATC noticed A321 established on ILS at 180kts start to slow and instructed it to increase back to 180kts. Traffic info and avoiding action was given to following A319. Standard separation was lost.	The A321 was subsequently noted from its Mode S that it was increasing speed.

201012280	01/11/2010	Stornoway (STN)	Airplane	Un-commanded parking brake disengagement.	Whilst crew were actioning the after start checklist the parking brake disengaged. A/c rolled back approx 3-5ft before the application of power arrested the rearwards movement. Parking brake correctly set with CWP indication prior to engine start, however, the CWP was observed to be extinguished as the a/c rolled back. Parking handle remained inthe 'set' position throughout. Subsequent operation of the parking brake found to be normal. Defect entered in TechLog.
201012353	02/11/2010	Aberdeen (ADN)	Airplane	Damage to radome found during walkaround. Possible birdstrike. No further evidence found.	
201012401	16/08/2010	Sumburgh (SUM)	Helicopter	During routine inspection of the flared mag plug, debris was found on chip detector.	Main gearbox epicyclic and sump magnetic plugs inspected,no debris found. Airtest carried out including heavy hover. No further debris found and a/c placed on 25hrs close monitoring. Regarded as overhaul debris due to low hours (less 100 hrs). A/c completed 25hrs close monitoring, no further debris found.
201012426	01/11/2010	Inverness (INS)	Airplane	UK AIRPROX 2010/166 - SF340 and military jet 2nm Northeast of Inverness VOR at 3100ft.	As SF340 on a VOR/DME procedure to ILS RW23 reported overhead INS, ATC observed a military jet exit the Tain Rangeon a South-westerly heading. SF340 was given traffic infoand responded it had a/c on TCAS. SF340 continued descending on procedure and received a TCAS TA, but did not obtain a/c visually due to being IMC. Military a/c passed down LH side of SF340. SF340 continued its approach. CAA Closure: No further CAA action required. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB). Information indicates that this AIRPROX was caused by the military a/c flying close enough to the SF34to cause its crew concern.
201012426	01/11/2010	Inverness (INS)	Unknown	UK AIRPROX 2010/166 - SF340 and military jet 2nm Northeast of Inverness VOR at 3100ft.	As SF340 on a VOR/DME procedure to ILS RW23 reported overhead INS, ATC observed a military jet exit the Tain Rangeon a South-westerly heading. SF340 was given traffic infoand responded it had a/c on TCAS. SF340 continued descending on procedure and received a TCAS TA, but did not obtain a/c visually due to being IMC. Military a/c passed down LH side of SF340. SF340 continued its approach. CAA Closure: No further CAA action required. This AIRPROX will be subject to a separate review by the United Kingdom AIRPROX Board (UKAB). Information indicates that this AIRPROX was caused by the military a/c flying close enough to the SF34to cause its crew concern.
201012445	30/10/2010	Sumburgh (SUM)	Airplane	Lack of directional control during take-off and landing due to steering solenoid failure.	On take-off in gusty conditions a/c veered hard right approx 20-30deg on transition from nosewheel steering to rudder control. A/c failed to return to centreline with application of full left rudder. V1 reached and a/c climbed out normally. On landing, a/c immediately veered hard right approx 20-30deg and again full left rudder applied in an attempt to regain control but crew only able to steer with full authority once nosewheel steering utilised. A/c exited runway with no further issues and taxied to stand. Subsequent investigation revealed that steering solenoid had failed. Manufacturer advised.

201012476	04/11/2010	En Route	Airplane	As B737 was passing FL338 during climb to FL340 it received/complied with a TCAS RA of adjust vertical speed on visual traffic at FL350.	
201012476	04/11/2010	En Route	Unknown	As B737 was passing FL338 during climb to FL340 it received/complied with a TCAS RA of adjust vertical speed on visual traffic at FL350.	
201012507	05/11/2010	Edinburgh (EDI)	Airplane	Cargo net in C1 found to be incorrectly fitted and not secured allowing baggage to fall out behind the cargo door.	
201012525	04/11/2010	Forty	Airplane	Information on Danger Area EG D613A (Central MDA) was notgiven as part of ATC handover and as a result two a/c were sent through active D613A. Moray High was alerted to theproblem by Moray Low.	The oncoming controller was not informed about the activity of D613A during the handover. This resulted in a/c being routed through the airspace. CAA Closure: Appropriate ATC personnel action taken.
201012525	04/11/2010	Forty	Airplane	Information on Danger Area EG D613A (Central MDA) was notgiven as part of ATC handover and as a result two a/c were sent through active D613A. Moray High was alerted to theproblem by Moray Low.	The oncoming controller was not informed about the activity of D613A during the handover. This resulted in a/c being routed through the airspace. CAA Closure: Appropriate ATC personnel action taken.
201012550	05/11/2010	Sumburgh (SUM)	Helicopter	AS332 taxiing for departure, reported FOD around threshold area of Heli 06. FOD was a piece of equipment that had fallen from a AFS rescue boat, which had passed Heli 06 just prior to AS332's taxi.	
201012551	06/11/2010	Sumburgh (SUM)	Airplane	Taxiing SF340 reported FOD on Heli24 between holding points Whiskey and Echo. FOD recovered which was believed to be an aerosol can top.	
201012636	08/11/2010	Aberdeen (ADN)	Helicopter	MGB oil noticed pouring down the side of a/c.	Passenger initially mentioned that fluid was flowing downthe RH side of the a/c. Crew member inspected the a/c andnoticed oil pouring down the RH side. Engine immediately shutdown. It was found that the MGB filler cap had not been secured properly and the oil level was down to the minimum.
201012676	09/11/2010	Inverness (INS)	Airplane	Whilst taxiing, RH wing went over canopy of unoccupied a/c parked on apron. A/c inspected with no damage evident.	
201012721	10/11/2010	North Sea	Helicopter	Main gearbox low pressure indication during the cruise. No other abnormal indications observed in the cockpit or CWP. ECL consulted. PAN declared. A/c diverted to nearby rig.	On shutdown, the standby and main gearbox oil pump low pressure captions illuminated at the appropriate rotor speeds. Inspection found no evidence of an oil leak. A/c flown to base iaw MEL and shutdown without further incident. CAA Closure: The event was caused by a false indication.
201012722	11/11/2010	Aberdeen (ADN)	Helicopter	Windshield light illuminated on approach - shield heat turned off but light remained on. Strong acrid electrical burning smell evident in cockpit. Approach continued, a/c landed and shut down.	
201012774	11/11/2010	London-Gatwick LGW	Airplane	Windshear caution at approx 500ft.	
201012776	11/11/2010	London-Gatwick LGW	Airplane	Windshear caution during initial climb.	

201012783	11/11/2010	London-Gatwick LGW	Airplane	Windshear on take-off.	
201012806	11/11/2010	Oil Rig	Helicopter	A/c landed on wrong offshore platform.	During final approach, turbulence increased markedly. A/c landed and crew noted 'Tartan' stencilled on deck, which was when the crew realised they had landed on the wrong platform. Immediately crew realised that they had landed on the wrong deck they departed within the minute. Immediately after departure crew spoke to Tartan radio and apologised for the unintended landing. In subsequent crew discussion, it became apparent that the Co-pilot had read out 'Tartan' rig but it had not registered with Captain. The Co-pilot did not immediately realise that there was anything untoward because their routine operates to both decks. A/c made uneventful subsequent landing on correct platform. Investigations found that recorded data supported the very short time on the Tartan deck. The route toward Piper takes a/c virtually over the Tartan and it is considered that the point at which the a/c descended out of the overcast, in some turbulence and with approx 30deg of drift applied due to the strong wind, was the point at which the mind-set was established that the platform directly ahead of them and at which they were now looking, was their destination. The Tartan was expecting a flight, all cranes were stationary and the standby boat was in attendance. There was thus no hazard to the safety of the flight.
201012838	14/11/2010	Aberdeen (ADN)	Helicopter	Electrical burning smell in cockpit when console lightingswitched on during cruise. Lighting switched off iaw emergency checklist and smell quickly cleared. A/c returned to base.	Engineering informed and Tech Log annotated. After shut down ground staff and crew noted significant amount of hydraulic fluid on RH fuselage although there had been no indications in flight. Leak had run vertically down airframe indicating that a/c was on ground at time of leak.
201012888	12/11/2010	Nottingham East Midlands	Airplane	Wrong DOM (Dry Operating Mass) DOI (Dry Operating Index) used on Saab 340. On previous take-off it was noticed that a/c trimmed nose heavy. Crew then noticed incorrect ballast in Hold C1.	
201012889	14/11/2010	London-Heathrow - LHR	Airplane	Oily fumes from air conditioning on flight deck shortly after thrust reduction during initial climb.	Smell did not increase in intensity during remainder of climb and disappeared in cruise. Smell then returned during descent with greater intensity. Uneventful approach and landing carried out. Flight crew attended hospital for medical check and considered fit to fly. Investigation progressed under 201012667.
201012944	16/11/2010	Aberdeen (ADN)	Airplane	F/O incapacitated on take-off. Flight continued to destination.	
201012997	17/11/2010	Aberdeen (ADN)	Airplane	Windshear on departure. Standard recovery.	
201013024	18/11/2010	Glasgow (GOW)	Airplane	Flap speed limit exceeded, as flap 7 was not de-selected due to go-around after 'TCAS RA' received.	Inbound a/c advised of departing helicopter. Helicopter had visual with inbound a/c at all times, however, inbound a/c TCAS TA activated and RA procedures followed.
201013024	18/11/2010	Glasgow (GOW)	Helicopter	Flap speed limit exceeded, as flap 7 was not de-selected due to go-around after 'TCAS RA' received.	Inbound a/c advised of departing helicopter. Helicopter had visual with inbound a/c at all times, however, inbound a/c TCAS TA activated and RA procedures followed.
201013030	16/11/2010	Aberdeen (ADN)	Unknown	Military a/c failed to adhere to coordination between civil and military ATC, which resulted in an AS332 receiving a De-confliction Service operating in the FIR being given avoiding action.	

201013030	16/11/2010	Aberdeen (ADN)	Helicopter	Military a/c failed to adhere to coordination between civil and military ATC, which resulted in an AS332 receiving a De-confliction Service operating in the FIR being given avoiding action.	
201013071	18/11/2010	Inverness (INS)	Airplane	Take-off rejected twice. First due to loss of directional control in variable/gusty winds and second due to failure to reset CTOT (Constant Torque on Take-Off).	At approx 60kts on first take-off rudder control deemed effective so control of nosewheel steering was relinquished and full aileron applied into wind. A/c steered straight initially then veered right which application of more left rudder could not correct. Take-off run rejected and ATC informed. Suspected that a gust of wind hit tail and weathercocked a/c into wind and with airspeed being slightly slow rudder was not completely effective. A/c back-tracked and turned around whilst taxi and runway checks were re-run. Decision made on second take-off attempt not to relinquish control until 80kts had been reached and crew were absolutely certain that rudder was effective. On second take-off as soon as power levers were advanced torque increased too quickly and it was noticed that CTOT had not been turned off after first departure. Power levers closed and a/c taxied off runway. Crew discussed event, re-ran checklist and third take-off was uneventful. Captain later debriefed. Reporter confirms that there is currently no 'Rejected Take-Off Checklist' which calls for Auto Power Reserve (APR) switch (which achieves a predetermined CTOT when selected to ON position) to be selected to OFF position prior to subsequent power lever application. Information to be added to company Operations Manual and will also be included in recurrent simulator training.
201013080	19/11/2010	Barkway (BKY)	Airplane	During poor weather, AS332 at 5500ft initially unidentified, infringed the Stansted CTA (Class D) and affected a/c operating in the area. Traffic info and avoiding action given. Separation lost.	STCA activated. Appropriate CAA action is being taken as a result of this incident.
201013080	19/11/2010	Barkway (BKY)	Helicopter	During poor weather, AS332 at 5500ft initially unidentified, infringed the Stansted CTA (Class D) and affected a/c operating in the area. Traffic info and avoiding action given. Separation lost.	STCA activated. Appropriate CAA action is being taken as a result of this incident.
201013093	19/11/2010	Sumburgh (SUM)	Airplane	SF340 given taxi instructions from Stand 21 to holding point Alpha, stopped on the Eastern taxiway reporting FOD in front of them. A/c held position while FOD was removed and then continued taxi.	
201013127	22/11/2010	Aberdeen (ADN)	Airplane	When Tay Assistant amended route of an a/c in NAS, it had the result of wiping the cleared level from the EFPS. When AIR received the strip they noticed the missing information who alerted ADC.	

201013158	10/11/2010	Aberdeen (ADN)	Unknown	Following alarm on Trimingham 125.275 in engineering equipment room, it appears that the Trimingham - Antingham intersite links for 125.275 A, B and MARC are all being carried on the same link.	An unexpected outage of the Southern North Sea (SNS) frequency 125.275 from Trimingham radio station to Aberdeen Airport occurred during planned engineering work to reconfigure the intersite links between Trimingham transmitter and receiver sites. No prior notification had been given to Aberdeen Airport of any impact to this frequency. The SNS service was interrupted when the A intersite link was removed from service. Investigation revealed that the affected frequency utilised a single intersite link for both its A and B equipment at Trimingham. The engineers who planned the task were not aware of this unusual configuration, and assumed that service would be maintained on the alternate intersite link. Once engineering at Aberdeen made contact with the engineers at Trimingham and informed them of the situation, the intersite links were restored to full operational service. The total outage was 38mins. CAA Closure: A means of providing and maintaining up to date configuration for radio outstations is now being developed. This will enable the level of impact to operational services as a result of planned work to be correctly assessed.
201013182	23/11/2010	London-Heathrow - LHR	Airplane	A319 on approach was targeted by a laser.	
201013219	24/11/2010	Biggin (BIG)	Airplane	As EMB195 was climbing to FL160 it received a TCAS RA adjust vertical rate on a company EMB195 descending to FL170 which received a TCAS RA climb. Both a/c complied with their respective TCAS RAs.	
201013219	24/11/2010	Biggin (BIG)	Airplane	As EMB195 was climbing to FL160 it received a TCAS RA adjust vertical rate on a company EMB195 descending to FL170 which received a TCAS RA climb. Both a/c complied with their respective TCAS RAs.	
201013241	24/11/2010	Edinburgh (EDI)	Airplane	A/c diverted due snow closing destination airport.	
201013264	23/11/2010	Aberdeen (ADN)	Helicopter	Nr FADEC caption illuminated with Nr decaying from 103.8% to approximately 98% when lifting into the hover, resulting in an uncommanded descent whilst maintaining collective position. Take-off aborted	A/c manufacturer alerted. Investigation being progressed under 201013265.

201013281	25/11/2010	Inverness (INS)	Airplane	Unsecured cabin. Incorrect heading during go-around.	Flight crew omitted to give 'ten minutes to landing' call. Go-around actioned due to cabin not being secured. During go-around, a/c turned left onto new heading but halfway through the turn, ATC stated that a RH turn had been instructed. The reporter notes that following a combination of poor weather, busy RT and an unusual routing, descent checks had been either missed or partially completed. CAA Closure: The checklist had been stowed in an incomplete state contrary to SOPs, which resulted in the cabin being insecure. A go-around was flown as per SOPs, but a degree of confusion due to a high workload resulted in the turn being flown in the wrong direction at first. Crew fully debriefed on incident and use of SOPs/Checklist by Training Department.
201013293	24/11/2010	North Sea	Helicopter	Nr FADEC caption illuminated during take-off with 4% drop in Nr. At 55kts, FADEC caption extinguished with no recurrence during the remainder of the flight.	A/c manufacturer alerted. Investigation being progressed under 201013265.
201013294	25/11/2010	Aberdeen (ADN)	Helicopter	Nr FADEC caption activated with a reduction of Nr as the a/c settled into the hover on take-off. No sink occurred. Flight continued and Nr recovered as the airspeed approached VTOSS.	A/c manufacturer alerted. Investigation being progressed under 201013265.
201013295	25/11/2010	North Sea	Helicopter	Nr FADEC caption activated on rotation with Nr decreasing from 102% to 99%. Take-off continued. Nr FADEC caption cleared at approximately 55kts with Nr increasing back to normal.	A/c manufacturer alerted. Investigation being progressed under 201013265.
201013299	24/11/2010	North Sea	Helicopter	Nr FADEC caption activated during take-off. A/c started to sink slightly but take-off continued. Caption cleared once IAS had passed through VTOSS for approximately 10secs.	A similar caption activated during the following take-off approximately 10mins later. A/c manufacturer alerted. Investigation being progressed under 201013265.
201013323	25/11/2010	Aberdeen (ADN)	Helicopter	Nr1 engine fire warning after levelling in the cruise. Checklist actioned and engine shut down. PAN declared and the a/c returned.	Investigation found 'Red' alarm PCB malfunction.
201013340	26/11/2010	Aberdeen (ADN)	Helicopter	Reporter concerned that detailed traffic info had to be given using non-operational Wide Area Multilateration (WAM) radar to AS225 receiving an offshore BS against military fast jets in D613 complex.	Incident took place during poor weather and reporter notes that the current system of notification and agreement for helicopters to operate below notified level of MDA (Managed Danger Area), frequently leads to a reluctance or a failure to coordinate, due to military's freedom of operation. WAM was in flight monitoring mode but available for view by the controller. There were no reported exclusion zones associated with the WAM. CAA Closure: The controller's professional judgement was such that all the available information was used appropriately to aid the awareness of the AS225 pilot in a potentially unsafe situation. WAM becomes fully operational in 2011.

201013340	26/11/2010	Aberdeen (ADN)	Unknown	Reporter concerned that detailed traffic info had to be given using non-operational Wide Area Multilateration (WAM) radar to AS225 receiving an offshore BS against military fast jets in D613 complex.	Incident took place during poor weather and reporter notes that the current system of notification and agreement for helicopters to operate below notified level of MDA (Managed Danger Area), frequently leads to a reluctance or a failure to coordinate, due to military's freedom of operation. WAM was in flight monitoring mode but available for view by the controller. There were no reported exclusion zones associated with the WAM. CAA Closure: The controller's professional judgement was such that all the available information was used appropriately to aid the awareness of the AS225 pilot in a potentially unsafe situation. WAM becomes fully operational in 2011.
201013395	25/11/2010	Aberdeen (ADN)	Airplane	Inbound VFR EC225 lost sight of the runway due weather and was broken off final approach. A following IFR JS41 was then cleared to land. Technically when the EC225 became IFR separation was lost.	The controller found himself in a very unusual situation when the VFR helicopter very close to the airfield suddenly lost visual reference (snow shower) and he was proactive in his efforts to obtain an IFR clearance.
201013395	25/11/2010	Aberdeen (ADN)	Helicopter	Inbound VFR EC225 lost sight of the runway due weather and was broken off final approach. A following IFR JS41 was then cleared to land. Technically when the EC225 became IFR separation was lost.	The controller found himself in a very unusual situation when the VFR helicopter very close to the airfield suddenly lost visual reference (snow shower) and he was proactive in his efforts to obtain an IFR clearance.
201013421	30/11/2010	North Sea	Helicopter	Vibration during flight. A/c diverted.	A light vibration became apparent during the cruise before, after 3-4mins, worsening to a moderate vibration. Checklist consulted. PAN declared and diversion initiated. After approximately 10mins, the vibration reached a peak, which was clearly audible. A successful run-on landing completed. Fault traced to failure of forward AVCS actuator attachment lugs (Active Vibration Control System). Manufacturer informed and is the subject of Information Notice 2135-I-18 which provides guidance to crews and maintenance personnel. The manufacturer has indicated that a Service Bulletin will be published in due course. The operator has issued a Fleet Technical news and FSI to all maintenance and crew.
201013426	29/11/2010	Birmingham	Airplane	EMB195 enroute at FL290 reported seeing a green laser.	
201013431	27/11/2010	Aberdeen (ADN)	Helicopter	During inspection of main rotor brake assembly, severe heat damage was found on wiring looms for the rotor brake microswitch and MGB fire detector.	Cause suspected to be a hot rotor brake. Damaged wiring looms replaced.
201013435	29/11/2010	ODMIX Waypoint	Airplane	Prolonged loss of communication.	Controller unable to contact C550 between 1638 - 1648hrs when attempting to transfer a/c to next frequency. All attempts unsuccessful. A/c called on frequency at 1648hrs and a/c was successfully transferred to the next sector.
201013458	29/11/2010	Sumburgh (SUM)	Airplane	Parking brake on unattended de-icing rig had not been applied. Rig rolled back and contacted SF340's fuselage rear section adjacent to battery compartment. A/c was positioned back to base for repair.	
201013476	04/12/2010	Sumburgh (SUM)		A piece of metal 2in long was found on R/W09 by bird control vehicle.	

201013491	23/11/2010	Nr Baltinglass, Co Wicklow	Helicopter	Foreign Accident: Tail strike after take-off. Substantial damage. One POB, no injuries. Subject to Foreign Authority investigation.	
201013510	30/11/2010	Nottingham East Midlands	Airplane	Low speed rejected take-off due to steps slipping out of their stowage.	Steps re-secured and the flight continued without further incident.
201013512	29/11/2010	Aberdeen (ADN)	Airplane	Rejected take-off before 80kts due to poor flight deck instrument lighting. ASI could not be clearly read.	Lighting adjusted and second departure uneventful.
201013592	03/12/2010	Aberdeen (ADN)	Airplane	Failure to pressurise on departure.	'Thump' heard by both crew from the rear of the cabin during departure. Rate of climb in excess of 2000fpm observed on cabin rate indicator. A/c climbed to 5000ft, at which point pressurisation appeared to start operating. A/c returned to departure airport. Following checks, the a/c departure for the scheduled flight, which was normal until descent when the cabin altitude increased to 2000fpm. Investigation found the baggage bay blow-out panel to have unsealed.
201013604	12/05/2010	Aberdeen (ADN)	Helicopter	NLG 'Green' indication failed to illuminate when gear extended during descent. Checklist actioned. Visual inspection carried out prior to landing.	
201013605	04/12/2010	Aberdeen (ADN)	Helicopter	A/c burst nose wheel tyre while backtracking for take-off. Passengers disembarked and a/c hover taxied back to stand.	
201013657	03/12/2010	Aberdeen (ADN)	Helicopter	Flt num 35B cleared to taxi to holding point A1, was observed taxiing through holding point. ATC clarified clearance limit was A1 but allowed a/c to continue to W5.	Pilot was preoccupied with conditions on the taxiway due to snow, however, the pilot acknowledges that the A1 marker was visible and that he had failed to notice it.
201013657	03/12/2010	Aberdeen (ADN)	Helicopter	Flt num 35B cleared to taxi to holding point A1, was observed taxiing through holding point. ATC clarified clearance limit was A1 but allowed a/c to continue to W5.	Pilot was preoccupied with conditions on the taxiway due to snow, however, the pilot acknowledges that the A1 marker was visible and that he had failed to notice it.
201013698	08/12/2010	En Route	Airplane	PAN declared due to passenger medical emergency.	
201013703	08/12/2010	NATEB	Airplane	Tactical controller failed to notify a CRJ200 of a change of service provision when descending the a/c out of CAS and into the FIR (Class G). CRJ200 received a TCAS RA against military traffic.	Prior to the TCAS RA, tactical had been alerted by the planner of the presence of a military squawk. Traffic info and avoiding action was issued to the CRJ200. CRJ200 reported clear of conflict and was issued with a continued descent back into CAS and transferred. Reporter cites high workload as a contributory factor.
201013703	08/12/2010	NATEB	Unknown	Tactical controller failed to notify a CRJ200 of a change of service provision when descending the a/c out of CAS and into the FIR (Class G). CRJ200 received a TCAS RA against military traffic.	Prior to the TCAS RA, tactical had been alerted by the planner of the presence of a military squawk. Traffic info and avoiding action was issued to the CRJ200. CRJ200 reported clear of conflict and was issued with a continued descent back into CAS and transferred. Reporter cites high workload as a contributory factor.
201013739	06/12/2010	Aberdeen (ADN)	Airplane	Aborted take-off due to no CTOT indication on LH engine. Engine re-started to clear torque motor lock out.	

201013751	05/12/2010	Nottingham East Midlands	Airplane	During pushback from Stand 80 onto Taxiway D to face East, the pushback truck repeatedly lost traction. ATP was then pushed back straight onto Taxiway V.	ATP's pushback from Stand 80 to face East on Taxiway D commenced normally, but during turn onto Taxiway D ATP began to roll forward. A couple of seconds later ground crew signalled to apply brakes and shutdown nr1 engine. It became apparent that truck had lost traction. ATP was pulled back towards stand, realigning itself. A further attempt to pushback ATP around the corner was unsuccessful as truck again lost traction and again ATP was pulled back towards stand. With ATC's permission ATP was pushed back straight onto Taxiway V to face South. ATP then taxied out to runway without any traction problems or skidding.
201013758	18/11/2010	Edinburgh (EDI)	Airplane	After SF340 arrived at destination, flight crew were advised that cargo hold had been loaded incorrectly, as bags in hold had been placed between bulkhead and cargo net, rather than inside the net.	
201013769	09/12/2010	En Route	Airplane	As Saab 2000 was passing FL185 during descent to FL180 it received/complied with a TCAS RA of reduce vertical speed on known traffic at FL170.	
201013777	10/12/2010	Belfast City	Airplane	During handover of ATC position a pending departure was cleared to enter runway and backtrack with a DHC8 on short final. This was immediately picked up by both a/c and incoming controller.	
201013777	10/12/2010	Belfast City	Airplane	During handover of ATC position a pending departure was cleared to enter runway and backtrack with a DHC8 on short final. This was immediately picked up by both a/c and incoming controller.	
201013794	07/12/2010	Captain platform (North Sea)	Helicopter	'NR FADEC' caption on lift to hover - no reduction in NR so departure continued. 'NR FADEC' caption extinguished on passing 60kts IAS with no recurrence during return flight when speed below 60kts.	VMS maintenance pages and NV memory of APM units accessed and codes for ADU temperature discrepancy observed. Reporter confirms that 'NR FADEC' captions are caused by decrease of NR due to rotor governing system adopting conservative NR datum for density altitude following introduction of new software for VMS, AFCS and FADEC. A/c manufacturer currently analysing FDR data - in meantime software in process of being reverted to pre-mod software status for entire fleet. Investigation progressed under 201013265.
201013881	13/12/2010	Scatsta	Helicopter	S92 cleared to line up on R/W24 erroneously believed it had been cleared to take-off. As S92 rotated for take off it was reminded by ATC it had not been cleared for take-off. S92 maintained hovered.	Crew debriefed over the incident.
201013881	13/12/2010	Scatsta	Airplane	S92 cleared to line up on R/W24 erroneously believed it had been cleared to take-off. As S92 rotated for take off it was reminded by ATC it had not been cleared for take-off. S92 maintained hovered.	Crew debriefed over the incident.

201013882	13/12/2010	Manchester (MCT)	Airplane	EMB135 was instructed to establish ILS 05R and replied 05L ILS was not radiating. EMB135 was told 05R was in use for arrivals. Pilot had misinterpreted ATIS. EMB135 made visual approach to R/W05R.	
201013895	11/08/2010	Aberdeen (ADN)	Unknown	Overload on the Sumburgh sector at Aberdeen due to volumes and complexity of traffic. Controller experienced an EFPS malfunction which added to his workload.	Sumburgh sector was continually very busy for over 90mins. Fortunately, the Brent Radar controller, who is also a Sumburgh UCE, was able to assist Sumburgh Radar controller. Sumburgh Radar controller felt uncomfortable with the ability to plan ahead and had been unable to keep his EFPS display up to date. During incident, there was a potential conflict between a fixed wing a/c descending into Scatsta and a helicopter passing overhead Scatsta, but controller quickly recognised the issue and separation was maintained.
201013932	14/12/2010	MARGO	Airplane	As DHC8 was passing MARGO, STCA activated against an unknown squawk and subsequently a squawk. Both squawks appeared beside DHC8 at the same level. Avoiding action given. Suspect a radar reflection.	An unknown squawk possibly 0000 appeared beside DHC8, at the same level, then disappeared. Almost immediately another squawk 4221 again appeared beside DHC8, at the same level and avoiding action was given to DHC8. ATC asked DHC8 if it had any TCAS or visual sighting and replied negative. Investigation progressed under 201001964.
201013934	07/12/2010	Nottingham East Midlands	Airplane	SD360 at FL50 was targeted by a strong green laser. Local authorities informed.	
201013938	14/12/2010	London-Heathrow - LHR	Airplane	After A321 arrived, loading staff found that a bag had come out of rear ULD and caused ULD in position 41 to become jammed. The two ULDs were facing net to net.	
201014010	16/12/2010	Aberdeen (ADN)	Helicopter	AW139 cleared to climb "not above 1000ft" was observed on Mode C at 1900ft. ATC investigation concludes that the a/c had been issued a restriction of 2000ft, therefore no altitude excursion occurred.	
201014017	16/12/2010	Aberdeen (ADN)	Unknown	A/c landing below IRVR minima following weather diversion due fuel shortage.	
201014024	16/12/2010	Stornoway (STN)	Airplane	After SF340 arrived it was found that LIRF (Loading Instruction Report Form) issued at departure aerodrome was incorrect. Error of one unit to the CofG, had a negligible effect on trim.	
201014034	16/12/2010	Kirkwall	Airplane	On landing, nosewheel control wheel was found locked and not operational. A/c controlled with difficulty using rudder and brakes. Steering became operational at taxi speed. AAIB Field investigation.	CAA Closure: When landing in a strong crosswind on a slush covered runway the nosewheel steering system did not operate and, initially, the power levers could not be moved into the beta range. When the a/c decelerated to taxi speed the nosewheel steering system operated normally. It is probable that delayed closure of the mainwheel weight-on-wheels switches caused both problems. AAIB Bulletin 09/2011, Ref: EW/C2010/12/03.

201014060	17/12/2010	Aberdeen (ADN)	Airplane	PAN declared and diversion initiated due to stabiliser de-ice malfunction.	During climb, 'Ice Prot' caption illuminated with de-ice in 'continuous' mode. Fault diagnosed as stab de-ice operation which worked in manual mode. Climb made to become VMC but a/c still remained IMC (with little icing). Stab de-ice then became unserviceable in auto and manual. PAN declared and diversion initiated. De-ice system began to function when a/c had descended below FL70.
201014065	18/12/2010	Kirkwall	Airplane	UK Serious Incident: Visibility 900m in snow during approach. Visibility then decreased. After a smooth landing, ATC informed flight crew they were not on the runway. AAIB AARF investigation.	CAA Closure: The a/c landed 20m to the side of the runway pavement edge when, as the commander was about to flare the a/c for landing, it was suddenly enveloped in a snow shower. AAIB Bulletin 04/2011, Ref: EW/G2010/12/07.
201014082	18/12/2010	Edinburgh (EDI)	Airplane	SF340 cleared for dispatch, initiated departure sequence without the necessary paperwork in place. Departure stopped and appropriate action taken.	Flight crew signed loadsheet and passed it to dispatcher as normal and start sequence initiated. When SF340 was ready to pushback with both engines running dispatcher returned to a/c and requested engines to be shut down. The baggage team that had loaded the a/c had not signed the loading paperwork and had now gone off shift and the incoming team would not sign the paperwork until the loading had been checked.
201014097	08/12/2010	Sumburgh (SUM)	Airplane	R/W27 braking action reported as very poor on landing by the crew of an SF340. Full reverse thrust required.	Runway reported as two-thirds 3mm, one-third 3mm, of which 5% was 5mm of snow. Several snow showers had deposited snow on the runway in use and the AFS were tasked with clearing snow for most of the day. Several flights were delayed/cancelled, not by just the conditions at this location, but also at other airports in Scotland and Northern England. The constant changes in the runway surface condition resulted in difficulty in assessing the effectiveness of sweeping and anti/de-icing fluids. Additionally, there was a failure by controllers to pass on runway surface conditions to the flight crew in a timely manner. CAA Closure: Controllers have been reminded of their responsibilities regarding the supplying of advice and information useful for the safe and efficient conduct of flights. Also, the Aerodrome Operator has agreed to participate in the CAA Winter Trials programme, to help establish a terminology for categorising runway conditions.
201014125	16/12/2010	London-Gatwick LGW	Airplane	Sheer pins broke on two occasions due to flight crew not following correct procedure for pushback.	During pushback the sheer pins broke. Ground crew swapped the bar over and pulled the flight back onto stand. Engineer attended and checked the nose gear and authorised a/c to be pushed back during which the sheer pins broke again. This time the a/c was left in the taxiway whilst engineering inspected the nose gear again. The engineer spoke to the Captain. The a/c taxied and departed without further problem. Engineer confirmed there was a fault with the a/c, which was annotated in the Tech Log, but the flight deck had not followed the correct procedure for pushback causing the sheer pins to break. CAA Closure: Crew briefed regarding procedures.

201014128	21/12/2010	Aberdeen (ADN)	Unknown	EFPS can arbitrarily change flight rules/clearance/cleared level which can lead to confusion and uncertainty as to what has actually been passed to the pilot.	Investigation ascertained that the EFPS was actually functioning as designed. However, the way in which the three North Sea helicopter operators send flight plan data does not take into account a late change from IFR to VFR/SVFR, which is normally advised by the crew when requesting start. The flight rules in EFPS must then be manually adjusted by the ATCO. To overcome this issue, a change was required to the adaptation in order to remove the potential for this situation to lead to an incident. CAA Closure: The Unit EFPS Focal Point reported that this issue was corrected in the next EFPS adaptation, installed in April 2011, following which no further reports have been received.
201014173	18/12/2010	London-Gatwick LGW	Airplane	At destination during ground crew's walkround of EMB195, unreported damage was found on forward fuselage. Flight crew were unaware of any damage on their pre-flight inspection at departure aerodrome.	During walkround of EMB195 new damage from probable collision with ground equipment was found at Frame 23 lower left lateral skin between Stringers 18 and 19L. Flight crew stated they were unaware of any damage on their pre-flight inspection at departure aerodrome, although the a/c was covered in snow. Damage unlikely to have occurred at destination as no ground equipment was on that side of the a/c at any time after arrival.
201014201	16/12/2010	Inverness (INS)	Airplane	Weather diversion. Emergency declared due to fuel shortage.	
201014240	23/12/2010	En Route	Helicopter	PAN declared due to lightning strike. A/c continued flight to destination.	Initial indications found that a/c suffered damage to main and tail rotor blades.
201014267	26/12/2010	London-Heathrow - LHR	Airplane	On moving baggage loader, as belt was being driven into hold of EMB145 instead of against bottom of it, the belt contacted lower cowling causing dent/damage.	
201014282	24/12/2010	Aberdeen (ADN)	Airplane	Pressurisation rate increased during initial climb.	On initial climb, at approximately 2000ft a loud pop was heard on the flight deck and an increase in cabin rate of climb noticed both physically on ears and on cabin indication increasing to 3000fpm. A/c levelled and the pressurisation seemed to settle. On initiation of further climb the rate increased again to approx 3000fpm. A/c returned. Pressurisation appeared to be working with normal indications whilst in the cruise. Checklist was consulted including de-pressurisation if cabin pressure differential did not return below 1 psi. Investigation progressed under 201014172.
201014295	28/12/2010	Aberdeen (ADN) (North Sea)	Helicopter	PAN declared. A/c returned to base due to LH hydraulic system warnings and loss of autopilot during cruise.	'HYD' and 'LH LVL' cautions displayed and cancelled on two or three occasions. Emergency checklist consulted with no specific emergency to be followed. 'AP.P' was then seen and autopilot modes decoupled automatically. Emergency checklist consulted and drill carried out including 'Landing Gear Emergency Extension'. LH and RH hydraulic pressures remained in normal range throughout. Uneventful landing, taxi and shut down carried out as per checklist. Initial investigation revealed a chafed wire with no loss of hydraulic fluid. Fleet check carried out.
201014308	27/12/2010	Aberdeen (ADN)	Airplane	GPWS 'Too Low Gear' warning on lift-off. Config checked and climb out continued. Considered a nuisance warning.	The reporter notes that upon arrival on the preceding sector, the Rad Alt was observed to be "jumping", with a random scatter of heights being offered. He adds that the a/c is fairly dirty underside from recent severe weather conditions.

201014317	24/12/2010	Scatsta	Helicopter	During daily inspection, main gearbox RH foot found to becracked by aft bolt position.	Main gearbox to be replaced. Cracked phase two MGB housing 608 hrs since new. Fitted Jun 2010. Investigations beingprogressed under 200909714.
201014361	29/12/2010	Biggin (BIG)	Airplane	As EMB190 was passing FL128 during climb it encountered sudden and short lived wake turbulence, possibly from an a/c on a crossing track.	
201014361	29/12/2010	Biggin (BIG)	Unknown	As EMB190 was passing FL128 during climb it encountered sudden and short lived wake turbulence, possibly from an a/c on a crossing track.	
201014362	30/12/2010	Sumburgh (SUM)	Helicopter	PAN declared due to indication of nr2 engine fire. A/c diverted.	Warning intermittent and no external indications of fire.Warning false.
201014393	31/12/2010	Wick	Airplane	Dual bleed air failure.	During departure bleed 1 failed. QRH followed but crew unable to restore bleed 1 supply. Bleed 1 remained off for the rest of the flight. During descent bleed 2 failed. QRH procedures followed with no success. Flight continued un-pressurised and a/c landed with no further incident. CAA Closure: Bleed valve failure. No further reports.
201014401	29/12/2010	Aberdeen (ADN)	Airplane	Pressurisation fault during approach.	At approximately 1600ft during the approach, cabin rate of climb increased above 2000fpm before returning to normal. Cabin crew reported a loud noise from the rear of the a/c. Following landing, the blow out panel was confirmed to be intact. Investigation being progressed under 201014172.
201014428	27/12/2010	En Route	Helicopter	Transmitting on comms box 1 blocked communication on box 2 from ATC.	Whilst one crew member contacted other a/c in vicinity, colleague was contacted by ATC on the second box, however transmissions made on box 1 blocked ATC transmissions to the second radio.
201014475	26/12/2010	Birmingham	Airplane	During climb a/c did not pressurise. Cabin crew reported noise and a gap around front passenger door. A/c returned for investigation.	Engineering found front passenger door seal to be torn.
201014478	11/10/2010	Aberdeen (ADN)	Unknown	Significant breakthrough on Aberdeen frequencies 118.1 and 119.050 from Amsterdam, caused by unusually high pressure over the UK. Standby frequency 12.25 was used.	Whilst using standby frequency 121.25 A and B receivers, there was a permanent mute lift. ATC reverted back to 118.1.
201014520	24/11/2010	Aberdeen (ADN)	Unknown	Due to insufficient spacing between an inbound a/c being radar vectored for ILS approach to R/W34 and a helicopter making a VFR circuit join, Tower instructed a/c to go-around.	
201014520	24/11/2010	Aberdeen (ADN)	Helicopter	Due to insufficient spacing between an inbound a/c being radar vectored for ILS approach to R/W34 and a helicopter making a VFR circuit join, Tower instructed a/c to go-around.	
201014541	28/08/2010	Sumburgh (SUM)	Airplane	Rejected take-off due to birdstrike. No evidence of strike found during inspection.	
201014542	02/11/2010	Sumburgh (SUM)	Airplane	Birdstrike during take-off. A/c nose damaged.	A/c taken out of service at destination due to dented nose.

201100049	04/01/2011	En Route	Helicopter	PAN declared due to Intermediate Gearbox (IGB) temperature warning and amber 'XMSN' warning light illuminating. ECLactioned. A/c landed safely.	CAA Closure: Investigation after landing did not highlight any gearbox fault which would explain indication. Cable leading to temperature probe found loose. Cable was re-terminated and a/c returned to service with no further reports.
201100095	06/01/2011	Sumburgh (SUM)	Airplane	On opening check the runway was wet with 40% covering of wet snow/slush to a depth of 3mm. Inbound a/c was advised and also told snow showers over a/d. After landing brakingaction quoted as poor.	
201100099	02/01/2011	Edinburgh (EDI)	Airplane	During take-off, CTOT switch to APR but only left APR light illuminated. Take-off rejected.	Scheduled torque for take-off was 86%. Initially power lever was advanced slightly too far and was reduced slightly. It appeared that this reduction brought the power lever just below the 64deg switch position which requires CTOT system to engage. Failure of CTOT to engage indicated by APR light not illuminating. Subsequent departure was uneventful. Crew reminded of the need to consider the manual torque valve prior to advancing power levers to prevent blooming and the potential for this type of event, also the risks of reducing the power lever setting.
201100102	03/01/2011	North Sea	Helicopter	Birdstrike. A/c struck by a large seabird at approximately 500ft altitude while on approach to an offshore platform.	The bird penetrated the first honeycomb layer of the forward cowl midway between both FADEC bays. An uneventful landing followed. Subsequent inspection revealed a cracked and torn cowling with bird remains covering both engine intakes and MGB servo controls.
201100152	07/01/2011	NATEB	Airplane	DHC8 on initial contact was cleared to climb to FL210 as per standing agreement. This resulted in DHC8 climbing through the level of a JS41 and separation was lost. Both a/cwere on Airway P18.	The JS41 was routeing northbound on P18 at FL180. The DHC8 was opposite direction on P18 climbing to FL150, when itcontacted the North Sector. By this time, the JS41 had been transferred to the Tay Sector. Overlooking the presenceof the JS41, the DHC8 was climbed to FL210. The two a/c were displayed, as usual, on separate locations at the time. However, a scan of the radar and FPS displays would havealerted the controller to the situation. STCA did not activate. CAA Closure: Appropriate ATC personnel action taken.
201100152	07/01/2011	NATEB	Airplane	DHC8 on initial contact was cleared to climb to FL210 as per standing agreement. This resulted in DHC8 climbing through the level of a JS41 and separation was lost. Both a/cwere on Airway P18.	The JS41 was routeing northbound on P18 at FL180. The DHC8 was opposite direction on P18 climbing to FL150, when itcontacted the North Sector. By this time, the JS41 had been transferred to the Tay Sector. Overlooking the presenceof the JS41, the DHC8 was climbed to FL210. The two a/c were displayed, as usual, on separate locations at the time. However, a scan of the radar and FPS displays would havealerted the controller to the situation. STCA did not activate. CAA Closure: Appropriate ATC personnel action taken.
201100228	09/01/2011	Haywards Heath	Airplane	Inbound EMB190 targeted by a green laser.	
201100260	09/01/2011	Kirckaldy	Airplane	SF340 inbound at 4000ft was subjected to an intense light(possibly a laser). ATC and local authorities informed.	

201100274	10/01/2011	Stornoway (STN)	Helicopter	Departing EC135 was instructed to remain West of approach due SF340 on finals, but subsequently observed East of approach and clear of SF340. SF340 reported a TCAS RA of monitor vertical speed.	SF340 reported visual with EC135.
201100274	10/01/2011	Stornoway (STN)	Airplane	Departing EC135 was instructed to remain West of approach due SF340 on finals, but subsequently observed East of approach and clear of SF340. SF340 reported a TCAS RA of monitor vertical speed.	SF340 reported visual with EC135.
201100279	10/01/2011	Scatsta	Helicopter	Ground crew unable to open airstair door upon arrival. Door jammed in locked position. Passengers disembarked through the emergency exit.	Investigation found the aft shoot bolt on the upper clamshell door had jammed. Shoot bolt found to be damaged due to a combination of wear and forcing the door locked when not fully closed.
201100292	10/01/2011	Norwich	Airplane	Saab 2000 on approach was targeted by a green laser. Both crew members were dazzled by the beam. The autopilot was on throughout the incident.	
201100324	12/01/2011	Aberdeen (ADN)	Airplane	Tug caught fire during pushback of an EMB190.	After pax had boarded, doors closed and de-icing completed, the flight deck were told by the pushback crew that they would not have headsets. About 6m into push the tug stopped and crew were given signal to apply brakes which was actioned. Crew didn't know the reason for the stop. They then subsequently heard a transmission about a fire in the vicinity of Stand 6. The crew eventually deduced that the tug was on fire. Appropriate actions were then taken. The two main issues of concern to the crew were that the ground crew made no attempt to inform the crew early of the head set problems and during the fire situation they felt out of the loop.
201100359	13/01/2011	Aberdeen (ADN)	Unknown	Infringement of the Aberdeen CTA (Class D) by a military a/c indicating 6000ft squawking 7000. Standard separation maintained.	The a/c was noticed by INT as a Lossiemouth squawk to the West of CTA tracking East. Shortly after, Lossiemouth rang with a handover for the a/c, for a practice diversion, but due to workload at the time the controller declined to accept. After a few minutes, Lossiemouth called back with a request to hand over the a/c for an IFR transit at FL60. This request was also declined and it was requested that the a/c remain outside CAS. Shortly after, the a/c was seen turning left into the Aberdeen CTA. Attempts were made to contact Lossiemouth and Leuchars, but both their direct lines were U/S. Leuchars then called to apologise and advised that the a/c was leaving the airspace to the West. Further investigation has revealed that the military a/c was actually inbound to land at Aberdeen. Although the flight details were available on EFPS, due to the a/c's route and previous agency, this information would not have been readily available on EFPS. An important factor in this incident was the confusion that existed between Aberdeen, Lossiemouth and the crew over the intentions of the a/c. Notwithstanding the above the crew's mental picture of their position in respect to the airspace boundary was incorrect and directly led to the infringement.

201100360	12/01/2011	Inverness (INS)		FOD found on threshold of R/W30 during a routine inspection by the Airport Fire Service. At the time, the runway was only in use for the taxiing of a/c to and from the main runway.	The Airport Authority has advised that all based operators and engineers have been shown the item, which, although suspected to be an a/c part, could not be positively identified. Operators using the airfield have also been contacted and sent photographs, but at the time of writing, no positive identification has been received. The airport engineering section on inspecting the item, did not believe it to be a vehicle component and NATS engineers active on the airfield have also been unable to identify the part.
201100404	13/01/2011	Aberdeen (ADN)	Airplane	During pre-flight check, LH FADEC/Pressurisation static port found missing.	Investigation revealed incorrect part number had been fitted.
201100408	17/01/2011	Aberdeen (ADN)	Airplane	When SB2000 holding at W1 was cleared to line up on R/W34, stop bar was switched off. L410 behind SB2000 subsequently reported passing stop bar, but had stopped.	Pilot error acknowledged.
201100408	17/01/2011	Aberdeen (ADN)	Airplane	When SB2000 holding at W1 was cleared to line up on R/W34, stop bar was switched off. L410 behind SB2000 subsequently reported passing stop bar, but had stopped.	Pilot error acknowledged.
201100447	14/01/2011	Inverness (INS)	Airplane	During 'full and free' checks the ailerons jammed in the full left aileron down position. Crew attempted to free the jam without success. A/c taxied back with control still jammed.	Investigations found witness marks on the operating quadrant and inside the wing skin indicating a foreign body had been present. Upon removal of the operating quadrant a screw was found which would have been consistent with the witness marks found. The screw was thought to be the same type as the access panels on the aileron, none of which were missing at the time. However, one screw was devoid of paint and it is believed that this was from a prior removal during a previous maintenance event.
201100463	18/01/2011	Aberdeen (ADN)	Airplane	Shortly after EMB145 had been towed from hangar to Stand 5, a security vehicle approached a/c from the rear and drove under LH wing tip. Vehicle struck wing causing minor damage.	
201100476	16/01/2011	Manchester (MCT)	Airplane	Inbound DHC8 targeted by a green laser. ATC informed.	
201100487	18/01/2011	Aberdeen (ADN)	Airplane	Due to callsign confusion between fltnums 32F and 32X same operator whilst under ScACC Mil control the wrong a/c was transferred to Aberdeen ATC causing confusion. Standard separation maintained.	The a/c operator is to change one of the callsigns concerned.
201100487	18/01/2011	Aberdeen (ADN)	Airplane	Due to callsign confusion between fltnums 32F and 32X same operator whilst under ScACC Mil control the wrong a/c was transferred to Aberdeen ATC causing confusion. Standard separation maintained.	The a/c operator is to change one of the callsigns concerned.
201100613	20/01/2011	Aberdeen (ADN)	Airplane	On landing it was noticed by ATC that something had fallen from a/c onto the runway. Following a/c instructed to go-around. Object confirmed as a piece of ice.	On inspection ice accumulation found in area of potable water panel. Water seen dripping from panel. Potable water drain handle restored and dripping ceased.

201100648	23/01/2011	Aberdeen (ADN)		The Aberdeen to Lossie and Luechars direct dial buttons on the INT/FIN and APP ATSA VCCS panels are u/s. This means a BT 11 digit telephone number must be dialled to speak to controllers.	The reporter has had reason to urgently speak to the Lossie Radar controller to obtain information about their traffic against one of his a/c.
201100687	18/01/2011	Aberdeen (ADN)	Helicopter	In descent WARN-XMSN-CHIP. No other abnormal indications on gear box or XMSN. A/c returned at 1000ft.	HUMS data card downloaded and analysed. No evidence of magnetic particles found.
201100726	19/01/2011	Durham Tees Valley (TD)	Airplane	BE200 in descent at FL70 targeted twice in quick succession by a green laser. ATC informed.	
201100766	25/01/2011	Oil Rig	Helicopter	Near roll over on helideck after landing due to change in wind direction.	After landing into wind, the HLO was cleared under the rotor disc and the luggage was unloaded. As the cabin door was opened to disembark the passengers, the a/c rolled to the left compressing the left oleo and possibly lifting the RH wheel off the deck. A/c prevented from rolling further with full right cyclic, passengers stopped from leaving and strapped back in, and helideck crew cleared from the deck. A/c lifted light on its wheels and settled back onto the deck. Passengers then unloaded and the helideck cleared of luggage. Despite landing into wind, in the short time that it took to unload the a/c the wind had veered close to 90deg placing it to the right of the a/c heading.
201100829	25/01/2011	Aberdeen (ADN)	Helicopter	Following engine replacement, two star support struts in the exhaust pipe aft of the power turbine were found to be cracked.	Engine received serviceable from manufacturer on 22 Dec 2010 and previously held as a spare. Manufacturer informed. CAA Closure: The investigation found that the exhaust may have been cracked prior to installation. The engine manufacturer has been requested to review their release procedures. The operator will also ensure that they inspect in more detail prior to engine fitment.
201100844	23/01/2011	Lon	Airplane	EMB145 in climb at 3500ft targeted by a green laser.	
201100913	28/01/2011	Stena Carron platform (North S)	Helicopter	Flotation gear inadvertently inflated when it was disarmed during after landing checks on helideck.	Reporter states that usual firing/trigger mechanism were not knowingly engaged and that nobody was in vicinity as deck crew would not have been cleared under rotor disc until all after landing checks had been completed. CAA Closure: Full wiring checks carried out with no faults found. Float arms/select panel replaced as a precaution. Fleet check also carried out to assess float panel frangible mica panel and associated spacers for correct assembly and serviceability. All checks found satisfactory. It was suspected that switch operated inadvertently. Aircrew and maintenance personnel notified accordingly.
201100985	01/02/2011	Aberdeen (ADN)	Airplane	JS41 at 6nm on final approach for R/W16 was given info on a helicopter positioning nr2 to JS41. Both a/c were visual with each other. JS41 subsequently received a TCAS RA of monitor vertical speed.	
201100999	28/01/2011	En Route	Airplane	PAN declared due to passenger medical emergency. Oxygen and CPR given. Paramedics attended a/c on arrival.	

201101048	02/01/2011	Aberdeen (ADN)	Helicopter	As AS332 was joining right base for R/W16 nr2 to visual Jetstream on final, it received a TCAS RA of climb, immediately followed by clear of conflict as Jetstream passed in front from left to right.	
201101070	21/01/2011	Aberdeen (ADN)	Helicopter	Main rotor damper outboard bearing found to have excessive wear.	Wear possibly caused by the loss or failure of the bearing protection, which had accelerated the wear.
201101107	03/02/2011	En Route	Helicopter	PAN declared due to passenger medical emergency. Paramedics attended a/c on arrival.	
201101112	04/02/2011	Sumburgh (SUM)	Helicopter	PAN declared due to engine problem.	
201101113	07/02/2011	Aberdeen (ADN)	Helicopter	PAN declared due to suspected engine fire. Fire services called.	
201101115	04/02/2011	Aberdeen (ADN)	Airplane	Windshear caution. Windshear recovery procedure carried out. A/c diverted.	
201101119	05/02/2011	Aberdeen (ADN)	Helicopter	PAN declared due to central instrument panel failure. A/c returned.	
201101146	02/02/2011	Kirkwall	Airplane	Rejected take-off due to unbalanced torque. At 80kts RH engine 10% less than LH. A/c returned to stand.	
201101147	03/02/2011	Aberdeen (ADN)	Airplane	High winds on approach, go-around to hold and diversion.	
201101153	03/02/2011	Aberdeen (ADN)	Airplane	Inbound F406 with radio problems was asked to squawk ident if receiving ATC's transmission. A/c then squawked Hijack code 7500 instead of radio fail code of 7600. Pilot subsequently apologised.	
201101163	05/02/2011	Inverness (INS)	Unknown	During routine inspection by Bird Control Unit prior to airport opening, an aerial from a vehicle was found on R/W23/05. All vehicles operating in the area were checked and vehicle found.	
201101165	04/02/2011	RETSI	Airplane	As A319 was passing FL303 during descent to FL290, it received a TCAS TA rapidly followed by an RA of reduce vertical speed, which was complied with. When clear of conflict descent resumed to FL290.	
201101165	04/02/2011	RETSI	Unknown	As A319 was passing FL303 during descent to FL290, it received a TCAS TA rapidly followed by an RA of reduce vertical speed, which was complied with. When clear of conflict descent resumed to FL290.	
201101166	03/02/2011	Edinburgh (EDI)	Airplane	Severe turbulence at 500ft on approach. A/c diverted. PAN declared due to fuel shortage.	
201101169	02/02/2011	ODMIX - VENAS	Unknown	PLOC - ATC lost RT contact with a/c at FL370. Normal procedures were unsuccessful. D&D eventually contacted a/c. A/c had no RT contact with ATC for 30mins during which it transited the Tyne Sector.	

201101194	07/02/2011	Kirkwall	Airplane	RH engine shut down during routine training but crew unable to restart. PAN declared and a/c returned.	
201101287	07/02/2011	En Route	Airplane	A/c advised ATC that there was a possible problem with hydraulic system. A/c landed normally.	The hydraulic fluid level was found to be lower than the indicated level on departure.
201101292	08/02/2011	Aberdeen (ADN)	Airplane	Infringement of the Aberdeen CTA (Class D) by a C172 at 3000ft. Standard separation maintained.	Investigations have revealed that this training flight was intended to be operated outside controlled airspace and was operated with an instructor on board. The instructor confirmed that a navigational error had been made which led to the infringement.
201101342	09/02/2011	Scatsta	Airplane	Loss of procedural separation between a transiting AS332 and a descending Saab 2000.	The controller intended to invoke separation based on 5 min flying time from the holding area. The Saab should have been instructed to descend to altitude 2000ft and on reaching cleared for the NDB approach. Instead the Saab was cleared for the NDB approach from 4000ft and descended through the altitude of the AS332. Appropriate ATC follow up action has been taken as a result of this incident.
201101342	09/02/2011	Scatsta	Helicopter	Loss of procedural separation between a transiting AS332 and a descending Saab 2000.	The controller intended to invoke separation based on 5 min flying time from the holding area. The Saab should have been instructed to descend to altitude 2000ft and on reaching cleared for the NDB approach. Instead the Saab was cleared for the NDB approach from 4000ft and descended through the altitude of the AS332. Appropriate ATC follow up action has been taken as a result of this incident.
201101345	04/02/2011	MACC	Airplane	EFD showed JS41 cruising at FL180 at a different level which resulted in EFD strip flashing non stop. Planner is then unable to interact with strip causing coordination problems with adjacent sectors.	JS41 displayed Elementary Mode S on MACC radar at FL180 throughout its transit through North's airspace, however EFD (Electronic Flight Data) continually showed a/c had selected a different level to FL180, also JS41 entered North sector displaying a routing via P18 and NATEM. After consultation with TAY Sector it was found that they were expecting JS41 on a completely different routing. With the silent EFD coordination across the boundaries, incorrect routings between the two systems cannot be detected unless a telephone call has been made.
201101347	10/02/2011	Kirkwall	Airplane	After reporter had taken over the sector, when SF340 departed it was noticed that a low height filter of FL32 had been set on radar, which blocked out all tracks operating below this level.	
201101370	13/02/2011	Aberdeen (ADN)	Airplane	SB2000 on 2nm final R/W16 targeted by a green laser. Local authorities informed.	
201101406	13/02/2011	En Route	Airplane	PAN declared due to Air Data System (ADS) and Air Data Inertial Reference System (ADIRU) failure.	In cruise ECAM 'Nav ADRI Fault' caution illuminated. P1 instruments failed. Control handed to P2. ECAM drill followed which failed to recover P1 systems. A/c landed normally.
201101426	10/02/2011	Inverness (INS)	Helicopter	EC135 operating at 1100ft targeted by a laser. Local authorities informed.	
201101435	12/02/2011	En Route	Airplane	Potential callsign confusion between fltnums 4UB and 1UB same operator, which were on frequency at the same time.	

201101435	12/02/2011	En Route	Airplane	Potential callsign confusion between fltnums 4UB and 1UB same operator, which were on frequency at the same time.	
201101437	13/02/2011	Wick	Airplane	ATC unable to make RT contact with a BE200 climbing through FL70 to FL85. A company a/c could hear BE200 and relayed messages. ATC re-established communications with BE200 6mins later.	Pilot reported that this a/c had experienced communication difficulties in the same place two days earlier.
201101464	08/02/2011	London-Heathrow - LHR	Airplane	EMB145 in descent at 4000ft observed a laser 5nm ahead of a/c. ATC and local authorities informed.	
201101480	13/02/2011	Inverness (INS)		During a routine apron inspection, a FOD item was found on the South Apron and described as a 343mm metal pin.	Item was found close to where an a/c had been parked and was later identified as being a metal component from a suitcase.
201101518	11/02/2011	Aberdeen (ADN)	Airplane	Flight crew arrived at a/c and noted that 600kg of ballast in Bay H were not accounted for on loadsheet resulting in CoG being outside aft limit. Two bins were transposed to bring a/c within limits.	
201101533	15/02/2011	Inverness (INS)	Airplane	After inbound SF340 had been cleared to descend from 5000ft to 3500ft in the FIR, it reported a TCAS contact below, which was visual. Once clear SF340 initiated a descent.	
201101533	15/02/2011	Inverness (INS)	Airplane	After inbound SF340 had been cleared to descend from 5000ft to 3500ft in the FIR, it reported a TCAS contact below, which was visual. Once clear SF340 initiated a descent.	
201101604	17/02/2011	TUERIFF	Helicopter	Whilst FIN was controlling an inbound helicopter EFPS (Electronic Flight Progress Strip) disappeared without any input from ATC. Recover strip was used to access strip and return it to FIN via INT.	See also 201011747.
201101633	17/02/2011	Luton (LUT)	Airplane	B737 on an OLY SID with a tactical stop level of 4000ft, called ATC passing 3200ft and reported climbing to 6000ft. Due to no conflicting traffic B737 was allowed to continue to 6000ft..	Pilot advised of tactical stop level and advised that this did not show on his plates.
201101642	17/02/2011	Inverness (INS)	Airplane	Following a go-around due to being too high, student pilot became unsure of actions. Talked down by ATC.	
201101678	19/02/2011	London-Heathrow - LHR	Airplane	Fumes detected in cabin and flight deck during approach. IFE disconnected in cabin.	
201101726	18/02/2011	Inverness (INS)		FOD item described as a steel bracket measuring 60mm x 45mm recovered from Taxiway E by the Airport Fire Service. Item not fully identified but believed to be a ground vehicle part.	
201101758	21/02/2011	London-Heathrow - LHR	Airplane	PAN declared and a/c returned due to nr3 Air Data Reference (ADR) failure.	Nr2 Air Data Reference (ADR) inoperative iaw MEL. Handling pilot transferred onto Captain's PFD for reference and a/c flown manually. PAN declared and return initiated.

201101788	22/02/2011	Aberdeen (ADN)	Helicopter	PAN declared due to nr1 engine fire warning on long finals. Emergency checklist actioned and 'Fire 1' caption extinguished. Running landing carried out with fire services inattendance.	Reporter confirms that indications were not as expected following engine shut down - 'Diff Ng' did not illuminate and no OEI (One Engine Inoperative) indications seen on FLI(First Limit Indicator), which caused concern about condition of nr2 engine. CAA Closure: Investigations identified technical and design problems with the fire detection system, for which similar events have occurred previously. Eurocopter have proposed a series of modifications to be embodied on both the airframe and engine fire system.
201101805	22/02/2011	Aberdeen (ADN)	Airplane	Security staff's attitude/treatment towards flight crew prior to flight was poor.	
201101845	24/02/2011	Aberdeen (ADN)	Helicopter	MGB main pump light illuminated with associated 'XMSN' warning during cruise. PAN declared. A/c returned.	Investigations showed the MGB main pump pressure was recorded at being down to 2.55bar. MGB main oil pump replaced,as pump internal pressure relief valve suspected to be allowing oil to leak.
201101848	22/02/2011	Aberdeen (ADN)	Airplane	1000ft stable approach criteria not met.	All criteria met except speed was still decelerating and power still at idle. Just before 500ft call a momentary speed drop of 3kts occurred. Approach continued and normal landing made. First Officer hand flew the approach for practice and deviated to the right of centre line and was slow to correct. As a result was partly distracted by this and overlooked early adjustment of Vapp using FMGC in the normal way. Approach stop alt was also mis-set at 2500ft instead of 3000ft.
201101850	21/02/2011	Stornoway (STN)	Airplane	Faulty P2 Audio Control Panel caused loss of communication with ATC and between pilots.	
201101855	24/02/2011	Inverness (INS)	Airplane	PAN declared due to passenger medical emergency. Passenger taken ill during approach and landing. Paramedics attended a/c on arrival.	
201101889	24/02/2011	North Sea	Helicopter	Uncommented pitch up during the cruise, resulting in 200ft altitude increase. IAS and ALT channels flashed amber. Flight crew took manual control and returned to cleared altitude.	Automatics re-engaged with no recurrence. Cyclic pitch controller subsequently replaced.
201101891	19/02/2011	Sumburgh (SUM)	Helicopter	Incorrect filter bowl nuts supplied.	A/c required new filter bowl housing nuts following removal of the filter bowl. Three nuts arrived with correct part number, but during fitment it was noticed that they were different to the nut type removed. Other operators and supplier informed. Investigations ongoing with supplier.
201101913	25/02/2011	NATEB	Unknown	A/c cruising at FL180 requested and cleared to FL200. ACT level indicated a change to FL200 and ACT said sent. Shortly after, the next sector called to say their strip had FL180 and not FL200.	A/c cruising at FL180 approaching NATEB requested and cleared to FL200. An ACT (Automatic Activation Message) had not been sent, so North Upper did an AM8 level change to FL200 and ACT level changed to FL200. Controller tapped the flashing change to acknowledge and as ACT then said sent, reporter assumed coordination was not required. Shortly after, North Upper received a call from TAY stating that their strip had FL180 and not FL200. Investigation progressed under 201101806.

201101914	25/02/2011	En Route	Airplane	A/c requested level change and amendment to AM8 was made.Both AM8 and ACT levels on EFD flashed and acknowledged, but next sector did not receive amended flight level. Incident repeated 30mins later.	DHC8 filed at FL230 requested FL220. Level amendment to AM8 was made. A few moments later both AM8 and ACT levels on EFD strip flashed and acknowledged at FL220, however, after subsequent phone call to TALLA, the receiving sector, it was discovered that according to their strips DHC8 was still expected at FL230. A similar occurrence 30mins laterinvolving another DHC8 requesting a level change from itsfiled FL240 to FL200. Investigation progressed under 201101806.
201101914	25/02/2011	En Route	Airplane	A/c requested level change and amendment to AM8 was made.Both AM8 and ACT levels on EFD flashed and acknowledged, but next sector did not receive amended flight level. Incident repeated 30mins later.	DHC8 filed at FL230 requested FL220. Level amendment to AM8 was made. A few moments later both AM8 and ACT levels on EFD strip flashed and acknowledged at FL220, however, after subsequent phone call to TALLA, the receiving sector, it was discovered that according to their strips DHC8 was still expected at FL230. A similar occurrence 30mins laterinvolving another DHC8 requesting a level change from itsfiled FL240 to FL200. Investigation progressed under 201101806.
201101927	26/02/2011	Manchester (MCT)	Airplane	Oily odour with a "metallic taste" noted in flight deck. A/c returned. Smoke drill actioned and flight crew donned oxygen masks. PAN declared.	One member of the cabin crew also reported fumes.
201101932	24/02/2011	Nottingham East Midlands	Airplane	Rejected take-off due a/c pulling to left. A/c returned to stand. During taxi right engine torque seen to fluctuate.	Investigation found no faults. A/c returned to service. Flight crews requested to provide feedback. No further reports in the following three sectors.
201101936	09/02/2011	North Sea	Helicopter	Multiple electrical failures. Main battery failure.	Emergency checklist actioned but all actions ineffective.Total comms failure. A/c squawked 7600. Battery reset actioned, which returned all electrical services to normal. During subsequent investigation, DC Master Box and Protective Level Logic Unit (PLLU) replaced. A/c returned to service.
201101937	07/02/2011	North Sea	Helicopter	Main battery failure.	Multiple alarms activated during the cruise and radios failed. Drills completed and emergency battery selected to standby. Both engines were responding to collective inputs and electrical generation normal. Transponder changed to 7600, blind transmissions broadcast and a/c diverted. Descended to 1000ft to remain VMC due to engine anti-icing being unserviceable. Landing gear failed to extend. Emergency landing gear system used. During the approach, flight crewobserved that bleed valves offset were unserviceable and engine surge noted a few times as power was reduced. Following landing, ATC confirmed they received transponder signal 7600 but never received the blind transmissions. Duringinvestigations, main battery re-racked. A/c returned to service following satisfactory ground runs and electrical system tests.
201101938	26/02/2011	Aberdeen (ADN)	Airplane	Following a normal approach and landing, 'Nose Wheel Steering' caution illuminated during the roll out. ECL consulted. A/c taxied clear of the runway using differential braking and power.	A/c shut down and towed to the stand.

201101981	28/02/2011	Luton (LUT)	Unknown	Possible infringement of the Luton CTR (Class D) by an unknown a/c. CAIT activated. Traffic info given. Standard separation maintained.	Departures were stopped and inbound traffic delayed due to increased vectoring. Extensive radar analysis could not confirm that the primary contact seen on radar was associated with an a/c. The weather at the time was poor and not conducive to VFR flight. The wind was also from the same direction as the primary return.
201101981	28/02/2011	Luton (LUT)	Airplane	Possible infringement of the Luton CTR (Class D) by an unknown a/c. CAIT activated. Traffic info given. Standard separation maintained.	Departures were stopped and inbound traffic delayed due to increased vectoring. Extensive radar analysis could not confirm that the primary contact seen on radar was associated with an a/c. The weather at the time was poor and not conducive to VFR flight. The wind was also from the same direction as the primary return.
201101985	22/02/2011	En Route	Airplane	Cabin crew members head injured by toilet door. Stood down from all further safety related duties.	
201102091	26/02/2011	Tenerife	Airplane	Single GPWS warning following momentary dip into three Red PAPI's during approach. All other parameters normal. Continued to a normal landing.	
201102184	01/03/2011	Inverness (INS)	Airplane	As ramp agent approached LH engine during a routine pre start up walkround from RH side to LH side of A319, marshaller authorised engine start and RH engine was started.	
201102204	04/03/2011	En Route	Helicopter	Nr2 engine bleed valve failure.	During cruise, 'Caut Eng' illuminated with associated 'Bleed' and 'Gov' captions on nr2 engine. 'Ice Det' warning light also illuminated. EOP actioned. PAN declared. A/c landed without further incident.
201102210	02/03/2011	Aberdeen (ADN)	Airplane	Birdstrike on final approach at 100ft. Impact on LH side of fuselage. No airframe damage.	
201102212	04/03/2011	Edinburgh (EDI)	Airplane	Nosewheel steering malfunction after landing. Runway blocked.	A/c touched down and slight nosewheel shimmy experienced. Upon attempting to vacate the runway there was difficulty in getting the a/c to turn. A/c was shutdown and towed from runway to stand. Solenoid and servo actuator replaced, a/c steering still restricted to 15deg. A/c subsequently dispatched under MEL.
201102246	24/02/2011	Inverness (INS)	Airplane	PAN declared due to passenger medical emergency. A/c returning to stand. Passenger recovered, PAN cancelled and a/c continued with departure	
201102315	04/03/2011	Aberdeen (ADN)	Airplane	Passenger(s) inadequately supervised when boarding a/c across the ramp. Pax did not follow walkway and walked in close proximity to a/c equipment.	
201102328	07/03/2011	Birmingham	Airplane	DHC8 in descent at 7000ft and A320 in descent at 8000ft both targeted by a green laser. Local authorities informed.	
201102328	07/03/2011	Birmingham	Airplane	DHC8 in descent at 7000ft and A320 in descent at 8000ft both targeted by a green laser. Local authorities informed.	
201102351	10/03/2011	Aberdeen (ADN)	Airplane	A/c burst tyre on landing.	

201102374	09/03/2011	Scatsta	Helicopter	Undercarriage failed to extend.	When the landing gear handle was selected down on approach, 'Hyd 3 Fail' caption illuminated and only the NLG locked down. 'Red' undercarriage unlocked light remained on. EOP's actioned. Landing gear extended using landing gear 'EMER DN' switch. Three 'Greens' illuminated. A/c landed safely. Nr3 hydraulic pump identified as probable cause and subsequently replaced.
201102388	10/03/2011	Luton (LUT)	Airplane	A/c dispatched with 400kg of LMC hold baggage, which was not accounted for on the loadsheet. Flight crew notified of loadsheet error on arrival.	
201102398	10/03/2011	En Route	Airplane	PAN declared due to passenger medical emergency. Paramedics attended a/c on arrival.	
201102402	10/03/2011	London-Heathrow - LHR	Airplane	Whilst lining up loading elevator, ground handler applied accelerator and elevator lurched forward, striking and damaging side panel, bottom right of cargo door opening. A319 was taken out of service.	
201102409	09/03/2011	Aberdeen (ADN)	Helicopter	SA332 in cruise cleared to climb to 3000ft, was observed on WAM climbing above cleared altitude and reached 3900ft. Queried by ATC and SA332 descended back to 3000ft. Standard separation maintained.	Pilot acknowledged that he had mistakenly climbed to 3900ft.
201102416	07/03/2011	Scatsta	Helicopter	Display control panel failure during cruise.	ATC requested a/c to maintain 3000ft. FD1 engaged with ALT and LNAV. When PF adjusted baro setting by one click, setting shot down to a lower figure with a/c entering a climb and 'check altitude' audio warning operated. ALT disengaged, a/c levelled and correct baro setting set. Crew managed to avoid an altitude bust by de-coupling quickly. Similar occurrences have happened recently, and could be due to the DCP control knob becoming worn. CAA Closure: When the problem originally became apparent to the crews, they immediately began using a work around, where they would disconnect ALT before changing the altimeter setting and then re-engage ALT. Subsequently, they were asked to report occurrences of erroneous settings whether ALT engaged or not, to support a submission to the manufacturer. The root cause was confirmed to be wear, or a similar malfunction, in the display control panel knob mechanism. The manufacturer has now been able to reproduce the problem and is expected to have a solution ready for certification around the end of April 2012. In the meantime, the disengagement of ALT before adjusting altimeter settings is the norm and the operator continues to request that crews report events, in case further evidence is required by the OEM.
201102417	11/03/2011	London-Heathrow - LHR	Airplane	During loading of A319, loading vehicle impacted A319's fuselage at forward edge of aft cargo door causing significant damage to fuselage. A/c taken out of service.	

201102423	12/03/2011	Aberdeen (ADN)	Airplane	EMB135 on Stand 8 given conditional push and start once inbound EMB145 had taxied behind Southbound. Pushback was commenced before condition had been met and instructed to stop.	ATC have confirmed that the EMB135 stopped half an a/c length off stand but did not infringe the taxiway They also confirm that the EMB135 was approx 200m away from the EMB145 when it was stopped. The EMB145 was allowed to continue to Stand 5 as planned. An investigation into this incident revealed that it was caused by a mis-communication or no communication of the "condition" to the ground crew.
201102423	12/03/2011	Aberdeen (ADN)	Airplane	EMB135 on Stand 8 given conditional push and start once inbound EMB145 had taxied behind Southbound. Pushback was commenced before condition had been met and instructed to stop.	ATC have confirmed that the EMB135 stopped half an a/c length off stand but did not infringe the taxiway They also confirm that the EMB135 was approx 200m away from the EMB145 when it was stopped. The EMB145 was allowed to continue to Stand 5 as planned. An investigation into this incident revealed that it was caused by a mis-communication or no communication of the "condition" to the ground crew.
201102454	11/03/2011	Wick	Unknown	NDB failed at 1659hrs whilst VOR out of notified service leaving only the DME available. Engineering returned the NDB to service at 1815hrs. VOR was returned to service at 1843hrs.	VOR notified out of service 1025hrs on 10 Mar 2011 until 2000hrs 11 Mar 2011.
201102455	12/03/2011	Inverness (INS)	Airplane	A/c dispatched with hold baggage for another company flight / different destination. Error discovered on arrival.	Correct baggage carried on the other company flight.
201102457	12/03/2011	Inverness (INS)	Airplane	A/c dispatched with hold baggage for another company flight / different destination. Error discovered on arrival.	Correct baggage carried on the other company flight.
201102535	11/03/2011	En Route	Airplane	Flight instrumentation failure and EGPWS bank angle false indication during descent. ECL actioned.	During descent the autopilot disengaged and 'Pitch Mismatch' activated. This was followed by indications of pitch oscillations which triggered an EGPWS 'Bank Angle Alert' despite the wings being level. Whilst actioning the ECL, various system fail cautions operated. Normal indications restored. An emergency was not declared. A/c landed safely and ATC took the precaution of being on local standby without instruction from flight crew. CAA Closure: Engineers identified an attitude and heading reference system (AHRS) failure. The AHRS was reset and tested. There were no defects apparent. There is no recent history of this type of event on this a/c.
201102548	13/03/2011	Oil Rig	Helicopter	On arrival, oil leak discovered from nr1 engine. Engine shut down for further inspection.	Inspections found starter drive shaft seal cut. Starter 'O' rings replaced.
201102553	02/03/2011	BNN VOR	Airplane	EMB145 in hold at FL90 was targeted by a blue laser for approximately 2secs.	
201102560	09/03/2011	Kirkwall	Helicopter	S92A in cruise targeted by a green laser. Avoiding action taken. Visual discomfort experienced by crew. Local authorities informed.	
201102565	16/03/2011	Aberdeen (ADN)	Airplane	Birdstrike on landing roll causing damage to propeller.	
201102602	15/03/2011	Inverness (INS)	Airplane	Lateral hold nets not fastened in the forward hold allowing all hold baggage to move in the hold.	
201102619	15/03/2011	En Route	Helicopter	PAN declared due to passenger medical emergency.	

201102663	21/02/2011	North Sea	Helicopter	'Rad Alt' indicating zero at altitude.	Pitch change detected by flight crew during the cruise. Altitude bug then observed to be rising, initiating a climb but with Rad Alt indicating zero. Rad Alt turned off and the a/c was returned to its cruise state. The malfunction later recurred although it was later switched on satisfactorily when on deck. The fault was not encountered again. RAD ALT transceiver subsequently replaced.
201102695	17/03/2011	Aberdeen (ADN)	Unknown	UPS (Uninterrupted Power Supply) failed following a OES (Outside Electrical Supply) outage to the CTB resulting in a failure of the EFPS and Query PCs. UPS reset and power restored.	Reporter also states that a subsequent systems check revealed server issues. CAA Closure: The malfunction of the Airport High Voltage ring presented the Control Tower Building with a fluctuating, and eventual loss of mains power. Although the CTB generator did activate, the UPS associated with EFPS did not correctly function in order to provide power for the intervening period and again, this was due to the fluctuating power supply tripping the UPS. With no a/c in receipt of a service by any Aberdeen controller, there was no operational ATC impact as a result of the power failure. The revised wiring configuration work undertaken following this event should prevent any future recurrence under the same circumstances.
201102696	17/03/2011	London-Heathrow - LHR	Airplane	During unloading of A320, loading team found a live cat in Hold 5. There was no trace of AVI on LDM or CPM. CPM stated Hold 5 was empty. Captain had received a NOTOC notifying him of the cat.	
201102698	17/03/2011	Tain	Airplane	Infringement of active Danger Area D703 (Tain) by a PA28.	CAA Closure: The pilot concerned has been alerted to this incident by the CAA.
201102702	18/03/2011	Aberdeen (ADN)		AFS vehicle cleared to cross R/W32 and vacate through T4 was subsequently observed within the clear and graded area between T4 and T5 whilst a DHC8 was on rotation R/W16.	Investigations revealed that the ATC trainee was not aware that the track between T4 and T5 was within the clear and graded area. This issue has been addressed by the issuing of an SI. By the time the ATC mentor reacted to the situation, the DHC8's progress was such that the safest option was to allow the a/c to depart.
201102737	18/03/2011	Wigan	Airplane	EMB145, B737 and a B757 all in descent, targeted by a green laser.	
201102737	18/03/2011	Wigan	Airplane	EMB145, B737 and a B757 all in descent, targeted by a green laser.	
201102744	19/03/2011	Aberdeen	Helicopter	EC225 on departure targeted by a laser. Local authorities informed.	
201102782	21/03/2011	Lingfield	Airplane	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	Lingfield	Airplane	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.
201102813	21/03/2011	En Route	Helicopter	PAN declared due to crew member medical emergency. Paramedics attended a/c on arrival.	

201102872	22/03/2011	London-Heathrow - LHR	Airplane	After departing R/W27, A321 at 75ft encountered wake turbulence from preceding departure an A320. A321 rolled 7.93 left followed by 5.9 to the right.	
201102872	22/03/2011	London-Heathrow - LHR	Airplane	After departing R/W27, A321 at 75ft encountered wake turbulence from preceding departure an A320. A321 rolled 7.93 left followed by 5.9 to the right.	
201102908	18/03/2011	Inverness (INS)	Airplane	Elevator control stiffness after autopilot disconnected during descent. Sealed bearings found seized/corroded.	LH outboard bearing seized, LH inboard bearing exhibited a rust mark and both RH bearings found stiff. Total hours since last inspection 36. Manufacturer advised.
201102912	18/03/2011	Sumburgh (SUM) (North Sea)	Airplane	Electrical smell evident for a short duration during flight.	Extensive checks carried out and no smoke or abnormal temperatures/conditions/indications detected. Emergency checklist for 'Cabin Fire or Smoke' consulted but found not appropriate. During return to base smell re-appeared intermittently with no other symptoms. Full examination of electrical components and installation being carried out. Manufacturer advised.
201102953	23/03/2011	Aberdeen (ADN)	Airplane	A321 in descent at 1900ft targeted on three occasions by a laser. ATC informed.	
201102965	24/02/2011	En Route	Helicopter	Diversion due to RH main landing gear wheel lamp failing to illuminate.	Fault diagnosed as bulb failure. During last few mins of final approach the RH green main gear lamp illuminated. Investigations found incorrect wattage bulbs fitted. Advisory sent to all engineers highlighting the importance of following IPC and associated documents.
201102992	25/03/2011	Aberdeen (ADN)	Airplane	DHC8 instructed to descend to a non-standard altitude of 3500ft was observed descending in accordance with the ILS. Standard separation maintained.	
201103031	24/03/2011	Kirkwall	Helicopter	Excessive airframe vibration whilst levelling in cruise. A/c returned for engineering assistance.	
201103108	28/03/2011	Aberdeen (ADN)	Helicopter	PAN declared due to intermediate gearbox problem. Returned to departure airport with another a/c escorting.	
201103115	28/03/2011	London-Heathrow - LHR	Airplane	When A321 was at 200ft on approach to R/W27R with a tailwind, it encountered wake turbulence from preceding A319 and rolled left approximately 20deg.	
201103177	29/03/2011	Aberdeen (ADN)	Airplane	A/c departed with one item of unaccompanied hold baggage due to incorrect baggage reconciliation after passengers offloaded themselves after check-in.	
201103178	30/03/2011	Scatsta	Helicopter	UK Reportable Accident: Pilot went to pull parking brake lever when marshalling onto stand but accidentally pulled collective. A/c became airborne and landed heavily. AAIB AARF investigation.	CAA Closure: The helicopter was ground taxied onto a parking spot and brought to a stop by the commander, who was the pilot flying. He then intended to apply the parking brake but inadvertently raised the collective control lever, which caused the helicopter to become airborne. He released the collective control lever, which was lowered by the collective trim system to the fully down position, and the helicopter landed heavily, causing damage to the landing gear and airframe. AAIB Bulletin 09/2011, Ref: EW/G2011/03/18.

201103239	31/03/2011	Wick	Unknown	A/c declared emergency due to one engine on reduced power. Engine shut down and a/c landed safely.	
201103252	30/03/2011	Wick	Airplane	UK AIRPROX 2011/025 - SF340 and a military jet 17nm Southwest of Wick at FL75.	As SF340 on Airway N560D receiving a DS was descending from FL90 to FL70 when ATC observed a 7001 squawk in its 10 o'clock position. This traffic was a military a/c that was on a low level sortie, but due to low cloud was forced to abort from low level and climbed to 8000ft. During climb ATC observed military a/c's Mode C activated and showed it at FL72 climbing on roughly a parallel heading to SF340. Subsequently SF340 was twice given avoiding action. Military a/c was aware of N560D and was given traffic info and informed that SF340 was taking avoiding action. Military a/c visual with SF340 followed a recommended left turn. CAAClosure: Potential conflict resolved by the actions of both controllers concerned. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201103252	30/03/2011	Wick	Unknown	UK AIRPROX 2011/025 - SF340 and a military jet 17nm Southwest of Wick at FL75.	As SF340 on Airway N560D receiving a DS was descending from FL90 to FL70 when ATC observed a 7001 squawk in its 10 o'clock position. This traffic was a military a/c that was on a low level sortie, but due to low cloud was forced to abort from low level and climbed to 8000ft. During climb ATC observed military a/c's Mode C activated and showed it at FL72 climbing on roughly a parallel heading to SF340. Subsequently SF340 was twice given avoiding action. Military a/c was aware of N560D and was given traffic info and informed that SF340 was taking avoiding action. Military a/c visual with SF340 followed a recommended left turn. CAAClosure: Potential conflict resolved by the actions of both controllers concerned. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201103253	30/03/2011	Aberdeen (ADN)	Airplane	DHC8 cleared to descend to 5000ft noticed with Mode C reading of 4800ft with climbing arrow. Pilot reported levelling at 5000ft. Standard separation maintained.	Initial investigations have revealed that the a/c's Mode C indicated 4100ft at its lowest point.
201103266	01/04/2011	Aberdeen (ADN)	Airplane	ADC requested a radar release on BE200. Using electronic system as part of EFPS BE200 was put on a heading of 225deg, but after departure BE200 reported heading 255deg. Standard separation maintained.	
201103286	28/03/2011	Corfu	Airplane	Flap overspeed master caution during base turn after go-around. Autothrust and autopilot disconnected to reduce speed.	A/c was fully configured above 1000ft, but at 500ft a/c was not fully stable (Vref + 10kts). Second go-around flown and a/c diverted for flap overspeed check. Flight crew debriefed and concluded that APP mode had been missed after go-around.

201103370	03/04/2011	Sumburgh (SUM)	Helicopter	Excessive vibration felt during departure.	Rotor track and balance actioned which indicated a/c vibration far exceeded operational limits. A large track split was also recorded. Engineering investigation noted that vibration levels had recently degraded suddenly but the HUMS computer had not flagged any warning. CAA Closure: Investigation Findings: Inspection of main rotor head (MRH) carried out with a review of VHM data. RED MRH damper replaced, ground run and flight tested satisfactorily. Aircraft returned to service. Manufacturer confirms MRH damper degradation is consistent with the symptoms reported and replacement cured the vibration issue.
201103396	04/04/2011		Airplane	Severe turbulence encounter.	
201103435	05/04/2011	En Route	Helicopter	PAN declared due to complete loss of LH hydraulic system during cruise.	Passenger made flight crew aware of loss of fluid, however, flight crew aware due to indications (showing zero pressure) and control weight increase. PAN declared. CAA Closure: The failure appears to be the result of corrosion around the area of the date of manufacture metallic clamp inside the braid. The operator has placed a life on the hose. A SB will be issued to request an inspection of the hoses within a maximum lead time of 110hrs or 3mths. In case of damage the hoses will be replaced by a hose of another manufacturer within a maximum lead time of 600hrs or 12mths.
201103444	05/04/2011	Wick	Airplane	Whilst SF340 was descending to FL110 on Airway N560D, it was advised of fast jet traffic. Approximately 2mins later SF340 was given avoiding action. Once clear SF340 continued on its route.	
201103460	05/04/2011	Aberdeen (ADN)	Airplane	On handover to approach, due to ATC sequencing, an A320 was forced into operating very inefficiently.	
201103464	05/04/2011	Aberdeen (ADN)	Helicopter	AS332 was given take-off clearance, but the gap on final had reduced and there was a loss of wake turbulence separation with a landing LJ35.	Landing clearance given at 3.5nm. Error of judgement by the ATC mentor.
201103464	05/04/2011	Aberdeen (ADN)	Airplane	AS332 was given take-off clearance, but the gap on final had reduced and there was a loss of wake turbulence separation with a landing LJ35.	Landing clearance given at 3.5nm. Error of judgement by the ATC mentor.
201103487	05/04/2011	Aberdeen (ADN)	Airplane	Hold baggage found to have shifted from Hold 7 to Hold 6 on arrival due to incorrect fitting of hold nets. No performance issues.	
201103491	06/04/2011	WIC-BONBY	Airplane	SF340 on Airway N560D could only hear ATC when they turned the squelch on the radio off. SF340 advised ATC, who responded that this is a known problem with transmitters in the area.	
201103493	06/04/2011	Birmingham	Airplane	Five a/c in descent at levels between FL90 and FL70 were targeted by a green laser over a 10min period. Local authorities informed.	Two DHC8s, EMB190, B757 and B737 affected.

201103493	06/04/2011	Birmingham	Airplane	Five a/c in descent at levels between FL90 and FL70 were targeted by a green laser over a 10min period. Local authorities informed.	Two DHC8s, EMB190, B757 and B737 affected.
201103502	06/04/2011	En Route	Airplane	During climb engine intake heat failure. Requested lowestpossible flight level for cruise at FL60. Indications monitored closely, nothing abnormal noted.	
201103512	04/04/2011	Aberdeen (ADN)	Helicopter	A/c returned to base with fuel cap missing following refuelling.	Helideck crew had closed the hatch without putting the cap on.
201103517	28/03/2011	ScACC	Airplane	Two flight plans in the system for a flight 8BL led to confusion to ScACC controller. The a/c he was working was changed to fltnum 8BLA and subsequent coordination passed on.	The other 8BL was already flying from Leeds to Belfast City.
201103517	28/03/2011	ScACC	Unknown	Two flight plans in the system for a flight 8BL led to confusion to ScACC controller. The a/c he was working was changed to fltnum 8BLA and subsequent coordination passed on.	The other 8BL was already flying from Leeds to Belfast City.
201103519	05/04/2011	Scatsta	Helicopter	During take-off phase amber door warning and door captionilluminated. Rejected take-off and checked cabin door. Handle not fully secured.	
201103521	06/04/2011	Wick	Airplane	ATC advised SF340 climbing to FL160 on Airway N560D of military traffic at similar level. ATC stated if not sightedavoiding action right turn which it did. Once clear SF340continued on its route.	
201103532	07/04/2011	Unknown	Airplane	As A320 was descending to FL260 it received/complied witha TCAS RA of reduce vertical speed on traffic 2000ft below.	
201103536	04/04/2011	NATEB	Unknown	After JS41 at FL225 was transferred to ScACC MIL, ScACC descended an a/c to FL240 and deconfliction minima between the two a/c was lost.	JS41 at FL225 was transferred to ScACC MIL as agreed to receive a DS North of NATEB. An a/c descending to FL250 to remain inside CAS requested and was given descent to FL240resulting in deconfliction minima being lost. Reporter realised that a phone call should have been made to ScACC MIL to coordinate the descent or he should have kept the a/cat FL250 until 5nm clear of JS41.
201103536	04/04/2011	NATEB	Airplane	After JS41 at FL225 was transferred to ScACC MIL, ScACC descended an a/c to FL240 and deconfliction minima between the two a/c was lost.	JS41 at FL225 was transferred to ScACC MIL as agreed to receive a DS North of NATEB. An a/c descending to FL250 to remain inside CAS requested and was given descent to FL240resulting in deconfliction minima being lost. Reporter realised that a phone call should have been made to ScACC MIL to coordinate the descent or he should have kept the a/cat FL250 until 5nm clear of JS41.
201103542	05/04/2011		Airplane	A319 in climb to FL390. On passing FL368 instructed by ATC to stop climb FL370. A/c reached FL377 before descendingback to FL370. AP disconnected.	
201103561	06/04/2011	Aberdeen (ADN)	Airplane	Level bust during vectors for approach. A/c descended below cleared level in error.	Pilot flying was sure he was cleared for a straight in approach.

201103585	07/04/2011	London-Heathrow - LHR	Airplane	EMB145 on approach to R/W27L encountered wake turbulence from preceding A320, which fluctuated speed and roll of EMB145.	
201103585	07/04/2011	London-Heathrow - LHR	Airplane	EMB145 on approach to R/W27L encountered wake turbulence from preceding A320, which fluctuated speed and roll of EMB145.	
201103593	08/04/2011	Southampton (SAM)	Unknown	Infringement of the Southampton CTA (Class D) by a bi-plane at approximately 800ft. Traffic info given. Separation lost against inbound JS41.	
201103593	08/04/2011	Southampton (SAM)	Airplane	Infringement of the Southampton CTA (Class D) by a bi-plane at approximately 800ft. Traffic info given. Separation lost against inbound JS41.	
201103602	04/04/2011	Inverness (INS)	Airplane	P2 PTT wiring caused autopilot disconnection and electric trim interruption.	The F/O realised that the autopilot was disconnecting whenever he pressed his PTT switch. The autopilot malfunction checklist was actioned and the flight continued without further abnormality. During final approach it was realised that the electric elevator trim was being interrupted during transmissions from P2 PTT. A wire in the control column loom found chafed. Proposal to amend AMP to inspect loom at 1000hr intervals. Amendment to POH requested and OCI raised to alert crew.
201103636	08/04/2011	London-Heathrow - LHR	Airplane	PAN declared due to nr1 brake temperature indication of 250deg C. A/c continued.	Gear left in the airflow to cool down. ATC advised and fire services inspected brakes on landing.
201103821	13/04/2011	Stornoway (STN)	Unknown	Instrument failure which is suspected to have been caused as a result of close proximity to a military exercise (NOTAM refers).	Suspected GPS jamming caused spurious wind vectors and terrain fail. CAA Closure: Investigations found that two incidents had been recorded by the operator for the same problem. Both involved the same a/c travelling in the region of Stornoway. The initial warnings in the a/c started with spurious wind vectors displayed on the MFD which caused the flight director to compensate by adjusting heading. This was also followed shortly afterwards by a terrain fail caption displayed on the MFD. In both incidents, the a/c momentarily lost use of its terrain database. The aircraft was inspected and no faults were found within the system. Both reports were identical. Investigations found that the military were conducting an exercise. It should be noted that the first incident was subject to an official NOTAM, which described the use of other military a/c and ships operating near the West coast. The second incident was slightly different in the fact that the crew were aware of the exercise and were fully conversant with the publicised NOTAMS and were pre-warned of possible a/c activity. The initial ASR was submitted by the company because the Commander was not aware of the NOTAM exercise. The root cause was confirmed to be GPS jamming as result of the military exercise, causing disparity with the various a/c systems. Crews reminded to use heading mode as opposed to NAV when entering the area of jamming activity to prevent the NAV system wandering off track.

201103843	14/04/2011	Aberdeen (ADN)	Helicopter	Due to confusion concerning ATC clearance, an inbound EC225 in a hover taxi crossed in front of an inbound JS41 at D2. JS41 was instructed to stop.	The JS41, working GMC, had vacated R/W16 and was taxiing to stand via R/W32. The EC225 had landed on R/W23 and had been given hover taxi clearance by the ADC to holding point D2 (normal practice with Aberdeen based helicopters is that they fly through the hold in the clearance (i.e. D2) when vacating the runway and set down on the taxiway side, just through the holding point). The helicopter was told by ADC "just caution the JS41 at Alpha Four ahead of you". The GMC saw the EC225 approaching D2 at speed and asked the ADC if the helicopter was giving way to which the ADC replied that it was. The GMC told the JS41 that the helicopter was giving way but then, concerned at the speed of the helicopter, instructed the JS41 to hold position, which it had already begun to do as the crew had seen the helicopter. The JS41 stopped and the EC225 passed ahead right to left at a distance of approximately 15m. The phraseology used by the ADC to the EC225 did not specifically instruct the crew of the EC225 to hold until the JS41 had passed but only cautioned the EC225 crew about the JS41's presence. CAA Closure: Appropriate unit action taken with a reminder to controllers about the use of ambiguous phraseology and the dangers of making assumptions.
201103843	14/04/2011	Aberdeen (ADN)	Airplane	Due to confusion concerning ATC clearance, an inbound EC225 in a hover taxi crossed in front of an inbound JS41 at D2. JS41 was instructed to stop.	The JS41, working GMC, had vacated R/W16 and was taxiing to stand via R/W32. The EC225 had landed on R/W23 and had been given hover taxi clearance by the ADC to holding point D2 (normal practice with Aberdeen based helicopters is that they fly through the hold in the clearance (i.e. D2) when vacating the runway and set down on the taxiway side, just through the holding point). The helicopter was told by ADC "just caution the JS41 at Alpha Four ahead of you". The GMC saw the EC225 approaching D2 at speed and asked the ADC if the helicopter was giving way to which the ADC replied that it was. The GMC told the JS41 that the helicopter was giving way but then, concerned at the speed of the helicopter, instructed the JS41 to hold position, which it had already begun to do as the crew had seen the helicopter. The JS41 stopped and the EC225 passed ahead right to left at a distance of approximately 15m. The phraseology used by the ADC to the EC225 did not specifically instruct the crew of the EC225 to hold until the JS41 had passed but only cautioned the EC225 crew about the JS41's presence. CAA Closure: Appropriate unit action taken with a reminder to controllers about the use of ambiguous phraseology and the dangers of making assumptions.
201103852	14/04/2011	Sumburgh (SUM)	Airplane	SF340 failed to adhere to assigned heading on departure. No traffic to effect therefore a/c permitted to continue flight path. Pilot acknowledged the error.	
201103902	15/04/2011	Stornoway (STN)	Airplane	Loadsheet and LIRF showed 192kg of baggage in Hold 2 and 7kg of baggage in Hold 1. On arrival, all baggage was found to be loaded in Hold 1.	Reporter states no performance issues during flight.

201103910	17/04/2011	Brookmans Park (BPK)	Airplane	Loss of separation between a B737 and a BE200. Traffic info and avoiding action given. STCA activated	<p>The BE200, airborne from Stapleford, was climbing to 2400ft and called LTC NE for clearance to enter CAS. Meanwhile, the B737 was being vectored by the LTC SS FIN controller(Essex Radar) downwind LH for R/W04 at Stansted, heading 220deg and maintaining 3000ft. Due to an unknown a/c infringing the TMZ with no Mode C, the B737 was extended downwind. The LTC SS FIN controller was aware of the BE200 at 2400ft and, in the absence of any telephone call from LTC NE, considered that the BE200 would remain outside CAS (base2500ft). The LTC NE controller, recognising the proximityof the BE200 to the SS RMA and the presence of the B737, requested that the TC North coordinator inform Essex Radarabout the BE200. However the coordinator did not believe this was necessary as the BE200 would remain within the confines of TC North airspace. Based on this, the LTC NE controller gave a clearance for the BE200 to enter CAS in theclimb to 4000ft. This resulted in the loss of separation as the BE200 entered the base of CAS and activated the STCA. The LTC SS FIN controller issued immediate and effective avoiding action to resolve the conflict.</p> <p>CAA Closure: Appropriate unit action has been taken.</p>
201103910	17/04/2011	Brookmans Park (BPK)	Airplane	Loss of separation between a B737 and a BE200. Traffic info and avoiding action given. STCA activated	<p>The BE200, airborne from Stapleford, was climbing to 2400ft and called LTC NE for clearance to enter CAS. Meanwhile, the B737 was being vectored by the LTC SS FIN controller(Essex Radar) downwind LH for R/W04 at Stansted, heading 220deg and maintaining 3000ft. Due to an unknown a/c infringing the TMZ with no Mode C, the B737 was extended downwind. The LTC SS FIN controller was aware of the BE200 at 2400ft and, in the absence of any telephone call from LTC NE, considered that the BE200 would remain outside CAS (base2500ft). The LTC NE controller, recognising the proximityof the BE200 to the SS RMA and the presence of the B737, requested that the TC North coordinator inform Essex Radarabout the BE200. However the coordinator did not believe this was necessary as the BE200 would remain within the confines of TC North airspace. Based on this, the LTC NE controller gave a clearance for the BE200 to enter CAS in theclimb to 4000ft. This resulted in the loss of separation as the BE200 entered the base of CAS and activated the STCA. The LTC SS FIN controller issued immediate and effective avoiding action to resolve the conflict.</p> <p>CAA Closure: Appropriate unit action has been taken.</p>
201103928	13/04/2011	Wick	Airplane	No radio communication during visual circuit. Unauthorised use of runway.	<p>Pilot failed to respond to ADC position reports but continued to transmit relevant circuit positions and conduct touch and go landings. ADC continued attempting to re-establish radio contact with the a/c providing light signals with ALDIS lamp and switching runway lights on and off. None of the attempts were successful and a/c continued. On one occasion, an occupant was dropped off and upon questioningreported that he was unaware of radio failure and assumedthat ATC was closed.</p> <p>CAA Closure: The report concluded pilot error as the root cause. Safety guidance information has been passed to the pilot.</p>

201103956	14/04/2011	Aberdeen (ADN)	Airplane	Push tug crept forward after push was completed. Driver was assisting the headset operative at the time and jumped back into the vehicle to apply brakes after the towbar had touched the nose gear.	
201103965	16/04/2011	Connaught	Airplane	No flap movement on initial flap selection. Go-around flown, flap 7 selected and flaps began to operate. Functional check carried out, flaps operated normally.	
201104029	19/04/2011	Aberdeen (ADN)	Helicopter	Torque indication problems during approach.	During approach 'CAUT ENG DIFF PWR' illuminated with extreme indication of torque (115 observed but engines matched). Lever lowered and 'Q' indications remained much higher than expected. FLI remained solid red throughout with 'CHKTRQ' indicated. PAN declared. Defect investigated, codes relating to vehicle RH torque sensor failure found logged. The indications displayed to the crew were consistent with the RH torque indication erroneously displaying 80%. The RH torque sensor replaced.
201104082	18/04/2011	En Route	Airplane	Intermittent hydraulic low level warning received on approach at 6000ft .	Hydraulic fluid replenished on arrival. Inspections carried out for evidence of leakage with none found.
201104132	15/04/2011	Rochdale	Airplane	DHC8 in descent at 4500ft targeted by a green laser. Investigating forces also targeted. Perpetrators located and arrested.	
201104132	15/04/2011	Rochdale	Helicopter	DHC8 in descent at 4500ft targeted by a green laser. Investigating forces also targeted. Perpetrators located and arrested.	
201104137	19/04/2011	Aberdeen (ADN)	Airplane	On selection of gear up, park brake pressure began to decrease with the gauge slowly dropping to zero. Suspected hydraulic leak as nr2 hydraulic quantity had also dropped. A/c returned.	
201104168	19/04/2011	En Route	Helicopter	NR2 engine fire warning in flight. Warnings cleared in 1-2secs. Returned to base at low speed and landed without incident.	System tested with no faults apparent. All nr2 engine fire detectors replaced.
201104190	20/04/2011	Sumburgh (SUM)	Helicopter	Nr1 engine fire warning when cabin heat selected. Engine shut down and a/c diverted.	
201104195	20/04/2011	Aberdeen (ADN)	Helicopter	Coupling shaft overdue four year corrosion inspection. A/c subsequently flown before it was realised that component overdue inspection.	
201104197	22/04/2011	En Route	Helicopter	Brief uncommanded pitch followed by PSAS 2 caption (primary stabiliser augmentation system).	ECL carried out and caption cleared. Subsequent occurrence led to decoupling of the NAV and ALT functions, and using opposite mode select panel. PSAS 2 caption unable to clear. PSAS 2 deselected and a/c manually flown.
201104209	24/04/2011	Kirkwall	Airplane	RTO at 50-60kts due to a hare/rabbit crossing the runway.	

201104308	21/04/2011	Aberdeen (ADN)	Airplane	Uncommanded RH roll.	'AP Ail Mistrim' warning when in 'HDG' mode during approach. Warning quickly cleared but approximately 5secs later, 'A/P Fail' warning activated together with a very rapid uncommanded roll to the right. Situation quickly controlled by the handling pilot and a hand flown ILS approach completed. Throughout the event, roll trim and yaw trim indicators were central, with no apparent reason for the roll observed. LH roll trim was required for the subsequent hand flown approach. CAA Closure: Various components replaced including autopilot servo and roll trim actuator. Operator has requested strip reports on all parts removed.
201104330	26/04/2011	Inverness (INS)	Airplane	SF340 receiving a Procedural Service cleared for ARC procedure for R/W05, believed the instructions given by ATC were inappropriate/unsafe.	SF340 was cleared to descend from FL65 to 4900ft and advised of VFR traffic climbing to 5500ft. Traffic was observed on TCAS passing through SF340's level. At 14nm from destination SF340 discontinued ARC procedure due to potential conflict and stopped descent at 5500ft and turned left to avoid conflict. CAA Closure: The controller complied with the requirements of CAP744 (Procedural Service) and the SF340 crew elected to break off their approach which resolved the potential conflict.
201104330	26/04/2011	Inverness (INS)	Unknown	SF340 receiving a Procedural Service cleared for ARC procedure for R/W05, believed the instructions given by ATC were inappropriate/unsafe.	SF340 was cleared to descend from FL65 to 4900ft and advised of VFR traffic climbing to 5500ft. Traffic was observed on TCAS passing through SF340's level. At 14nm from destination SF340 discontinued ARC procedure due to potential conflict and stopped descent at 5500ft and turned left to avoid conflict. CAA Closure: The controller complied with the requirements of CAP744 (Procedural Service) and the SF340 crew elected to break off their approach which resolved the potential conflict.
201104347	25/04/2011	En Route	Helicopter	Pilot realised operating with expired Medical Certificate.	
201104430	28/04/2011	Otringham (OTR)	Airplane	C404 receiving a TS descended below its assigned altitude of 3000ft and came into conflict with an outbound S76 maintaining 2000ft receiving a DS. Traffic info and avoiding action given.	CAA Closure: Appropriate action taken by the C404 operator, including reminding all crews of their legal and operational responsibilities.
201104430	28/04/2011	Otringham (OTR)	Helicopter	C404 receiving a TS descended below its assigned altitude of 3000ft and came into conflict with an outbound S76 maintaining 2000ft receiving a DS. Traffic info and avoiding action given.	CAA Closure: Appropriate action taken by the C404 operator, including reminding all crews of their legal and operational responsibilities.
201104468	29/04/2011	Aberdeen (ADN)	Helicopter	Chip found on main gearbox mag plug during routine inspection.	Further investigations carried out and one further chip found on MGB sump plate. Due to the size of the particles collected, manufacturer informed. Main and epicyclic modules to be replaced.
201104486	14/03/2011	NEXUS	Airplane	The ScACC controller descended his a/c, a JS31, and then coordinated with the relevant military controller rather than the other way around.	The controller did not achieve the required separation minima. The a/c under ScACC Military control, another JS41, was given avoiding action. Appropriate ATC remedial action taken.
201104486	14/03/2011	NEXUS	Airplane	The ScACC controller descended his a/c, a JS31, and then coordinated with the relevant military controller rather than the other way around.	The controller did not achieve the required separation minima. The a/c under ScACC Military control, another JS41, was given avoiding action. Appropriate ATC remedial action taken.

201104493	29/04/2011	Scatsta	Helicopter	AS332 on departure cleared to 2000ft was seen to climb to 3000ft. Queried by ATC and descended back to 2000ft. Standard separation maintained.	Although clearance had been read back correctly, crew believed they had been cleared to 3000ft. CAVOK conditions reported.
201104512	02/05/2011	Coventry	Airplane	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 the pilot 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 flight continued without further incident.
201104512	02/05/2011	Coventry	Airplane	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 the pilot 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 flight continued without further incident.
201104516	22/04/2011	Belfast City	Airplane	A/c touched down positively and bounced a few feet. Crew suspected heavy landing and subsequent check by engineering revealed no defects.	
201104551	01/05/2011	Inverness (INS)	Airplane	DHC8 self positioning to final R/W05 was given traffic info on a C172. DHC8 subsequently reported receiving/complying with a TCAS RA of adjust vertical speed.	
201104551	01/05/2011	Inverness (INS)	Airplane	DHC8 self positioning to final R/W05 was given traffic info on a C172. DHC8 subsequently reported receiving/complying with a TCAS RA of adjust vertical speed.	
201104568	28/04/2011	Aberdeen (ADN)	Airplane	EMB145 cleared to taxi along Taxiway W to holding point W4, crossed through the holding point and stopped with the nosewheel over the line.	The a/c had originally been cleared to taxi to holding point W5. The Arrivals controller informed GMC that W4 was available, and for the a/c to backtrack and overtake an Airbus holding at W5, awaiting final figures. On being close to W4, the EMB145 was asked if he was ready for departure and on confirming that he was, told to taxi to W4 and anticipate a backtrack and contact Air on 118.1. The a/c did not call Arrivals until he had passed through the holding point and, realising his mistake, stopped with the nosewheel over the line.
201104593	30/04/2011	Aberdeen (ADN)	Airplane	ULD locks in the rear hold found not raised on arrival. Hold contained four ULDs. Flight crew not aware of any movement in the hold during flight.	
201104625	03/05/2011	Aberdeen (ADN)	Unknown	Reporter concerned that an issue that allows EFPS to overwrite a clearance and cleared level that has been entered on an E-strip has not been addressed.	Investigation progressed under 201014128.

201104671	21/04/2011	Birmingham	Airplane	Inbound DHC8 reported green laser activity. ATC and local authorities informed.	
201104683	04/05/2011	Aberdeen (ADN)	Airplane	Diversion initiated and PAN declared due to brake debris found at departure location, which was confirmed to be from subject a/c.	During approach, ATC instructed a normal go-around and advised flight crew that they had just received notification from the departure airport that they had found brake debris from the subject a/c on the runway. Diversion initiated and PAN declared. Normal approach and landing made. CAA Closure: The investigation confirmed a brake failure due to a known issue of wear and oxidation. The issue has been addressed by the manufacturer who have amended the AMM to include brake inspections at each wheel change. The unit has also been the subject of further enhancements by the manufacturer, of which the latest standard has now been installed on this a/c. The operator has issued a Technical Instruction that enforces the inspection procedure.
201104744	21/04/2011	Birmingham	Airplane	RJ85 and DHC8 in descent at 4000ft consecutively targeted by a green laser. Local authorities informed.	
201104744	21/04/2011	Birmingham	Airplane	RJ85 and DHC8 in descent at 4000ft consecutively targeted by a green laser. Local authorities informed.	
201104750	04/05/2011	Aberdeen (ADN)	Helicopter	Nr1 engine torque indication error.	Level at 3000ft, first indications were CAUT and ENG on CWP. Crew aware that a/c descending due to torque indication error and trying to prevent an overtorque event. Upper modes disengaged along with the collective trim to prevent collective automatically lowering. A/c returned. Subsequent investigations revealed the failure of a torque transmitter.
201104797	26/04/2011	Aberdeen (ADN)	Airplane	Mode S transponder problem.	
201104814	08/05/2011	Belfast City	Airplane	Windshear reported on approach of +10kt at 150ft. A/c experienced +/- 20kt at 200ft. Go-around executed. A/c made second successful approach and landing.	
201104823	08/05/2011	London-Heathrow - LHR	Airplane	Transit hold baggage not offloaded on arrival and travelled on the following sector unaccompanied.	
201104835	08/05/2011	Aberdeen (ADN)	Airplane	Prolonged loss of communication (PLOC) for approx 15mins.	Controller attempted to transfer a/c to MORAY at Tyne/Moray sector boundary with no response. Several attempts to establish contact (including a request to squawk ident if receiving and also a relay) were unsuccessful. LAS informed and Military asked to attempt contact on Guard and Iceland Radio also asked to attempt contact. Flight crew eventually re-established contact on 133.875 and confirmed that they had experienced radio selection problems.
201104838	07/05/2011	London-Gatwick LGW	Airplane	Agent who arrived to pick up bags from EMB195, got out of the vehicle before it had stopped and failed to apply handbrake correctly. Vehicle continued moving towards a/c, but there was no impact.	

201105019	21/04/2011	Leeds Bradford (LBA)	Airplane	DHC8 in descent at 5000ft reported a green laser. Preceding a/c was also targeted, therefore the flight crew were pre-warned and took evading action.	
201105019	21/04/2011	Leeds Bradford (LBA)	Unknown	DHC8 in descent at 5000ft reported a green laser. Preceding a/c was also targeted, therefore the flight crew were pre-warned and took evading action.	
201105023	12/05/2011	Aberdeen (ADN)	Unknown	Infringement of the Aberdeen CTA (Class D) by two military a/c squawking 7001 indicating 1600ft. Traffic info given. Standard separation maintained.	Helicopter outbound from Aberdeen on own navigation and SF340 wishing to return to Aberdeen with an engine indication problem, were issued with alternative headings. The two military a/c were then seen to infringe the edge of the CTA for a second time indicating 1600ft and 1700ft respectively. Unable to trace the military a/c involved.
201105069	08/05/2011	Luton (LUT)	Airplane	A319 descending 5000-3000ft targeted by a green laser. Local authorities informed.	
201105079	12/05/2011	En Route	Airplane	Cabin crew member taken ill during flight. Suffering from abdominal pain with vomiting. Stood down from all further safety related duties.	
201105094	13/05/2011	GLSK	Airplane	Due to extensive weather avoidance, an A320 operating on edge of CAS was given avoiding action on a primary return operating in the area. A320 had contact on TCAS and assessed it as no conflict.	
201105122	14/05/2011	Aberdeen (ADN)	Airplane	Windshear caution at 800ft on approach. Go-around carried out.	
201105207	13/05/2011	Nottingham East Midlands	Airplane	In descent low level "Hyd low level" warning with "Main" warning but no aural CWP. Selected gear down with three greens. Warning reappeared on landing and taxi.	All pressures correct and steering and brakes satisfactory. On arrival on stand a hydraulic leak was discovered from the front of the a/c. Fire services attended to clear area. The leak was traced to the pressure release handle union.
201105214	16/05/2011	Edinburgh (EDI)	Airplane	Engineering and ATC WM coordinated a time to switch/radiate ILS on R/W06 for test purposes. Subsequently, an SF340 being vectored for ILS R/W24 reported localiser oscillating.	Initial information indicated that the ILS was switched without INT being aware. SF340 continued on a visual approach. Investigation established that the AIR controller implemented the switchover of the ILS without first consulting or informing the INT radar controller or Watch Manager, who had a direct responsibility for the ILS operation. A number of factors were considered to have been contributory. The DEO, having negotiated with the WM, agreed to consult with the INT radar controller but failed to do so, instead contacting the AIR controller, giving the impression that the INT radar controller was happy for the switchover. This led to a misunderstanding. The AIR controller was about to commence OJTI training, but was not apprised in advance of the intended plan to switch the ILS and radiate on the opposite runway for maintenance. Then, when selecting the change of ILS, the AIR controller quickly cancelled the RISDU alarms, which may have prevented the INT radar controller from detecting the change in ILS status. The INT radar controller failed to detect that the ILS for the runway in use had been switched off. The RISDU alarms at the unit, do not require the independent acknowledgement of the status change by both AIR and INT controllers. CAA Closure: The situation was resolved when the pilot noticed that the localiser was not giving the correct indications and elected to continue visually. Appropriate unit action has been taken with a change in procedures and checklists for the switching of the ILS, whether for a runway change or for maintenance. Additionally, a recommendation has been made to review the status information requirements for visual and audible status alarms.
201105252	13/05/2011	Aberdeen (ADN)	Airplane	FK100 vacated R/W16 at W1 on landing and taxied onto stand without contacting GMC frequency for a routing clearance.	Controller unable to contact the a/c during the event due to another a/c blocking the frequency.

201105292	17/05/2011	London-Heathrow - LHR	Airplane	During take-off run approaching V1 red flashing warning light observed. Rejected take-off. A/c returned to stand.	Near end of roll out EICAS message "brake degrade" seen, further message "brake overheat" received. Nr1 brake remained in low green range of gauge whilst other three were high amber.
201105297	16/05/2011	En Route	Helicopter	During climb out right turn commenced, during turn uncommanded release of the roll trim, this resulted in a rapid roll. This was accompanied by an AFCS DISC warning. Rate of roll corrected.	Rate of roll corrected after approx 1-2 seconds, the rolltrim returned to normal operation and the AFCS DISC warning cleared. The roll trim operated normally for the remainder of the flight.
201105314	18/05/2011	En Route	Airplane	Prolonged loss of communication (PLOC).	Flight crew were instructed to change frequency to MAS but did not respond. Controller advised LAS then made an unsuccessful attempt to relay a message. Numerous calls were made on all appropriate frequencies without success. Flight crew eventually made contact approx 10-15nm within MAS airspace and were transferred to MAS.
201105341	19/05/2011	London-Heathrow - LHR	Airplane	EMB 145 positioned 3.5nm behind A320 on approach to R/W27R at 2500ft. Severe wake turbulence encountered causing the autopilot to trip.	The a/c was turned left off the approach and turned back towards the approach once 4 mile spacing had been obtained behind A320. Surface wind 340/5kts, wind at 2500ft 300/7kts.
201105341	19/05/2011	London-Heathrow - LHR	Airplane	EMB 145 positioned 3.5nm behind A320 on approach to R/W27R at 2500ft. Severe wake turbulence encountered causing the autopilot to trip.	The a/c was turned left off the approach and turned back towards the approach once 4 mile spacing had been obtained behind A320. Surface wind 340/5kts, wind at 2500ft 300/7kts.
201105375	19/05/2011	Aberdeen (ADN)	Airplane	Loadsheet produced showed ATP weight without Fly Away Kit (FAK), but ATP did have the kit on board. This resulted in a/c being out of trim, which was not detected until a/c was airborne.	CAA Closure: The handling agent has reviewed the entire index database for all a/c and set the default as the index including FAK, which is normally on board. All future system updates will include loadsheets with and without FAKs, with the FAK loadsheet set as default. A flying staff memo has been produced reminding crews of their responsibility to check the validity of the information on the loadsheet.
201105478	22/05/2011	Aberdeen (ADN)	Helicopter	During scheduled inspection nr4 tail rotor drive shaft was found to be fouled by GPS antenna cable support.	Detailed inspection revealed that the GPS antenna coaxial cable cover had been attached to the TRDS hinged cover adjacent to the ones depicted on the task card. The operator instigated a fleet inspection and a notice to engineers will be circulated.
201105488	23/05/2011	Inverness (INS)	Airplane	"Caution Windshear" received on take-off. Recovery carried out.	
201105500	23/05/2011	Belfast City	Airplane	Potential firm/hard landing following approach in gusty conditions. Windshear experienced at all levels. At approximately 10/20ft above ground large sink rate experienced, hard landing followed.	
201105560	23/05/2011	Sumburgh (SUM)	Airplane	Crew of SF340 reported seeing an engine blank to the left of holding point J whilst taxiing out for R/W27 departure. Engine blank retrieved by Airfield Ops. A/c then cleared for departure.	
201105561	25/05/2011	Aberdeen (ADN)	Helicopter	PAN declared due to nr1 engine low oil pressure warning. Possible instrument fault. A/c returned.	
201105562	23/05/2011	Aberdeen (ADN)	Airplane	Strong winds and turbulent conditions led to unstable approach, touchdown point not in touchdown zone. Go-around flown.	

201105570	23/05/2011	Aberdeen (ADN)	Airplane	Suspected hard landing in very windy conditions. Tech Logentry made and checks carried out.	
201105571	24/05/2011	Inverness (INS)	Airplane	Windshear caution received on take-off. Recovery procedure carried out.	
201105594	24/05/2011	Aberdeen (ADN)	Helicopter	Whilst Aberdeen was in the VATDA with high levels of ash,a VFR R22 elected to transit the area not above 2000ft.	
201105595	24/05/2011	Aberdeen (ADN)	Airplane	Whilst Aberdeen was in the VATDA with high levels of ash,C182 elected to transit the area at FL75.	
201105600	24/05/2011	Kirkwall	Airplane	After BN2 had flown five sectors, Kirkwall were advised that an area of high/medium intensity volcanic ash was approaching. VATDA activated. BN2 ceased operations.	
201105602	24/05/2011	Aberdeen (ADN)	Helicopter	VATDA - A/c flown in medium density ash contamination for30mins. Evidence of contamination found on a/c. A/c and engines cleaned and inspected iaw manufacturer's recommendation. No fault found.	Investigation progressed under 201105593.
201105605	24/05/2011	Aberdeen (ADN)	Helicopter	VATDA - A/c flown in medium density ash contamination for50mins. Evidence of contamination found on a/c. A/c and engines cleaned and inspected iaw manufacturer's recommendation. No fault found.	Investigation progressed under 201105593.
201105606	24/05/2011	Aberdeen (ADN)	Helicopter	VATDA - A/c flown in low ash contamination for 2hrs. Evidence of contamination found on a/c. A/c and engines cleaned and inspected iaw manufacturer's recommendation. No fault found.	Investigation progressed under 201105593.
201105607	24/05/2011	Aberdeen (ADN)	Helicopter	VATDA - A/c flown in medium density ash contamination for30mins. Evidence of contamination found on a/c. A/c and engines cleaned and inspected iaw manufacturer's recommendation. No fault found.	Investigation progressed under 201105593.
201105608	24/05/2011	Aberdeen (ADN)	Helicopter	VATDA - A/c flown in medium density ash contamination for1hr. Evidence of contamination found on a/c. A/c and engines cleaned and inspected iaw manufacturer's recommendation. No fault found.	Investigation progressed under 201105593.

201105631	24/05/2011	North Sea	Helicopter	EC225 entered VATDA-high concentration of volcanic ash.	EC225 departed for the oil fields and from the NOTAMs flight was to be conducted within the medium to low contamination category for volcanic ash. Upon landing on oil rig, EC225 was inspected and no contamination observed. Whilst on the rig, flight crew were alerted to a Norwegian NOTAM, which depicted an area of high contamination over the oil field. EC225 remained on deck of oil rig with rotors running. EC225 was subsequently instructed to return to Aberdeen and was given a route to avoid the Norwegian NOTAM area of high concentration. On return to Aberdeen, EC225 was inspected. CAA Closure: No contamination noted, a/c returned to service.
201105645	26/05/2011	Aberdeen (ADN)	Airplane	PAN declared due to flap problem. A/c reported flap problem at approx 5miles and requested a go-around into hold. Following a hold to check problem a/c made normal approach and landing.	
201105659	24/05/2011	En Route	Helicopter	Aircraft Data Computer nr1 crashed with total loss of engine and main gearbox information on centre screen. A/c returned.	Screens reconfigured to Aircraft Data Computer nr2, all engine and gearbox information displayed with steady GOV light on nr1 engine with 8% split, diff power light and OEI FADEC stops armed.
201105661	23/05/2011	Aberdeen (ADN)	Airplane	A/c returned to stand as crew observed LH aileron deflected fully up with gust lock engaged.	The gust lock was released to carry out 'full and free' check to establish if an inadvertent roll disconnect had occurred. EICAS display showed the LH aileron to move correctly and the control yokes moved simultaneously, however, visual check confirmed aileron was still in the up positionbeing held by the relative airflow. Engineer inspected LHaileron and observed that aileron push rod had failed. Due to the position the a/c had been parked, it meant the wind was blowing and lifting the aileron. Reporter comments that a visual inspection of the ailerons during 'full and free' check is vitally important, as the EICAS display is not sufficient.
201105750	27/05/2011	En Route	Helicopter	Shortly after departure ATC inform a/c distress signal picked up on 121.5Mhz. Traced to P2 lifejacket beacon which had been accidentally switched on during turnaround.	
201105755	26/05/2011	Sumburgh (SUM)		Whilst carrying out bird scaring duties, a sheared bolt head was found on centreline of R/W15/33. Bolt head was traced to a vehicle belonging to the airport refuelling company.	Bolt was found at 1635hrs, but not reported to ATC until 1715hrs, which is when the ops vehicle returned to the fire station.
201105762	24/05/2011	En Route	Helicopter	VATDA - During SAR tasking, AS332 at 1000ft was flown in forecast medium density ash contamination area for 1hr 5mins.	Light ash discovered on airframe. Appropriate engineeringchecks performed.
201105768	27/05/2011	Inverness (INS)	Airplane	Take-off rejected at 95kts due to baggage fire indication. A/c bought to a stop on runway and passengers evacuated.A/c inspected and declared safe.	

201105769	26/05/2011	Aberdeen (ADN)	Airplane	Level bust.	A/c experienced some turbulence en-route. A/c received descent clearance from ATC to FL200 when ready. PF started descent but selected FL120, which was not detected by the Captain. When passing FL195 ATC cleared a/c to FL120 and asked what FL cleared to. Initial response was FL120 but after it was realised that cleared level was FL200. Descent stopped and climb back to FL200 initiated. Flight crew acknowledged mistake and flight continued without further incident.
201105797	28/05/2011	Aberdeen (ADN)	Airplane	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.	
201105870	23/05/2011	Aberdeen (ADN)	Airplane	Momentary 4kts flap 1 speed exceedance due to positive windshear.	
201105883	31/05/2011	Longside	Helicopter	Hook released load without instruction.	During a basic long line training exercise, the hook released the load from approximately 20ft. Manual cable found to be restricted with any lateral swing. A further load was attempted which was released prior to reaching the hover. CAA Closure: The release cable had been incorrectly routed as there was no diagram showing how the release cable should be routed in the AMM. Routing diagram has now been provided by the manufacturer.
201105902	30/05/2011	En Route	Airplane	Cabin crew member became incapacitated during flight.	
201105926	26/05/2011	Aberdeen (ADN)	Helicopter	Low airspeed during climb due to distraction/high workload whilst converting a Special VFR join to an IFR join.	Airspeed had reduced due to insufficient power application following engagement of vertical speed and a/c pitching up in order to maintain rate of climb set. Crew alerted to low airspeed by flashing landing gear warning light at 55kts. A/c was three-axis coupled and airspeed recovery was achieved by increasing power assisted by application of forward pitch overriding vertical speed hold (which had been set at 500fpm). CAA Closure: Subsequent investigations found that the crew failed to monitor their instruments, the handling pilot's scan having broken down. The pilot has been given extra simulator time to work on instrument scanning.
201105937	31/05/2011	Aberdeen (ADN)	Helicopter	During inspection, yellow and black damper (sleeve) ball ends found migrating.	Dampers replaced. Fleet check carried out and no other faults reported. Manufacturer informed.
201105942	01/06/2011	En Route	Helicopter	PAN declared and a/c returned due to engine malfunction.	
201105953	31/05/2011	STIRA	Airplane	SF34 in descent at FL170, on direct routeing MOHCA to STIRA under a Deconfliction Service, given immediate avoiding action against two military a/c.	SF34 had been instructed to turn left heading 220deg, but 220deg was right of SF34 current heading and so queried by the crew. Subsequent instruction, turn left heading 120deg was given, and left turn initiated. ATC then confirmed that original instruction had been to turn 220deg and acknowledged as an error. Further heading instruction of 090deg was given and, clear of conflict, SF34 continued on own navigation.

201105970	20/05/2011	London-Gatwick LGW	Airplane	Level bust.	During initial climb a/c cleared to 6000ft, flight crew accidentally took a wrong call from ATC and started to turn onto a different heading. Crew realised mistake at approx 6500ft, climb stopped and return to previous heading instigated. Mistake acknowledged and a/c cleared to new flight level.
201105978	30/05/2011	Aberdeen (ADN)	Airplane	Burning smell and smoke from radar console approx 20mins after departure. PAN declared. Fuel burned off. A/c returned. Emergency checklist consulted. Mission system inverter failure.	Radar and Mission equipment switched off and smoke and smell dissipated. Fault traced to Mission System phase A inverter. Inverter removed and sent to manufacturer for investigation. Serviceable inverter installed and function checks satisfactory.
201105979	30/05/2011	Aberdeen (ADN)	Airplane	Rejected take-off due to flock of starlings crossing in front of a/c. One bird struck a/c, no damage.	
201106010	01/06/2011	Sumburgh (SUM)	Helicopter	As Ambulift was being returned to the storage area, it contacted rotor blade of a helicopter parked in the hangar.	
201106034	02/06/2011	Inverness (INS)	Airplane	Runway incursion by Mooney 20 at holding point Foxtrot.	One bulb of the twelve which make up the stopbar at holding point Foxtrot was not working.
201106082	04/06/2011	St Abbs	Unknown	UK AIRPROX 2011/057 - BE90 and a pair of military jets, 10nm South of St Abbs at FL230.	BE90 at FL230 had been given info on a military formation below. BE90 was subsequently given avoiding action of left turn due to two military jets breaking away from the formation, with one climbing above its cleared level into conflict with BE90. CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201106082	04/06/2011	St Abbs	Airplane	UK AIRPROX 2011/057 - BE90 and a pair of military jets, 10nm South of St Abbs at FL230.	BE90 at FL230 had been given info on a military formation below. BE90 was subsequently given avoiding action of left turn due to two military jets breaking away from the formation, with one climbing above its cleared level into conflict with BE90. CAA Closure: No further CAA action. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201106090	05/06/2011	Inverness (INS)	Airplane	Bearing race seal found during pre-opening routine runway inspection.	Previous day, subject a/c reported that the LH main wheel bearing had gone. Runway inspection carried out but nothing found at this time. Following day, 59mm bearing race seal was found during pre-opening routine runway inspection. Engineer confirmed that the part was from an a/c bearing. Due to previous event, part believed to be from subject a/c.
201106125	01/06/2011	Aberdeen (ADN)	Airplane	Two minor dents observed in nr2 engine common nozzle during pre-flight walk-around. Damage assessed as being within limits	
201106136	03/06/2011	Aberdeen (ADN)	Helicopter	Metal chip found on epicyclic magnetic plug.	Checks carried out and no further debris found and a/c placed on 25hr close monitoring. During close monitoring a further chip was detected on the epicyclic magnetic plug. Manufacture informed all through process and after second chip advised the replacement of the epicyclic gearbox. Epicyclic gearbox replaced.
201106160	06/06/2011	Aberdeen (ADN)	Unknown	EFPS strips swapped places when the controller clicked on the intended strip to highlight only.	Controllers have been advised accordingly with regards to how the sort function can lead to strip swapping over.

201106162	03/06/2011	Aberdeen (ADN)	Airplane	Security issue - Search of pilot bag by security and crew unnecessarily prevented from boarding a/c due to operation of automatic security door onto Apron.	
201106173	05/06/2011	Aberdeen (ADN)	Helicopter	Fan output shaft excessive rotational play.	Excessive rotational play found at fan output drive flange, which was outside limits. LH accessory module has completed only 122hrs total time. A/c awaiting replacement LH accessory module. CAA Closure: Investigations found excessive rotational play at fan output drive flange and out of limits iaw MMA 63-20-00-211-069. Measured at 12 mm (limit 8mm). LH accessory module had only done 122hrs total time. Excessive fan output shaft play is indicative of MGB to accessory module stub drive shaft play. The manufacturer indicated that the failure may be due to a combination of design issues and the AMM instructions for the stub shaft being ambiguous and allowing the stub shaft to be installed on the accessory module first when installing an MGB accessory module. Manufacturer recommend that the stub shaft is installed on the MGB module prior to installing the accessory module. A secondary issue is that the stub shaft design does not provide for adequate oil circulation around the shaft and this also has a contributing factor to accelerated stub shaft wear. LH accessory module replaced. The installation procedure has been revised by the manufacturer for the EC225/AS332L2 and the corresponding AMM tasks have been updated. Additionally, a modification of the stub shaft is now complete, featuring a groove for improved lubrication. This has been discussed during operator and manufacturer meetings. Modified shafts will be available during 2012.
201106193	06/06/2011	Birmingham	Airplane	Loss of separation between a DHC8(1) and a DHC8(2) whilst both a/c were being vectored for approach to R/W33. Avoiding action given.	DHC8(2) pilot reported visual with the DHC8(1) sequenced ahead. Investigation established that the controller was achieving 6.5nm at the request of Tower. DHC8(1) was right base, initially nr2 in the sequence and DHC8(2) was late downwind initially nr3 in the sequence. Tower then advised no restriction on spacing and controller changed the order turning DHC8(2) ahead of DHC8(1), which resulted in a late descent and delayed turns onto the ILS for both a/c and the subsequent loss of separation. CAA Closure: The controller became aware of the problem and took corrective action to resolve the situation. Appropriate unit action taken.
201106193	06/06/2011	Birmingham	Airplane	Loss of separation between a DHC8(1) and a DHC8(2) whilst both a/c were being vectored for approach to R/W33. Avoiding action given.	DHC8(2) pilot reported visual with the DHC8(1) sequenced ahead. Investigation established that the controller was achieving 6.5nm at the request of Tower. DHC8(1) was right base, initially nr2 in the sequence and DHC8(2) was late downwind initially nr3 in the sequence. Tower then advised no restriction on spacing and controller changed the order turning DHC8(2) ahead of DHC8(1), which resulted in a late descent and delayed turns onto the ILS for both a/c and the subsequent loss of separation. CAA Closure: The controller became aware of the problem and took corrective action to resolve the situation. Appropriate unit action taken.

201106218	06/06/2011	Belfast City	Microlight	UK AIRPROX 2011/053 - DHC8 and a microlight 4nm NE of Belfast City at 1500ft.	DHC8 was being vectored for ILS approach to R/W22 when microlight(1) travelling with another microlight called on frequency requesting an unusual routeing. There was some confused RT transmissions, but then microlight(1) was cleared to transit not above 2000ft and to remain East of final approach. When second microlight called on frequency it was instructed to standby. ATC observed a primary contact on radar routeing northbound towards R/W22 final approach. Believing it was microlight(1), ATC instructed it to route eastbound away from final approach. Microlight(1) advised it was eastbound, microlight(2) then stated that it was northbound and was instructed to leave CAS to the East. Contributory factors were considered to be: 1) The microlight pilots failure to follow the guidance specified in the UK AIP, or provided by Newtownards, for formation flights. 2) The pilot of microlight(2) failing to update ATC that he was no longer in formation. 3) The controller mistakenly believing that the single primary contact represented the formation. 4) The controller's early transfer of the DHC8 to the Tower frequency, before the conflict had been resolved, precluded any form of avoiding action being given by the Radar controller or requested by the DHC8 pilot (this could have been requested from the Tower). 5) The non-standard format of the RT phraseology used by the microlight pilots delayed the issue of a clearance and led to a misunderstanding. CAA Closure: Appropriate unit action has been taken, with recommendations to review procedures and phraseology for the transit of formation VFR a/c with a view to obtaining the full details of the a/c concerned, with specific mention of the routeing and term 'formation' as part of the clearance provided. Additionally, this scenario is to be included in the unusual emergency (TRUCE) training programme, with elements covering a/c not identified, not displayed on radar, lost a/c, tactical and
201106218	06/06/2011	Belfast City	Airplane	UK AIRPROX 2011/053 - DHC8 and a microlight 4nm NE of Belfast City at 1500ft.	DHC8 was being vectored for ILS approach to R/W22 when microlight(1) travelling with another microlight called on frequency requesting an unusual routeing. There was some confused RT transmissions, but then microlight(1) was cleared to transit not above 2000ft and to remain East of final approach. When second microlight called on frequency it was instructed to standby. ATC observed a primary contact on radar routeing northbound towards R/W22 final approach. Believing it was microlight(1), ATC instructed it to route eastbound away from final approach. Microlight(1) advised it was eastbound, microlight(2) then stated that it was northbound and was instructed to leave CAS to the East. Contributory factors were considered to be: 1) The microlight pilots failure to follow the guidance specified in the UK AIP, or provided by Newtownards, for formation flights. 2) The pilot of microlight(2) failing to update ATC that he was no longer in formation. 3) The controller mistakenly believing that the single primary contact represented the formation. 4) The controller's early transfer of the DHC8 to the Tower frequency, before the conflict had been resolved, precluded any form of avoiding action being given by the Radar controller or requested by the DHC8 pilot (this could have been requested from the Tower). 5) The non-standard format of the RT phraseology used by the microlight pilots delayed the issue of a clearance and led to a misunderstanding. CAA Closure: Appropriate unit action has been taken, with recommendations to review procedures and phraseology for the transit of formation VFR a/c with a view to obtaining the full details of the a/c concerned, with specific mention of the routeing and term 'formation' as part of the clearance provided. Additionally, this scenario is to be included in the unusual emergency (TRUCE) training programme, with elements covering a/c not identified, not displayed on radar, lost a/c, tactical and

201106297	03/06/2011	Unst	Airplane	UK Reportable Accident: A/c caught by gust of wind and nosed over during landing. Substantial damage. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: Following an uneventful flight from Sumburgh, the pilot joined the right-hand circuit. From the windsock, he estimated the wind to be from 270deg between 15 and 20kts. The approach and landing were made left wing down because of the crosswind, with the LH mainwheel contacting the ground just before the right. The a/c skipped briefly before landing back onto the mainwheels. The pilot kept the a/c straight using full right rudder and some right wheel braking during the landing roll. As the a/c slowed to about 20kts, the a/c's tail rose and could not be lowered with up elevator. The tail continued to rise until the chin cowling and propeller contacted the runway. The propellers shattered and the RH undercarriage partially collapsed before the a/c came to halt. The a/c was made safe and both occupants vacated the a/c without injury. The pilot inspected the main undercarriage wheels and brakes and found no defects. He considered that the RH wheel brake may have locked up during the landing roll and caused the tail to rise. AAIB Bulletin 09/2011, Ref: EW/G2011/06/06.
201106312	07/06/2011	Aberdeen (ADN)	Airplane	A319 on Stand 7 given a conditional pushback clearance against a CRJ taxiing behind. A319 observed pushing back before the condition had been met. A319 instructed to hold position.	Pilot apologised and a/c pulled back onto stand. Pilot believed that the CRJ had taxied behind.
201106312	07/06/2011	Aberdeen (ADN)	Airplane	A319 on Stand 7 given a conditional pushback clearance against a CRJ taxiing behind. A319 observed pushing back before the condition had been met. A319 instructed to hold position.	Pilot apologised and a/c pulled back onto stand. Pilot believed that the CRJ had taxied behind.
201106319	08/06/2011	Aberdeen (ADN)	Helicopter	EC225 cleared from 3000ft on QNH 999mb to FL50. Pilot failed to set to QNE. A/c levelled at FL54. Crew alerted by ATC. Level corrected to FL50. Standard separation maintained.	
201106381	10/03/2011	Aberdeen (ADN)	Unknown	Missed approach from 800ft due to windshear/strong crosswinds. A/c flew go-around and exceeded standard go-around altitude of 3000ft by 800ft. No other a/c affected.	
201106391	07/06/2011	En Route	Airplane	A/c sustained lightning strike during descent.	Minor damage sustained.
201106415	11/06/2011	Birmingham	Airplane	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	Birmingham	Airplane	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.
201106483	10/06/2011	Aberdeen (ADN)	Airplane	A/c departed with one item of unaccompanied hold baggage, which was tagged for a different destination.	Crew notified during flight and, following consultation with Company Ops, elected to continue to destination.

201106523	07/06/2011	Aberdeen (ADN)	Helicopter	GRD/FLT light illuminated along with discrepancy between LH and RH attitude indicators (3deg roll). LH indicator found to be correct. LH pilot took control.	A/c returned after completing EOP's.
201106652	13/06/2011	Manchester (MCT)	Airplane	Mobile baggage belt was positioned on rear hold of EMB145. A/c was then unloaded and loaded. On removing mobile belt, damage was noticed to underneath of port engine. Appropriate action taken.	
201106655	16/06/2011	Aberdeen (ADN) (North Sea)	Helicopter	Nr1 engine malfunction/abnormal noise from engine intake area during cruise. PAN declared. A/c returned on reduced power.	CAA Closure: Nr1 engine found to have 1st stage compressor damage. A/c has multi purpose air intake system which may have contributed to the damage seen. Operator has requested a strip report.
201106660	16/06/2011		Airplane	During a short spell of simultaneous transmissions, fltnum 6JK appears to have taken a climb instruction intended for company fltnum 3CK. Appropriate ATC action taken Standard separation maintained.	3CK alerted ATC that he thought someone else may have taken the transmission intended for him as well.
201106660	16/06/2011		Airplane	During a short spell of simultaneous transmissions, fltnum 6JK appears to have taken a climb instruction intended for company fltnum 3CK. Appropriate ATC action taken Standard separation maintained.	3CK alerted ATC that he thought someone else may have taken the transmission intended for him as well.
201106688	15/06/2011	Nottingham	Airplane	ATP descending through FL110 reported green laser flashes. ATC informed.	
201106718	16/06/2011	Inverness (INS)	Airplane	Mobile steps removed from door 1L without authorisation permit. Steps brought back to a/c. Dispatcher was on the platform and a member of the cabin crew was at the door threshold during the event.	
201106736	17/06/2011	Southampton (SAM)	Airplane	Level bust.	ATC observed Mode C altitude as 3.6A although standard clearance is 3A. ATC questioned the pilot who stated his altitude was 3A, with ATC then observing Mode C indicating 3.4A. When the a/c was instructed to climb to FL70, the pilot reported leaving 3A, with Mode C indicating the a/c had descended to 3A.
201106755	16/06/2011	Aberdeen (ADN)	Airplane	Whilst trying to reposition ATP for tow, cab of towing vehicle struck and damaged ATP's radome. Engineer attended. Radome replaced.	
201106776	14/06/2011	Kirkwall	Airplane	Aborted take-off due to electrical problem. A/c later departed with no further problems.	
201106804	15/06/2011	NOKIN	Airplane	JS41 maintaining FL200, reported receiving a TCAS RA and was then given info on a crossing A320 descending to FL210.	
201106804	15/06/2011	NOKIN	Airplane	JS41 maintaining FL200, reported receiving a TCAS RA and was then given info on a crossing A320 descending to FL210.	

201106807	19/06/2011	London-Gatwick LGW	Airplane	Controller departed a DHC8 on a LAM SID followed by an A319 also on a LAM SID with only 2mins and 17secs time separation. Standard time separation is 3mins.	Standard radar separation was maintained however the mentor on the relevant TC frequency had to take the RT to dealwith the rapid catch up situation with associated significant rise in workload.
201106807	19/06/2011	London-Gatwick LGW	Airplane	Controller departed a DHC8 on a LAM SID followed by an A319 also on a LAM SID with only 2mins and 17secs time separation. Standard time separation is 3mins.	Standard radar separation was maintained however the mentor on the relevant TC frequency had to take the RT to dealwith the rapid catch up situation with associated significant rise in workload.
201106887	18/06/2011	Aberdeen (ADN)	Airplane	Level bust due to late setting of QNH.	During approach it was noticed that 'standard' was still set on both altimeters. PNF called for QNH to be set, the glideslope captured, and the a/c continued to an uneventful landing. The crew were not aware that there had been a level bust at the time of the incident, nor the extent of their height deviation. Minimum altitude reached: 800ft at 1.5nm from touchdown.
201106958	20/06/2011	Grove Farm Airfield (Warwicksh	Microlight	UK Reportable Accident: RH wing caught some crop during landing roll and a/c swung around into crop. RH landing gear and propeller damaged. Two POB, no injuries. AAIB AARF investigation.	CAA Closure: The a/c joined a right hand circuit pattern at a private landing strip. The runway was 350m in length and 45ft (14m) wide. On each side of the runway was a standing crop of oilseed rape, some 4ft high. The surface windwas light and variable in direction, mainly along the runway or slightly from the right. The approach and touchdownwere reported as normal. When the nosewheel was on the ground, the pilot applied the brakes but, as the speed reduced, the a/c drifted to the left. The pilot was looking ahead along the runway and did not appreciate the proximity of the vegetation to his left. The left wing made contact with the crop and the a/c immediately slewed round to the left. Its nose entered the crop and the engine stopped. There was a small drop at the edge of the runway by the cultivated area and, as the a/c crossed this, damage was causedto the RH main landing gear and the RH wing. The pilot and his passenger, who were both wearing full shoulder harnesses, were uninjured and vacated the a/c unaided after it had been shutdown. AAIB Bulletin 10/2011, Ref: EW/G2011/06/14.
201106977	22/06/2011	Aberdeen (ADN)	Helicopter	PAN declared due to autopilot malfunction.	Autopilot reset attempted but failed. Return to the departure airport initiated with both autopilots switched off iaw procedures.
201106982	22/06/2011	Aberdeen (ADN)	Airplane	Hydraulic fluid loss indication after gear retraction.	Fluid contents seen to be decreasing. A/c stabilised and loss of fluid checklist actioned. Gear and flaps extended by pumping down to 20deg and a visual approach was flown to a safe landing. Fluid leak from brake unit swivel assembly.
201106984	20/06/2011	Aberdeen (ADN)	Airplane	Stall warning operated just before touchdown. No hard landing or further issues encountered.	
201106985	20/06/2011	Sumburgh (SUM)	Airplane	Config warning at 600ft on approach.	Crew had planned to configure at 1500ft, however cloudbase was marginal at this level, crew became distracted and forgot to configure. On warning being sounded, crew configured a/c. Approach and landing completed without incident.

201107365	29/06/2011	London-Heathrow - LHR	Airplane	AVI (live dog) not advised as a notifiable load. Special load item had been missed. Crew made aware prior to departure.	
201107367	28/06/2011	Aberdeen (ADN)	Helicopter	During after flight inspection FADEC loom found to be chaffed on the engine bay ventilation flap. Loom internal wiring exposed.	The outer insulating sleeve was cut through and some damage to the loom protective braiding had occurred. Thermal protective tape applied to loom in the area of chaffing and heat resistant cable applied. Fleet check carried out, oneother a/c found with minor damage to loom. Engine manufacturer informed and awaiting outcome. Caution added to stage worksheet for engine change to ensure correct routing ofloom.
201107374	01/07/2011	Aberdeen (ADN)	Airplane	Whilst Aberdeen was working an outbound SB2000, another agency manipulated the a/c's live EFPS without consultationor coordination with Aberdeen.	Investigation established that the change of route was made by LACC FPRS (Flight Plan Reception Service) in error, as the changes related to a different a/c. CAA Closure: Appropriate action has been taken.
201107380	01/07/2011	Petox	Helicopter	Level bust.	A/c requested decent to 3000ft which was granted. A few mins later, a/c Mode C was observed to be indicating 600ft. Pilot requested to confirm level, replying maintaining 1000ft. A/c height readout still indicated 600ft. On questioning pilot again regarding the readout, pilot replied thata/c was at around 700/750ft and was climbing back to 1000ft. Subsequent ATC investigation concluded that the primary reason for the level bust was that the crew were coordinating with another a/c inbound to the same rig to ascertain the arrival order and missed the 1000ft check.
201107404	01/07/2011	Bristol International	Airplane	Infringement of Bristol CTA (Class D) by a BE90 squawking7000. Traffic info and avoiding action given to an A319 on descent to R/W27. Standard separation maintained.	Pilot's report later received, stating that although the pilot felt he had studied the flight charts he did not allow sufficient margin for error navigating so close to controlled airspace.
201107404	01/07/2011	Bristol International	Airplane	Infringement of Bristol CTA (Class D) by a BE90 squawking7000. Traffic info and avoiding action given to an A319 on descent to R/W27. Standard separation maintained.	Pilot's report later received, stating that although the pilot felt he had studied the flight charts he did not allow sufficient margin for error navigating so close to controlled airspace.
201107435	03/07/2011	Edinburgh (EDI)	Airplane	BE200, cleared to taxi to holding point D1, was observed passing D1 and lining up without clearance.	A/c had been informed that it would be number two to an inbound airliner. On finishing the transmission, it was apparent that crossed transmissions had occurred. Pilot was informed and reminded of his clearance and asked again if they were ready for departure. Shortly after, the a/c was observed lining up. Inbound airliner was requested to reduce minimum approach speed and told to expect late landing clearance. BE200 departed and inbound airliner landed normally.
201107483	01/07/2011	Aberdeen (ADN)	Airplane	Master Caution 'Right Front Windscreen'. Crack seen across whole screen and becoming larger so a/c declared PAN forimmediate diversion.	
201107485	30/06/2011	Kirkwall	Airplane	PAN declared due to passenger medical emergency. Child choking on foreign object. A/c diverted for immediate medical assistance. Paramedics met a/c on arrival.	

201107494	30/06/2011	Aberdeen (ADN)	Helicopter	Nr1 engine uncommanded shutdown from idle.	Both engine retarded to idle to enable compressor washes when a loud popping/banging noise was heard from nr1 engine commensurate with compressor stall/surge. The noises cleared just as the pilot was about to shut down the engine. A short while after the wash rig was connected, an uncommanded engine shut down occurred with no warnings or unusual indications. Investigation found a malfunction within nr1 engine BIM box (engine interconnection box) which appeared to have caused an internal failure of the AMC (Aircraft Management Computer).
201107505	04/07/2011	Sumburgh (SUM)	Helicopter	SA332 reported FOD abeam Hold G during taxi out. AirfieldOps vehicle dispatched and a blue bin liner retrieved from the reported area.	
201107610	06/07/2011	Sumburgh (SUM)	Airplane	Possible birdstrike during take-off run. No evidence found.	
201107629	04/07/2011	Aberdeen (ADN)	Helicopter	Nr1 engine flameout on the ground.	On bringing back the engine control switches to grd idle, nr1 engine flamed out after 10secs. After a restart and during the engine washing procedure, nr1 engine flamed out again 1min into the wash with the engine control switch in grd idle position. Defect investigated and the nr1 engine main fuel feed, quick disconnect coupling, was diagnosed as the cause. There was evidence of fuel leakage between the fixed and mobile part of the coupling. Both parts of the coupling (fixed and mobile) were replaced. Fuel leak checks and engine ground runs carried out satisfactorily.
201107670	05/05/2011	Sumburgh (SUM)	Airplane	Landing gear initially failed to extend on approach. Checklist actioned and gear finally lowered as normal on third attempt. Landing gear control valve solenoid fault suspected.	Reporter suspected a possible intermittent fault with landing gear control valve solenoid - valve replaced together with landing gear selector/control. Landing gear functional test carried out with no fault found - a/c returned to service with no further reports.
201107739	07/07/2011	Aberdeen (ADN)	Airplane	A/c departed with unaccompanied hold baggage.	Passenger with one item of checked-in baggage arrived late at the gate and was offloaded, however, the dispatcher was informed that the passenger had no checked-in baggage.
201107741	08/07/2011	Aberdeen (ADN)	Airplane	During post flight walkaround check flight deck crew member hit head on a/c probe. Crew member required medical assistance.	
201107758	07/07/2011	Edinburgh (EDI)	Airplane	RH engine ITT excessive during climb. Engine compressor damaged.	RH engine ITT was significantly higher than LH engine ITT with climb power set at approx 80%. Passing approx FL145 during climb RH engine torque was reduced to approx 60% to maintain ITT below 930deg C with LH engine set at approx 75% climb torque. Once in cruise at FL190 cruise power was set using cruise power charts with engine anti-ice off. Again RH engine torque was reduced to approx 15% less than LH engine torque to maintain ITT below amber arc. Engine trend was carried out at FL190 and trend information analysed on arrival at destination. Subsequent engine inspection revealed damage to RH engine compressor.

201107772	07/07/2011	Sumburgh	Airplane	Infringement of the Reykjavik OCA (Class A) by a F406.	A/c concluded a low level fisheries patrol in an area of poor weather. A/c climbed to return to Sumburgh and made decision to level at FL100 to avoid weather on radar. Sumburgh Radar was called, who advised descent to FL80. The crew were familiar with the airspace structure and a/c commander admitted responsibility for the infringement.
201107785	08/07/2011	Southampton (SAM)	Unknown	Aerodrome frequency blocked by continuous unknown transmission.	At 0808hrs the aerodrome frequency, 118.200MHz, was blocked by a continuous carrier wave transmission associated with a vehicle or a/c. At 0819hrs the source was traced to ground personnel associated with a ground handling vehicle. At 0821hrs the frequency was returned to normal use.
201107841	01/07/2011	Burton on Trent	Airplane	BAe ATP on approach at 1500ft targeted by a green laser.	
201107937	12/07/2011	Inverness (INS)	Airplane	A/c taxied with tie-down still attached. A/c shut down and tie-down removed.	
201108009	08/07/2011	Unknown	Airplane	Damage to the large freight door lower fairing panel found on arrival onto stand after a/c chocked. Damage reported by the ground staff to the Captain.	
201108017	14/07/2011		Airplane	PAN declared due engine bleed problem. A/c returned.	
201108034	14/07/2011	Aberdeen (ADN)	Airplane	Taxi conflict between a DHC8 and an S92. The ATC instructions given placed the a/c in conflict however both the trainee and instructor recognised the conflict and positive action was taken.	
201108034	14/07/2011	Aberdeen (ADN)	Helicopter	Taxi conflict between a DHC8 and an S92. The ATC instructions given placed the a/c in conflict however both the trainee and instructor recognised the conflict and positive action was taken.	
201108060	15/07/2011	En Route (North Sea)	Helicopter	Emergency generator came on in cruise. Checklist actioned and a/c returned. Landing gear extended using emergency extension. No PA available to brief passengers.	
201108065	11/07/2011	Bidford on Avon (Warwickshire)	Airplane	UK Reportable Accident: The a/c nosed over at the end of the landing run. One POB, minor injuries. AAIB AARF investigation.	Propeller, canopy, firewall and fin damaged, with possible shock loading to engine. CAA Closure: In good weather, with reported winds of 2kts from 240deg, the pilot made an approach to R/W24, a grass runway with a slight downslope. After a three-point touchdown and rolling out approximately 80m, the a/c nosed over onto its back when the pilot applied the brakes. He received minor injuries but the a/c sustained extensive damage. The pilot assessed the cause to be associated with a light load, a forward centre of gravity position and a possible relaxing of the stick back pressure. AAIB Bulletin 11/2011, Ref: EW/G2011/07/15
201108066	13/07/2011	Aberdeen (ADN)	Helicopter	Metal chips found on epicyclic and MGB sump magnetic plugs.	Contamination analysis performed, all information passed to manufacturer. A/c placed on close monitoring. During close monitoring further contamination collected, main gear box rejected.
201108080	15/07/2011	Aberdeen (ADN)	Airplane	When A319 arrived on stand it was hit by a set of steps.	

201108124	08/07/2011	DA512	Airplane	ATP crew elected to enter active EGD512 due weather avoidance. The crew were informed of the Danger Area by ATC but due to weather were unable to turn left to avoid.	
201108143	14/07/2011	Inverness (INS)	Airplane	Take-off clearance not cancelled. Having given take-off clearance to a backtracking SF340 the controller gave clearance for an EC135 to cross the runway and expedite. No actual safety risk.	
201108143	14/07/2011	Inverness (INS)	Helicopter	Take-off clearance not cancelled. Having given take-off clearance to a backtracking SF340 the controller gave clearance for an EC135 to cross the runway and expedite. No actual safety risk.	
201108183	18/07/2011	GLESK	Airplane	Altitude deviation of 600ft during climb out. No loss of separation.	After departure a/c was cleared to climb to FL110 but Mode C readout observed passing FL113. Crew immediately told to maintain FL110 although Mode C reached FL116 before starting to descend. Tay controller advised of level bust and further climb obtained which was passed to flight crew. Separation was not lost with second departure which was cleared to higher altitude due to a greater climb performance. Both a/c were then transferred to Tay.
201108190	15/07/2011	Sumburgh (SUM)	Airplane	SF340 initiated a go-around due to a stray dog infringing the runway. Traffic info given. Dog subsequently vacated the airfield.	
201108264	18/07/2011	GOMOT	Airplane	STCA activated when FK70 climbed above its cleared FL310 and came into potential conflict with MD82 at FL320. Both a/c were given avoiding action, but ATC received no response from either a/c.	FK70 operator advised that level bust was caused by an incorrect altimeter setting. The crew subsequently reacted to ATC avoiding action, but did not respond, and commenced descent. The next call from ATC acknowledged that they could see the FK70 now descending and so the crew did not confirm the avoiding action call. CAA Closure: FK70 operator aware of incident. Appropriate action taken.
201108264	18/07/2011	GOMOT	Airplane	STCA activated when FK70 climbed above its cleared FL310 and came into potential conflict with MD82 at FL320. Both a/c were given avoiding action, but ATC received no response from either a/c.	FK70 operator advised that level bust was caused by an incorrect altimeter setting. The crew subsequently reacted to ATC avoiding action, but did not respond, and commenced descent. The next call from ATC acknowledged that they could see the FK70 now descending and so the crew did not confirm the avoiding action call. CAA Closure: FK70 operator aware of incident. Appropriate action taken.
201108267	18/07/2011	Kirkwall	Airplane	Terrain and config warnings received on approach and radio altimeter behaving erratically. Normal landing followed.	

201108277	14/07/2011	Newcastle (NEW)	Helicopter	UK AIRPROX 2011/082 - EC225 and TL2000 Sting Sport 1nm South of Newcastle at 2500ft.	VFR EC225 receiving a Radar Control Service was routeing towards R/W07 threshold at 2500ft, when it heard ATC give a similar routeing to cross the airport to a light a/c. EC225 subsequently heard ATC inform a/c that it was heading towards the wrong threshold (R/W25). Pilot apologised and said he would route to correct threshold. A/c was in EC225's 2 o'clock position, but when in the 12 o'clock it turned right 45deg and was now ahead on the same heading. EC225turned right and made an orbit and continued to the overhead of R/W07 threshold. CAA Closure: The TL 2000 pilot routed towards the incorrect threshold, which when correctedresulted in the TL2000 turning onto a westerly track. Thetwo a/c then converged and came into close proximity. Thecontroller passed traffic info that enabled both pilots to become visual with each other. A contributory factor wasconsidered to be, the late passing of traffic info by thecontroller. The controller allowed the situation to develop as the two a/c converged towards the R/W07 threshold ata similar level and into close proximity. The passing of earlier traffic info would have aided the situational awareness of each pilot and may have allowed a better and, more timely assessment of the traffic situation by the EC225 pilot.
201108277	14/07/2011	Newcastle (NEW)	Unknown	UK AIRPROX 2011/082 - EC225 and TL2000 Sting Sport 1nm South of Newcastle at 2500ft.	VFR EC225 receiving a Radar Control Service was routeing towards R/W07 threshold at 2500ft, when it heard ATC give a similar routeing to cross the airport to a light a/c. EC225 subsequently heard ATC inform a/c that it was heading towards the wrong threshold (R/W25). Pilot apologised and said he would route to correct threshold. A/c was in EC225's 2 o'clock position, but when in the 12 o'clock it turned right 45deg and was now ahead on the same heading. EC225turned right and made an orbit and continued to the overhead of R/W07 threshold. CAA Closure: The TL 2000 pilot routed towards the incorrect threshold, which when correctedresulted in the TL2000 turning onto a westerly track. Thetwo a/c then converged and came into close proximity. Thecontroller passed traffic info that enabled both pilots to become visual with each other. A contributory factor wasconsidered to be, the late passing of traffic info by thecontroller. The controller allowed the situation to develop as the two a/c converged towards the R/W07 threshold ata similar level and into close proximity. The passing of earlier traffic info would have aided the situational awareness of each pilot and may have allowed a better and, more timely assessment of the traffic situation by the EC225 pilot.
201108306	18/07/2011	Coventry	Airplane	Loss of PFD and ND display during initial climb. A/c returned.	The Symbol Generator Unit (SGU) connector environmental seal was preventing the unit from fully sealing. This unit had been fitted prior to this incident. The environmental seal failing to seal correctly, is a recognised issue and SB allows for its removal. This will be carried out across the fleet and all future Symbol Generator Unit (SGU) units will have the seal removed.
201108369	21/07/2011	Aberdeen (ADN)	Airplane	EICAS 'Flap Fail' indication during approach. QRH actioned. PAN declared. Subsequent landing normal.	The event could not be replicated on the ground by engineering and a/c released to service. On a subsequent sector on the same day, flaps again failed.

201108376	20/07/2011	Nottingham East Midlands	Airplane	P1 unable to receive any audio transmissions.	Just before taxi, the Captain was unable to hear the FO or ATC. After investigations, the spare cable splitter was used and audio reception restored. Believing that the problem had been rectified, the a/c departed normally until reaching the climb when again the Captain was unable to hear the FO or ATC. A/c returned. On investigation, it was discovered that the amplifier switch on the CSS station box was selected between 'Normal' and 'Emergency'. Amplifier switch set to 'Normal' and a/c released to service.
201108408	08/07/2011	En Route	Airplane	PAN declared due to passenger medical emergency. Passenger suffering from suspected stroke. Paramedics requested for arrival.	
201108419	21/07/2011	Inverness (INS)	Unknown	On climb out ATC issued avoiding action to a Saab 340 of turn left now against a military a/c. Nothing observed on TCAS.	Pilot stated the a/c was banked over beyond the flight director during avoiding action.
201108419	21/07/2011	Inverness (INS)	Airplane	On climb out ATC issued avoiding action to a Saab 340 of turn left now against a military a/c. Nothing observed on TCAS.	Pilot stated the a/c was banked over beyond the flight director during avoiding action.
201108430	22/07/2011	Inverness (INS)	Unknown	FOD retrieved from R/W05 during runway inspection. Item described as a plastic attachment and identified as an a/c part.	All operators operating on the day of the incident alerted.
201108433	22/07/2011	BLACA	Airplane	ATR72 and a DHC8 at FL210 and FL220 respectively, opposite direction. DHC8 cleared to descend and separation was lost. Avoiding action given. Prescribed separation re-instated.	Controller believed that the DHC8 was at FL200 when cleared for descent. Upon realising his error, the controller issued both a/c with 15deg turns, however this was insufficient to achieve the required separation before issuing avoiding action. STCA activated. Appropriate ATC action taken.
201108433	22/07/2011	BLACA	Airplane	ATR72 and a DHC8 at FL210 and FL220 respectively, opposite direction. DHC8 cleared to descend and separation was lost. Avoiding action given. Prescribed separation re-instated.	Controller believed that the DHC8 was at FL200 when cleared for descent. Upon realising his error, the controller issued both a/c with 15deg turns, however this was insufficient to achieve the required separation before issuing avoiding action. STCA activated. Appropriate ATC action taken.
201108445	22/07/2011	En Route	Helicopter	PAN declared and a/c returned due to 'Diff Ng' caption during cruise.	Nr2 engine Ng noted at around 68% and reduction of T4. Nopower light displayed. PAN declared. A noise was heard like a pop stall/compressor stall and nr2 engine returned towards 85%. ECL carried out. Flag position was set on Tq gauge and 10% difference in Tq was noted. Over the next 3-5mins Tq difference reduced to 0%. Power was decreased and increased in accordance with ECL for diagnoses but no abnormal indication was noted. A/c returned.
201108459	22/07/2011	Wick	Microlight	Just after departure pilot reported engine failure. A/c returned to a safe landing.	After landing, pilot reported that engine was still running but only idle power available.
201108461	23/07/2011	Sumburgh (SUM)	Airplane	A/c failed to fly the assigned heading during the initial climb. Distractions prior to take-off involved.	Operator and ATC unit in discussion concerning the causes of this occurrence and previous similar incidents.
201108494	23/07/2011	Aberdeen (ADN)	Helicopter	During inspection, crack found on main gearbox assembly RH mounting foot.	Investigation being progressed under 200909588.
201108520	24/07/2011	Aberdeen (ADN)	Airplane	A/c nosewheel jammed during turn at runway threshold prior to take-off. Runway temporarily blocked and two a/c diverted before a/c towed off threshold.	

201108547	25/07/2011	Kirkwall	Airplane	LH EFIS failure when landing gear selected up after take-off.	Both LH EFIS screens went blank when hydraulic pump operated during gear retraction. Screens remained off until gear had completed travel and hydraulic pump stopped (approx 5-10secs duration). RH screens unaffected. When LH screens recovered all information returned and cross checked to be correct. No recurrence of fault whilst hydraulic pump was in operation during flight. Screens again went blank during taxi at destination. Manufacturer advised. CAA Closure: LH DC generator feeder terminals removed, cleaned of oxidation and refitted. Operational checks performed iaw AMM and found to be satisfactory.
201108548	24/07/2011	Oil Rig	Helicopter	Tail rotor servo fairing noticed missing on landing.	On landing, HLO noticed that the tail rotor servo fairing was missing. Pilot could see from the damage to the surrounding area that it was ripped off by the airflow in flight. As it had happened much earlier in the flight and flight crew had not noticed any problems with the a/c, it was felt it would be safe for another 5mins flight to a larger platform. Pilot attempted to get approval for the 5mins positioning flight, but ultimately had to make the decision, as engineering and Maintrol could not assess the situation remotely. A/c was positioned to larger platform for repair. CAA Closure: A MEMS investigation was carried out. Poor maintenance practise (not recognising anchor nuts were worn beyond limits), a lack of maintenance co-ordination and a/c preparation for flight (including poor practise at pre-signing critical tasks), a lack of Engineering decision being made by Shift Supervisor, Chief Engineer, Duty Manager, or the aircrew to ground the a/c. Additionally the aircrew actions in flying with a known defect outwith company policy. The company has issued a Notification to Aircrew and Fleet Technical news to engineering staff as well as amendments to the Shift Supervisors Terms of Reference and the importance of 'signing for own work only'.
201108588	26/07/2011	Inverness (INS)	Airplane	DHC8 received and followed a TCAS RA against a military jet whilst at FL84 in Class G airspace. Inverness ATC had provided traffic info and avoiding action.	
201108588	26/07/2011	Inverness (INS)	Unknown	DHC8 received and followed a TCAS RA against a military jet whilst at FL84 in Class G airspace. Inverness ATC had provided traffic info and avoiding action.	
201108600	20/07/2011	Prestwick	Airplane	PAN declared due to passenger medical emergency. Medical condition not known. A/c diverted.	
201108604	26/07/2011	MARGO	Unknown	Strips produced by NAS showed a totally different route from that filed and would be flown by a/c. Route mismatch was not picked up, so no warning had been given to controllers of a change.	CAA Closure: Investigations determined that whilst the route had been amended correctly at source the automatic logic had applied a different route solution contra to that desired from the input. Causes thoroughly investigated at unit level. No risk to the immediate safety of this flight.
201108614	20/07/2011	Kirkwall	Helicopter	Transmission chip warning during the climb. A/c returned.	No particles or debris evident following subject flight and normal particles for time since overhaul during subsequent check.
201108615	26/07/2011	Edinburgh (EDI)	Airplane	Rejected take-off due to configuration warning. Second take-off uneventful.	Cause believed to be a loose configuration lever.
201108635	11/07/2011	Nottingham	Airplane	BAE ATP targeted by green laser, once at 8000ft and against 5000ft descending. Authorities informed.	

201108671	24/07/2011	Aberdeen (ADN)	Airplane	Flight crew oxygen masks leaking.	During pre-flight the FO noticed his oxygen mask continued to supply oxygen after the usual cut-off time. The mask was removed from its stowage and did supply oxygen on demand but also had an audible leak. The mask was replaced with a new one and the leak stopped. Capt re-checked his mask and found that his was also leaking, mask was also replaced. SB had been carried out on this a/c a few days prior to the incident, which requires the dismantling of the oxygen masks. It is possible that seal had become displaced during this procedure. This seal is extremely small and although the SB mentions in a note to be careful not to remove, it does not show a location for this seal. It also appears that some masks of the same part number do not have the facility to have the seal fitted at all.
201108753	29/07/2011	North Sea	Helicopter	PAN declared due to main gearbox warning illuminating. A/c returned.	
201108762	29/07/2011	North Sea	Helicopter	UK Serious Incident: Both AFCS (Automatic Flight Control System) failed during flight. A/c adopted substantial RH yaw with the a/c turning off course and descending. AAIB AARF investigation.	CAA Closure: The operator commented that this was the first such occurrence in over 7 years of their operating this equipment. The manufacturer found independent failures in the two AFCS computers: a pin was broken on a circuit board in one computer and the 15V supply voltage was out of range from a circuit board in the other. AAIB Bulletin 04/2012, Ref: EW/G2011/07/38
201108788	27/07/2011	Nottingham East Midlands	Airplane	APS mass and index issues.	Before departure the a/c appeared to be sitting lower than would be expected, compared with other similar a/c within operators fleet. All figures checked with load details, with nothing indicating any form of loading error. In flight, the handling characteristics suggested the a/c was tail heavy. This was also noticed during approach and landing. On investigation, the vertical barrier nets appeared to be located differently to sister a/c with the same interior configuration. CAA Closure: Investigations found that the incorrect issue of the loading sheet was used, giving a C of G further aft than was correct. Incorrect forms were replaced with the correct issue.
201108831	29/07/2011	Edinburgh (EDI)	Airplane	Low speed rejected take-off due to configuration warning.	
201108842	28/07/2011	Inverness (INS)	Airplane	When offloading the flight, a bag tagged and intended for a different destination was found.	
201108977	01/08/2011	Aberdeen (ADN)	Helicopter	Altitude deviation of 400ft due to cyclic pitch damper unit malfunction.	Following climb out a/c levelled off at FL60 with all upper modes engaged. A/c had accelerated from Vy during climb to approx 130kts TAS and had a further 10kts to maximum continuous cruise when Captain noticed that VSI was showing a rate of climb of 600fpm and altimeter was passing 6200ft. By the time upper modes disconnected and a descent initiated back to FL60 a/c had climbed to 6400ft. Defect attributed to cyclic pitch damper unit - item replaced and a/c released to service.

201109019	03/08/2011	Aberdeen (ADN)	Airplane	Loss of separation between an A321 and a B737. STCA activated. Avoiding action given.	The A321 was on a closing heading for the ILS R/W16 descending to 3000ft. The B737 had been handed over descending to 4000ft by the previous sector and was given a heading to be vectored over the top of the A321 and then be positioned behind another a/c, making the B737 nr3 in the sequence. As the B737's Mode C indicated 4100ft, the STCA sounded as the A321 was indicating 3300ft. Avoiding action was given but separation was lost. The controller did not realise that the A321's rate of descent had reduced considerably, which allowed the B737 to catch up vertically. CAA Closure: Appropriate unit action taken.
201109019	03/08/2011	Aberdeen (ADN)	Airplane	Loss of separation between an A321 and a B737. STCA activated. Avoiding action given.	The A321 was on a closing heading for the ILS R/W16 descending to 3000ft. The B737 had been handed over descending to 4000ft by the previous sector and was given a heading to be vectored over the top of the A321 and then be positioned behind another a/c, making the B737 nr3 in the sequence. As the B737's Mode C indicated 4100ft, the STCA sounded as the A321 was indicating 3300ft. Avoiding action was given but separation was lost. The controller did not realise that the A321's rate of descent had reduced considerably, which allowed the B737 to catch up vertically. CAA Closure: Appropriate unit action taken.
201109059	04/08/2011	Aberdeen (ADN)	Helicopter	Loss of procedural separation between two AS332 helicopters at 2000ft. Traffic info and avoiding action given.	Adverse weather reported and ATC's attention was focused on several a/c around the CTA boundary waiting to be fed onto the ILS. The first helicopter was noticed turning at 40DME and had turned 180deg and was now tracking towards the other helicopter at 2000ft . Avoiding action was given, however, by this time, procedural separation had been lost. Appropriate remedial ATC action taken.
201109059	04/08/2011	Aberdeen (ADN)	Helicopter	Loss of procedural separation between two AS332 helicopters at 2000ft. Traffic info and avoiding action given.	Adverse weather reported and ATC's attention was focused on several a/c around the CTA boundary waiting to be fed onto the ILS. The first helicopter was noticed turning at 40DME and had turned 180deg and was now tracking towards the other helicopter at 2000ft . Avoiding action was given, however, by this time, procedural separation had been lost. Appropriate remedial ATC action taken.
201109084	27/07/2011	Lossiemouth	Unknown	TCAS RA received by an Inverness outbound a/c against a military fast jet in Class G airspace. Coordination between relevant ATC units had been attempted.	
201109084	27/07/2011	Lossiemouth	Unknown	TCAS RA received by an Inverness outbound a/c against a military fast jet in Class G airspace. Coordination between relevant ATC units had been attempted.	
201109099	04/08/2011	Stornoway (STN)	Airplane	Rejected take-off at approx 80kts due to avionic bus C/B tripping.	During take-off, fifth screen went blank and flags appeared on EADIs. Take-off was rejected at approximately 80kts. Left avionic bus C/B had popped and popped again when reset. A/c was totally powered down and then restarted. No problems were observed after restarting and the flight departed without further incident.

201109107	04/08/2011	Inverness (INS)	Airplane	FOD, in the form of a section of a metal component, found on the runway centreline during a routine runway inspection. Part later identified as being from the RH brake pack (rotor lug).	Investigation being progressed under 201104683.
201109178	08/08/2011	Kirkwall	Airplane	Rejected take-off at approx 60kts due to a birdstrike.	ATC reported that an intact common gull was found on the runway. After shutdown, a visual inspection of the a/c showed an impact point 30cm from the wing tip on the RH leading edge. Engineering investigation found no damage to the a/c.
201109190	06/08/2011	En Route	Helicopter	Fuel auto transfer malfunction during cruise.	In cruise and while completing the first cruise checks the auto transfer was activated. The caption did not go out. Total fuel quantity indicated 2020kg, however the fuel panel indicated LH group 830kg and RH group 960kg. On pressing the auto transfer button again the caption remained on and the fuel figures changed to LH group 580kg and RH group 1190kg, but this time the RH sponson fuel transfer illuminated and the fuel began to transfer. 20mins later when the auto transfer was again pressed the LH sponson transfer illuminated and the RH sponson transfer went out. It was not possible to de-activate the auto transfer which is required for landing and take-off. In order to comply with the before take-off and landing checks, the Refuel/Defuel switch activated during the shuttling phase of the flight, which was seen to override the Sponsons auto transfer. The return flight was flown using only the main tanks. Engineering assistance was sought and on shut down when the battery switch was turned back on the problem appeared to have cleared itself.
201109192	08/08/2011	Aberdeen (ADN)	Helicopter	PAN declared due to passenger falling unconscious during approach. Approx 5mins later passenger was conscious and feeling better after consuming some water.	
201109217	08/08/2011	En Route	Helicopter	PAN declared due to engine governor warning and loss of N1 signal during cruise.	ECL actioned for 'Minor Governor Malfunction'. The nr2 engine dual alternator stator body was removed from the engine and the alternator shaft was found to be sheared. All the reported indications and events (with the exception of the HUMS) are consistent with an engine dual alternator failure. The HUMS is believed to be a non related failure which on investigation, could not be replicated. Illumination of the FADEC caption on shut down (GOV extinguished) is to be expected due to system software. No delta N1 from the alternator available to run the engine to the IDLE setting so FADEC declared itself unserviceable. The nr2 engine was replaced.
201109269	08/08/2011	London-Heathrow - LHR	Airplane	PAN declared due to passenger medical emergency.	
201109273	06/08/2011	Inverness (INS)		Item of FOD found on South Apron during a routine post-departure check. Item described as a metal object measuring 35mm x 20mm x 5mm.	
201109291	08/08/2011	Inverness (INS)	Helicopter	Main transmission (MRGB) oil pressure indication fluctuation during climb out. A/c returned. VEMD malfunction.	Following troubleshooting VEMD replaced and fault cleared. Manufacturer advised.

201109341	10/08/2011	North Sea	Helicopter	A/c exceeded expected altitude.	On departure, the flight crew requested a non standard altitude of 2500ft due to MSA, although the standard height for inbound is normally 2000ft. The flight crew made the request in a standard RT transmission for the phase of flight and received an Offshore Basic Service with no traffic to affect. When the a/c reached 2500ft, ATC queried the altitude and reported the a/c had exceeded the cleared altitude, with cleared height being 2000ft for separation from outbound traffic. ATC then confirmed the a/c could remain at 2500ft due to no outbound flights. Subsequent investigation confirmed the a/c was never issued a cleared level due to ATC initially providing an Offshore Basic Service. The pilot read back 2500ft but the controller failed to hearthe incorrect readback. It was confirmed that as the a/c was not issued a cleared level, the incident was not a level bust.
201109368	10/08/2011	Aberdeen (ADN) (North Sea)	Helicopter	'MGB OIL PRES' caution at 3000ft during cruise. Emergencychecklist consulted. PAN declared. A/c returned.	No significant MGB pressure drop was observed although pressure varied between 53 - 57psi.
201109391	09/08/2011	London-Gatwick LGW	Airplane	Damage to fuselage noticed by handling agent when jetty attached to a/c after arrival on stand. Engineers attended.Cause of damage unknown.	
201109417	10/08/2011	Kirkwall	Airplane	Loss of communication to ATC.	It became evident from other RT communications that ATC had been trying to a/c. The squelch on COM1 was turned off and communications with ATC established. Approach continued with no further problems.
201109431	09/08/2011	Luton (LUT)	Airplane	Pax released for boarding of the flight before rear door 2L of the a/c had been opened and the safety rails for thesteps had been put in place.	Pax reached rear door, knocking on the rear door with thehand rail open. Dispatcher alerted to the situation. Dispatcher stopped pax from leaving the gate and then opened door 2L. Boarding resumed.
201109474	12/08/2011	Sumburgh (SUM)	Helicopter	Loss of separation between an EC135 established on ILS27 and an SF340 in climb at 2000ft. Traffic info and avoidingaction given.	Investigation established that the Radar controller mistakenly thought that the departing SF340 was lined up and ready to depart, which caused him to break off and reposition the approaching EC135. However, the SF340 was at the holding point, which would have allowed the EC135 to continuethe approach. The controller then misjudged the time taken for the SF340 to depart and misjudged the spacing and safeguards required to ensure that separation was not eroded. CAA Closure: The controller recognised that separation was eroding and took action to resolve the conflict by turning the EC135 right. Appropriate unit action taken.
201109474	12/08/2011	Sumburgh (SUM)	Airplane	Loss of separation between an EC135 established on ILS27 and an SF340 in climb at 2000ft. Traffic info and avoidingaction given.	Investigation established that the Radar controller mistakenly thought that the departing SF340 was lined up and ready to depart, which caused him to break off and reposition the approaching EC135. However, the SF340 was at the holding point, which would have allowed the EC135 to continuethe approach. The controller then misjudged the time taken for the SF340 to depart and misjudged the spacing and safeguards required to ensure that separation was not eroded. CAA Closure: The controller recognised that separation was eroding and took action to resolve the conflict by turning the EC135 right. Appropriate unit action taken.

201109591	15/08/2011	Sumburgh (SUM)	Airplane	Let410 cleared to depart R/W27R straight ahead climbing FL60 N560D was observed turning South. A/c instructed to fly heading 260deg. Standard separation maintained.	
201109618	13/08/2011	Aberdeen (ADN)	Airplane	Low speed RTO due to configuration warning as flaps inadvertently knocked just passed 15.	
201109675	17/08/2011	Aberdeen (ADN)	Unknown	Level bust.	A/c instructed not to go above FL100. Pilot was later asked if a further climb was required, and FL140 was requested. Whilst coordinating request the a/c was noticed climbing through FL100. A/c requested to descend twice, as the first attempt was believed to have been blocked by another a/c.
201109690	16/08/2011	En Route	Airplane	LH outer windshield shattered during climb. Diversion initiated.	Windscreen replaced.
201109707	17/08/2011	Bergen	Airplane	Carriage of an item of hold baggage intended for a different flight.	
201109727	01/08/2011	Belfast City	Airplane	Loss of separation between DHC8 being vectored for R/W04 and outbound L410.	A DHC8 was being vectored for R/W04 by the Belfast City approach radar controller. The tower controller departure warned a L410, and mistakenly believing it was departing from R/W22 the approach radar controller issued RINGA FL70. When the L410 was airborne the radar controller realised the error and issued a heading to separate from the DHC8. The radar controller realised that the heading was insufficient to maintain separation and turned the DHC8 to go behind the L410. CAA Closure: Appropriate ATC unit action hasbeen taken.
201109727	01/08/2011	Belfast City	Airplane	Loss of separation between DHC8 being vectored for R/W04 and outbound L410.	A DHC8 was being vectored for R/W04 by the Belfast City approach radar controller. The tower controller departure warned a L410, and mistakenly believing it was departing from R/W22 the approach radar controller issued RINGA FL70. When the L410 was airborne the radar controller realised the error and issued a heading to separate from the DHC8. The radar controller realised that the heading was insufficient to maintain separation and turned the DHC8 to go behind the L410. CAA Closure: Appropriate ATC unit action hasbeen taken.
201109773	20/08/2011	Manchester (MCT)	Airplane	'NLG UP/DOOR OPEN' master caution displayed on EICAS	On selecting gear up after departure 'NLG UP/DOOR OPEN' master caution displayed on EICAS, followed by 'LG/LEVER DISAGREE' warning. QRH actioned. All landing gear down and locked and a/c returned to the departure airport for an uneventful landing.
201109811	21/08/2011		Airplane	RH engine torque drop and ITT fluctuation of 20-30deg during the cruise. ITT then reduced by 200deg. Power reduced 20-30%. Flight continued with reduced RH engine power.	Investigation found DECU electrical plugs contaminated.
201109904	23/08/2011	En Route	Helicopter	Level bust. A/c climbed 700ft from cleared level.	Captain inadvertently caught the stab trim button with the operational flight plan board. A/c returned to 2000ft.
201109907	23/08/2011	Aberdeen (ADN)	Airplane	A/c cleared for take-off R/W16 when an EMB145 called ready for departure. Controller observed EMB145 had taxied past the holding point.	CAA Closure: Runway guard bars are to be introduced H24.

201109912	23/08/2011	Aberdeen (ADN)	Airplane	ADC controller instructed DHC8 to expedite through W1, however a/c vacated W1 and continued to taxi to the main Apron without contacting GMC. B757 was instructed to stop pushback from Stand 1A.	GMC requested ADC to instruct DHC8 to hold position. GMC instructed B757 to hold position mid way through pushback. GMC requested Apron to assess the situation due to apparent lack of room between the a/c. After discussions the B757 subsequently made a curved push whilst Ops vehicles were in attendance.
201109912	23/08/2011	Aberdeen (ADN)	Airplane	ADC controller instructed DHC8 to expedite through W1, however a/c vacated W1 and continued to taxi to the main Apron without contacting GMC. B757 was instructed to stop pushback from Stand 1A.	GMC requested ADC to instruct DHC8 to hold position. GMC instructed B757 to hold position mid way through pushback. GMC requested Apron to assess the situation due to apparent lack of room between the a/c. After discussions the B757 subsequently made a curved push whilst Ops vehicles were in attendance.
201109919	23/08/2011	En Route	Airplane	Toilet servicing panel was found to be missing on arrival.	Slight airframe vibration followed by a loud bang during cruise. On arrival the toilet servicing panel was found to be missing. Nothing abnormal was noticed prior to departure. A/c was inspected for damage, none found. ADD raised allowing a/c to operate until a maintenance base was reached. Further checks confirmed no damage other than the missing door.
201109949	24/08/2011	North Sea (North Sea)	Helicopter	AFCS (Automatic Flight Control System) degradation in flight. 'AFCS DISC' and 'Take Manual Control' lights illuminated. Appropriate drill carried out in accordance with checklist. A/c returned.	Investigation progressed under 201108762.
201109976	20/08/2011	Aberdeen (ADN)	Airplane	New RDP (Alanshill) failed to show a C150 on both SSR and PSR for the majority of its flight. The SSR did appear on the SIF3. Occasionally, a # symbol appeared.	C150 operating at 4500ft and manoeuvring while conducting photography work. Subject to ATC Unit engineering investigation. The investigation by engineering established that there appears to be a definite transponder issue. Both Radars were operating in Mode S MIP and there was a problem with garbling with 3 different SSR codes being displayed. One of the effects with Mode S radars of non Mode S compatible transponders is incorrect or garbled data. CAA Closure: No further CAA action at this time.
201109987	18/08/2011	Aberdeen (ADN)		FOD. Small unidentified piece of metal found on R/W32 during routine inspection.	
201110008	25/08/2011	En Route	Airplane	'Bleed 2 Leak' warning.	'Bleed 2 Leak' warning and 'Bleed 2 Off' advisory during an en-route climb. ECL actioned and the caution extinguished. Later in the flight, 'Bleed 2 Leak' warning recurred. PAN declared and a precautionary descent carried out. PAN then cancelled and the flight continued to the scheduled destination at FL100.

201110014	26/08/2011	Sumburgh (SUM)	Airplane	Loss of separation between an A330 and a Learjet 35 on UL7, 60nm South East of Sumburgh. A330 received a TCAS RA. STCA activated. Avoiding action given.	The Learjet called the Moray sector for climb FL370. The Moray controller was aware that the Learjet's current level (FL350) was a potential conflict for another a/c at the Copenhagen boundary and gave the Learjet climb to FL370. The STCA was activated against an A330 level at FL360. Avoiding action was given to the Learjet twice but not read back. Avoiding action was given to the A330 which was acknowledged and the A330 reported receiving a TCAS RA (to descend then climb again). The A330 reported clear of traffic and returning to FL360. The incident occurred 3mins after handover had taken place so it is possible the controller did not have full situational awareness although the handover is reported to have been conducted appropriately. The unit investigation states that the controller may have experienced an underload resulting in performance degradation. The controller was also focused on a potential problem at the Copenhagen boundary. CAA Closure: An extensive unit investigation was completed as a result of this incident.
201110014	26/08/2011	Sumburgh (SUM)	Airplane	Loss of separation between an A330 and a Learjet 35 on UL7, 60nm South East of Sumburgh. A330 received a TCAS RA. STCA activated. Avoiding action given.	The Learjet called the Moray sector for climb FL370. The Moray controller was aware that the Learjet's current level (FL350) was a potential conflict for another a/c at the Copenhagen boundary and gave the Learjet climb to FL370. The STCA was activated against an A330 level at FL360. Avoiding action was given to the Learjet twice but not read back. Avoiding action was given to the A330 which was acknowledged and the A330 reported receiving a TCAS RA (to descend then climb again). The A330 reported clear of traffic and returning to FL360. The incident occurred 3mins after handover had taken place so it is possible the controller did not have full situational awareness although the handover is reported to have been conducted appropriately. The unit investigation states that the controller may have experienced an underload resulting in performance degradation. The controller was also focused on a potential problem at the Copenhagen boundary. CAA Closure: An extensive unit investigation was completed as a result of this incident.
201110028	26/08/2011	Inverness (INS)	Airplane	A/c dispatched with an item of hold baggage tagged for a different flight number. Error found on arrival.	
201110082	28/08/2011	Sumburgh (SUM)	Airplane	Rejected take-off at 80kts due to CTOT (constant torque on take-off) not set.	Distractions by ATC and a flock of birds involved.
201110098	29/08/2011	North Sea	Helicopter	Altitude deviation (level bust).	Crew incorrectly set inbound QRH with an increase of 14mb/420ft. Handling pilot then inadvertently climbed 580ft to 3000ft ABZ QNH using collective trim to adjust upper mode ALT instead of descending 420ft to 2000ft. ATC queried altitude and a/c recovered to 2000ft.
201110105	26/08/2011	Aberdeen (ADN)	Helicopter	Nr1 engine major governor failure.	The First Officer noted a change in rotor noise while the a/c was on the stand. 'Rotor High' warning sounded and Nr at 110% was contained before pulling 1.5 FLI and reducing Nr to 100%. PWR 1 and PWR C illuminated with nr2 Ng at approximately 85% and nr1 NG backed off.

201110107	29/08/2011		Helicopter	Nr1 engine major governor failure.	During the cruise, 'ALARM-PWR 1', 'WARN - PWR C', 'CHK LMT' and 'OEI HI' activated. A/c returned. On approaching the circuit, nr1 engine Nr began to increase as the collective was lowered, although controlled by the flight crew. Major governor failure diagnosed. A/c landed without further incident.
201110110	28/08/2011	Aberdeen (ADN)	Airplane	Standard go-around due to reported windshear.	
201110112	29/08/2011	Dundee	Unknown	Gloster Tower and Dundee share RT frequency 122.900. Gloster Tower frequency was blocked by an a/c calling Dundee ATC to inform them he was on route to Aberdeen and requesting the latest weather.	Many previous occurrences reported.
201110141	28/08/2011	En Route	Airplane	Cabin crew member incapacitation.	
201110142	29/08/2011	En Route	Helicopter	Tail gearbox chip caution illuminated.	TGB chip caution illuminated along with Master Caution. ECL consulted and the a/c returned to base. Subsequent investigations found the TGB chip detector electrical plug back to be corroded and impregnated with oil. Plug disassembled, cleaned, reassembled and sealed. Ground runs carried out with no further defects found.
201110144	28/08/2011	Aberdeen (ADN)	Airplane	Windshear warning after take-off. Windshear actions carried out successfully.	
201110175	19/08/2011	Aberdeen (ADN)	Helicopter	Main battery and A/P 2 failure. A/c returned.	Prior to this incident, the a/c had been reported as having an auxiliary hydraulic pump, "A PUMP", warning illuminating during undercarriage operation. This "A PUMP" warning was traced to the DC Master Unit and it was replaced. The a/c was on a flight post the DC Master Unit replacement when the reported defect of main battery fail (the battery +Ve and -Ve contactors opened) occurred. This failure was caused by the replacement DC Master Box being faulty. All the necessary checks and tests post installation of the DC Master Unit had been carried out satisfactorily. The defect of the battery +Ve and -Ve contactors opening did not occur until at least 30mins after starting and this was replicated on an investigative ground run post the occurrence. The DC Master Unit was replaced again and after all the necessary post installation tests and checks had been performed, the a/c was dispatched on a flight test with satisfactory results.
201110178	25/08/2011	Scatsta	Helicopter	Rejected take-off due to large bird standing in the middle of the runway.	

201110180	24/08/2011	Sumburgh (SUM)	Helicopter	Uncommanded hoist inputs during function checks.	<p>Whilst carrying out hoist functional checks on hydraulic hoist after a/c start, the hoist initially did not respond to pendant inputs (hoist authorisation light was on). Recycled mission selector switch but again hoist initially did not respond to inputs but then responded to downward input. On releasing to central position, the hoist rose upwards at normal. Downward input made to stop hoist and 10ft of cable paid out before centralising pendant. Hoist then raised cable approx 4ft (without input) before stopping. This was repeated on every downward selection until mission selector switch was recycled again, after which the hoist responded normally to inputs. During fault finding, pilots noticed hydraulic accumulator pressure increasing in steps when certain hoist inputs were made or the mission selector switch was turned on or off. Hoist inputs stopped when accumulator pressure reached bottom of red arc at 210 bar (left hand hydraulic pressure indicated normally at 175 bar). Hoist housed and a/c shut down.</p>
201110238	26/08/2011	En Route	Helicopter	Collective movement restriction at 3000ft during descent.	<p>Collective release switch failed to release collective and after several attempts switch was set to off which had no effect at all. After pushing and lifting collective against spring force for a couple of times, system released. System remained deselected and flight continued 'hands on'. Reporter confirms that collective has previously had a tendency to stick and been unable to be released on demand but that it has eventually been released after continuously flicking collective release switch - fault was then unable to be replicated. CAA Closure: Fault was traced to a defective collective trim actuator.</p>
201110242	11/08/2011	Aberdeen (ADN)	Helicopter	FOD on runway. Item believed to be a type of wrench was noticed approx 5m on RH side of taxiing EC225 in middle of runway. Airfield Ops vehicle despatched and FOD removed.	
201110298	28/08/2011	Newcastle (NEW)	Airplane	A/c returned due to disruptive passenger. No emergency declared. Police alerted to meet a/c.	
201110326	31/08/2011	En Route	Airplane	Level bust.	A/c cleared to FL100 but checked in at FL110. Pilot offered to descend to FL100 but ATC advised him that it was not necessary and cleared the a/c for further climb.
201110349	02/09/2011	En Route	Helicopter	PAN declared due to P2 windscreen cracked.	<p>During flight, the P2 windscreen suffered major cracking. Very minor movement was observed, evidenced by slight optical distortion in the internal flexible foil. The risk of possible collapse was considered and speed was reduced from 145kts to 120kts to reduce aerodynamic load on the screen. The flight was continued but three further minor cracks appeared and speed was further reduced to 100kts. PAN declared to ensure that ATC was aware of the situation should total screen failure occur. Remainder of the flight was flown very gently to reduce stresses on the screen.</p>
201110355	01/09/2011	En Route (North Sea)	Helicopter	AFCS 2 failure in cruise. Checklist actioned. A/c returned.	AFCS 2 continually disengaged and was re-armed on the cyclic approx ten times until it would not re-arm at all. Investigation progressed under 201108762.

201110396	02/09/2011	London-Gatwick LGW	Airplane	Wrong code callsign conversion on AIR position (ATM). EMB190 on a LAM 4M departure was shown as a callsign for a different operator on the data block.	ATC asked pilot to change his squawk to 5414, the one he was cleared with. Pilot advised that he was actually squawking that code. On phoning Radar they advised that the a/c was showing correctly on their radar.
201110401	04/09/2011	Bovingdon (BNN)	Airplane	Separation lost in BNN hold between B757 and EMB145. STCA activated. Traffic info and avoiding action given.	B757 approaching hold at FL120 was instructed to descend to FL110. Pilot incorrectly read back FL100, which was not noticed by ATC, into conflict with the EMB145 descending to FL100. At the time, EMB145 although cleared to descend to FL90 had not yet vacated FL100. Avoiding action was issued. It is noted that ATC were distracted with an AMAN sequence order.
201110401	04/09/2011	Bovingdon (BNN)	Airplane	Separation lost in BNN hold between B757 and EMB145. STCA activated. Traffic info and avoiding action given.	B757 approaching hold at FL120 was instructed to descend to FL110. Pilot incorrectly read back FL100, which was not noticed by ATC, into conflict with the EMB145 descending to FL100. At the time, EMB145 although cleared to descend to FL90 had not yet vacated FL100. Avoiding action was issued. It is noted that ATC were distracted with an AMAN sequence order.
201110404	04/09/2011	Aberdeen (ADN)	Unknown	FOD found on threshold of R/W16 during routine runway inspection.	Thin metal object 7" long found on piano keys at runway threshold.
201110426	05/09/2011	Aberdeen (ADN)	Airplane	Burning smell in cockpit during initial climb. PAN declared and a/c returned.	Engineers found burning smell within PFD2, which was changed and a/c cleared for service. A second almost identical event also occurred on this a/c later in the day.
201110431	04/09/2011	Sumburgh (SUM)	Airplane	Rejected take-off due configuration warning.	A/c brought to a halt then lined up again and full power set with brakes on. Again, 'config warning' alert. A/c then taxied back to stand where engineering assistance was requested.
201110462	02/09/2011	Aberdeen (ADN)	Airplane	Passengers boarding EMB190 were observed walking directly under the wing to reach rear steps.	
201110470	05/09/2011	Aberdeen (ADN)	Airplane	A/c executed a missed approach due to flap problems.	A/c instructed to climb to enable crew time to resolve the problem. Second approach successful.
201110490	04/08/2011	Oldham	Airplane	DHC8 inbound R/W23L targeted by laser. Authorities informed.	
201110517	19/05/2011	Sumburgh (SUM)	Airplane	A/c part found on runway. It was subsequently confirmed to be a latch from the nose locker of the subject a/c.	
201110524	06/09/2011	Nottingham East Midlands	Airplane	PAN declared due to an electrical problem, however a/c still wished to climb whilst issue investigated. Subsequently Mode C returned, and PAN was cancelled with a/c continuing to destination.	
201110532	06/09/2011	Wick	Airplane	C337 was seen to start up, taxi and line up to R/W13 without RT contact to TWR frequency 119.7. ATC requested handling agent to try on 130.375, no response. Appropriate ATC action taken.	ATC advised Moray controller of the situation and transmitted blind that there were no traffic reasons to prevent take-off. C337 took off shortly afterwards and reported airborne on frequency 119.7. ATC advised pilot he should have been listening on 119.7 and made blind transmissions even if he thought that no service was available.
201110557	05/08/2011	Nottingham East Midlands	Airplane	BAE ATP targeted by green laser whilst being vectored for ILS approach. Authorities informed.	

201110558	06/09/2011	Aberdeen (ADN)	Airplane	A/c returned due to door warning light illuminating. Landed with the door open. High visibility jacket found on ORP(Operational Readiness Platform).	CAA Closure: The investigation revealed that the cargo door closing process had been interrupted and the crew crosscheck was not completed. The company has reviewed the door closure process (SOPs), and an additional line in the pre-start check list should be amended to include a cargo and air stairs doors crosscheck. The Captain will be debriefed and the training department should provide additional pre-flight check walkround training.
201110598	06/09/2011	Aberdeen (ADN)	Airplane	Go-around after a/c bounced on landing.	On short finals there was some windshear experienced but the approach remained stabilised. On landing, the a/c sank and then bounced on contact with the runway before ballooning. At this point the Captain called 'go-around'. The go-around was initiated and power was added. A/c bounced for a second time before climbing away. The 'go-around flap 7, set go-around power' call was missed at this point and there was some delay after establishing a climb before this was actioned. The Captain was concerned as the speed began to decrease below 110kts and took control to lower the nose slightly and manually add power. Gear was raised and then the F/O selected flap up and the APR to on. This resulted in a config warning. The standard missed approach was followed while A/C transferred to radar and vectored round for another approach. The wind was within the 15kts crosswind for the First Officer but near the limit. With the wind coming from the southwest, it was bumpy on short finals, hence the decision to fly the second approach.
201110623	06/09/2011	London-Gatwick LGW	Airplane	Windshear caution during initial climb. Windshear recovery carried out and normal departure continued.	
201110673	07/08/2011	Luton (LUT)	Airplane	A319 on 6nm final approach R/W26 targeted by laser from Stevenage area.	
201110692	08/09/2011	En Route	Helicopter	Pilot (co-pilot) illness and incapacitation. PAN declared and a/c returned.	During cruise the co-pilot mentioned that he was feeling unwell. Subsequently the co-pilot became unresponsive and incapacitated. An alert passenger, with basic aviation experience, came forward and offered assistance. Passenger provided with a spare headset and briefed on the situation. PAN declared. A/c landed safely with paramedics in attendance. Initial examination indicates the co-pilot was incapacitated for nearly 2mins.
201110723	07/09/2011	En Route	Airplane	Fumes affecting cabin crew members eyes during flight.	Throughout the flight, any time cabin crew member was at door 2L, eyes began stinging which affected both eyes. Feeling of fumes irritating them. Eye drops used on board to help soothe which helped for a short period of time. Both eyes very red and irritated. Both the Captain and SCCM were informed. No noticeable fumes in the cabin or galley. Cabin crew member finished the flight feeling very nauseous and with a severe headache.
201110856	09/09/2011	Aberdeen (ADN)	Airplane	Nr1 eng oil filler cap seal found cut.	Incorrect seal fitted. Oversized seal had clearly been cut " to fit". Seal replaced with correct item.
201110863	12/09/2011	Aberdeen (ADN)	Airplane	Hyloader positioning onto parked A319 struck rear fuselage as the loading platform was raised. Engineer attended. Skin damage assessed as within SRM limits.	

201110899	10/09/2011	Aberdeen (ADN)	Airplane	Light/moderate fumes noted by both pilots during the climb, descent and approach. Fumes considered to be of an "oily" nature. No abnormal flight deck indications noted.	No reports from the cabin.
201110949	13/09/2011	Nottingham East Midlands	Airplane	PAN declared due to fuel fumes in cabin.	After start, fuel fumes were noted in the cabin but not too strong. Attributed to being down wind of other a/c. On take-off, fumes increased and Captain began to feel unwell. PAN declared and a/c returned. Engineering investigation confirmed fault with RH air-conditioning system. Fuel smell was thought likely to emanate from a suspected incorrect nozzle spray pattern. One nozzle was confirmed to be defective.
201110973	14/09/2011	Sumburgh (SUM)	Airplane	Momentary configuration warning on approach.	Selection of flap 20 was made as landing gear was in transit to the down position and config of flap 20 being achieved prior to landing gear down and locked with three greens. Config warning triggered. The warning self cancelled as soon as gear was down and locked.
201111007	14/08/2011	London-Heathrow - LHR	Airplane	EMB135 on approach to R/W27R targeted by green laser 2nm from touchdown. Authorities informed.	
201111072	08/09/2011	Aberdeen (ADN)	Airplane	Smell of burning in rear cabin.	On landing several passengers complained of a smell of burning in the rear of the cabin. Lights between seat rows 7, 8, 9 C/D flashing off and on with sound of arcing coming from lights. Ballast unit replaced, wiring checked and no further signs of burning.
201111081	13/08/2011	Leeds	Airplane	BAE ATP overhead Leeds in cruise at FL170 targeted by green laser for approx 1min. Authorities informed.	
201111128	17/09/2011	Inverness (INS)	Airplane	Bag loaded onto and carried on wrong flight.	
201111158	19/09/2011	Aberdeen (ADN)	Airplane	Ground crew approached EMB190 on arrival onto stand with engines running and anti-collision light on. Ground crew experienced jet blast resulting in ear defenders being blown off. No injury.	
201111185	12/09/2011	Scatsta	Airplane	SB2000 cleared for departure when a vehicle was observed crossing the traffic lights parallel to R/W24.	Investigation established that the vehicle ignored the traffic lights on the perimeter road that runs parallel to the runway. There have been a series of incidents of this nature over the preceding months and it is believed that the majority of occurrences were caused by construction workers who are new to the area and involved in the construction of new facilities. CAA Closure: A safety campaign has been launched with the companies concerned and there has been a marked drop in the number of incidents. However, agreement was reached whereby the Airport Manager would continue to monitor this situation and, should there be any change to the downward trend, stronger prevention measures will be introduced. This could mean the implementation of automated control barriers or manned control boxes at each end of the road similar to other airports where this type of scenario exists.

201111188	15/09/2011	Edinburgh (EDI)	Airplane	PAN declared due to passenger medical emergency. Passenger unconscious and unresponsive, decision taken to divert for medical assistance. Paramedics cleared passenger to continue to destination.	
201111221	05/08/2011	Oil Rig	Helicopter	TAWS pull up warning on landing approach.	During radar approach to mobile semi-submersible, at approximately 80ft above MDA, audio "CAUTION TERRAIN" followed shortly by "WARNING TERRAIN" and associated visual PULL UP message on both pilot FNDs annunciated. As the a/c is fitted with twin radio altimeters which were both indicating 280ft and flight crew becoming visual with the surface, the warnings were ignored and the approach continued. Reporter comments that since delivery of the EC225 fleet, the weakness of the TAWS system is well known and the situation exists where TAWS terrain warnings are regularly ignored. Some pilots have suggested using "Low Altitude" mode but this is intended for low level VFR operations, not for reducing nuisance warnings on instrument approach. This is a known issue which has been subject to numerous discussions with the a/c and equipment manufacturers. No closure actions have yet been identified but discussions are ongoing. The operator has briefed all crews on how to minimise nuisance warnings.
201111233	19/09/2011	Inverness (INS)	Airplane	Lack of coordination between military ATC and ScACC regarding a JS41 caused the Moray controller to issue avoiding action. STCA activated.	CAA Closure: The appropriate military ATC authority was fully alerted to this incident. No further CAA action.
201111233	19/09/2011	Inverness (INS)	Unknown	Lack of coordination between military ATC and ScACC regarding a JS41 caused the Moray controller to issue avoiding action. STCA activated.	CAA Closure: The appropriate military ATC authority was fully alerted to this incident. No further CAA action.
201111353	22/09/2011	London-Gatwick LGW	Airplane	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	London-Gatwick LGW	Airplane	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.
201111369	23/09/2011	Aberdeen (ADN)		Ear defenders found on R/W16 threshold during runway inspection.	
201111476	23/09/2011	En Route	Airplane	Passenger smoking in the rear toilet. Smoke alarm activated.	In cruise, ECAM 'Smoke Lavatory Smoke' warning. Contacted cabin crew and confirmed that a passenger was smoking in the forward toilet. Two further warnings within a min that disappeared by themselves.

201111563	17/09/2011	Inverness (INS)	Airplane	SF340 in descent at 5000ft advised of traffic in twelve o'clock position at 3nm. ATC issued an allegedly unclear right heading 180deg. Reporter believes ATC were under a high workload.	The SF340 was being vectored by Inverness Radar for R/W05in Class G airspace. When the SF340 was at 5000ft, the radar controller reported traffic, 12 o'clock at a range of 3 miles. The pilot observed traffic on TCAS at 2 o'clock which he reported to ATC. It was not possible to establish whether these were two separate contacts. The pilot believed that unclear avoiding action was given by the controller and the SF340 was turned right onto a heading of 180deg. The a/c then continued to intercept the localiser. Within Class G airspace, the service provision is constrained by the unpredictable nature of the airspace. Due to the elapsed time and limited information it was not possible to obtain RT or radar recordings and the ATSU had no record of the event CAA Closure: No further investigation of the incident is considered possible.
201111602	25/08/2011	London-Heathrow - LHR	Airplane	A319 at 4000ft in descent 14nm out R/W27R targeted by green laser. B767 also reported targeting by green laser 12nm out R/W27R.	
201111602	25/08/2011	London-Heathrow - LHR	Airplane	A319 at 4000ft in descent 14nm out R/W27R targeted by green laser. B767 also reported targeting by green laser 12nm out R/W27R.	
201111619	25/08/2011	Edinburgh (EDI)	Airplane	SAAB F340 4nm final approach R/W24 targeted by green laser believed to originate from block of flats approx 1nm from coast.	
201111635	26/09/2011	Aberdeen (ADN)	Airplane	Heavy landing ACARS message.	
201111657	26/09/2011	RANOK	Unknown	DHC8 receiving a DS (De-confliction Service) climbing through FL190 was instructed by ATC to turn to avoid military a/c at FL188. DHC8 did not receive a TCAS. Standard separation maintained.	
201111657	26/09/2011	RANOK	Airplane	DHC8 receiving a DS (De-confliction Service) climbing through FL190 was instructed by ATC to turn to avoid military a/c at FL188. DHC8 did not receive a TCAS. Standard separation maintained.	
201111680	30/08/2011	Manchester (MCT)	Airplane	DHC8 cabin crew reported laser attack whilst a/c on approach R/W23L. Attack not observed by flight crew. Authorities informed.	
201111746	24/09/2011	Sumburgh (SUM)	Airplane	Sudden onset of continuous vibration from port engine. PAN declared and a/c landed at intended destination safely.	Moving mixture to fully rich reduced level of vibration.
201111767	28/09/2011	London-Gatwick LGW	Airplane	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	London-Gatwick LGW	Airplane	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.

201111785	25/09/2011	En Route	Airplane	Flap failure during descent.	On selection of flaps, EICAS Caution "Flaps Fail" on indication of any flap setting. QRH actioned and a/c made a flapless landing with emergency services in attendance.
201111797	29/09/2011	Aberdeen (ADN)	Airplane	FOD reported by EMB145 lining up for departure. Glove found on R/W16 threshold next to 16 designator.	
201111822	29/09/2011	Aberdeen (ADN)	Helicopter	Port chin window failed in flight.	Airflow was increased dramatically and debris entered the cockpit. P2 maintained control with all flight controls normal.
201111827	29/09/2011	15nm North of BEKET	Airplane	Smell of burning in flight deck during descent.	During initial phase of descent, the flight crew became aware of a burning smell on flight deck. Crew donned O2 masks and established communications. Smell was of burning plastic/Bakelite type with no associated smoke or apparent flame. Due to proximity of destination, priority landing requested. A/c landed safely with emergency services in attendance. After a/c was shut down on stand, the burning smell still apparent, but still no evidence of smoke or fire. On examination with IR camera by fire crews, no hot spot evidence was found either within the avionics rack or around the hydraulic services. During subsequent investigations, the flight deck temperature sensor was found seized and burnt out.
201111848	24/09/2011	Shoreham	Helicopter	UK AIRPROX 2011/126 - R22 and BE90 at 650ft 2.4nm North of Shoreham.	R22 in climb to cruise height of 1200ft. At 650ft, the BE90 flew directly overhead from directly behind his position with approx 80-100ft clearance between them. BE90 then began a turn to the right. R22 continued flight as normal. The controller's ability to provide an appropriate level of service to the a/c under his control was affected by the increased levels of traffic, workload and RT loading. The controller approved multiple runway departures, with two directions of circuit pattern on R/W20, together with helicopter operations at 600ft. This allowed a complex situation to develop with RT loading reaching saturation levels and resulted in the controller not detecting the potential for conflict. The controller did not pass traffic to either a/c that would have aided the situational awareness of both pilots. Both a/c were operating in Class G airspace outside the ATZ. The R22 helicopter did not acquire the BE90 visually until they were in close proximity. It is unknown if the BE90 pilot sighted the R22. CAA Closure: It is recommended that the unit review the levels of staffing and service provision, to ensure that Aerodrome and Approach control services can be provided from separate position when warranted. The unit is to ensure that the controller is suitably appraised of the issues raised by this AIRPROX. It is also recommended that the unit review the guidance for operational staff in predicting, managing and limiting traffic levels, with an emphasis on the human factor effects of overload and highlighting the need for early planning and preventative measures. Additionally, it is recommended that the unit remind controllers of the requirement to pass traffic info to a/c flying in and in the vicinity of the ATZ.

201111848	24/09/2011	Shoreham	Airplane	UK AIRPROX 2011/126 - R22 and BE90 at 650ft 2.4nm North of Shoreham.	<p>R22 in climb to cruise height of 1200ft. At 650ft, the BE90 flew directly overhead from directly behind his position with approx 80-100ft clearance between them. BE90 then began a turn to the right. R22 continued flight as normal. The controller's ability to provide an appropriate level of service to the a/c under his control was affected by the increased levels of traffic, workload and RT loading.</p> <p>The controller approved multiple runway departures, with two directions of circuit pattern on R/W20, together with helicopter operations at 600ft. This allowed a complex situation to develop with RT loading reaching saturation levels and resulted in the controller not detecting the potential for conflict. The controller did not pass traffic to either a/c that would have aided the situational awareness of both pilots. Both a/c were operating in Class G airspace outside the ATZ. The R22 helicopter did not acquire the BE90 visually until they were in close proximity. It is unknown if the BE90 pilot sighted the R22.</p> <p>CAA Closure: It is recommended that the unit review the levels of staffing and service provision, to ensure that Aerodrome and Approach control services can be provided from separate position when warranted. The unit is to ensure that the controller is suitably appraised of the issues raised by this AIRPROX. It is also recommended that the unit review the guidance for operational staff in predicting, managing and limiting traffic levels, with an emphasis on the human factor effects of overload and highlighting the need for early planning and preventative measures. Additionally, it is recommended that the unit remind controllers of the requirement to pass traffic info to a/c flying in and in the vicinity of the ATZ.</p>
201111896	02/09/2011	Aberdeen (ADN)	Airplane	A319 at 6000ft in descent targeted by laser believed to be originating from Blackburn village. Authorities informed.	
201111985	30/09/2011		Airplane	Both a/c squawked 'Radio Fail' during flight. Communications with ATC were faint and broken. Both a/c landed safely.	One a/c then observed to allegedly commence unauthorised taxi along a disused taxiway in close proximity to vehicles and bowzers.
201111985	30/09/2011		Airplane	Both a/c squawked 'Radio Fail' during flight. Communications with ATC were faint and broken. Both a/c landed safely.	One a/c then observed to allegedly commence unauthorised taxi along a disused taxiway in close proximity to vehicles and bowzers.
201112100	04/10/2011	Aberdeen (ADN)	Unknown	Infringement of Airway P600 (Class A) by an uncoordinated military a/c. ScACC contacted Military ATC to inform them of an EMB145 in the area. Avoiding action given. Standard separation maintained.	
201112100	04/10/2011	Aberdeen (ADN)	Airplane	Infringement of Airway P600 (Class A) by an uncoordinated military a/c. ScACC contacted Military ATC to inform them of an EMB145 in the area. Avoiding action given. Standard separation maintained.	

201112110	05/10/2011	Stornoway (STN)	Airplane	UK AIRPROX 2011/135 - Two SF340s on approach R/W18. TCAS RA received.	Investigations indicate that this AIRPROX was due to: 1. Stornoway APP not reiterating the alt restriction of 3000ft to the crew of SF340 as required by MATS Part 2. 2. The crew of SF340 descended below 3000ft without clearance. A meeting has since been held involving the relevant parties. The meeting was called to discuss means of avoiding the 'cross over' nature of the Stornoway procedure on R/W18. It was also the forum to assess what immediate actions wererequired. CAA Closure: 1. Incident aircrew rebriefed and given guidance on improving Situational Awareness (SA) in a procedural environment. 2. All Aircrew awareness raised on the matter via daily Commander's Brief. 3. STN 18 Procedures amended by NOTAM to remove the 'cross over' element at 2000ft. In the longer term the CAA will revise the 18 Procedure to eliminate any 'cross over' point. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201112110	05/10/2011	Stornoway (STN)	Airplane	UK AIRPROX 2011/135 - Two SF340s on approach R/W18. TCAS RA received.	Investigations indicate that this AIRPROX was due to: 1. Stornoway APP not reiterating the alt restriction of 3000ft to the crew of SF340 as required by MATS Part 2. 2. The crew of SF340 descended below 3000ft without clearance. A meeting has since been held involving the relevant parties. The meeting was called to discuss means of avoiding the 'cross over' nature of the Stornoway procedure on R/W18. It was also the forum to assess what immediate actions wererequired. CAA Closure: 1. Incident aircrew rebriefed and given guidance on improving Situational Awareness (SA) in a procedural environment. 2. All Aircrew awareness raised on the matter via daily Commander's Brief. 3. STN 18 Procedures amended by NOTAM to remove the 'cross over' element at 2000ft. In the longer term the CAA will revise the 18 Procedure to eliminate any 'cross over' point. This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB).
201112116	29/09/2011	Scatsta	Helicopter	S92 issued with an incorrect departure instruction. Departures alerted by Radar. S92 descended back to intended climb restriction of 2000ft.	S92 had been given a coordinated climb restriction of 2000ft against a preceding departure cleared to 3000ft. Departures controller subsequently cleared the S92 to 3000ft inerror. S92 pilot reported prior to take-off that he was visual with preceding traffic. After Radar alerted departures of the error, the S92 initially reported visual but then stated losing contact with the traffic ahead. S92 was then descended to 2000ft.
201112276	06/10/2011	Aberdeen (ADN)	Helicopter	During pre flight inspection, forward servo lower system hydraulic pressure supply pipe found to be weeping. Pipe replaced.	
201112279	15/09/2011	Edinburgh (EDI)	Airplane	SF340 at 4000ft in descent for R/W06 targeted by green laser approx 15nm Northwest of airfield. Authorities informed.	
201112286	11/09/2011	Humberside	Airplane	Saab 2000 inbound for R/W20 targeted by green laser from the area central/East Hull.	
201112332	17/09/2011	Aberdeen (ADN)	Airplane	EMB190 on approach at 800ft targeted by green laser. Authorities informed.	

201112351	05/10/2011	North Sea	Helicopter	PAN call due to fuel supply problem to nr2 engine.	'FUEL LOW' warning during cruise. Checklist consulted and problem identified as low fuel in the RH longitudinal tank. Further into the procedure, it was determined that there was a high likelihood that the nr2 engine would flame out and fuel was now unavailable in the RH group. It was determined that the safest option was to shut down the nr2 engine and conserve the remaining fuel in that longitudinal tank, continuing at a reduced fuel consumption on one engine. PAN declared and aircraft made a safe running landing. CAA Closure: Investigation found debris in the fuel pump venturi. In relation to crew actions an additional consideration is added to Emergency Check List Drill 27: 'Consideration should be given to a controlled engine shutdown if the longitudinal fuel tank level on the affected engine continues to fall below the 70kg level in the longitudinal tank following jet pump and check valve failure, to avoid possible engine flame out at an inappropriate time'. The crew of this occurrence are to attend a technical refresher course, which includes fuel system malfunction handling. Crews to be reminded to update the Navigation log at least every 30mins. This includes the fuel calculations and fuel burn.
201112356	07/10/2011	Aberdeen (ADN)	Airplane	A321 at FL185 in cleared climb to FL200 received/compliedwith a TCAS RA 'adjust v/s' against a DHC8 descending to FL210. Traffic info given. Standard separation maintained.	
201112356	07/10/2011	Aberdeen (ADN)	Airplane	A321 at FL185 in cleared climb to FL200 received/compliedwith a TCAS RA 'adjust v/s' against a DHC8 descending to FL210. Traffic info given. Standard separation maintained.	
201112394	04/10/2011	En Route	Airplane	Fumes and burning smell in cockpit. PAN declared.	A/c diverted and landed safely.
201112412	08/10/2011	Stornoway (STN)	Airplane	Saab 340 climbing to FL135 given traffic info then avoiding action against a military contact, which had turned towards the Saab 340. Standard separation maintained.	
201112491	10/10/2011		Helicopter	PAN declared due to a fire warning nr2 engine. A/c landedsafely.	Crew assumed a safe single engine and carried out the fire drill iaw FRC's. Warning briefly extinguished then illuminated again. Crew considered the warning to be spurious and elected to continue to base. During flight, the fire warning illuminated several more times.
201112497	09/10/2011	Aberdeen (ADN)	Airplane	Speed inadvertently entered VLS during rushed approach.	Speed kept high to lose height and speed brake used to increase descent then reduce speed. Speed inadvertently allowed into VLS with speed brake deployed. Despite being level with 'S' speed selected (managed speed) the a/c was slowto reduce speed. Speed brake retracted and gear selected down early to reduce speed.
201112580	21/09/2011	Inverness (INS)	Airplane	EMB190 on ILS approach for R/W23 targeted by green laser.	
201112581	21/09/2011	Inverness (INS)	Airplane	EMB190 at 2000ft in descent suspect targeting by laser. Authorities informed.	

201112601	11/10/2011	Biggin (BIG)	Airplane	EMB195 on a heading 105deg climbing FL90 made a LH turn towards the left of the BIG stack. Separation lost against an a/c in the BIG hold. Avoiding action given.	ATC training in progress. Instructor issued an instruction for the EMB195 to stop climb at 6000ft and turn left onto 270deg then onto 205deg. EMB195 passed through 6000ft before descending again. Readbacks correct. Pilot believed he had initially been issued a heading instruction of 015deg and initiated a LH turn onto that heading.
201112601	11/10/2011	Biggin (BIG)	Unknown	EMB195 on a heading 105deg climbing FL90 made a LH turn towards the left of the BIG stack. Separation lost against an a/c in the BIG hold. Avoiding action given.	ATC training in progress. Instructor issued an instruction for the EMB195 to stop climb at 6000ft and turn left onto 270deg then onto 205deg. EMB195 passed through 6000ft before descending again. Readbacks correct. Pilot believed he had initially been issued a heading instruction of 015deg and initiated a LH turn onto that heading.
201112608	26/09/2011	Nottingham East Midlands	Airplane	BAe ATP at FL170 targeted by a green laser. Authorities and D & D informed.	
201112615	28/09/2011	Aberdeen (ADN)	Airplane	C172 at 1500ft on approach possibly targeted by laser from the Northfield vicinity.	
201112632	26/09/2011	Inverness (INS)	Airplane	After applying take-off power the LH torque gauge was indicating zero and left AC generator light was on. Take off rejected.	AC generator electrical plugs cleaned and torque sensor plug found loose. Senor plug secured.
201112697	02/10/2011	En Route	Airplane	Lightning strike to starboard nose section of fuselage. Minor paint damage to nose plus erosion on static wicks.	
201112766	02/10/2011	London-Heathrow - LHR	Airplane	A321 holding at FL080 repeatedly targeted by green laser. Authorities informed.	
201112781	02/10/2011	London-Heathrow - LHR	Airplane	A321 approaching BNN hold to exit at FL080 targeted by green laser repeatedly. Authorities informed.	
201112787	11/10/2011	Aberdeen (ADN)	Airplane	Flap warning received between 500and 600ft on approach. Continued with a normal landing.	
201112835	13/10/2011	Byford Dolphin	Helicopter	Offshore fuel system does not cut out when not deliveringfuel. System registered a fuel delivery without fuel being produced. Platform informed of the error.	
201112848	06/10/2011	Stevenage	Airplane	B737 at 2500ft 7nm in descent for R/W26 targeted by greenlaser on RH side originating from Stevenage. Authorities informed.	
201112859	25/07/2011	Aberdeen (ADN)	Unknown	Four military a/c were coordinated to not below 5A. A/c subsequently broke coordination, traffic info was passed to a helicopter flying IMC inbound to Aberdeen. ATC took appropriate action.	Military a/c were operating in and below the MDA 613 complex. An a/c was subsequently observed squawking at 15A. ATC notified the Watch Manager. The Watch Manager contacted the Military Marshaller and was advised they were aware of the incident and would be taking appropriate reporting action.
201112859	25/07/2011	Aberdeen (ADN)	Helicopter	Four military a/c were coordinated to not below 5A. A/c subsequently broke coordination, traffic info was passed to a helicopter flying IMC inbound to Aberdeen. ATC took appropriate action.	Military a/c were operating in and below the MDA 613 complex. An a/c was subsequently observed squawking at 15A. ATC notified the Watch Manager. The Watch Manager contacted the Military Marshaller and was advised they were aware of the incident and would be taking appropriate reporting action.
201112868	10/10/2011	Aberdeen (ADN)	Airplane	EMB190 in descent at 2000ft targeted by a green laser. Authorities informed.	

201112895	13/10/2011	UMBEL - OTR	Airplane	Loss of separation between a SB2000 routeing on UL602 anda military a/c (believed).	The SB2000 on UL602 was transferred to PC East Sector from London Mil at FL260 RCL280. PC East controller climbed the a/c to FL280 as per SOP. Separation lost with a military a/c which was 'taking 5'. Military traffic unknown to PC East. Reported that military controller was surprised that SB2000 had climbed. Military traffic given avoiding action. CAA Closure: Incident discussed between civil and military service providers. Appropriate debriefing actionedon unit.
201112895	13/10/2011	UMBEL - OTR	Unknown	Loss of separation between a SB2000 routeing on UL602 anda military a/c (believed).	The SB2000 on UL602 was transferred to PC East Sector from London Mil at FL260 RCL280. PC East controller climbed the a/c to FL280 as per SOP. Separation lost with a military a/c which was 'taking 5'. Military traffic unknown to PC East. Reported that military controller was surprised that SB2000 had climbed. Military traffic given avoiding action. CAA Closure: Incident discussed between civil and military service providers. Appropriate debriefing actionedon unit.
201112912	17/10/2011	Edinburgh (EDI)	Airplane	PAN declared due to hot electrical smell in the flight deck.	Both crew donned oxygen masks. ECL actioned out and priority landing carried out. Emergency services in attendance on landing.
201112917	12/10/2011	Aberdeen (ADN)	Helicopter	EC225 operating at FL70 targeted by a green laser 4 or 5 times illuminating the cockpit. ATC and Authorities informed.	
201112928	14/10/2011	Aberdeen (ADN)	Helicopter	AS332 received and complied with a TCAS RA to increase rate of climb against another a/c. Crew had visual contact with conflicting traffic. Traffic info given.	
201112928	14/10/2011	Aberdeen (ADN)	Unknown	AS332 received and complied with a TCAS RA to increase rate of climb against another a/c. Crew had visual contact with conflicting traffic. Traffic info given.	
201112978	14/10/2011	Oldham	Airplane	Two DHC8 a/c targeted by lasers from around the Oldham area.	
201112978	14/10/2011	Oldham	Airplane	Two DHC8 a/c targeted by lasers from around the Oldham area.	
201112986	17/10/2011	Manchester (MCT)	Airplane	'Flap Power' caution during the cruise. PAN declared and,due to expected turbulent conditions at destination, a/c diverted. Flapless landing carried out.	
201113003	11/10/2011	Aberdeen (ADN)	Helicopter	Approach plates out of date.	Following a simulator training session, it was found the company a/c fleet at one location were equipped with out of date paper approach plates. Similar problem subsequentlyfound relating to another airport. CAA Closure: The provider had been slow to capture the UK AIP changes. Operatorhas taken the issue up with the provider.
201113035	18/10/2011	Inverness (INS)	Airplane	AS332 VFR reported a TCAS RA whilst holding at 2000ft against a departing C560 IFR. Traffic info given. ATC had visual contact with both a/c at all times.	
201113035	18/10/2011	Inverness (INS)	Helicopter	AS332 VFR reported a TCAS RA whilst holding at 2000ft against a departing C560 IFR. Traffic info given. ATC had visual contact with both a/c at all times.	

201113054	18/10/2011	Sumburgh (SUM)	Airplane	Power levers stiff and trim sync failed at low OAT.	At low temperature (-41deg C OAT) power levers became very stiff and trim sync failed. Levers became normal at lower altitude but trim system remained failed. QRH actioned and a/c hand flew for remainder of sector as A/P would not re-engage. A normal landing followed. Power or condition Lever freezing at very low temperatures is usually resolved by the published practice of moisture purging. There are two 8000FH tasks to purge and replace the "o"-ring seals on both lever circuits which were last performed on the subject a/c on 31 Oct 2009, approx 2655 FH previously.
201113061	17/10/2011	Aberdeen (ADN)	Helicopter	During pre-flight inspection oil was observed dripping from the fwd servo hydraulic pressure hose. Manufacturer investigating.	
201113077	19/10/2011	Aberdeen (ADN)		During routine inspection two separate items of FOD (metal objects) were found on separate areas of runway.	
201113114	19/10/2011	Aberdeen (ADN)	Airplane	Unaccompanied hold baggage. Passenger no-show. Checked-in bag not offloaded. Flight crew notified during flight.	
201113145	17/10/2011	Nottingham East Midlands	Airplane	BAeATP descending through FL180 observed multiple green laser flashes from the 8 O'clock position. ATC informed.	
201113190	21/10/2011	En Route	Airplane	Cabin crew member feeling unwell during flight. Light headed, shivering, passed out for a time. Stood down from safety related duties.	
201113192	23/10/2011	Glasgow (GOW)	Airplane	SF340 allegedly issued with a landing clearance whilst another a/c had been cleared to line-up. Subsequent landing clearance given at approx 3nm.	The Tower controller lined up a B757 when a SF340 was on final approach. The controller had been experiencing a buzzing noise in the headset. The controller inadvertently issued landing clearance instead of take-off clearance to the B757 which was readback by the SF340 on approach. The read back from the SF340 was unreadable due to the problem with the headset. The B757 reported that he was still lined up on the runway and was given take-off clearance. The SF340 then asked the Tower controller if he was cleared to land. The Tower controller replied "negative" and informed the pilot of the SF340 that there was one to roll ahead. The B757 departed and was then transferred to Scottish. The SF340 landed safely with no further incident. CAA Closure: Appropriate ATC unit action taken including the ordering of new headsets.

201113192	23/10/2011	Glasgow (GOW)	Unknown	SF340 allegedly issued with a landing clearance whilst another a/c had been cleared to line-up. Subsequent landing clearance given at approx 3nm.	The Tower controller lined up a B757 when a SF340 was on final approach. The controller had been experiencing a buzzing noise in the headset. The controller inadvertently issued landing clearance instead of take-off clearance to the B757 which was readback by the SF340 on approach. The read back from the SF340 was unreadable due to the problem with the headset. The B757 reported that he was still linedup on the runway and was given take-off clearance. The SF340 then asked the Tower controller if he was cleared to land. The Tower controller replied "negative" and informed the pilot of the SF340 that there was one to roll ahead. The B757 departed and was then transferred to Scottish. TheSF340 landed safely with no further incident. CAA Closure: Appropriate ATC unit action taken including the ordering of new headsets.
201113200	24/10/2011	Aberdeen (ADN)	Airplane	Cargo smoke warning during approach.	ATC informed and fire crew requested. Emergency checklistactioned, including discharging the cargo fire extinguisher. Cabin crew informed and asked if there was any sign ofsmoke at the rear of the cabin, who responded that there was none. The cargo smoke warning then extinguished. ATC were informed that the warning had probably been spurious, however, fire crew attendance was still requested as a precaution. Normal landing carried out. Fire crew and engineer checked the hold, no signs of fire or smoke.
201113205	21/10/2011	Perth (PTH)	Airplane	B757 cleared to descend in conflict against a DHC8 in theclimb. STCA activated. Avoiding action given. Separation lost.	
201113205	21/10/2011	Perth (PTH)	Airplane	B757 cleared to descend in conflict against a DHC8 in theclimb. STCA activated. Avoiding action given. Separation lost.	
201113207	23/10/2011	Sumburgh (SUM)	Airplane	SF340 being vectored for ILS approach to R/W27 reported being unable to pick up the ILS.	ILS for runway was checked and found to have failed with no audio warning alarm sounding. ILS was taken out of service. After further testing it was concluded to be a malfunctioning switch which was fixed and the ILS was returned to service.
201113208	21/10/2011	London-Heathrow - LHR	Airplane	Bird remains found during a/c external inspection prior to first flight of the day. Flight delayed.	Remains found on LH wing just inboard of landing light towards upper side of leading edge. Further remains found inside nr1 engine inlet lip at one o'clock position. Overnight, a/c had had both Daily and 14 day inspections but the very obvious birdstrike was not recorded. Engineer called to assess the engine and wing for damage and a/c cleared iaw Embraer birdstrike inspections procedure. Reporter suggests that better vigilance during the previous inspectionsby engineering would have prevented a delayed departure.
201113225	21/10/2011	NATEB	Airplane	Loss of radio reception from box 1 at Scottish 126.925 for approx 1min.	
201113234	21/10/2011	London-Gatwick LGW	Airplane	LIRF not followed correctly resulting in an incorrect loadsheet.	

201113241	24/10/2011	Sumburgh (SUM)	Airplane	A piece of FOD was reported blowing across the grass towards the runway whilst a SF340 was taxiing to line up. FOD removed (magazine) by RFFS vehicle.	
201113243	24/10/2011	SUPEL	Airplane	Omit Coordination Trial between East and S10. EFPS and change level issues.	<p>Prior to obtaining strips, a procedural joining clearance had been given to DHC8, climbing to FL190. As the sector had no knowledge of the flight at FL180, DHC8 was instructed to stop joining clearance at a safe level. Investigations have revealed that the PC East controller reported a discrepancy in strip outfall affecting Omit Coordination Trail with LAC S10. Traffic was a DHC8 maintaining FL180 and a clearance given to Humberside for an a/c to join in the climb to FL190 was amended once the DHC8's presence was known. Investigation determined that the DHC8's flight plan had not been input correctly and was also later amended. The filed route did not produce the correct FPS outfall.</p> <p>CAA Closure: Two test flights were analysed one with the correct and one with the incorrect routing and the unit's findings were confirmed. Therefore, the Omit Coordination Trial was not found to be deficient, instead an incorrect routing caused lack of FPS on PC East.</p>
201113277	23/10/2011	Glasgow (GOW)	Airplane	Cancelled Processed under 201113192	Cancelled Processed under 201113192
201113277	23/10/2011	Glasgow (GOW)	Airplane	Cancelled Processed under 201113192	Cancelled Processed under 201113192
201113313	20/10/2011	En Route	Airplane	PAN declared due to passenger medical emergency. Passenger had history of cardiac problems. Paramedics arranged to meet a/c on arrival.	
201113333	19/10/2011	Aberdeen (ADN)	Airplane	Inbound A320 4nm South of airport, targeted by a green laser.	
201113335	19/10/2011	En Route	Helicopter	Partial Captain incapacitation during flight due to problems with seat.	<p>In the weeks leading up to this occurrence Captain had flown subject a/c on a number of occasions and reported the Captain's seat as being very uncomfortable as the most rearwards position is still too far forward. The crew were scheduled for two flights, on two different a/c. During first flight, in subject a/c, Captain was unable to function as a member of the crew due to back, leg and foot pain. Control passed in the standard format and flight continued whilst Captain adjusted seat. After a few mins, Captain felt better. Landing would have to be conducted by Captain as would not be safe to conduct from the LH seat. On long finals Captain returned to seat to a suitable flying position to take control for the landing. Second flight conducted in another a/c with no issues due to the seat being fully back in my normal seating position. On discussions with engineering, it was discovered it is a mod state that prevents the extra position at the rearwards most position. Engineering is investigating.</p>
201113366	04/10/2011	Inverness (INS)	Airplane	Windshear caution received during climb. Standard recovery flown.	

201113367	07/10/2011	Inverness (INS)	Airplane	DHC8 received a TCAS RA during descent at FL210. Autopilot disengaged and RA followed. Once clear of conflict the autopilot was re-engaged and the a/c returned to the cleared level. ATC informed.	
201113370	18/10/2011	London-Gatwick LGW	Airplane	Windshear caution received at 300ft during climb. Standard recovery flown.	
201113379	06/10/2011	Aberdeen (ADN)	Airplane	Loading error. Baggage stowed in incorrect hold. Error identified by loader whilst preparing LDM and a new loadsheet was produced. Crew informed and MAC TOW adjusted accordingly.	
201113381	13/10/2011	Birmingham	Airplane	Failure of PA system during cruise.	During the cruise the cabin PA system began to develop faults with the front and rear handset not broadcasting on the PA system. The recorded message system then failed followed by the flight deck handsets. Engineering assistance requested on arrival and the defect deferred. During the following sector, the system deteriorated further with the failure of the interphone chimes.
201113382	04/10/2011	Aberdeen (ADN)	Airplane	Belt loader came into contact with front hold door frame, minor paint damage only.	
201113387	28/09/2011	Aberdeen (ADN) (Strathclyde)	Airplane	Loading error. 1kg of freight was not removed from previous flight and travelled back on a/c.	
201113389	25/10/2011	Birmingham	Airplane	Spurious GPWS warning on departure.	On departure after gear retraction at about acceleration altitude, the EGPWS Warning 'Too Low Terrain' was generated. It was judged spurious and no action was taken. The Captain's Radalt then showed 0 to approx 4300ft agl. Investigation being progressed under 201113369.
201113393	18/10/2011	Aberdeen (ADN)	Airplane	Windshear caution received after take-off, recovery executed.	
201113396	20/10/2011	Scatsta	Airplane	Poor ATC coordination between Sumburgh Radar and Scatsta resulted in one a/c in climb being stopped at FL60 until another a/c at FL70 was clear. Standard separation maintained.	A climb clearance to FL100 had been passed to Scatsta by Sumburgh Radar.
201113396	20/10/2011	Scatsta	Airplane	Poor ATC coordination between Sumburgh Radar and Scatsta resulted in one a/c in climb being stopped at FL60 until another a/c at FL70 was clear. Standard separation maintained.	A climb clearance to FL100 had been passed to Scatsta by Sumburgh Radar.
201113422	24/10/2011	Aberdeen (ADN)	Airplane	Windshear caution on approach as airspeed increased to Vapp+20. Decision made to continue approach.	
201113431	24/10/2011	Aberdeen (ADN)	Airplane	On advancing power levers, LH landing gear bay overheat CWP caption started to flicker along with the audible and visual attention. Take-off rejected.	As soon as the power levers were retarded, all indication extinguished. Once the runway was vacated, parking brake applied, the LH power lever was advanced just above flightidle. The same flickering warnings were observed. Decision made to return to stand, with ECL referenced as a precaution. The defect was confirmed and the canon lug to the landing gear bay overheat sensor determined as being the source. A broken wire was found at a pin in the canon plug.

201113507	27/10/2011	D703	Airplane	SF340 infringed active Danger Area D703 (Tain) after the Inverness controller offered the pilot the option to routedirect whilst believing the area was inactive.	No operational activity at the time. Investigation established that the Inverness controller incorrectly believed the day was Friday (when D703 closed at 1300Z), and when noa/c were observed within D703 his belief that D703 was inactive was re-enforced. Then, the Inverness controller wasnot challenged when obtaining a clearance from PC. CAA Closure: Appropriate action taken at the units.
201113546	30/10/2011	Aberdeen (ADN)	Airplane	Rejected take-off due to nosewheel steering control difficulties.	During take-off, as speed passed 10kts, the a/c started to move left and flight crew unable to steer a/c back into centre of runway using nosewheel steering. Take-off rejected. A/c taxied back to stand using differential braking and power, almost impossible to control a/c direction using nosewheel steering. CAA Closure: The electrical connectorto steering actuator was found to be dirty and consideredto be the root cause of the event. It was cleaned and a functional test of nose wheel steering was carried out. Thenose gear was inspected, steering mechanism lubricated and flight controls inspected. NLG electrical connector to servo actuator found loose and tightened.
201113615	24/10/2011	Manchester (MCT)	Airplane	Descending EMB145 reported a laser 5nm North of Rosun.	
201113667	01/11/2011	Kirkwall	Airplane	ATC initiated a missed approach for a Saab F340 due to R/W being occupied by another a/c lined up in error by ATC.	
201113667	01/11/2011	Kirkwall	Unknown	ATC initiated a missed approach for a Saab F340 due to R/W being occupied by another a/c lined up in error by ATC.	
201113671	01/11/2011	Aberdeen (ADN)	Airplane	A/c made firm, possible hard landing.	
201113676	28/05/2011	Aberdeen (ADN)	Helicopter	Case cracks found around bolt head attaching emergency locator beacon to a/c.	Beacon replaced and fleet check carried out with no further faults found.
201113699	01/11/2011	En Route	Helicopter	Level bust.	During cruise at 3000ft, with cruise checks complete, ATCadvised that the a/c was now at 2500ft. A check revealed that the autopilot had been accidentally switched off and the a/c had entered a gentle descent, both unnoticed by the crew due to the discussions taking place. A/c recovered to 3000ft, upper modes reengaged.
201113706	02/11/2011	Inverness (INS)		Item of FOD retrieved from the edge of R/W12/30 by RFFS during a dawn inspection. Implement believed to be from night maintenance works. Item measured approx 140cm x 30cm x 25cm.	
201113713	02/11/2011	Kirkwall	Airplane	Severe nose wheel shimmy at 90kts in take-off roll. Take-off rejected.	
201113752	26/10/2011	Banff	Airplane	JS41 at FL85 approaching Banff, heading NNW reported a green laser. Authorities informed.	
201113807	28/10/2011	Hull	Airplane	Inbound JS31 targeted by a green laser for approx 30secs.ATC informed.	
201113815	30/10/2011	Inverness	Airplane	A319 in descent at 4000ft reported a laser shone at the a/c from a village on the LH side.	

201113819	02/11/2011	Inverness (INS)	Airplane	Vehicle driven close to a/c just as it started to taxi.	
201113863	27/10/2011	En Route	Airplane	While pouring drinks, a passenger moved and caught the arm of the cabin crew member, causing her to spill hot water on herself and a small amount on the passenger.	The cabin crew member received first aid and unable to continue her duties for the second leg. The passenger declined first aid treatment.
201113869	07/11/2011	Aberdeen (ADN)	Airplane	DHC8 commenced pushback from Stand 4 without clearance. DHC8 given start clearance only. No traffic to effect. Pushback permitted to continue.	Error acknowledged.
201113894	07/11/2011	North Sea	Helicopter	Coordination confusion over an EC225.	EC225 at FL55 on a Deconfliction Service was instructed to descend back to 4000ft on handover. Reporter also states that INT were not aware of the agreement. CAA Closure: Coordination was not breached - the perceived breach was due to the HELS controller believing that Aberdeen traffic was coordinated not above 4000ft, as stated by the Rebro's controller, when in fact no coordination had been effected for Aberdeen traffic.
201113906	31/10/2011	Edinburgh (EDI)	Airplane	A correctly tagged transfer bag travelled without associated passenger.	Passenger failed to show at the gate. Two other pieces of baggage belonging to the passenger were offloaded.
201113919	31/10/2011	Aberdeen (ADN)	Helicopter	Laser shone at EC225 whilst being vectored to R/W16 at 2500ft. Authorities informed.	
201113920	26/10/2011	En Route	Airplane	Control restriction whilst turning right. A/c returned.	A/c had history of autopilot mistrim. Autopilot unserviceable as ADD. After departure, right turn, control restriction felt. A/c started to turn with increased force on column. Same happened in next turn to right, controls handed to RH pilot to confirm. Return initiated. Restrictions felt intermittently but a/c controllable at all times. Suspected issue with aileron servo actuators. Concern raised as to why deferred defect had been raised for autopilot, as previous Tech Log entry implied control restrictions and not autopilot problems. CAA Closure: Previous history back to 29 Sep 2011 had not reported any control restriction, simply autopilot (A/P) mistrim. On this occasion the restriction was evident on the ground with A/P disengaged. Aileron powered control actuator suspected, and duly replaced. A/P roll servo replaced as a precaution. Aileron hinge bearings replaced. Full control run inspection carried out. Restriction no longer evident, and no further reports of A/P mistrim to date. Root cause of event was not identified and roll servo actuator strip report confirmed nil findings.
201113924	02/11/2011	Scatsta	Helicopter	S92A at 1000ft VMC on a Basic Service, received/complied with two TCAS RA's, first to maintain V/S and secondly to climb, against another S92A cleared to climb. ATC informed by telephone.	
201113924	02/11/2011	Scatsta	Helicopter	S92A at 1000ft VMC on a Basic Service, received/complied with two TCAS RA's, first to maintain V/S and secondly to climb, against another S92A cleared to climb. ATC informed by telephone.	

201113939	06/11/2011	Aberdeen (ADN) (Grampian)	Helicopter	Collective trim failure.	The collective trim failed with 'C TRIM' during pre-flight test. Upon investigation the fault was found to be in the replacement collective trim actuators that had come from the repair centre. Suspect incorrect wiring causing the collective to motor in the wrong direction.
201113958	09/11/2011	Sumburgh (SUM)	Helicopter	Sumburgh TWR departed an IFR helicopter to Aberdeen without release from Radar. Aberdeen ATC had cleared the helicopter direct to W, climb to 2100ft but did not add 'Released Subject radar.'	Sumburgh TWR subsequently contacted Aberdeen ATC with a departure time for the helicopter and was advised by Aberdeen ATC that they had not released the helicopter, however there was no conflicting traffic.
201113981	09/11/2011	Wick	Airplane	Warm electrical smell noted during flight. Emergency checklist actioned. A/c diverted. PAN declared during approach.	During approach, engine instrument displays fluctuated in brightness and then remained dim. A/c landed safely. Investigation found the day/night instrument lighting rheostat overheated.
201113983	08/11/2011	En Route (Highland)	Airplane	Sparks reported from LH engine during flight.	Passenger reported seeing sparks emitting from LH engine exhaust during flight. No abnormal indications observed in flight deck, however cabin crew reported unusually loud engine noise throughout flight. A ground run at maximum power was carried out which revealed further evidence of sparks. Engineers suspect dirty compressor. P1 decided not to operate any further flights with a/c in this condition.
201114025	01/11/2011	Humberside	Airplane	JS41 in decent at 3000ft targeted by a green laser from a housing estate. Authorities notified.	
201114035	10/11/2011	Sumburgh (SUM) (Shetland)	Airplane	Take-off abandoned due to configuration warning.	During take-off a configuration warning was observed at 100kts. A/c was brought to a stop on the runway and returned. After all checks had been carried out, a normal take-off was performed.
201114071	09/11/2011	Stockport	Airplane	EMB145 on 4nm final at 1500ft targeted by a green laser over Stockport.	
201114072	09/11/2011	Manchester (MCT)	Airplane	DHC8 in descent at 2200ft targeted by a green laser. Police informed.	
201114079	08/11/2011	Inverness (INS)	Airplane	SF340 in descent at 1800ft targeted by a green laser. Authorities informed.	
201114103	12/11/2011	Sumburgh (SUM)	Airplane	Two level busts during the climb.	A/c was cleared to leave CTZ but not above 1000ft. Shortly after pilot immediately apologised for climbing incorrectly to 1500ft. A clearance was given for a further climb, but shortly after a/c was indicating 4400ft, a/c instructed to descend to cleared level.
201114254	16/11/2011	Inverness (INS)	Airplane	Just after rotation, master caution warnings 'Stab/Mach Trim' annotated. A/c returned.	The a/c had previously suffered a technical problem, master caution for 'Stab/Mach Trim', on the previous flight which subsequently made a/c AOG on arrival. Engineering support was requested and the a/c remained unserviceable due to component supply problems. The a/c was subsequently declared serviceable by the engineers. Engine start-up was non eventful with no faults. Just after rotation the master caution warnings appeared showing 'Stab/Mach Trim', QRH actioned but the warning remained. Return initiated but no emergency declared. On roll out, after an uneventful landing, the emergency vehicles were in attendance, which had been initiated by ATC.
201114343	18/11/2011	London- Heathrow - LHR	Airplane	PAN declared due to passenger medical emergency. Passenger had recently had surgery. Paramedics met a/c on arrival.	

201114365	18/11/2011	Kirkwall	Airplane	After take-off at 500ft flaps failed to raise and C/B tripped. A/c continued in circuit and returned for investigation.	
201114367	15/11/2011	Stornoway (STN)	Airplane	Following take-off from R/W18, at approx 4000ft downwind right of airfield, P1 became aware of a Beech King Air behind them descending though their level at approx 3nm. Traffic info not given.	The Beech King Air had incorrectly routed to the NDB but was visual with the SF340.
201114367	15/11/2011	Stornoway (STN)	Unknown	Following take-off from R/W18, at approx 4000ft downwind right of airfield, P1 became aware of a Beech King Air behind them descending though their level at approx 3nm. Traffic info not given.	The Beech King Air had incorrectly routed to the NDB but was visual with the SF340.
201114414	21/11/2011	East Shetland Basin	Helicopter	Poor ATC coordination resulted in a level change for an S92A not being passed to Scatsta. Avoiding action and traffic info given by Scatsta ATC.	Procedural separation lost.
201114499	23/11/2011	Aberdeen (ADN)	Airplane	Ground handling staff unable to open rear hold door. Engineering staff required to open door manually. One of the hold locks was not up, causing problems opening door.	
201114532	24/11/2011	En Route	Airplane	Level bust.	A/c was instructed to maintain A40. The a/c was subsequently noticed displaying A38 and descending. Another a/c behind was instructed to turn left, however the subject a/c took the turn intended for the other a/c. No separation was lost during this manoeuvre.
201114533	24/11/2011	En Route	Helicopter	Nr2 engine chip caption illuminated during cruise. ECL actioned. Chip warning did not clear. PAN declared. A/c returned with nr2 engine at idle.	No other abnormal indications. Single engine landing carried out at Aberdeen.
201114536	22/11/2011	London-Heathrow - LHR	Airplane	A321 planned CAT3B autoland approach with latest ATIS stating LVPs in operation. Crew queried LVP protection after landing as autoland was left of centreline. ATC stated LVPs no longer in operation.	A321 landed at time 0805hrs, LVPs were current on the 0750hrs ATIS but had been cancelled at 0725hrs. The telephonenumber to the GMP ATSA, who is responsible for updating ATIS, is not unique to that role and it is not apparent to the VCR supervisor who is being contacted when they use that number. There were no procedures in place to ensure that messages are passed on to the GMP ATSA. CAA Closure: A second telephone line is being installed to ensure a direct line to the GMP ATSA. Until this line is installed, a reminder has been issued to all VCR supervisors to ensure that the GMP ATSA is aware of any changes required to the ATIS. Additionally, the LVP checklist has been re-prioritised to improve communication to the GMP ATSA.
201114557	15/11/2011	En Route	Airplane	Incorrect overspeed warning during descent.	At 250kts the LH ASI and Flight Director indicated an overspeed with associated aural warnings. The warnings should not have occurred until 250kts and the RHS displays were indicating correctly. Visual inspection of the LH pitot probe carried out, misalignment found between mast and tube. LH pitot tube and mast assembly replaced.
201114561	22/11/2011	Scatsta (Shetland)	Airplane	PAN declared and a/c returned following AFT CARGO SMOKE EICAS smoke warning.	A/c elected to return and a PAN was declared. A/c landed safely and stopped on runway. AFFS attended a/c and nothing detected. Engineering inspection found a faulty smoke detection system.

201114618	24/11/2011	En Route	Helicopter	Change of wind/weather leading to low fuel landing.	Weather had degraded at destination location and winds were stronger than forecast. Low fuel lights appeared at 70kg each side on short finals and the a/c landed at 120kg, reaching a minimum of 80kg on stand.
201114652	25/11/2011	Farnborough	Airplane	C550 in descent at 2400ft targeted by a laser. Police notified.	
201114675	28/11/2011	Sumburgh (SUM)	Airplane	PAN declared due to unidentifiable noise from outside of cockpit. A/c diverted. During diversion ATC Unit had powerfailure, generator took electrical load.	
201114676	28/11/2011	En Route	Airplane	PAN declared due to nr2 engine shut down. A/c diverted.	
201114694	29/11/2011	Aberdeen (ADN)	Airplane	CRJ700 observed pushing back without a clearance. A/c instructed to pull back onto stand.	Crew requested push, start and airways clearance. Airwaysclearance given only and correctly read back. Crew advised one a/c was to pass behind and ATC would call back. A/c subsequently pushed before the controller called back.
201114700	27/11/2011	Edinburgh (EDI)	Airplane	SF340 at FL70 reported a bright green laser flash, 1nm West of Lochgelly. Police notified.	
201114714	27/11/2011	Leeds Bradford (LBA)	Airplane	DHC8 in descent to R/W32 at 3500ft reported a green flashing laser shone at the a/c. The F/O was briefly dazzled bythe beam. Incident reported to ATC.	
201114744	29/11/2011	London-Heathrow - LHR	Airplane	A319 inbound to R/W27R at 6DME, reported a laser from theNorth by approx 2-3nm. Police informed.	
201114812	27/11/2011	Edinburgh (EDI)	Airplane	SF340 descending to R/W24 through FL70, targeted by a green laser. ATC informed.	
201114824	02/12/2011	Scatsta	Helicopter	Level bust.	Radar called to confirm level that had been coordinated as a/c called 3000ft but showing at 1700ft. Pilot admitted error and that he was now climbing to 3000ft.
201114832	28/11/2011	Aberdeen (ADN)	Helicopter	Crack found in tail boom during VLV inspection.	The crack runs from the tail boom horizontal deck down and under the upper most and second structural strap on frame 9900. Repair scheme received. Technical Directive issuedfor a fleet check.
201114839	29/11/2011	North Sea	Helicopter	A/c encountered severe turbulence during the cruise resulting in an uncommanded climb of 500ft.	Subsequent 'HOMP' trace indicated a speed variation between 87 and 142kts and a maximum climb rate of 2000fpm.
201114841	02/12/2011	Glasgow (GOW)	Airplane	BE200 cleared to descend to 4500ft below MSA (5500ft) by trainee controller. Mentor intervened and stopped descent at 5000ft.	Trainee briefed that descent was issued to early.
201114864	30/11/2011	Oil Rig	Helicopter	Unusual roll on take-off.	As collective was raised a/c rolled left by 4.5ft, collective reduced to minimum and roll reduced to 3.2ft. Subsequent take-off normal and no repeat on landing.
201114866	02/12/2011	Inverness (INS)	Airplane	Windshear during the climb, Standard recovery flown.	
201114868	03/12/2011	En Route	Airplane	PAN declared due to passenger illness.	
201114871	28/11/2011	Aberdeen (ADN)	Helicopter	Crack discovered in tail boom during VLV inspection.	Crack was discovered just aft of frame 9900 on the RHS ofthe a/c running from under the upper most finger of the structural strap at frame 9900 downwards towards the next finger.

201114908	03/12/2011	Sumburgh (SUM)	Airplane	Stall warning on initial climb through moderate turbulence.	Stick shaker activated at 500ft. Pilot believes that turbulence caused AOA sensor to move and that the a/c was not close to a stall situation. Captain believes that the gearlimiting speed was exceeded.
201115013	05/12/2011	North Sea	Helicopter	A/c lifted into the hover without autopilot engaged.	Following lift-off, the a/c suffered a rapid drift to the right and a rapid yaw right and left totalling approximately 120deg in addition to nose up and down. After flight crew had stabilised the a/c, it was noticed the autopilot was not engaged. The a/c landed back onto the platform. A flight to base was then completed uneventfully. Company investigating.
201115017	07/12/2011	Wick	Airplane	Unapproved fluid used to remove ice from inboard section of the right wing. Captain requested the residue be removed from the wing completely.	
201115019	07/12/2011	Wick	Airplane	Take-off aborted due to automatic power reserve system (APR) not armed.	A/c slowed from an estimated 30-40kts with minimal braking and taxied to start of runway for second attempt. Landing, taxi and runway checks carried out before attempting a Method A take-off to ensure both APRs armed before rolling. Both APRs armed and take-off normal.
201115030	08/12/2011	North Sea	Helicopter	Tail rotor gearbox temperature warning during flight. Confirmed as an abnormal temperature. PAN declared and diverted to nearby rig.	Tests after landing indicated a line detection fault.
201115045	08/12/2011	Inverness (INS)	Airplane	Windshear caution during initial climb. Recovery actioned and once clear flight continued without incident.	
201115047	08/12/2011	Aberdeen (ADN)	Airplane	Windshear caution during initial climb. Standard windshear recovery performed.	
201115051	07/12/2011	Ship	Helicopter	Vessel out of limits while a/c was on deck.	A/c departed from the vessel with the pitch roll and heave above limits. Flight crew advised that it had been over 4deg. At no time did the radio operator advise the a/c that the vessel was approaching, at, or over the limit and it was only because they were prompted that the flight crew were aware of the actual movement. Contact to be made with vessel to advise that in future if they are at or close to limits the radio operator must monitor closely the PRH movement of the vessel and advise the crew if it nears or exceeds those limits. CAA Closure: Investigations found that the ship movement exceeded deck limits whilst a/c on deck, initially without crew notification, with the root cause being communications between HLO, radio operator and flight crew. Subsequent to the event, this particular deck has taken appropriate action to ensure that this situation does not re-occur.
201115076	08/12/2011	Luton (LUT)	Airplane	A319 inbound R/W26 targeted by green laser from a point 1nm RH of final approach.	
201115083	08/12/2011	Inverness (INS)	Airplane	Amber windshear caution below 1000ft on approach. Go-around flown.	

201115106	09/12/2011	Sumburgh (SUM)	Airplane	Control difficulties during descent. PAN declared.	During high speed descent in severe turbulence, severe shaking of the a/c in the roll axis experienced to the extent that overhead lockers and ceiling panels were shaking and shuddering. The shaking was described as being very rhythmic and appeared to occur approximately five times per second. PAN declared. A/c slowed to 200kts and the shaking ceased. A/c landed in very strong winds without further incident. CAA Closure: Investigation found no play within the flight controls except the rudder trim tab. Rudder trim tab damper stop gaps adjusted.
201115118	08/12/2011	Inverness (INS)	Airplane	Firm touchdown of nosewheel during strong crosswind.	With the props at 'MAX' and flap setting 35, the a/c touched down on the right main, then the left main as normal. As the nose wheel was lowered onto the runway, it was noted by the flight deck that the nose wheel came down much more firmly than normal, with a distinctive thud. The a/c taxied to stand without incident and engineers called to investigate. The airport reported a 'gouge' in the runway centre line approx 400m from the start of the runway and at a length of 9ft.
201115149	09/12/2011	Inverness (INS)	Airplane	SF340 on approach R/W23 was instructed to go-around due to a deer in the vicinity of the runway. Deer observed to be crossing the runway at the intersection. Visual circuit flown.	Initial landing clearance cancelled. Information given to the crew and an ATIS transmitted regarding the deer prior to the go-around instruction.
201115161	10/12/2011	En Route	Helicopter	In cruise fire warning came on remaining for 2secs and then disappeared. Warning then appeared a further five times. A/c returned.	Crew decided it was spurious. Following return, flame detectors inspected with no faults apparent. Fault suspected with outboard boom, replaced with a serviceable item. Ground runs carried out and a/c returned to service.
201115183	14/11/2011	Lee On Solent	Airplane	GPS approach into an unlicensed airfield in low IFR conditions.	On arrival the cloud base was fluctuating 500ft and 300ft. Go-around initiated. Successful landing made. Upon landing reporter reflected that the incorrect decision had been made to land at destination. Commercial pressure clouded judgement and decision making.
201115225	06/12/2011	Inverness (INS)	Airplane	Go-around flown due to only two out of three gear down lights illuminated. Checklist actioned and bulb changed. All three lights illuminated after gear re-cycled.	
201115293	13/12/2011	Sumburgh (SUM)	Airplane	Loss of directional control during roll out.	Following landing, on roll out in strong crosswind transfer to nose wheel steering resulted in momentary loss of directional control due to nosewheel steering tiller centre guide being misaligned. Loss of grip and momentary concern at nosewheel position with max deviation from centre line being approx 5-10m. Situation recovered and normal roll out ensued.
201115314	13/12/2011	Aberdeen (ADN)	Airplane	A/c on short final approach in turbulent, windshear and gusty conditions causing speed to increase to approx Vref+25. Go-around flown followed by diversion.	
201115329	13/12/2011	Birmingham	Airplane	DHC8 given airways clearance only pushed back from Stand 08R without clearance. An a/c that had pushed back from Stand 15 was required to change its taxi route.	Pilot believed he had received a pushback clearance.

201115334	14/12/2011	En Route	Airplane	Flight deck instruments giving false readings. PAN declared. A/c descended but altitude failed to capture.	IAS comparator warning activated followed by the overspeed clacker. Nr2 altitude indication then noted to have frozen. Nr2 altitude display then became operational as the a/c descended to FL100. Blocked static due to icing suspected.
201115355	08/12/2011	Aberdeen (ADN)	Airplane	Go-around initiated due to severe turbulence, windshear and crosswind. During go-around Flap limiting speed exceeded. Uncertain of speed and duration of overspeed as instruments unreadable.	
201115375	13/12/2011	Aberdeen (ADN)	Airplane	Windshear warning during turbulent approach. Approach continued.	
201115378	15/12/2011	Inverness (INS)	Airplane	A/c engine started and anti-collision lights observed to illuminate while vehicles were parked behind LH wing although dispatcher had allegedly asked crew to delay the start.	CAA Closure: Operator advised. No further information forthcoming. Closed due to elapsed time.
201115380	15/12/2011	En Route	Helicopter	PAN declared due to MGB low pressure and high temperature indications.	MGB pressure observed fluctuating. Checklist consulted and it was determined to monitor the pressure against the temperature which was stable. MGB temperature was then observed to rise. Pressure continued to fluctuate. PAN declared and a/c returned. Fire crew accompanied a/c to the terminal on arrival.
201115399	14/12/2011	Aberdeen (ADN)	Helicopter	Conflicting information regarding prospect of recovery offshore.	During flight planning, offshore weather reports reported 'No Prospect of Recovery' at destination whilst another platform, approx 3nm away, was reporting 'Good Prospect of Recovery' as confirmed by standby boat. This is an ongoing concern which is being addressed by company Operations.
201115420	16/12/2011	Birmingham	Airplane	DHC8 descended outside of CAS whilst inbound to Birmingham and came into potential conflict with an unknown a/c in the FIR (Class G). Avoiding action and traffic info given.	The radar controller did not realise that the pilot of the DHC8 had not readback the instruction to turn onto base leg, due to being distracted by the telephone line, so the a/c continued downwind. The radar controller descended the DHC8 to 2500ft which took it outside CAS and into conflict with the unknown traffic. When avoiding action was given deconfliction minima had already been lost. CAA Closure: Appropriate unit action taken including temporary procedure to maintain 4000ft or above until the base turn is observed on radar.
201115420	16/12/2011	Birmingham	Unknown	DHC8 descended outside of CAS whilst inbound to Birmingham and came into potential conflict with an unknown a/c in the FIR (Class G). Avoiding action and traffic info given.	The radar controller did not realise that the pilot of the DHC8 had not readback the instruction to turn onto base leg, due to being distracted by the telephone line, so the a/c continued downwind. The radar controller descended the DHC8 to 2500ft which took it outside CAS and into conflict with the unknown traffic. When avoiding action was given deconfliction minima had already been lost. CAA Closure: Appropriate unit action taken including temporary procedure to maintain 4000ft or above until the base turn is observed on radar.

201115466	17/12/2011	Kirkwall	Airplane	Rejected take-off due to take-off power not set.	As power levers advanced for take-off, there was a lag before the nr1 engine responded. At around 60% torque, the torque advanced rapidly to around 85%. PF reduced power slightly and called "set take-off power". APR switched to "APR" and pilot monitoring called "only one APR light". Decision taken to abort take-off at estimated speed of 50-60kts. Crew elected to taxi back to apron to consult Maintrol. Following discussions, it was assessed that the intended reduction in torque on the nr1 engine was not followed on the nr2 engine, therefore giving an asymmetric power situation and a torque difference of approx 10% between the two engines. This may have been the reason the RH APR light did not arm when CTOT switch set to "APR". Second take-off carried out with Method A and both APR lights illuminated with no further problems.
201115470	15/12/2011	Sumburgh (SUM)	Airplane	Uncommanded flap movement on approach.	Small pitch change noted by crew in climbout and during cruise the cabin crew asked if the pilots had noticed a pitch change. Approach was continued to destination with crew monitoring the flap indication. On finals at platform altitude, just prior to selecting flap 15, FO noted a pitch change and the flap indicator run to the 'Flap 7' position at normal transit speed, then back to flap 0. Flight continued without further event with normal configuration schedule. Subsequent investigations involved LH and RH hydraulic flap actuators being bled for air in system, mechanical rigging of the flap control system, LH and RH actuators adjusted, electrical rigging of the flap control system, flap rigging check and flap indication rigging. Function and operational tests of flap system carried out.
201115552	20/12/2011	En Route	Helicopter	Shortly after reaching cruise altitude, transmission caution and 'Chip' warning illuminated. Check list procedure followed, but 'Chip' warning failed to clear. A/c returned.	
201115562	20/12/2011		Airplane	PAN declared due to a precautionary engine shutdown. Pilot requested to squawk 7700 and a direct routing offered and accepted as a diversion.	During flight a sudden onset of RPM fluctuations and vibrations from nr2 engine. Subsequent investigation found a fault with the RH magneto.

201115570	19/12/2011	Aberdeen (ADN)	Helicopter	Nr1 engine fire on start up.	During engine starting an orange glow became immediately evident from the LHS of the a/c and the marshaller was seen to be giving the stop signal. Co-pilot verbally indicated there were flames on LHS of a/c. The engine condition switch was immediately retarded to off, the rotor brake applied, the emergency engine fuel shut off lever was retarded and extinguisher 1 discharged. Ground handler saw the flames emanate from the exhaust. As the initial flames receded burning fuel was then seen to run down the side of the a/c and the ground handler tackled this with the fire extinguisher and successfully extinguished them. Marshaller also placed lance down the exhaust to extinguish what was later described as fierce flames that were still present. Whilst the ground handler was fighting the fire the co-pilot indicated that the fire was still evident so bottle 2 discharged. There were no fire indications inside the cockpit. On investigation the pressurising valve was suspected of being stuck in the open position and this was confirmed.
201115627	21/12/2011	Glasgow (GOW)	Airplane	SF340 was cleared to line up and wait and given an amendment to their clearance. ATC then noticed that the SF340 had already started its take-off roll, without clearance.	With the runway clear the SF340 was allowed to depart rather than stopping on the runway. SF340 rotated just before the intersection and 50ft into the climb out the pilot questioned whether he had taken off without clearance. ATC replied affirmative. SF340 continued and handed over to next sector.
201115643	20/12/2011	Sumburgh (SUM)	Airplane	Sink rate caution on final approach.	Rate of descent was increased due to late configuration and caution sounded on final approach. A/c landed without further incident.
201115651	09/12/2011	London-Heathrow - LHR	Airplane	EMB145 descending through 4000ft, targeted by a blue laser. ATC informed.	
201115666	20/12/2011	Aberdeen (ADN)	Helicopter	Slight leak observed on forward Main Rotor Servo pressure pipe at outlet from manifold.	Serviceable pipe fitted. Unserviceable pipe sent to OEM for investigation, as it was only fitted to the a/c in Dec 2011.
201115712	22/12/2011	Sumburgh (SUM)	Airplane	When gear selected up during the climb, the disagreement light failed to extinguish with the gear handle in the 'Up' position.	Checklist actions completed. Flight continued with gear down. A/c diverted.
201115722	23/12/2011	Aberdeen (ADN)	Airplane	A/c pushback without clearance.	CRJ2 was given clearance to taxi to stand. Shortly after another a/c was noticed pushing back which was not in controllers plan or displayed in active bay. CRJ2 requested to hold due to an a/c pushing back that should not be. Subject a/c had only been given route clearance and not pushback and start clearance. Upon questioning pilot apologised.
201115722	23/12/2011	Aberdeen (ADN)	Airplane	A/c pushback without clearance.	CRJ2 was given clearance to taxi to stand. Shortly after another a/c was noticed pushing back which was not in controllers plan or displayed in active bay. CRJ2 requested to hold due to an a/c pushing back that should not be. Subject a/c had only been given route clearance and not pushback and start clearance. Upon questioning pilot apologised.

201115747	27/12/2011	Aberdeen (ADN)	Airplane	PAN declared due to nr1 hydraulic system failure.	Cabin crew reported an unusual hydraulic noise just after take-off. The quantity indicator of green hydraulic system was showing as just above amber. During descent the ECAM HYD G SYS LO PR warning activated twice. PAN called and request made for engineering and emergency services. Manual landing gear extension applied. Once a/c cleared runway, fire services inspection was carried out and a/c towed to stand.
201115751	28/12/2011	London-Gatwick LGW	Airplane	TOB (Total On Board) confusion. A319 advised during taxi-out that loading sheet showed 119+2 when figures should have been 118+2. Passengers recounted and 118+2 agreed. Revision made to loadsheet.	
201115759	23/12/2011	Stornoway (STN)	Airplane	SF34 started up on the main apron whilst chocked. Observed by aerodrome personnel. Crew informed and a/c shut down. A/c subsequently re-started up and departed.	
201115761	27/12/2011	Aberdeen (ADN)	Microlight	Infringement of the Aberdeen CTR (Class D) by a Rans S6.	The pilot had called Aberdeen Tower to obtain a clearance to operate from a strip within the CTR. He was told to standby, but then hung up and proceeded to get airborne without obtaining a clearance.
201115796	24/12/2011	Aberdeen (ADN)	Airplane	On take-off catering trolley broke free from stowage. Cabin crew member managed to stop trolley from colliding with passenger and injured arm in the process.	
201115805	28/12/2011	Aberdeen (ADN)	Airplane	Approach in crosswind and turbulent condition caused momentary activation of stick shaker at approx 600ft.	
201115806	28/12/2011	Edinburgh (EDI)	Airplane	During approach in gusty conditions a/c rolled in excess of 30deg. Go-around flown to second successful approach and landing.	
201115807	28/12/2011	Aberdeen (ADN)	Airplane	During taxi-out, Saab F340 flight crew were informed the a/c's trim was incorrect as crew had not included the dry operating index on their manual loadsheet. Flight crew corrected the trim settings.	
201115814	28/12/2011	Aberdeen (ADN)	Airplane	Manual go-around from 100ft on approach in severe turbulence. High workload conditions in go-around resulted in flap overspeed and late gear retraction. A/c entered hold and subsequently diverted.	
201115823	27/12/2011	Aberdeen (ADN)	Airplane	On arrival ground crew discovered the hold 5 net was inadequately secured allowing bags to fall through to compartment 4.	
201115837	28/12/2011	Inverness (INS)	Airplane	Windshear caution received at 800ft in climb. Standard recovery flown.	

201115844	28/12/2011	En Route	Helicopter	Severe vibration during climb.	<p>During climb, severe vibration experienced, to such an extent that neither pilot could focus on the flight instruments. No cautions or warnings illuminated. Damper failure appeared a reasonable diagnosis. A precautionary landing carried out, but ditching was not ruled out. Autopilot decoupled, RH turn and descent initiated, after approx 10secs and passing through downwind vibration ceased. Engineering advice sought but fault could not be reproduced. After further consultation, a/c returned without further incident but as a precaution autopilot upper mode not used. Upon return to base, further investigations carried out but no fault found. Due to the short period of vibration and the vibration free return leg of the flight, it is felt unlikely the vibration was due to mechanical wear or failure. It is thought that the vibration was possibly caused by selecting 'Direct Gyro' to 'Magnetic Gyro' with the autopilot engaged with 3Q. There was a 30deg heading difference between DG and MG. The vibration could be due to the autopilot trying to accommodate the sudden heading change, however, it is thought that would only have resulted in a gentle roll and change of heading. Concern raised that the simple procedure of switching from DG to MG could have resulted in the ditching of the a/c.</p> <p>CAA Closure: Selection of autopilot upper modes when the compasses are not synchronised can induce a vibration, as the autopilot attempts to compensate. Through the Chief Type Training Captain, the operator has emphasised to its crews of the need to synchronise the compasses after departing an offshore location prior to engaging any of the upper modes. Having alerted the crews to the potential problem, they will continue to monitor for any further occurrences.</p>
201115851	28/12/2011	Aberdeen (ADN)	Airplane	Strong winds caused momentary flap overspeed.	
201115860	29/12/2011	BETAX	Airplane	iFACTS separation monitor displayed incorrect separation. Separation monitor consistently showed separation at closest point at approx 8-9nm. Range and bearing showed 6nm.	<p>ATC reported that, the Separation Monitor displayed predicted closest separation as 7-8nm although range and bearing indicated 6nm decreasing. MACC EAST Sector called to warn of impending loss of separation. Headings applied to maintain separation. In this incident an EMB145 was on a much higher Indicated Air Speed (IAS) than Base of A/c Data (BADA) predicts. It was suggested that the pilot/FMS calculated it necessary to sacrifice climb-rate in order to maintain schedule against the strong headwind. The iFACTS team have previously conducted an analysis that showed these high disparities exist, but this is the first one in which such a large prediction error has been seen on just a single a/c and has led to an operational safety report. A software program trouble report, PTR60518, has been raised and will be considered by the iFACTS System Design Team.</p> <p>CAA Closure: Software prediction error. PTR 60518 raised Software update N31 planned for May 2013.</p>

201115860	29/12/2011	BETAX	Airplane	iFACTS separation monitor displayed incorrect separation. Separation monitor consistently showed separation at closest point at approx 8-9nm. Range and bearing showed 6nm.	ATC reported that, the Separation Monitor displayed predicted closest separation as 7-8nm although range and bearing indicated 6nm decreasing. MACC EAST Sector called to warn of impending loss of separation. Headings applied to maintain separation. In this incident an EMB145 was on a much higher Indicated Air Speed (IAS) than Base of A/c Data (BADA) predicts. It was suggested that the pilot/FMS calculated it necessary to sacrifice climb-rate in order to maintain schedule against the strong headwind. The iFACTS team have previously conducted an analysis that showed these high disparities exist, but this is the first one in which such a large prediction error has been seen on just a single a/c and has led to an operational safety report. A software program trouble report, PTR60518, has been raised and will be considered by the iFACTS System Design Team. CAA Closure: Software prediction error. PTR 60518 raised Software update N31 planned for May 2013.
201115881	29/12/2011	Stornoway (STN)	Airplane	Rejected take-off. Propeller levers not set to maximum for take-off. Configuration warning alerted.	
201115979	12/11/2011	En Route	Airplane	A/c diverted due to rough running engine.	Engine vibration and smoke during flight caused a/c to divert. Engineers diagnosed a cracked cylinder possibly due to a blocked injector. Hot oil leaked directly onto exhaust.
201115981	25/10/2011	Aberdeen (ADN)	Airplane	Flight crew reported windshear as the a/c passed 500ft during the initial climb.	
201116015	24/12/2011	Sumburgh (SUM)		Ay 0630hrs a fire appliance reported U/S between Holding Point A and R/W18/34 intersection. Towed away and no FOD found. At first daylight inspection FOD noted, area had notbeen used.	
201116027	28/10/2011	Aberdeen (ADN)	Airplane	Windshear, with a loss of 30kts at 800ft on approach. Standard missed approach flown. Diverted.	
201200040	03/01/2012	London-Gatwick LGW	Airplane	Windshear caution on climb out.	
201200042	03/01/2012	London-Gatwick LGW	Airplane	Windshear caution and slight increase in airspeed. A/c continued to an uneventful landing.	
201202342	03/01/2012	Oldmeldrum Mast	Helicopter	AS332 operating at 2000ft received a TCAS RA 'monitor v/s' followed by 'clear of conflict' against known and visually acquired opposite direction traffic operating at 500ft above. ATC notified.	