

21 September 2015
Reference: F0002462

Dear XXXX

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

Your request:

Occurrence reports for S-92, EC225 or AW189 aircraft that have made a diversion, air turn back or otherwise declared an emergency while in flight between 1 Jan 2014 and 31 Aug 2015.

Following our telephone conversation on 11 September, you agreed to limit your request to S-92 and EC225 aircraft.

Our response:

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

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

We have carried out a search of the CAA database for any report involving either helicopter type S92 or EC225, between 1 January 2014 and up to all processed reports as at 14 September 2015, which involves either a diversion, air turn back or the declaration of an emergency and provided a summary of those reports in the attachment.

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

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

Civil Aviation Authority

Aviation House Gatwick Airport South Gatwick RH6 0YR. www.caa.co.uk

Telephone: 01293 768512. foi.requests@caa.co.uk

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

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

caroline.chalk@caa.co.uk

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

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

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

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

Yours sincerely

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

Mark Stevens
External Response Manager

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

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

Freedom of Information Act: Section 44

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

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

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

File number	UTC date	Manufacturer/model [Make]	Manufacturer/model [Model]	Location name	Headline	Narrative text
201400214	01/01/2014	SIKORSKY	S92	EGPD (ABZ): Aberdeen/Dyce	Master Caution illuminated, with AC GEN 2 FAIL illuminated.	On reaching 3000 carrying out cruise checks the Master Caution illuminated, with AC GEN 2 FAIL illuminated. The AP 2 light also illuminated indicating off line followed by AVC dropping off line. EOPs carried out and gen reset once. Subsequently failed again, this time with the above plus Capt's PFD screen (MFD#4) temporarily dropping off line. EOPs carried out and aircraft returned to base.
201401608	11/02/2014	SIKORSKY	S92	EGPD (ABZ): Aberdeen/Dyce	PAN declared due chip warning on intermediate gearbox.	Aircraft inbound, called PAN due chip warning on intermediate gearbox. I acknowledged the PAN, cancelled his hold and speed restrictions (due multiple fixed wing and helicopter inbound and routed him to the ADN for a priority). The pilot advised me that he would be at 80kts. He was then transferred to INT and landed safely at 1037. WM helped me inform all the relevant agencies. □ Supplementary 11/02/14: □ During flight, we had caption IGB CHIP. Consulting the emergency operating procedures (EOP) checklist, we had only one indication of IGB CHIP. Following the EOP, immediate actions were nil, subsequent actions were to reduce speed to 80kias and land as soon as possible. We informed ATC with a PAN call and requested priority for landing. During the flight we monitored for any unusual noise, vibrations and pedal kicks to which there were no indications of anything further. We briefed the passengers and continued for an ILS runway 16.
201402175	22/02/2014	SIKORSKY	S92	EGPD (ABZ): Aberdeen/Dyce	Collective trim runaway.	On departure for Track and Balance air test, we engaged the upper modes IAS and ALT-P. IAS engaged in the pitch axis and ALT-P in the collective. Aircraft continued to climb through the selected alt, decoupled ALT-P and attempted to descend to 1200feet. Reduced power and recoupled ALT-P in the descent, aircraft immediately began to climb again. Torque was increasing steadily at approx 2%per sec. Deselected ALT-P and decoupled the collective trim, consulted the ECL and declared a PAN, RTB. Landed RWY 16 no further incident. □ Supplementary 22/02/14: □ I was on duty as the ADC with Air and GMC positions band boxed. Prior to me taking over control at approximately 1900z, the aircraft had started for an air test, requesting a wide visual circuit. This followed a series of engine ground runs and an earlier sortie which had been abandoned during the pre-departure hover-check. Aircraft departed RW16; when approximately 3 nm SE of airport, at 1912z a PAN was declared. The PAN was acknowledged, the pilot confirmed a control trim runaway issue which was not serious, 4 SOB. PAN aircraft was instructed to join downwind left hand for either RW16 or H23; the pilot elected for RW16. A Local Standby was initiated at 1914z, and the ATC Watch Manager informed. PAN aircraft landed at 1919z, and was able to taxi to parking area, contacting Fire on 121.6. Thereafter Fire 1 reported that the aircraft was safe: the local standby was terminated at 1922z.

201402419	28/02/2014	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	PAN declared due to 'Eng' caution and 'Chip 2' warning light.	At 12:25 aircraft approached the coast and declared a PAN call stating he had a chip warning light and was reducing one engine back to idle and therefore reducing his speed. This was acknowledged. A previously placed speed restriction was lifted and a priority routing offered direct to final rwy16 under a direct VFR clearance. the aircraft was transferred to the tower and landed at 12:46 without further incident. □ Supplementary 28/02/14: □ In cruise ' Eng' caution plus 'CHIP 2'. ECL actions carried out, PAN call. Pax briefed. Engine #2 left at idle for transit. No further signs of engine distress. Uneventful single engine running landing carried out. Pax debriefed in gate.
201404798	15/04/2014	SIKORSKY	S92	EGPD (ABZ): Aberdeen/Dyce	PAN declared due to two spurious engine fire warnings during flight.	X2 spurious No2 engine fire warnings reported by aircrew in flight. Aircraft declared PAN and landed safely. After consultation, with manufacturer rep, No2 outboard flame detector replaced with new item due to known historic fault with detector P/N: 92552-04112-042.
201404300	10/04/2014	SIKORSKY	S92	Brent D platform	PAN call due to severe vibration. Aircraft returned.	I was radar controller when aircraft reported severe vibration was returning to platform. I asked aircraft if they wished to declare and they declared a PAN. I instructed aircraft to squawk 7700 when able and informed all relevant agencies. Aircraft report landed safely and shut down. □ Supplementary 10/4/14: □ Unusual vibration felt after take-off from platform. Climb continued to 2000ft to establish if the vibration would decrease with increased airspeed. The vibration continued. A pan call was made declaring the nature of the emergency, number of POB and intention to return. Pan acknowledged and transponder code 7700 selected. The vibration continued during the descent. Tail rotor authority confirmed before landing. Aircraft shutdown for further investigation. Engineers winched down later in the day. After investigation and air-test the next day, aircraft returned without passengers. Further investigation to aircraft continued. OIM and passengers briefed by both crew and engineers. □ Supplementary 14/4/14: □ The vibration was described as a rumbling cobblestone type vibration normally associated with a 4p vibration and there were no other abnormal indication or captions. The mornings flights were downloaded from HUMS laptop and no obvious increase in readings but it was noted that the vertical 1p vibration was slightly higher than we would normally aim for in certain regimes. The MRH and MRB were inspected for any apparent defects but none were found but it was noted that two dampers were nearing the fill mark. Main rotor dampers were filled and bled and a rotor smoothing data gathering flight carried out. Air tests were unable to reproduce the vibration. Recommended adjustments were carried out and the 1p vibration levels smoothed to a more comfortable level.

201401048	29/01/2014	SIKORSKY	S92	EGPB (LSI): Sumburgh	Intermittent 'ENG PWR LIMIT' caption.	During descent to winch at cliff, eng 2 TGT display showed red dashes with associated 'ENG 2 PWR LIMIT' caption. EOP actions carried out and decided to curtail sortie. Whilst recovering to base, caption illuminated intermittently. On two occasions, the 'FADEC NO DISPATCH' caption also illuminated intermittently.
201401321	03/02/2014	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	PAN declared and aircraft returned, after shutting down one engine, due to 'CAUT FUEL' caption during air test.	During the cruise, whilst conducting a HUMS air test, 'CAUT FUEL' illuminated with an associated 'FILT' caption on the Nr1 engine side of the fuel panel. The emergency checklist was consulted and 5/2 filter clogging warning carried out which results in shutting down the engine. Aircraft turned back toward base, procedure 2/7 carried out and nr1 engine shut down. A PAN was declared and aircraft routed back for a running landing. Aircraft landed without further incident. Test of pressure drop switch carried out, no fault apparent. Test of clogging indication nr1 engine fuel differential pressure switch found to function intermittently Pressure switch and fuel filter replaced with new component. Flight test carried out satisfactorily. This was the first flight after replacement of the differential pressure switch. □ Supplementary 03/02/14:□ During test flight, pilot had to shut down nr1 engine due to fuel filter clogging indication on fuel management panel. First flight since the fuel pressure switch replaced. Fault confirmed to be intermittent indication caused by fuel pressure switch and further air test carried out with no further fault.
201402781	09/03/2014	SIKORSKY	S92	EGPB (LSI): Sumburgh	PAN declared due small cabin fire from the Captain's TCAS module. Aircraft made precautionary landing.	I received a PAN call advising me that they had a small cabin fire from the Captain TCAS module and were making a precautionary landing, they passed the position in Lat and Long. I acknowledged their call and observed the aircraft on radar, confirming their position. The next call saying that they had landed safely on the ground. I advised my WM and ADC who called the local emergency services. Subsequently aircraft called airborne and downgraded/cancelled the pan as they had isolated the TCAS module and were en route to pick up a crewman from a vessel. □ Supplementary 09/03/14:□ Whilst carrying out SAR winch training with vessel, smoke was detected in the cockpit and found to be emanating from the TCAS 2 display in front of the Captain. The aircraft was flown to a nearby island and landed as a precaution whilst a PAN call was made to ATC. The TCAS circuit breaker was identified, pulled and smoke dissipated. The unit was not hot to touch hence aircraft was repositioned to recover winch man from vessel and return to base. TCAS/ VSI found to be cause of smoke, removed and to be replaced. Function checks to be carried out.

201403028	13/03/2014	SIKORSKY	S92	EGPD (ABZ): Aberdeen/Dyce	PAN declared and aircraft returned due to possible engine fire.	<p>In Cruise at 3000 ft, a spurious ENG #2 FIRE warning was noticed and Aural warning was heard. Decision to consult ECL and to start a right hand turn was commenced. As the turn was initiated the fire warning signs extinguished. No signs of smoke or erratic engine indications were noticed. Blue sky quick position was engaged and ATC was in formed with a PAN call. RTB without further problem.□</p> <p>Supplementary 13/03/14:□</p> <p>Aircraft requested to make a right hand orbit, which was granted and requested to advise their intentions once the orbit was completed. The pilot advised that they intended to return to departure airport and requested a descent to 2A, which was granted routing direct to GSE or the ATF as required. The routing to GSE for VFR was accepted. I asked the pilot if they wished to declare an emergency. Aircraft declared at PAN due to an indication of a possible engine fire. The PAN was acknowledged and aircraft was instructed was to squawk A7700. Which they did. Pilot advised that they believed the fire indication was spurious and they were operating normally on both engines, they had not seen any smoke trail during the tight orbit. Another aircraft inbound for the ILS, approximately 8nm north of this one, offered to escort the aircraft to the field but pilot declined the escort. The duty watch manager, INT and ADC were briefed on the situation and of the aircraft intentions. Aircraft was cleared to enter CAS routing direct to airport not above 2A, transferred to airport ADC and landed safely.</p>
20140319	12/07/2014	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	PAN declared due to transmission chip warning.	<p>Aircraft declared a Pan with a chip warning and requested immediate descent to 1A. He elected to continue returning and declined a□ shepherd aircraft. He reduced speed to 80kts. At time of report a/c still has 40 minutes to land.□</p> <p>Supplementary 12/7/14:□</p> <p>Noted aircraft was on a monitor for main gearbox chip every five flight hours. Fifteen minutes into the inbound leg we were presented with a CAUT XMSN CHIP. EOP actioned, chip pulse activated but CHIP remained on. law. EOP speed reduced to 80 kts (Vy). On speed reduction thru 90 kts, the CHIP light extinguished. law. EOP, flight continued to base with us cautiously increasing speed to 100 kts. As a precaution we descended to 1000 ft. Pan call was made at 16:07 to radar. No further reoccurrence. All MGB magnetic chip detectors removed and inspected - no debris or particles found, all chip detectors clean. MGB oil filter removed and inspected - no particles or debris found, filter clean. Oil cooler magnetic plug removed and inspected - no debris or particles found, magnetic plug clean. Due to the nature of the reported defect (warning extinguished as power and speed reduced) all electrical chip detectors tested for correct electrical properties. Flared housing chip detector found U/S. Flared housing chip detector replaced and aircraft released to service after appropriate ground runs etc.</p>
201403428	22/03/2014	SIKORSKY	S92	EGPB (LSI): Sumburgh	PAN declared due to nr1 engine chip warning. Aircraft returned.	<p>Aircraft was operating low level on a VFR training sortie when at time 1038 they called PAN PAN declaring an engine malfunction and return. They were instructed to squawk 7700, which they did and returned for a VFR arrival. One engine was shut down but no further assistance was required. They landed safely at time 1101.□</p> <p>Supplementary 22/03/14:□</p> <p>At 1038 radar called to inform me aircraft was north of the CTR returning to the field after declaring a PAN due to an engine malfunction. A full emergency was initiated. I was then informed aircraft had shut down one engine and was flying on his number 2 engine only, which was passed onto the fire chief. Aircraft landed safely with the AFS remaining in position until he shut down. The full emergency was stood down at 11.09.□</p> <p>Supplementary 22/03/14:□</p> <p>During a continuation training sortie as the aircraft came to a relative hover alongside a local ferry the ENG 1 CHIP caution illuminated intermittently. We immediately diverted the aircraft and during the transition to cruise flight the ENG 1 CHIP caption remained on. The EOP was consulted which resulted in the aircraft returning with the affected engine at idle. We declared a pan call and landed via a running landing. Chip detector inspected and cleaned no ferrous debris but small amount of carbon in chip detector basket. GE inspection and clean inspection carried out and ground run leak check carried out satis.</p>

201403494	23/03/2014	SIKORSKY	S92	EGPB (LSI): Sumburgh	PAN declared and aircraft returned due to 'ENG 1 CHIP' caution.	At 11:20, shortly after departure, the aircraft declared a PAN due a chip warning light and would be landing with single engine on runway 27. Full emergency was initiated. Aircraft landed safely at 11:26 with the AFS remaining in position until he shut down. The emergency was stood down at 11:30. □ Supplementary 23/03/14: □ On levelling, shortly after take-off, 'ENG 1 CHIP' caution illuminated. Actions carried out iaw EOPs, retarding nr1 engine to idle and a single engine running landing was carried out with no further incident. Nr1 engine secured and aircraft ground taxied to dispersal for shutdown. Chip detector inspected, no debris found, suspect chip detector replaced iaw AMM. Ground run and leak check carried out satisfactorily.
201407589	11/06/2014	SIKORSKY	S92	EGPD (ABZ): Aberdeen/Dyce	PAN declared during taxi out due to passenger medical emergency.	On reaching holding point M5 a passenger came forward and reported that another passenger appeared to be very unwell. Surrounding passengers gave immediate support to unwell individual. Crew issued a Pan Pan Call and taxied back into the apron. Medical assistance and an ambulance was requested which met the unwell passenger on spot/inside terminal. Flight later departed without further incident (minus unwell passenger). Overheating of individual is/was initially suspected. Cabin Vents were on however the air conditioning was inoperative and listed as a B defect
201407490	10/06/2014	EUROCOPTER	EC225	Oil Platform	Aircraft returned due to torque split and mismatched power indications.	On approach, the crew observed CHQ TRQ and Diff Pwr indications. Delta N1 gauges appeared unaffected. Total Torque was around 65%. No1 torque: 23%, No2 torque: 42% approximately. The mismatch remained despite the application / reduction of collective and indications were intermittent. The crew went around and climbed to MEA. Indications stabilised during the climb and the aircraft returned to base at a reduced power setting for further investigation. □ CAA Closure: □ Root cause was the failure of the No 2 torque transmitter. Component replaced.

201405259	29/04/2014	EUROCOPTER	EC225	En route	PAN declared and aircraft diverted due to transmission chip detector warning.	<p>I was on duty as the Radar controller supervising a controller who is re validating on the sector. This aircraft was en route at FL070. At 0937 the pilot declared a PAN, reporting 'a minor gearbox warning' and that they were diverting, commencing descent and reducing speed. The PAN was acknowledged and the pilot was advised that there was no traffic to affect their descent and to route direct to diversion airport. Aircraft was instructed to squawk A7700, which they did, confirming their SOB as 20. Their ETA was 10:00. The Watch Manager and adjacent sectors controllers advised all relevant agencies of the situation. We briefed ADC of the diversion. 0943 aircraft requested the PB weather, which was passed and confirmed they would make a VFR approach, a VFR clearance routing direct to the field was issued and read back. 0954 The aircraft was transferred to the airport ADC frequency 118.250mhz. 1004 Aircraft landed safely. All agencies informed. □</p> <p>Supplementary 01/05/14: □</p> <p>In the cruise, a transmission chip warning illuminated on the CWP accompanied by a CHIP caption on the VMS. The EOPs were consulted and two attempts were made to burn the chip with no success. Power was reduced and the a/c diverted. Engineer's Report: During the flight the amber transmission (XMSN) caution warning light came on in the cockpit together with a 'CHIP' warning. The aircraft landed to enable engineering to carry out an inspection. Warning System This cockpit 'CHIP' warning indicates the possible presence of metal particles on one of the magnetic chip detectors fitted to the main, intermediate or tail transmission assemblies. In normal operation, the magnetic chip detectors will indicate a cockpit warning when the metal contamination is attracted to the gap on the detector. When the contamination bridges the gap an electrical circuit is made and the 'CHIP' warning light in the cockpit illuminates. With reference to the manufacturer's maintenance manual, the presence of particles on a chip detector does not necessarily mean there is a problem with the transmission. Consideration is given to the: shape of the particle, the quantity and size, the nature of the occurrence and the nature of the material. On this occasion, a hair-like thread was found on the detector of the intermediate transmission. If contamination is found then we have to strictly follow the aircraft manufacturer's recommendations as detailed in their maintenance manuals. A serviceability check in accordance with the manufacturer's recommendations was carried out. This included ground runs and a hover. The detector was checked again with no further issues. Further Inspections: The aircraft will be under close monitor and this means that the transmission chip detector will be checked after every flight for a period of 25 flying hours. If no further issues then the aircraft will be returned to normal maintenance. □</p> <p>Supplementary 01/05/14: □</p> <p>On duty as ADC I heard a PAN being declared on Radar frequency (0939z). At that moment I had no details,</p>
201407798	14/06/2014	SIKORSKY	S92	En route	Fire warning, engine nr2.	<p>Whilst on task, FIRE ENG 2 aural alert and fire warning caption came on. Initial actions were carried out and an actual fire was not confirmed. Aural warning and caption went out after a few seconds but came on again repeatedly. Aircraft RTB and precautionary twin engine running landing. □</p> <p>CAA Closure: □</p>
201409873	21/07/2014	SIKORSKY	S92	En route	Aircraft returned due to Display Control Panel (DCP) failure.	<p>The number 1 DCP failed during cruise flight. The crew called for weather at destination through Log and the cloud was reported as overcast at 500 feet, the MEL states 1 DCP for dispatch but VFR flight only. It was clear that VFR could not be maintained after take-off from the rig and therefore the aircraft aborted the flight and returned to base.</p>
201408437	24/06/2014	SIKORSKY	S92	EGPM (SCS): Scatsta	PAN declared due to passenger medical emergency. Aircraft returned and was met by emergency services.	

201409973	23/07/2014	SIKORSKY	S92	En route	Aircraft returned due to minor technical problem.	We received a call from the coastguard informing us that the aircraft was returning to the field with a minor technical problem, not declaring an emergency. After confirming this with radar a local standby was initiated for the returning flight. Aircraft landed safely.
201410250	29/07/2014	SIKORSKY	S92	Bridge of Don	PAN declared due to nose gear retracted on approach.	<p>Aircraft was inbound and I had instructed them to report at the Bridge of Don. On reaching BoD the crew stated they had an issue with their nose gear, and asked to orbit at BoD to go through the checklist. Having completed this and not resolved the problem, the captain declared a PAN and advised they would need to hover on the airfield to try to further clear the problem. Since the a/c was in the CTR, I decided against instructing the crew to select 7700 on their transponder and I cleared the a/c to hover above runway 23. Visual confirmation ascertained that the nose wheel was still retracted. As runway 34 was in use, I decided to stop all runway movements until I knew what actions would be required by the captain/ company. When it became clear that the subject aircraft was established in the hover on runway 23 and remaining to the east of E6, I was satisfied that I could recommence operations on the main runway. I then handed over the watch to the incoming controller. □</p> <p>Supplementary 12/08/14: □</p> <p>Between Gorse and the Bridge of Don on approach to destination, the before landing checks were carried out. The nose wheel indication light failed to illuminate, therefore drills were carried out IAW the ECL. This did not resolve the situation, so a PAN was declared and an approach to R/way 23 made, where we remained in the hover East of E6. ATC were able to confirm visually that the nose wheel had not extended. After numerous calls between engineering and Fire 1 (airport fire service), it was decided that an engineer would walk underneath the aircraft and attempt to free the nose wheel. After 2 attempts, the engineer successfully freed it. With a confirmation of this from the engineer and a green indication in the cockpit, the aircraft was landed and immediately shut down. It should be noted that this sequence of events took 50 minutes from time of notifying ATC to a resolution being reached. It quickly became apparent that there is no contingency procedure for this event; even to the point that the engineers had no hand held radios to communicate with us on. During this time, a passenger came forward expressing growing concern over the situation and an ever increasing temperature as the air-conditioning was u/s. It should also be noted that we were carrying sufficient fuel to cater for the time taken for a resolution to be found. □</p> <p>CAA Closure: □</p> <p>Investigations found that the root cause was that the nose wheel was not centred when retracted. Nose landing gear shock strut seals and main landing gear actuator solenoid valve seals replaced. Retraction/extension checks carried out satisfactorily and aircraft returned to service.</p>
201406148	16/05/2014	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	HUMS MOD 45 fail message. Aircraft returned.	<p>En-route approximately 60nm out we got a HUMS Caption and a MOD 45 FAIL displayed on the HUMS panel. Emergency checklist consulted and aircraft slowed down to 120Kts and torque reduced to less than 65% in accordance with drill 7/10 of the Emergency Checklist. This was maintained for 15 minutes as instructed and fail indication remained. Approx 100nm ATC were informed of the situation and an RTB was requested and subsequently initiated. The aircraft initially descended to 2000ft routing direct and subsequently after a request from ATC descended to 1000ft to avoid conflicting traffic still maintaining 120kts and less than 65%tq. As we were out of range for radio contact with Ops we tried to make contact 4 times, however each time we were unsuccessful due to connection failure. We then monitored company frequency in the hope another company aircraft was talking to Ops and could relay however, again this was not the case. We finally got hold of Ops about 30nm out. Aircraft landed without further incident.</p> <p>CAA Closure: □</p> <p>Confirmed random failure. Appropriate actions carried out iaw AMM CH 05-53-00-237 and EDR raised with manufacturer. NDI inspection of shaft confirmed no fault and aircraft returned to service. No re-occurrence since.</p>

201406128	09/05/2014	EUROCOPTER	EC225	En route	Aircraft returned due to main transmission cowling caption on climb out.	On climb out, Main Transmission Cowling caption illuminated on Door/Cowl Panel with associated Door/Cowl on CWP and CAUT. The caption was intermittent and continued flickering in the cruise phase at MCP. The Transmission Cowling was visually checked in the mirrors and observed to be secure but we could not sensibly continue the flight. Aircraft returned to base and passengers debriefed by crew on PA and Engineering in departure gate.
201501286	02/02/2015	SIKORSKY	S92	En route	PAN declared and aircraft returned due to hydraulics issues.	Aircraft declared a PAN due to hydraulic issues. Handling not affected. Returned to departure airport and cancelled PAN at 0853 as warnings had cleared but continued back. Landed at 0900.
201411446	18/08/2014	SIKORSKY	S92	EGPM (SCS): Scatsta	Aircraft returned due to engine torque fluctuations	During climb engine torque fluctuations noted. After levelling and cruise power set fluctuations increased up to 10 percent between engines with corresponding Ng , TGT and NR indications. Power reduced and aircraft RTB.

201501981	17/02/2015	SIKORSKY	S92	EGPM (SCS): Scatsta	AC generator No.1 failure.	On climb out after departure when the AC Gen No.1 Failure caution came on. Climbed out on rwy heading and levelled off at altitude 2000ft. Carried out SOP and EOPs and aircraft returned to base.
201417123	10/12/2014	SIKORSKY	S92	En route	PAN declared and aircraft returned due to passenger medical emergency.	Paramedics met the aircraft on arrival.
201418191	30/12/2014	SIKORSKY	S92	Unknown	Flight crew illness/Incapacitation.	During the climb the co-pilot (PF) started to complain that he was not feeling well. He complained of numb hands, feeling hot and dizzy. I took control and levelled the aircraft. The symptoms persisted so I RTB. The co-pilot was taken to A&E by another Captain whilst I completed the post flight administration. Further details from the co-pilot to follow in due course. Passengers were debriefed post landing without further comment.

201410351	30/07/2014	EUROCOPTER	EC225	ADN	XMSN CHIP' caution illuminated during cruise. Aircraft diverted.	In the cruise at 4000ft Caut, XMSN and Chip illuminated. The crew followed the EOP and attempted two unsuccessful burns on the chip detector. The speed was reduced to Vy and the aircraft diverted (nearest location). On arrival, the pax were disembarked and debriefed and engineering consulted. On inspection of the MGB sump plug a substantial amount of metal debris was found. The crew and pax returned to intended destination on a fixed wing flight.
201409447	15/07/2014	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	PAN declared and aircraft returned due to torque split and nr2 engine 'GOV' light illuminated.	Aircraft outbound stated that he had a minor technical problem and wished to return to base from about 105 miles out, asked if he wished to <input type="checkbox"/> declare but declined saying that it was unnecessary at the time. About 84 miles from base declared a PAN due to the problem, was offered routing to an installation but was happy to continue. Landed safely. <input type="checkbox"/> Supplementary 15/07/14: <input type="checkbox"/> While in cruise flight, the VMS "Check TQ" illuminated and torque split of 5% was noted. Shortly after this, number 2 engine GOV light illuminated and torque split noted as circa 15%. Aircraft turned back to departure airport and a PAN was declared. Subsequent analysis during the return flight caused us to believe it was an erroneous number 2 torque indication over-reading. One consequence of this failure was that the FLI MCP limit red line reduced significantly and did not reflect the engine power settings showing on the VMS (photos available if required). Had we followed the guidance on the FLI, our total power available would have been reduced significantly. We therefore relied on the VMS indications to set a reduced cruise power but this was still above the FLI indicated MCP setting so the autopilot kept trying to reduce collective. Collective trim was therefore manually deselected. Bleeds were offset manually prior to landing and an uneventful run on landing made with no further consequences. Passengers debriefed after landing.
201406421	21/05/2014	EUROCOPTER	EC225	En route	PAN declared due chip warning.	PAN declared due chip light number 1 engine reduced to idling requiring no further assistance. Aircraft asked to squawk 7700 when able. Aircraft landed. <input type="checkbox"/> Supplementary 22/05/14: <input type="checkbox"/> CHIP1 light illuminated in cruise. EOPS actioned but light returned for the third time after clearing twice, so engine 1 set to idle. PAN call made. Continued flight to destination. IHUMS (No Mod 45) illuminated subsequently as below 60% torque in cruise. Running landing was carried out. Ts and Ps normal throughout. No1 engine chip warning during the flight back to base. The engine has 5 magnetic plugs and a chip detector situated within the oil system. The engine chip detector is designed to attract metal particles in the oil system and will illuminate a warning light in the cockpit when the quantity or size of the particles are sufficient to bridge a gap between two magnetised sections on the detector, thus creating electrical continuity. After landing, the aircraft was taken into the hangar to enable engineering to carry out the required inspections. This included checking all the magnetic plugs and the electrical chip detector. There were signs of hair-like contamination on the electric chip detector. The contamination was sent to a laboratory for analysis and the report forwarded to the engine manufacturer field representative. Serviceability checks were carried out iaw the AMM recommendations. This includes draining the oil, inspecting the cleaning mag plugs, chip detectors, stariners and replacing the oil filter. A ground run was carried out and further checks on the mag plugs and chip detector. No contamination found. The amount/type of contamination has been assessed to be within limits as specified in the engine manufacturer's maintenance manual. This will allow the aircraft to return to service under close monitoring, which entails a check of the mag plugs and chip detector after 5 flying hours for a period of 25 flying hours. If no further contamination, then the aircraft will be returned to normal maintenance.

201417673	18/12/2014	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	PAN declared due to landing gear indication light failure.	<p>I was working as the tower controller, the weather was good VMC and the traffic was very busy. Aircraft was a training flight following a company aircraft to final for RWY, with another helicopter on final for RWY. At this point they called a PAN with unsafe undercarriage indications. They stated that they would like to make an approach for RWY. I got the other traffic out of the way and instructed them to land. On landing they remained in the hover until they got their gear checked by an engineer before landing safely. □</p> <p>Supplementary 18/12/14: □</p> <p>Left-hand undercarriage light did not illuminate with travel light still illuminated. Check list followed, emergency declared, landing carried out with engineering assistance (indication issue).</p>
201413592	26/09/2014	SIKORSKY	S92	Claymore A platform	PAN declared due to engine surge/stall warnings.	<p>Aircraft was doing deck training. Appeared to be climbing out and tracking as normal when he called at 1A looking to climb to 2A. He said he had an engine problem and had idled back an engine. Was identified given a ROT and climbed to 2A routing direct. When asked if he was declaring an emergency he declared a PAN, he was told to squawk 7700 and confirm SOB. WM was informed. When queried he confirmed it was the #1 engine that was idled back due to surge/stall warnings but when asked did not indicate any other problems with the aircraft. He was informed of traffic which was 14nm SE of him that would be available to escort him. He said he didn't need the escort. Aircraft 2 was transferred and given the aircraft headings to converge with and escort the PAN aircraft. Was at approx 65nm and routing to the field at 2A when I was relieved. □</p> <p>Supplementary 26/9/14: □</p> <p>On initial climb out we heard compressor bangs surging and stalling with the associated Engine pod was showing spikes in Ng and TGT and sporadically turned yellow. We levelled the aircraft and consulted the EOPs we then retarded the throttle of the affected engine and the stalling ceased we then tried to return the throttle to fly and almost immediately the surge/stall returned. We then idled the engine and decided as a crew to start the APU. We declared a pan call who had the flight watch and subsequently to radar. We returned with the engine at idle to a running landing. We elected not to cross feed as we were going to land with sufficient fuel on the good engines tank and the number one wasn't going to be beyond 700lb imbalanced. □</p> <p>CAA Closure: □</p> <p>During borescope inspection, the engineer noticed damage to the axial compressor blades suspected to be caused by FOD. Further investigation showed considerable damage to the centrifugal compressor and the turbines also showed signs of damage. The engine was removed and sent for inspection and repair. An inspection of the aircraft was carried out to try and identify the source of the FOD. No hardware (screws / nuts) were found to be missing or any people. Fleet Support will issue an inspection requirement to check for FOD on the aircraft type.</p>
201501456	06/02/2015	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	PAN declared due to engine chip warning.	<p>Aircraft declared a PAN stating he had a technical problem with one of his engines. I acknowledged the PAN and instructed aircraft to set 7700 and informed the Watch Manager. □</p> <p>Supplementary 6/2/15: □</p> <p>Chip number 1 engine on return leg we confirmed indications and followed EOP's (engine reduced to idle). Engine brought to flight on finals and a precautionary run on landing was made, engine secured after landing. After landing, the aircraft was taken into the hangar to enable engineering to carry out the required inspections. This included checking all the magnetic plugs and the electrical chip detector. A hair-like particle was found on the electrical chip detector. This particle will be sent to a laboratory for analysis and the result will be forwarded to the engine manufacturer field representative. In accordance with details specified in the maintenance manual, the amount and type of contamination is regarded to be within acceptable limits. However, there was an occurrence of a similar chip approximately 50 flying hours previously. A close monitor for a period of 25 flying hours was carried out following this with no recurrence of the warning and the aircraft reverted to normal maintenance. As a result of this chip warning and the previous one, the engine manufacturer representative has confirmed a module 4 replacement is required. To do this module replacement, the engine will be removed from the aircraft and taken to the Engine Workshops. A serviceable replacement engine will be fitted to the aircraft. Post fitment, ground runs and air tests will be carried out. If everything is satisfactory, the aircraft will return to service.</p>

201501190	30/01/2015	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	PAN declared and aircraft returned due to engine chip warning.	Having already requested a return "as a precaution", aircraft declared a PAN with an engine chip warning; the crew said that the engine had been reduced to idle and they would be returning on a single engine. Aircraft was instructed to squawk 7700 which was complied with. The Watch manager was informed and made all relevant phone calls. A company aircraft that was in the vicinity, offered to act as escort if required; after a brief pause this offer was turned down. On establishing that he could take a frequency change was transferred to the next sector early so as not to risk losing 2-way contact as the RT link was OOS. □ Supplementary 30/1/15: □ During cruise CAUT, ENG and CHIP 1 lights illuminated. ECL consulted and Chip Detector control switch set to pulse. CHIP 1 caption cleared. After a few seconds, the same indications appeared. Chip pulsed a second time which cleared again. As a precaution the power was reduced to below safe single engine while the crew discussed further actions. It was decided to return to base. Again the CHIP 1 light illuminated so crew set engine 1 to idle and OEI LO on engine 2, descended to 2000 feet and declared a PAN. Pax were briefed in the aircraft and on the ground subsequent to the flight. The aircraft was returned and carried out a VFR approach and running landing on runway 34 without further incident. Engineering informed. It should be noted that the CHIP 1 light illuminated several times during the return.
201415197	28/10/2014	EUROCOPTER	EC225	En route	PAN declared due tail rotor gearbox overheating during cruise.	Frequency very quiet, aircraft was approaching the 80 miles mark. I had already advised him there was no known traffic offshore and they could report to me once they transferred the flight watch offshore. Before they could do so, they called me with a PAN PAN due to a tail rotor gearbox overheat indication and stated they intended to land as soon as possible. As they descended low level, I lost radio contact with them on frequency, and managed to relay through another aircraft to make sure they were speaking to the offshore frequency (which they were). We were advised that they landed safely, □ Supplementary 28/10/14: □ During the cruise 'WARN' illuminated with an associated 'TGBT' caption on the VMS. Aircraft immediately decelerated to Vy, four-axis coupled. EOP consulted, drill 7/8 actioned. Line test returned 'Normal', high TGB temp confirmed. PAN call made and aircraft landed and immediately shut down. Engineering assistance sought. During the flight out the crew observed a 'TGB.T' indication on the VMS. Following their flight procedures they landed, shut down and contacted engineering back. On the information given by the crew the fault was diagnosed to be either the TGB temp probe or associated wiring. Myself and another engineer were sent out to recover the aircraft, on investigation it was found that the wiring to the TGB temp probe was at fault. The wire was repaired and the TGB indication system was tested 'satis'. The aircraft was released and returned back. As a precaution Improvement of IGB and TGB temperature probes and wiring has now been carried out on all aircraft type.
201416780	01/12/2014	SIKORSKY	S92	EGPB (LSI): Sumburgh	PAN declared and aircraft returned due to gearbox oil pressure warning.	Aircraft was performing low level work approximately 35 miles west of airport and called a PAN due to a gearbox pressure warning. The pilot requested a return and was advised that there was no know traffic to affect a direct return, and to select SSR code 7700. The pilot later reported that the indication was improving, but still wished to return as a precautionary measure. The aircraft was cleaned to join the Control Zone VFR, with no level restriction and was transferred to Tower approximately 12 miles west of the airfield. The aircraft landed safely at airport. □ Supplementary 01/12/14: □ Aircraft was returning to airfield after declaring a PAN PAN due to a gearbox oil pressure warning. Full emergency declared. □ Supplementary 01/12/14: □ During prolonged hover 7.5deg nose up, oil pressure observed to decrease from 58 PSI to 31. Main oil pressure illuminated. PAN Call made, aircraft recovered. During transit oil pressure recovered. No further indications seen.

201415360	30/10/2014	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	Birdstrike to flight deck window.	Cruising 1500ft offshore, when there was a thump and the centre screen was hit by a bird(probably a duck sized bird). Screen remained complete but crazed. □ Blood smeared on screen. no other evidence of damage or remains. Returned back.
201416044	14/11/2014	SIKORSKY	S92	En route	PAN declared due to fluctuating gear box oil pressure during cruise.	Aircraft was approximately 7 miles nw of airport routing for a 5 mile point for rwy to carry out a low & slow approach for training when he declared a PAN for a fluctuation in the gear box oil pressure. Full emergency was declared. Aircraft landed safely on rwy. Incident was stood down by fire chief. □ Supplementary 14/11/14: □ During recovery to base, MRGB OIL PRES amber caption illuminated momentarily. This drew crews attention to MGB oil pressure on EICAS which was observed to be decaying from 60PSI. On reaching 45PSI, MGB OIL PRESS amber caption illuminated and associated pressure indications stabilised at approximately 40PSI. Drills completed iaw EOP 5/3. Aircraft speed reduced to 80kts and turned towards nearest point of land. PAN call initiated. After approximately 45 seconds, pressure observed to steadily increase and caption extinguished. Aircraft recovered to base via running landing. MGB visually inspected for leaks and cracks , no leaks apparent. MGB oil level normal and filter bowl button not popped. Pressure switches and wiring inspected with no sign of any visual defect. A/C sent for 30 minute hover/flight test, A/C assessed as serviceable. □ CAA Closure: □ Investigation was inconclusive and suspected to be a transient defect.
201416290	20/11/2014	EUROCOPTER	EC225	EGPB (LSI): Sumburgh	Aircraft diverted due to cracked windscreen. Local standby initiated.	At 1057Z radar, pre noted 60 miles north west of the field diverting with a cracked windscreen, not declaring an emergency. A local standby was initiated for runway 15 landing safely at 11:46.

201417950	27/12/2014	EUROCOPTER	EC225	En route	PAN declared and aircraft returned due to lightning strike.	<p>Aircraft outbound reported a lightning strike and requested immediate descent and return. I acknowledged the report and advised of no known traffic to affect. Aircraft reported systems appeared normal and declared a PAN. I acknowledged the PAN and instructed aircraft to squawk 7700. I handed over the sector to the next controller. □ Supplementary 27/12/14: □</p> <p>Aircraft was cruising at standard outbound altitude of 3000ft, intermittent IMC with light rime ice. Main structure of cloud was Scattered Cu with bases at approx 1500ft and tops estimated at 5000ft. Aircraft was intermittent IMC in typical 'good outside showers' weather. Some showers became evident on radar approximately 15nm ahead of the aircraft but were tracked crossing left to right with no 'red centres' outside 2-3nm. Aircraft track appeared to pass safely around the radar showers. At approximately 042-ADN-116nm, whilst intermittent IMC, the crew were aware of a flash and a sharp 'tap', which was audible above the background noise of the aircraft. Both crew immediately agreed that a possible lightning strike of the aircraft had occurred and immediately checked all systems for correct and safe operation. No failures or sub-optimal operations on any system were detected, however, after approximately 5 minutes, whilst in a subsequent descent, TAWS failed but recovered soon after. ATC were asked for an immediate descent to 1000ft to ensure continuous VMC and a left 90 degrees turn to separate the aircraft from its original track. Once level at 1000ft and a subsequent assessment of all systems had been made, the passengers were informed. After the aircraft had achieved approximately 5nm track separation and remained good VMC the crew elected to declare an emergency via a PAN call and route direct back. Flight continued WFI, VMC throughout. Aircraft landed safely and shutdown. Engineering informed. On the Triggered Lightning print, a clear path outside all amber and red sectors, direct to the destination, was evident out to the vicinity of the Harding installation, where an amber band was evident. Furthermore, with an aircraft ETA, the Triggered Lightning print indicated that this amber area would move South and clear of the destination for the aircraft's arrival and this remained confirmed by the print. When Operations became aware of the situation, a Captain was checked the</p>
201500867	22/01/2015	SIKORSKY	S92	En route	PAN declared and aircraft returned due to Alternating Current (AC) generator failure.	<p>Approx 40 NE aircraft called a PAN with an EC Generator fault and requested a diversion back (a/c departure point). Aircraft was given a L or R turn back to the a/d. Having turned towards aircraft was requested to squawk 7700 and report SOB (16). Aircraft requested a descent in about 10 miles so a clearance to descend was issued when ready. Aircraft was later given the Wx and a VFR clearance to enter CAS. Aircraft landed safely on RWY. No other a/c were delayed. □ Supplementary 22/01/15: □ No.1 AC Generator Fail. Actions iaw EOPs & RTB. □ Supplementary 24/01/15: □</p> <p>UTC radar informed ADC that aircraft was declaring a PAN due to EC generator failure and was returning. A full Emergency was declared as per local instructions. The helicopter landed safely and taxied without incident to terminal to drop off passengers before returning to operator hangar to shut-down.</p>
201414356	10/10/2014	SIKORSKY	S92	En route	PAN declared and aircraft returned due to LH cowling loose.	<p>On hand over the previous controller had told me that the aircraft had declared that he had a technical problem and requested to descend to altitude 2000ft and return. When asked the pilot replied that he did not require assistance at that time. At 1006 aircraft declared a PAN, stating that a passenger had indicated to them that they had a loose panel. He was given a direct routing back to the field and instructed to squawk A7700. The aircraft was transferred to Tower and landed safely at 1024. □ Supplementary 10/10/14: □</p> <p>After take-off, levelled in the cruise and part of the cruise checks we did an EPAC for both engines. The left hand engine did give us strange readings and we discussed that we do another EPAC on the way back. Shortly after this we had both FADEC 1 and FADEC 2 fault warning coming on in flight. We went into the Emergency checklist and whilst we are discussing the problem it cleared itself. Five minutes later again a FADEC fault, now we decide to turn back to base. In the turn I tell the passengers that we are turning back because of a minor problem with the aircraft. Shortly after a passenger comes forward and tells us that the left side cowling is open. I could not see this from the cockpit but I treated this as true and declared a PAN call, slowed down our airspeed and landed back at departure airport. Company investigation underway.</p>

201500092	03/01/2015	SIKORSKY	S92	Scatsta	On lifting into the hover, an unusual high pitched metallic noise became apparent.	At the same time a passenger approached the cockpit to inform us of the same. Aircraft landed, passengers offloaded and aircraft shut down. Engineering advice sought. □ CAA Closure: □ Investigations into the noise revealed that a cabin heating supply hose under the forward cabin floor section had sheared from a union. The hose was removed and replaced. No further evidence that this is a common failure and no additional incidents of this type within the operator's reliability reporting system. Aircraft returned to service with no further issues.
201504267	05/04/2015	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	Transmission chip warning. Aircraft returned.	At top of climb out on takeoff - approx 1,000ft : CAUTION- XMSN - CHIP illuminated on post engine replacement air test. EOP Drill 7/7 actioned, CHIP light remained illuminated, all other parameters remained normal. Air traffic informed. Joined circuit downwind to land R/w 34. Uneventful landing. Engineering informed. Tech log entry mad.
201504268	06/04/2015	SIKORSKY	S92	EGPD (ABZ): Aberdeen/Dyce	Dual FADEC fault captions illuminated.	During cruise checks at the top of the first climb, both FADEC FAULT captions illuminated for ECU 1 & 2. ECL completed, decision taken to RTB. Pan call made, priority landing conducted without further incident. Tech log entry made sheet 267. □ Supplementary 06/4/15: □ Aircraft on a standard IFR departure called a PAN with FADEC failure on both engines. Requested immediate return and was given VFR clearance to enter the zone DCT to the field and transferred to Tower. Aircraft landed safely with no further complications.

201504020	01/04/2015	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	PAN declared and aircraft returned due to cowl warning light.	Aircraft northbound climbed to FL85 north to avoid weather. At FL85 he requested lateral weather avoidance to avoid towering CU. At 0755 he declared a pan call due to a cowl warning light and requested a descent to 2A and return. The aircraft turned back and descended. Further reports from the pilot indicated that the cowl warning light was still flickering. As the aircraft approached at 2A he cancelled his pan but continued back regardless.
201506382	12/05/2015	SIKORSKY	S92	EGPM (SCS): Scatsta	Aircraft returned due to failure of active vibration control (AVC) system during flight.	AVC system failed. Switched off and on as per EOPs no change. Tried IBIT no change. Although this aircraft is technically serviceable without AVC the vibration level was unacceptable for passengers and crew. RTB.
201507228	28/05/2015	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	PAN declared due to smoke warning in the cargo hold during approach.	I was on duty as ADC when at approximately 1558 the aircraft declared a PAN with smoke in the cargo hold. The aircraft was already on a right base, Number 3 overall, for RW32, with another aircraft on short final RW34 already cleared to land. The aircraft was immediately cleared to final RW32 Number 1, and the previously number 2 on a visual approach was instructed to enter the ATF hold and maintain A2500'. INT were apprised of the situation. GMC initiated a Full Emergency. PAN aircraft landed RW32 at 1600, and taxied to park with AFS escort. □ Supplementary 28/05/15: □ On approach, the smoke warning started to flicker and then remained steady on. The checklist was consulted and actioned. Due to the proximity of the airfield, a PAN was declared and priority landing was granted. Aircraft taxied to spot and was shut down. Passengers were briefed in the terminal building.

201507282	29/05/2015	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	PAN declared due to nr1 engine chip caution. Engine power reduced to idle until finals and reinstated for running landing.	At 1514 I was just completing a call to GMC when Helicopter inbound from Montrose rig called on frequency. I promptly finished the call and responded to A/c. She immediately called PAN with an engine shutdown. I acknowledged the PAN, told her the service and weather, ascertained the problem and if she could maintain 2000'. I believe it was a precautionary shut down, she was slowing slightly but there weren't any other issues. I elected to leave her on her own squawk. There were two helicopter options following her for shepherding should the need arise. The helicopter landed safely at 1554. □ Supplementary Rep from Operator 01/06/15 □ During the cruise at approx 90 miles from ADN, CAUT, ENG and CHIP 1 illuminated then extinguished. 30 seconds later, the same lights illuminated and EOPS were followed. On both pulses, CHIP 1 extinguished then reappeared so engine 1 brought back to IDLE until finals for runway 34. At this point, engine 1 reinstated for running landing
201507482	04/06/2015	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	PAN declared due to nr2 engine chip warning. Engine shut down.	In the cruise at 2000ft returning the #2 engine chip warning light illuminated. The ECL (Emergency Checklist) was actioned, leading to a shutdown of the affected engine. Pan declared to Air Traffic Control. Passengers briefed. The flight continued back where a single engine landing was performed with no further issues. The passengers were debriefed by the Aircraft Commander and given an opportunity to ask questions.
201507901	15/06/2015	SIKORSKY	S92	EGPD (ABZ): Aberdeen/Dyce	PAN declared due to nr2 engine failure on approach.	Whilst turning finals, the power was reduced. Almost immediately the No 2 fuel pressure caution came on, the No 2 engine failed. The engine failed and relit repeatedly. A PAN call was declared and full length runway requested. A running landing was completed and then the No 2 Engine selected to STOP. ATC reported a puff of smoke from the A/c. A/c was shut down without further incident. □ Supplementary 15/06/15: □ I plugged in on GMC at 0900 with a UCE whilst undergoing a competency check. I then handed over and plugged in on ADC at 0930. At 0935, the aircraft checked in approaching the field. He was told to report downwind left hand for runway 34, and then subsequently to finals. As I cleared another aircraft for take off, the first was on a left base when he declared a PAN with engine malfunction. I let the second aircraft continue to depart as it would clear off the runway quicker than taxiing off. I initiated a Full Emergency (however I pressed the Omni-Crash Line) as the aircraft was on a 1 mile final. He landed safely at 0945. On landing it was observed that smoke had come out of the engines, but the pilot confirmed that it maybe because they used their fire suppressors. The fire service responded and followed the aircraft back to stand. The Full emergency was downgraded to a local standby at 0956, then subsequently to cancel the local standby at 1003.

201507971	12/06/2015	EUROCOPTER	EC225	EGPD (ABZ): Aberdeen/Dyce	MAYDAY due to nr1 engine fire.	Aircraft was ground running on the apron, the pilot called a Mayday reporting an engine fire on number 1 engine. I initiated an Aircraft Ground Incident.
201508413	19/06/2015	SIKORSKY	S92	EGPB (LSI): Sumburgh	Aircraft returned due to a minor technical issue. Local standby initiated.	
201508745	26/06/2015	EUROCOPTER	EC225	Transocean Prospect	During missed approach XMSN and IGB-T light warnings illuminated. Aircraft returned.	During GA the crew were presented with a caution light XSMN and IGB-T on the VMS, all illuminations were intermittent. Once the GA was complete the crew joined the hold and carried out the EOPs. Line test proved abnormal. As the weather at the Rig had resulted in a GA, the crew elected to return. As the indications were continually intermittent the crew elected to request priority assistance via ATC. Pax were briefed on the situation over the PA and then face to face by the captain after shutdown.

201511337	19/08/2015	SIKORSKY	S92	EGNJ (HUY): Humberside	Emergency exit door detached in flight.	Upon reaching cruising altitude of 2000ft aircraft was levelling and accelerating to a cruise speed. A loud bang was heard in the cabin and rear crew reported the main cabin door emergency exit had detached from the door. Aircraft handling and controls were checked and with safe flight assured crew attempted to inspect aircraft for any sign of impact or damage. As no issues were visible and the aircraft was operating correctly R912 routed direct back, to shutdown. Engineering informed en route and inspection carried out on shutdown.
201512084	20/08/2015	SIKORSKY	S92	EGPD (ABZ): Aberdeen/Dyce	Engine 2 Chip light illuminated.	Inbound from the Rig, Engine Chip on engine 2 came on. Checklist was followed, PAN declared and aircraft was flown back at 90 KIAS, engine number 2 at idle. A fuel transfer was required to keep the C of G within balance. Engine was brought back to full power on short final, fuel switched back to direct and a single engine rolling landing performed. Passengers were debriefed in the aircraft □ As a result of Analysis, metal found in chip detector and engine replaced