

21 September 2015
Reference: F0002463

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:

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

Our response:

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

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

We have searched the 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 which were processed between 18 February 2015 (your previous request) to all processed as at 9 September 2015.

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 | Location name | Aircraft | Headline | Narrative text |
|-------------|------------|-----------------------------|------------|---|---|
| 201502392 | 25/02/2015 | EGPE (INV): Inverness | Helicopter | Inaccurate and unreliable fuel quantity indications. | The only viable option for this flight was IFR and my plan was to depart and establish whether the freezing level was high enough for the transit, with an ILS recovery back to base planned if not. Initial fuel state - supply tanks FULL and 320kg in the main tank. I asked technical crew members to fuel up to 500kg total. On completion of the refuel, I was informed that although the main tank only showed 400kg, it did not appear as though any more fuel could be added. Additionally, it was reported that the main tank indication was seen to increase, decrease and then increase again during the refuel (I have witnessed this before on this aircraft and another in the fleet). The bowser showed an uplift of 135 litres which should equate to 108kg and therefore a theoretical main tank content of 428kg. After departure and climb out, the freezing level was assessed as too low and an ILS conducted to recover to base. On the final approach, I noted the main tank contents were reducing. I got the LHS occupant to note the minimum value, which was 289kg. Once the hover attitude was selected, the indication returned to 350kg, remaining the same on landing. Based on a flight time of 23mins, I calculated that we should have used approx 76kg and on the basis that 350+76=426kg, it would seem that the tank was practically full on refuel and that the main tank contents indication was under-reading by approx 26kg. Whilst this error is in the safe sense regarding fuel endurance, it could easily result in the aircraft being unwittingly operated above MAUM. 'For info only' entry placed in the TLSRP and base engineer alerted to the event. This phenomena is subject to ongoing Flight Operations and Engineering investigations regarding the variance of fuel load indications during certain airframe/pitch attitude changes such as, but not limited to, CAT A take-offs and flare-outs prior to landings. This aircraft successfully completed a 50hr fuel indications test in the week prior to this incident and no fuel indication fail or degrade captions appeared in this incident. |
| 201502503 | 27/02/2015 | EGPA (KOI): Kirkwall | Aeroplane | Stick shaker activation. | Ice speed switch on. Allowed speed to get too slow in the flare. Stick shaker activated as per system specifications. Under investigation. |
| 201502246 | 23/02/2015 | EGLL (LHR): London/Heathrow | Aeroplane | Go-around due to windshear on approach. | After a stable approach being flown the flight crew encountered a strong rain shower and associated wind changes approaching 1000ft. As they passed through 1000ft they encountered - 1500ft ROD and a speed increase of >20kt. No reactive windshear callouts were given. Unstable was called by both pilots, and as the aircraft regained a stable flight path a standard go-around was flown and a second approach flown without incident. |
| 201502687 | 05/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Unauthorised pushback. EMB145 on Stand 8 given airways clearance only pushback without clearance. | Some minutes before the incident EMB145 had been given airways clearance only and this had been read back correctly by the crew. A319 had pushed back from stand 5 and had been given taxi clearance along M to holding point M9. At some point another aircraft on stand 14 requested push back, this was approved and read back correctly by the crew. As A319 commenced taxi, I observed EMB145 on stand 8 begin to push back. I attempted to transmit a stop instruction to EMB145 but initially this was blocked by a transmission by another Airbus on stand 7. A further attempt was made, before resorting to instructing the A319 to stop. Both aircraft were observed to halt, the EMB145 just infringing the airside road. EMB145 then advised that the parking brake had been applied. I told EMB145 that they had not been authorised to push and to pull back on to stand, this they did. A319 was then instructed to continue taxi to M9. □ Supplementary 02/04/15: □ Although the airways clearance had been issued to EMB145, approval to push and start had not, however the Captain failed to identify this and informed the ground crew that pushback could commence. The ground crew commenced pushback upon the Captain's advice but the presence of a larger aircraft on Stand 7 prevented them from seeing A319 was taxiing in conflict with their pushback manoeuvre. GMC quickly spotted the conflict and took timely and positive action to resolve the situation. |
| 201503146 | 13/03/2015 | EGCC (MAN): Manchester/Intl | Aeroplane | Trainee controller departed an EMB170 on a POL SID followed by an A319 on a DESIG SID with only 93secs time separation instead of prescribed 120secs time separation. | Loss of time separation on departure. I had a Trainee on AIR1 and we had EMB170 on a POL45 departure followed by A319 on a DESIG15. The EMB170 was lining up at A1 when the A319 checked in and informed us they could go from AF. The Trainee instructed the A319 to continue to A1 as he was number two going northbound. The EMB170 was cleared for takeoff and the A319 lined up behind. The A319 was then cleared for takeoff as they were lining up and started to role. As the Trainee had already identified that they were going the same way it took me a little by surprise when they launched the A319 early. The EMB170 was passing 2A when the A319 rotated and I phoned the North Sector co-ordinate climb for the EMB170 as we were going to hold onto the traffic to resolve the issue. I then phoned them back to see if they wanted the EMB170 on a heading and at this point the A319 was in the left turn on the SID but the Sector and I co-ordinated a heading of 010 and transferred both aircraft to the Sector. At no point was radar separation lost although we had 93 seconds between the departures and not the prescribed 120 seconds. |
| 201503910 | 29/03/2015 | EGPF (GLA): Glasgow | Aeroplane | Stall warning activated on approach due to gusty winds. | Gusty approach. Upper wind 40kt from the west, Surface wind 290/18 G21 (previous Metar reported Gusting 31kt) Vref 123kt (Ice speed on) VFA nominated of 133kt. Around 2-300ft A.P was manually disconnected, soon after the stall warner sounded for around 1/2 a second as the speed momentarily dropped to 125kt. PF corrected instantly to recover a VFA of 133kt. Approach was stable so approach continued to an uneventful landing. No windshear reported on ATIS or from tower. |
| 201504937 | 16/04/2015 | OTR | Aeroplane | TCAS RA. | DHC8 was routing southbound on UL602, at position OTR at 1238. Pilot called reporting TCAS RA. Fast climbing military traffic was observed below, 2 contacts garbling, believed to be observed indicating 202 and 220 and climbing. Both were within the confines of the TRA. The military aircraft were observed reaching FL232 before levelling at FL230. Traffic information was given to the DHC8 who climbed to FL258. Subsequently DHC8 reported clear of conflict and returned to FL250. At this point I gave further information to the pilot on the FL the military traffic had reached. The planner subsequently made a call to the military controller to inform him of the event and I contacted the LAS. □ Supplementary 16/4/15: □ TCAS climb at FL250, levelled off below FL260. Then returned to FL250. Called TCAS RA on 133.8 and informed it was a pair of military traffic, both of which appeared red on mfd, under London's control. They levelled 2000' below. Location approx 8nm SE OTR. |
| 201504992 | 15/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Main rotor damper attachment bracket sheared bolt found. | During pre-flight, DMC inspection during night shift it was noticed that one of the 6 bolts that attach the main rotor damper to the head was sheared. Bolt quarantined and OEM informed. □ CAA Closure: □ Insert replaced AMM 62-21-03-900-002 and all six bolts, washers and hub liner replaced. Torque check performed on the other three bracket attachment bolts, no movement or loss of torque found. Failed components sent to Sikorsky for evaluation, it is not an isolated case, Sikorsky have experienced other events. Engineering FTN issued following guidance from Sikorsky instructing "When installing damper brackets IAW AMM 62-21-04-900-002 and in order to minimise the potential for corrosion, personnel should ensure the main rotor head receptacles, damper bracket and hardware are free of debris and dry - jointing compound is used as directed and the joints are thoroughly sealed post installation and after torque stabilisation checks". No changes to AMP considered necessary following consultation with Sikorsky. |
| 201505085 | 18/04/2015 | EGLL (LHR): London/Heathrow | Aeroplane | PAN declared due to passenger medical emergency. Paramedics attended on arrival. | |
| 201505494 | 26/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Misrouted baggage due tagging error at check in. Triple 'A' non-compliance. | |
| 201502763 | 02/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Green laser attack. | |

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| 201502442 | 26/02/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | High speed rejected take-off due to config warning. | Normal take off was carried out on RWY16. At approx 100kts configuration warning sounded. V1/Vr was 110kts so PF (Captain) carried out a rejected take off and asked ATC to vacate down RWY 32. Cabin crew were alerted of the issue and that we would be returning to stand. ATC were also informed and no emergency was issued. A full configuration check had been carried out as part of the runway checks with no issues. During the taxi to stand all elements of the configuration were checked and were found to be in place. No obvious problem was found which would cause the warning at 100kts. A/C returned to stand and LMC informed. Although the warning may turn out to be spurious I feel that I had little option but to reject the take off and return to stand as this was a high-speed reject. Conditions were fine and pax were not unduly alarmed as a result. |
| 201502511 | 22/02/2015 | Not specified | Aeroplane | ATR42 in climb to cleared FL170, was subsequently observed passing through FL175. Standard separation maintained. | Level bust. ATR42 airborne from airfield was receiving a deconfliction service and cleared initially to FL240. This clearance was then amended, in good time, to climb to FL170 only (under traffic), however the flight was observed passing through FL175. Separation was not lost. |
| 201503051 | 11/03/2015 | EGPA (KOI): Kirkwall | Aeroplane | Red avionic smoke warning. | Upon lining up runway 09. Avionic Smoke red CWP illuminated and did not initially cancel. Parking brake set, gust lock re-engaged and ATC informed. Cabin crew advised, no smoke or smell apparent, neither in FD. FO checked behind P1 seat with back of hand and torch. Nothing found. CWP subsequently self-cancelled. FIO tech log entry made. Flight carried out without further incident. Correct action by crew - SOP's followed. No further reports to date. |
| 201503126 | 01/03/2015 | EGPF (GLA): Glasgow | Aeroplane | Green laser attack. | |
| 201503472 | 18/03/2015 | PTH | Aeroplane | Traffic info and avoiding action given to an aircraft outside CAS. | Avoiding action to an aircraft outside controlled airspace. I was working as the t & p controller (OP381) and had SR22 northbound at f80 on a traffic service against C172 southbound on a basic service at f80. I had put the C172 on #3622 for identification and observed that the two aircraft were heading towards each other opposite direction. at 30 miles I warned SR22 and offered a different level. he advised he was vmc on top and happy to remain at f80. I also at this time warned C172 about traffic on an opposite direction track at the same level. as the aircraft got closer I called the traffic to SR22 another few times and at 6 miles I advised a turn. he said he understood it was a "suggested" turn and was happy to continue. I called the traffic to C172 on a basic service and he advised he would descend to f175. as this level change never occurred I then decided at 2 to 3 miles to issue avoiding action to SR22. I understand they were on a BS and TS but just felt more comfortable taking decisive action to ensure they missed as neither had reported visual with the other. |
| 201503673 | 24/03/2015 | EGLL (LHR): London/Heathrow | Aeroplane | Green laser attack. | |
| 201503746 | 25/03/2015 | EGPM (SCS): Scatsta | Helicopter | Overfly of Alert Service Bulletin (ASB 92-53-012). | Overfly of ASB 92-53-012 'Implementing a Modification of Service Life Extension Program (SLEP)'. ASB 92-53-012 required "All aircraft with greater than or equal to 13,000 landings must perform the SLEP modification SSI 92-074, latest revision, within the next 2,000 landings or on or before February 10, 2016, whichever occurs first". On the date the ASB was issued, 10th Feb 2014, the aircraft's total landings were 13,323, so the ASB should have been implemented on or before 15,323 landings. The aircrafts landings are currently 15,610, so the ASB requirement has been exceeded by 287 landings. Manufacturer have been contacted for assistance and they have issued FTR 12115T078 in response. The FTR letter allows the operator to position the aircraft to a suitable maintenance facility. FRT 12115T078 states:- "The operator may perform relocation flights as required to get 920062 to a suitable maintenance area. An additional 10 landings from today's count of 15610 landings is approved". The SLEP SSI 92-074 must be carried out before 15620 landings. |
| 201504268 | 06/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | 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. |
| 201504396 | 07/04/2015 | En-route | Aeroplane | PAN declared and aircraft returned due to engine indication warning. | The affected aircraft was in the climb to FL190 when the pilot called 'PAN PAN' with engine indication. The pilot requested return to place of origin and was instructed to squawk 7700. The aircraft was given descent to FL130. Planner called for and arrived speedily. Planner spoke to airport of origin who gave FL75. The aircraft descended to FL75 and the controller asked what the problem was. The pilot said it was a problem with the left engine, which he was switching to idle. The controller tried to pass this to the originating airport but couldn't get through. The aircraft was transferred to the airport at 1157 and landed 1212. □ Supplementary 07/04/15: □ I was advised by radar that the aircraft had made a PAN call due to an engine fault indication and was diverting back to departure airport. Full emergency procedures at the aerodrome were initiated. A subsequent update from radar advised that the LH engine had been shut down and there were two POB. Aircraft landed safely at 12:12. □ Supplementary 07/04/15: □ I was providing on the job training when my trainee and I noticed the subject aircraft, which had recently departed and transferred, change squawk to 7700. The controller reported the aircraft was suffering a problem with its port engine and the pilot had elected to return. The aircraft subsequently returned to radar frequency and reported the port engine shut down. A full emergency was initiated at the aerodrome and vectors for an ILS approach runway 23 given. The aircraft landed safely at 1212. |
| 201503977 | 27/03/2015 | Loch Lee | Aeroplane | UK AIRPROX 2015/028 - C172 and a military aircraft, overhead Loch Lee in Class G airspace. | This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was a sighting report. □ A recommendation has been raised as a result of this AIRPROX. |
| 201504723 | 19/03/2015 | EGPD (ABZ): Aberdeen/Dyce | | FOD. During a runway inspection, a small chain, approx 140mm, with a pin attached was found on main R/W16/34 at its intersection with R/W32 | During an in-depth Runway inspection a small chain approx 140mm with a pin attached was found on the main Runway 16-34 at its intersection with runway 32. |
| 201504846 | 15/04/2015 | PTH | Aeroplane | TCAS RA. Traffic info given. STCA activated. | EM170 had called onto TAY frequency descending to FL260. Subsequently, having levelled off at FL260, it was given descent to FL250, against a SB2000 who was level at FL240 inbound to the same destination. Shortly after, he reported a TCAS RA. I acknowledged this and passed traffic information, at which point the SB2000 had already started descent as previously instructed. I saw the EMB170 display a climb arrow at approximately FL254. He then returned to FL250, and I asked if he was back under my control, which he confirmed. The SB2000 received only a TA. □ Supplementary 29/04/15: □ TCAS TA. At FL240 turning on heading 035 as instructed by ATC we received a TCAS TA. Checking TCAS, other a/c was 1700 above and descending. The target was seen to be tracking to the left of our a/c and there seemed little chance of a RA. Shortly after we were given a descent and not long after initiating descent, the controller asked if we had received an RA. The other a/c had reported an RA. The flight continued without further event. |

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|-----------|------------|------------------------------|------------|--|---|
| 201501864 | 28/01/2015 | EGPC (WIC): Wick | Aeroplane | Inadvertent selection of 7700 squawk during ATC frequency change. | Inadvertent selection of 7700 squawk during ATC handover. Commander was PF and FO PM. On handover from Control to Approach, we were asked to squawk 7000 and make the appropriate frequency change. Upon contacting Approach we were asked to check the squawk was 7000. 7700 had inadvertently been selected during the frequency change by PM. PF had not cross checked this selection. Approach informed and message relayed to Control that a mistaken selection had been made. FO new to type and Commander as PF had not cross checked the Mode S squawk selection by PM. |
| 201501950 | 17/02/2015 | Hummingbird Oil Rig Platform | Helicopter | Speed exceedance on finals. | On base leg, aircraft was decelerating, descending and turning onto a manually flown short finals. Airspeed was seen passing 70kt and 102% was selected. As the aircraft rolled out onto finals, airspeed rapidly rose through 90kt. 100% was selected and the aircraft was slowed to below 90kt. Airspeed was seen to reach 96kt and the exceedance was for no more than 4secs. Aircraft stabilised on a visually flown short finals and the landing conducted without incident. Tech log entry made. |
| 201502878 | 02/03/2015 | EGPF (GLA): Glasgow | Aeroplane | Green laser attack. | |
| 201503049 | 10/03/2015 | En route | Aeroplane | Loss of comms due to damaged radio antenna. Damage caused by ice from potable water leak. | Working London 118.825 being vectored for RWY 27, we were put on a heading and handed over to Radar. We called without response, so returned to 118.825 who requested that we continue on the assigned heading to establish localiser. We were reluctant to continue into busy airspace with a comms problem, so requested to return to hold while we investigated. This was approved and SEL/Nav were reselected and the hold re entered to be flown on the FMS. We were asked us to try again on 128.025. Again this was unsuccessful, but a message was relayed via another aircraft and we confirmed our intentions to hold for a short period to diagnose the problem and review our options. We actioned the MCL for a comms box failure, which didn't work, but we established that we could get contact using comms box 2. We asked to remain in the hold while we reviewed the situation and briefed for a comms failure on approach. As part of the review, we managed to contact Handling Agents on box 1 (although the signal was very weak) and liaised with Ops via them to confirm that they wanted us to continue to destination rather than divert. The CM and pax were briefed about the reasons for the delay ("minor tech problem"), and then approach flown using comm box 2. At approx. 1500' AGL we got a radio check on Tower 118.075, which confirmed box 1 seemed to be working again. After landing and shutdown, it became apparent that large amount of water had/was coming from the potable water filler and the cap was off (please see separate ASR - Water System Fault) and there appeared to be some superficial surface damage to VHF antenna 1. □ Supplementary 13/03/15: □ During the cruise and descent in VMC a intermittent vibration and noise heard, All engine instruments checked and cabin crew asked to make visual inspection of the right engine, all normal. Passing APPROX FL130 a large bang was heard and vibration stopped, Cabin Crew called on interphone, she confirmed the noise, saying it sounded like the noise you hear in the 340 during ice shedding. On landing the ground crew informed us of a fluid leak near the nose area. The potable water flap was opened and the filler cap was found to be off. The leaking water was also suspected to have frozen, then broken off damaging the comm radio antenna. □ CAA Closure: □ Investigations found that the potable water cap had not been fitted at servicing panel by ground handlers, allowing water to leak and freeze, eventually breaking off and hitting the VHF 1 antenna which was found to have superficial damage. VHF1 antenna replaced and water cap inspected and refitted. Ground handlers at departure airport briefed in respect to correct fitment of caps at the water servicing point. Ground operations manual reviewed and no amendments required. |
| 201503230 | 13/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Configuration warning. | Due to slight tail wind on approach aircraft did not slow down as expected. Crew elected to wait for 175 kts to lower flap instead of landing gear. Captain in his exuberance called for flap 20 before landing gear locked down. Configuration warning cleared when landing gear locked, normal landing completed. SOP not followed - Under investigation. |
| 201503546 | 22/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Beacon deployed from cockpit control panel. | Whilst carrying out a routine pre-flight inspection, the aircraft battery was selected on to check fuel load and card initiation. Prior to this, all switches and selectors were visually checked for electrical safe position. Post safety check, battery was selected on. Instantly, a bang was heard from somewhere towards the rear of the aircraft, I instantly noticed a flashing blue light on the CPI panel (beacon gone). Further investigation found the CPI beacon had been deployed. I was also alerted by the base maintenance team leader. Avionics engineers were immediately alerted who disconnected/reset the system to make it safe. Whilst carrying out this operation, the switch panel was inspected and the deploy switch was found in the deploy position with the safety guard down and showing safe. |
| 201503671 | 23/03/2015 | EGPF (GLA): Glasgow | Aeroplane | Low speed rejected take-off. | Rejected take-off around 75 knots. It was a reduced power take-off 86%. No rise in Ng Observed after APR switch set and seem to stay around the 80 to 82%. I decided to abort the take-off. Very little braking required due to position flight as we were light and slow. Vacated runway at delta, we worked our way back through checklist. Everything was set in correct position. Imc consulted and decided on a second attempt. This time an ALPHA take-off. everything went to plan. tech log for info entry made. Under investigation. |
| 201504085 | 02/04/2015 | EGNT (NCL): Newcastle | Aeroplane | Infringement of the Newcastle CTR (Class D) by a PA32 squawking 7000. Standard separation maintained. | #7000 Squawk observed on radar 50 nm South of Newcastle tracking north. 0444 #7000 with a good primary contact observed leaving CAS at EGNV, Mode S revealed the callsign/reg to be a PA32. DEPARTURES SUBJECT RADAR put in place as aircraft had not called and I believed that it was possibly inside CAS/certainly about to infringe the CTR. Aircraft entered Newcastle CTR bearing 198/9.5nm tracking NNW bound. Aircraft passed 3nm west of the airfield NNW bound. Aircraft leaves CTR bearing 319/6nm, at this point the aircraft called Newcastle Tower requesting flight following to Wick at altitude 4000ft, he stated that he'd lost contact with Doncaster and requested the Newcastle Radar Frequency. AN inbound aircraft had been turned behind the PA32, inbound aircraft's approach delayed until PA32 was clear of CAS. |
| 201504691 | 13/04/2015 | GOW | Aeroplane | Infringement of the Glasgow CTA (Class D) by a C172. Pilot had become lost due to poor weather conditions. ATC provided C172 pilot with navigational assistance to return to departure airfield. Standard separation maintained. | Zone infringement C172, lost in poor weather. I was working as INT when I noticed an aircraft at the edge of our zone on a SFIS squawk. I called FIR and asked them to tell the pilot to route eastbound away from the zone. The aircraft continued to route further into our zone at approx. 067/12.5nm from the GOW. I called FIR again to request the aircraft contact me. The aircraft was a C172. He was experiencing difficulty maintaining VFR and infringed the zone due to the weather closing in. He attempted to make it back to intended destination via Perth but was finding it difficult to maintain VFR. He could not accept an IFR clearance and was very close to the high ground north east of the airfield. I continued to offer navigational assistance and information on high ground in the area. Two more controllers offered assistance by plugging in on FIN and SUPPORT positions After around 30mins the pilot landed safely. □ Supplementary 22/04/15: □ The GPS is old and small. With weather changing dramatically. Did not have time to adapt to suit. After 10-15 minutes of leaving airfield the weather changed dramatically. The aircraft was allowed to turn West and infringe the zone while I formulated a plan to continue to intended destination or return. The winds were also much higher than anticipated which made it hard to hold a direct bearing. Cloud above and below made it hard to stay VFR. The weather was not expected to change until 1600hrs. The incident happened at 1430hrs. It was also described as light rain. It was far more than light rain. The aircraft was parked at departure airfield until much favourable weather arrived for returning to intended destination. If the weather was fully appreciated or expected the flight would not have happened. □ Better appreciated and anticipation of the weather and the flight should have been delayed or postponed until another day. □ Supplementary 08/05/2015: □ A/c infringed the Glasgow control zone due to finding themselves in marginal weather conditions. The pilot then had trouble remaining VFR whilst over high ground north east of Glasgow. FIR were slow to respond to requests from Glasgow to route the aircraft away from the zone, although it should be noted that in this instance re-routing may not have been effective due to the weather conditions, however an earlier hand over to Glasgow may have helped. Good assistance by the radar controller and support controllers enabled the pilot to return to Cumbernauld to land. |
| 201505579 | 29/04/2015 | EGPO (SYY): Stornoway | Aeroplane | Go-around flown due to birds on the approach. | The aircraft was observed going around. When asked, the pilot reported that the reason was due birds (3 Seagulls) on the approach. The aircraft completed a visual circuit and landed. |
| 201506115 | 08/05/2015 | Not specified | Helicopter | EC225 received/complied with TCAS RA to climb against a fixed wing aircraft. ATC had informed EC225 traffic had been in their 12 o'clock Northbound, however traffic had actually been at 2 o'clock travelling Southbound. | TCAS RA. Inbound at 2000' under ODS, ATC informed us of fixed wing Traffic approx 10 nm ahead at 1500'. Traffic was then reported as 12 O'clock 5 miles and northbound. Traffic was subsequently acquired visually (with the aid of ACAS returns) but appeared to be at 2 O'clock travelling Southbound. Clarification of potential conflict was sought from ATC and Traffic was confirmed as being southbound turning towards us at 1500. ACAS upper modes were observed to arm and then couple with audio "Climb" command. Traffic then passed directly below as aircraft levelled at 2500 and then re-established cleared altitude 2000'. Busy ATC frequency prevented "TCAS RA" call until re-establishing assigned altitude and "Clear of conflict" call made. Aircraft continued to return to originally assigned altitude and went on to recover at the airfield VFR without further incident. |

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| 201502382 | 24/02/2015 | EGPM (SCS): Scatsta | Aeroplane | Aircraft struck a rabbit during take-off. | Rabbit strike on takeoff. At approximately 100kts I saw a rabbit run across the runway. It appeared that we may have hit it on the nose gear or RHS main gear. Although this could not be confirmed. We were told by radar that ATC had confirmed we had hit the rabbit, as its entrails had been found. The take off and subsequent landing was normal. Tech log entry made and LMG informed. |
| 201502508 | 27/02/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | ATC initiated missed approach to EMB170 due to loss of wake separation with helicopter ahead. | |
| 201502387 | 26/02/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | GPWS 'Too low gear' warning activated due to due late configuration on approach. | ATC asked us to keep up high speed for sequencing, so I had delayed configuring to reduce drag. We were in the process of getting configured when the GPWS gear warning sounded. We had time to finish configuring so we continued the approach. Aircraft was fully configured by 1000ft and stable well before 500ft. |
| 201503048 | 09/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Stall warning briefly sounded during windshear/turbulence encounter on short finals. | Whilst under radar vectors we were cleared to intercept localiser and descend glide at 2000' in very turbulent conditions - windshear had been reported. A heading change of 10 degrees right was requested from ATC as the strong westerly did not give much of a closing rate. The autopilot disconnected a few times as is typical in NP so the approach was flown manually. VRef for the landing mass was 119Kts but the approach was flown with a 10 Knot increment due gusts giving an approach speed of 129Kts. Aircraft was stale at 500' so approach continued. At 80' the stall warning sounded briefly. Speed call-outs had been done during the approach and was confirmed at 129Kts with no trend vector when the warning sounded. Approach continued and aircraft landed. Wind 220/28G39. Correct action by crew - SOP's followed |
| 201503549 | 21/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Floation/liferaft switch panel raft jettison switch found arcing against rotor brake master cylinder screw. | Floation/Liferaft panel was robbed however on test (liferaft removed) co-pilots 'RAFT POWER' tripped when the test was attempted. Panel liferaft jettison switch terminal 1 found to be shorting out against a screw that is fitted to hold the Rotor Brake Master Cylinder (AMM 63-52-01 page 403, fig 401) This is due to the layout and the position of the panel and blanking panels fitted to the overhead console; which puts the panel too far rearwards causing the jettison switch to make contact. Original panel inspected and found to have similar signs of arcing. Fleet check carried out; the screw seems to be the correct length but the overhead cockpit layout is different between the types. Note: the panel robbed also shows physical damage to the jettison switch body likely to be from the screw and this aircraft has the same overhead layout. |
| 201504154 | 01/04/2015 | Wadswick | Aeroplane | Rough running engine on downwind approach. | Landed without incident on runway. On further inspection port carburettor had partially disconnected from engine due to crack that developed in the rubber socket. |
| 201504693 | 14/04/2015 | BANFF | Helicopter | Infringement of Danger Area D 8095 (Class G) by a helicopter squawking 4267 at 300ft. Traffic info given. | I was on duty as The INT controller bandboxed with FIN. I had just been given a handover a few minutes before and part of the handover was a helicopter operating low level north of Banff on a Basic service. At approx. 0935 the Hls controller warned me that the aircraft had entered D8095 which was active from surface to 55000ft. Aircraft was very low level and I tried to call him but got no response. I also made blind transmissions advising him that he had entered an active danger area but got no response. I then used another company aircraft to try and relay to him but again, no response. This relay aircraft advised me that they were trying to raise him on company frequency to advise him. A few minutes later the Hls controller told me that the aircraft had now called him and Hls were advising him of the danger area. I transferred the strip to Hls and took no further part. |
| 201505023 | 21/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | JS41 failed to comply with ATC departure heading. Traffic info given. Standard separation maintained. | JS41 failure to take heading on departure. JS41 is on request for runway 27 and I have an inbound SF340 15SW of airfield descending from 4A to 2.1A and heading 055 degrees. JS41 given local restriction of heading 240 degrees on departure. JS41 departs tracking south climbing through A26. I contact Sumburgh tower to check that the pilot was given the heading and the tower controller replies that he had got it and read it back. JS41 transmits on 131.3. Sumburgh radar JS41 climbing FL080, passing 2.6A heading....(pause) 240 degrees just turning now. I respond and tell the pilot to cancel heading and fly heading 110 degrees, and advise that there is traffic 8 SW tracking NE similar level. Pilot acknowledges and turns. Separation is not lost. JS41 is now vertically clear and instructed to resume own navigation for MOCHA. I advise Sumburgh tower that I will be filing on the incident. |
| 201505258 | 20/04/2015 | En route | Aeroplane | Multiple avionics failure. | Passing through around FL80 crew saw avionics cooling CWP illuminated with No 1 flight deck fan light on. Crew ran the QRH which calls for transferring to No 2 fan. The no 2 fan also failed as soon as it was selected. Control was handed to the Captain as QRH calls for turning off the EFIS displays using the circuit breakers, which also disables the autopilot. A PAN was declared and vectors requested for a return. Flight continued on standby instruments, normal flap 20 landing carried out with emergency services in attendance. |
| 201506171 | 01/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Life jackets loading issue discovered post flight. | Life jackets stowed in cabin. Whilst tidying the inside of the cabin Post Flight there were 3 life jackets fastened into the back seat. |
| 201506673 | 14/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Momentary stall warning activated after rotation. | RH-Normal T/O RWY 16, Flap 7deg. At approximately 50feet AGL the stall warning sounded for approximately 1 second. Speed at this time was above V2 and increasing. Warning stopped before any corrective action by the crew. Take-off clearance had been given approximately 30-40 seconds after aircraft had departed on the same runway. This could have had an effect (wake turbulence) or variable wind may have compounded this. APS balance & SABLE loadsheet all checked and found to be correct. Investigation under 201501731. |
| 201507058 | 25/05/2015 | EGPE (INV): Inverness | | A trolley detached from a baggage train and rolled onto the apron. | Trolley Detached from Baggage Train and Rolled onto Apron. At approximately 13:23 UTC a member of the Apron Operations and Safety Team who was marshalling on the south apron observed a baggage trolley rolling, uncontrolled, onto the apron from the baggage hall. The trolley was the last in a three trolley baggage train being towed out from the baggage hall. All of the trolleys were empty at the time. The trolley came free from the baggage train, rolled down the exit ramp and broke through two sets of chains used to designate the passenger walkway. The trolley continued for another three or four meters before coming to a rest and being recovered. No passengers or staff were using the walkway at the time of the incident and no aircraft were in the vicinity. There were no injuries or significant damage. The trolley was inspected after the incident and appeared to be serviceable. Further checks on all trolleys are to be initiated. Trolley towing procedures have been reviewed and re-issued. A local investigation has also been initiated by the handling agent and the airport. |

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| 201502034 | 19/02/2015 | EGPE (INV): Inverness | Aeroplane | Aircraft returned due to door warning and followed by pressurisation issue. | Shortly after departure and on passing FL65 a door warning was activated on the CWP. The baggage door was showing RED. The appropriate drill was actioned and a return to departure airport was undertaken. A procedural service was available and we were directed to the INS VOR for a procedural approach to RWY23. A departing aircraft required the Tower to descend me to FL70 rather than the published altitude of 4000', this being the altitude to cross the beacon before establishing outbound. Once established on the outbound radial I was cleared for the procedure and descended to the platform of 2000' with a rate of descent of 2000fpm. While commencing the base turn, a bang was heard from the rear, followed by abnormal pressurisation gauge readings and discomfort to the ears. The drill was actioned and I landed shortly thereafter. I omitted to obtain the Tech Log page reference.☐ Supplementary 19/02/15:☐ At time 07:26 aircraft departs. 07:30 ATCO reports Pilot has reported a door warning light and plans to return. Pilot reports he does not wish to declare any emergency. AFS put on local standby as a precaution. Aircraft returns and lands without issue at 07:47. AFS stood down 07:49.☐ CAA Closure:☐ Investigation confirmed rear baggage bay door warning and aircraft de-pressurisation. Rear Baggage bay blow out panel found open. Panel reset. Rear baggage bay door handle found extended. Door handle operation check satisfactory. Root cause was that the door handle was not correctly closed on departure. Handle opened allowing the door to open slightly allowing de-pressurisation in the rear baggage bay, whereby the rear baggage bay blow out panel opens into the cabin due to pressure differentials. The number of similar events has reduced in the recent past due to the rear baggage bay handle mechanism being subject to various modifications and a training regime rolled out to all the contracted ground handling station personnel to ensure correct handle operation. |
| 201502142 | 21/02/2015 | Not specified | Helicopter | Altitude deviation. Helicopter climbed above cleared FL60 and reached 6380ft before descending back to FL60. | The aircraft departed Aberdeen Rwy 34 on Track X with a climb to 3000. QNH 994. On levelling, a thicker layer of cloud with occasional light CB build up was observed approximately 60-80nm ahead of track, triggered lightning Amber was forecast in that vicinity and a further climb to FL60 was requested to climb above and maintain VMC. AIP was set to 6000 and a climb initiated. At 300 to go, the Captain looked down and noticed 1013 had not been set. The pressure setting was immediately changed with a concurrent call to the co-pilot to stop the climb, 6380 was noted on the Captain's baralt before the aircraft was immediately descended to FL60.☐ Supplementary 25/02/15:☐ Aircraft level bust. helicopter was handed over to me from INT climbing to F060. I told him he was identified in Class E airspace and it was a RCS. INT queried his level as he appeared to be above F060 and had perhaps set 6000A on Q994. There was some discussion between myself and INT over whether he had level bust or it was the RDP altitude/FL cut-off at 6000A. The pilot was queried as to his level and his response seemed vague and a little evasive. He was queried again as to whether he'd gone to 6000 alt and the response I heard was that he was level on 1013QNH. The quality of the RT wasn't great. Rather than push the aircraft further for a clear answer as to whether he had climbed above his level I asked the watch manager to come down and together with him and INT we discussed that he may have bust his level or it may have been down to the RDP alt/FL setting. I pointed out that the aircraft responses had seemed quite vague so queried whether we should file a level bust on it. As no other aircraft were involved and there was some doubt due to the RDP and pilots responses and RT quality as to whether any bust had occurred it was decided that there was no need to file. It has subsequently been confirmed a level bust occurred hence this filing of a MOR. |
| 201502770 | 05/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Brake unit failed and hydraulic fluid loss. | Shortly after selecting gear down on final approach runway 16 EICAS caution "Brake Degrade" appeared. QRH was briefly consulted, fault required a small increment to the unfactored landing distance (x1.24) and a flap 45 landing. As a flap 45 landing had already been briefed and the landing increment was well within the landing distance available, the approach was continued and an uneventful landing was made. During the taxi in to stand the brake temps were checked and we ascertained that the right hand outboard brake unit was unserviceable. All other hydraulic parameters were normal. As the aircraft came to a stop on stand a slight knocking was felt through the rudder pedals and a slight "whooshing" sound was heard. The parking brake was applied and the aircraft shut down as normal. It was then noticed that the No2 system hydraulic quantity was rapidly depleting. The passengers had already started to leave the airplane so we carried on with a normal disembarkation with the First Officer leaving the aircraft to monitor the situation externally. ATC were advised of the hydraulic leak and we requested the presence of Airfield Ops and the Fire Service. On inspection by the flight crew it was obvious that the brake unit had failed and hydraulic fluid was leaking from the undercarriage leg. The brake unit was inspected by the Fire Service and with no risk of fire, Airfield Ops were left to clean up the area. |
| 201502890 | 02/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Emergency exit door cabin will not jettison. | We were trying to remove the two rear emergency exits for access but the internal trim on the window would not allow us to get the windows out. We were following task AMM 52-21-01-900-001 but there is no way the exits would push out from the inside or pull out from the outside. We tried with a lot of force but the exit would not open. The trim is catching on the roller bracket at the lower fwd position of both rear exits. The photos below will show the issue. The one we tried with a lot of force you can see where the trim is cut into by the fitting. Note: This trim is for a SAR aircraft and the Oil and Gas a/c have different trim that is cut away to clear this roller bracket I consider this to be an MOR as these are Emergency exits I think the trim will need to be cut out around the fitting to stop it catching. I think we will need to do a fleet inspection on the SAR aircraft with the same trim as this. |
| 201502918 | 08/03/2015 | EGPH (EDI): Edinburgh | Aeroplane | Electrical smell in flight deck. | This report refers to a continuing problem regarding the hot electrical Smell/Fumes in flightdeck and should be cross referred with yesterdays ASR. Following yesterdays report, the P1 side EADI was replaced by Engineering. In flight on todays sector (by same crew), all flight crew could again smell the same smell as per yesterday. Cabin crew also commented that during descent, the smell was also present in the galley area. Aircraft taken offline again for further investigation. Under investigation. |
| 201503047 | 09/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Stall warning activated twice on approach in gusty conditions. | On initial approach at approx. 2500 agl on intercepting the localiser at 180 kias the stall warning sounded and the autopilot disconnected. The stall warning sounded for less than 1 second, and the autopilot re-engaged successfully. The aircraft was in clean configuration and the approach was continued. At approx. 500 ft agl the same event happened - the stall warning sounded again for less than one second and autopilot disconnected. The speed was stable at 140 kias (15 kts above Vref) and approach continued manually. The approach was in gusty conditions - surface wind 220 / 22 kts gusting 30 kts but aircraft was stable and speed above Vref confirmed on both altimeters. The Captain was PF. Windshear light. Correct action by crew - SOP's followed. |
| 201503341 | 18/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | B737 taxied beyond cleared Holding point M4. | B737 exceeds ground clearance limit. B737 had just vacated R/W 34 via M5. Prior to calling ground SB2000 was given taxi clearance from a side stand (unsure which stand) to M1 via D and M. B737 called and was told "Hold initially at holding point M4". At this point he was at the A/M intersection. flt num 34G then called for clearance which I started to give but then saw that B737 was not stopping so I interrupted the clearance to broadcast "B737 hold position, I say again hold position acknowledge". The B737 stopped at the M/C intersection and at this point SB2000 was starting to make the turn from D to M. Once the B737 had read back the instruction and had stopped it was safe for him to continue to stand. I informed him that he had exceeded his clearance limit and then gave him further instructions to taxi to stand.☐ Supplementary 23/04/15:☐ From the report submitted by the pilot it appears the crew had every intention of stopping at M4 and were aware of the conflicting traffic. The captain's focus was on the holding point sign rather than the paint markings and despite the sign and paint marking being correctly aligned, this led to him stopping the aircraft a short distance beyond M4. There was no risk of collision with SB2000. |
| 201503720 | 25/03/2015 | EGPE (INV): Inverness | Aeroplane | FOD (screw) found on south apron from maintenance the previous night. | Aircraft dispatcher found a 1cm screw on the apron whilst removing chocks before taxi. Item immediately shown to engineer who said it was a retaining screw for the landing light and they had been working on that the night before. All screws on fitting accounted for, this was a spare. |

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| 201504141 | 03/04/2015 | EGPE (INV): Inverness | Aeroplane | Engine shut down, MAYDAY declared and aircraft returned following birdstrike and ingestion into RH engine. | During initial climb out from runway 05 below AA, several gulls observed ahead and the avoiding action was attempted but one gull(at least) entered the right hand engine. A thud was heard then a strong burning smell, the ITT was seen to rise quickly above 900 deg followed by the red over temp light. All of this occurred within 3 to 5 seconds. A mutual decision was made to shut down the engine before the situation escalated and the engine was secured within 20-30 seconds after the initial bird impact. The standard engine fail procedure was flown to the hold followed by a single engine VOR ILS rwy 23. No further issues. The aircraft was handed to the engineering department. □ Supplementary 03/04/15: □ Aircraft declared a mayday while climbing out after departure from Runway 05. A full emergency response was initiated. The pilot reported that a bird had been ingested into the right hand engine, and the engine temperature had risen, so the engine had been shut down. The pilot elected to return to the hold at 3000', and after checks had been completed, requested an instrument approach to Runway 23. The aircraft landed safely at 0606. □ Supplementary 10/04/15: □ Birdstrike occurred outwith airport boundary. Aircraft shut down right hand engine and returned to the airfield. Full emergency declared. Aircraft landed safely. Bird remains found in right hand engine intake, but no damage. Previous surface inspection carried out at 06:31. |
| 201504648 | 11/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Emergency lubrication air cooler loose. | During the After-Flight Inspection the inlet union on the p2.4 Emergency Lubrication Air Cooler fitted to the transmission deck step was found loose. Upon removal of the pipe it was discovered that the union had become detached from the cooler. Due to this the cooler required replacement. |
| 201504686 | 10/04/2015 | EGPB (LSI): Sumburgh | Helicopter | Local standby for aircraft with technical issue. | A/c stated he had a technical issue although he was not declaring an emergency. A/c landed safely. |
| 201506085 | 07/05/2015 | EGBB (BHX): Birmingham | Aeroplane | Training flight, PM failed to retract landing gear. | During a line training sortie with an LTC in the LHS and trainee FO in the RHS, during the first sector of the day on during the take off phase an aircraft service selection error occurred. After rotate, the PF (FO) called for gear up, but the PM (Captain) selected flap zero instead! Although the error was quickly spotted and corrected (gear selected up), the flaps had already travelled to zero below acceleration altitude. The trainee FO had discussed potential threats during the departure phase of the sortie during the pre-flight brief in the cockpit. Foremost among these was the potential to fly into bad weather - there were showers reported in the vicinity (CB at 3200') and looking in the direction of departure (rwy 33) there was extensive cloud build up with associated rainfall. Hence when lined up on the runway, the Capt selected the radar on (stab * 4) to paint the CB at the end of the runway. Options to deviate left or right of track were discussed briefly, but both crew agreed that the planned departure (Trent 4D) should keep the ac just clear of the build up. Nevertheless, the Captain monitored the ac track and the nearby weather returns closely on the radar MFD display and the CB visually during the take off roll. The take off was uneventful and the ac did avoid the CB, however, focusing on the potential threat posed by the weather distracted the PM from selecting the gear up when requested. When the error was spotted shortly thereafter prior to acceleration altitude during a cockpit scan the gear was raised by the PM. The performance of the ac was not compromised by the early selection of flap to zero (the FO followed the flight director commands which saw a slightly reduced rate of climb), but the potential consequences on a hot day or with an engine failure could have been more serious. The incident highlights the need for conscious vigilance when carrying out checks and especially when selecting services. Hence the solution to avoid repetition is to ignore potential distractions when operating services. To emphasise the need to recognise potential distractions during critical phases of flight - even when those distractions (bad weather in the climb out lane) have the potential to influence the same critical phase. If necessary even delaying selection of services if the weather posed a greater threat. Although the actions were completed as part of a memory flow and the error occurred as a result of an incorrect memory motor program (the After Take Off checks had not been called for at that stage) the need to diligently select the service and confirm the intended selection has indeed happened is clearly evident. To emphasise the need to recognise potential distractions during critical phases of flight - even when those distractions (bad weather in the climb out lane) have the potential to influence the same critical phase. If necessary even delaying selection of services if the weather posed a greater threat. |
| 201506712 | 19/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | B737 taxied beyond cleared Holding point M6 into potential conflict with a JS41. | B737 clearance bust. B737 vacated runway 34 through M7 at speed. On first contact with GMC was told to hold at M6 due to a manoeuvring JS41, and this was read back. I noticed B737 proceed through M6 at speed and told him to hold position. He stopped approximately 75m beyond M6. JS41 completed the manoeuvre and B737 was then given taxi clearance to stand. |
| 201502656 | 04/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Unauthorised pushback. | Unauthorised push back. On duty as GMC. A JS41 on stand 17 had started. A SB2000 on stand 16 asked for push and start. I asked the JS41 pilot if he was just about ready to go to which he replied '...1 minute..'. I elected to power back and taxi the JS41 out first. The SB2000 was given a conditional push/start after the JS41 had powered back and taxied behind, which the pilot read back correctly. The JS41 took a bit longer than a minute during which time the SB2000 pushed back ahead of the JS41. The JS41 hadn't commenced power back so I changed his clearance to power back only. □ Supplementary 02/04/15: □ With the recollections of the headset operator and the captain contradicting each other and no recordings of their exchanges available, it is not possible to determine whether the cause of the incorrect pushback was the result of the ground crew's assumption that the clearance had changed, or from a misleading instruction from the flightdeck. The identification by GMC's that an incorrect manoeuvre had taken place and the timely passing of a revised clearance to aircraft to only powerback ensured there was no risk of collision. |
| 201502784 | 06/03/2015 | EGLC (LCY): London city | Helicopter | Infringement of the London City CTR (Class D) by an AS330 squawking 7052. Thames check all imposed. Departures delayed for approx 6mins. | A helicopter infringed the CTR/CTA to the northwest of the field. Departures suspended between 1513-1520 until TC Thames had identified the aircraft and co-ordination had been effected with Qty Tower. □ Supplementary 06/031/5: □ I was the Thames Radar controller at the time of the infringement. I plugged in at 1512 relieving the controller who had taken avoiding action against infringing traffic previously. Within a very short period, a 7000 squawk southbound in the Lea Valley approaching the LC CTR was pointed out to me by TC SVFR. As the 7000 squawk entered CAS, TC SVFR advised me and stopped LC departures by putting a 'Thames Check All' on. TC SVFR also advised GS Airports. Both TC SVFR and I made blind calls to the aircraft and a couple of minutes later helicopter made contact with me on 132.7MHz orbiting inside the CTR. I issued a squawk of 7052 and told the pilot to leave the CTR and hold 2nm north as he was inside CAS without a clearance. The pilot advised me he was on a VFR flight plan from Aberdeen to Greenwich. The pilot was coordinated with LC A/R and transfer to them for clearance into the LC CTR to land at Greenwich. LC Departures were delayed for approximately 6 minutes. □ CAA Closure: □ Response received from pilot. He was unaware of the impact caused. He appeared to have a lack of understanding of ATC service provision under a UK FIS. Advice given detailing the pilot's responsibility when operating outside of CAS. |
| 201502917 | 08/03/2015 | En route | Aeroplane | Restricted power lever movement. | Aircraft had been flown by previous crew who reported that the left power lever was "stiff between flight idle and ground idle". The crew made an 'Information Only' entry in the A/C Tech Log to that effect. The off-going crew also commented that the A/C had experienced similar problems a few days earlier. The on-coming Captain checked the Tech Log and found that the left power lever assembly unit had been replaced 4 days previously, in response to the aforementioned problem. The new crew subsequently flew the A/C as planned, with the FO acting as Pilot Flying. He commented that the left power lever was a "little bit stiff" and certainly stiffer than the right lever. On touchdown he described it again as a little bit stiff to come into ground idle. On the following sector, the Captain acted as Pilot Flying. On advancing the power levers on takeoff he noted that the left lever was indeed slightly stiff but didn't consider it untoward in comparison to other power lever units. On the subsequent descent the Captain noted that the left power lever was now beginning to "stick". On trying to reduce power on the left engine, the lever felt as though it was stuck in its position and the subsequent action to release it could only be described as being similar to pulling on a stuck elastic band, with the subsequent "release" as the lever unstuck itself. Associated with this was the drop in torque as the lever released itself. This happened on a further several occasions during the decent. Once the power had been brought to around 30 to 40% for the approach, the problem seemed to ease. An uneventful approach and landing was made. The Captain did note however that the power lever felt stiff again as he brought the lever into the ground idle position during the landing roll. An appropriate entry was made in the A/C Tech Log. At no time during the descent and approach was any significant force required to overcome the power lever. It can be best described as being only 'resistant' to normal input forces. Under investigation. |
| 201503906 | 27/03/2015 | EGPB (LSI): Sumburgh | Aeroplane | Stall warning just before touchdown. | A very brief stall warning occurred immediately before touchdown. It was a flap 20 landing with Ice Speed Switch On and a Vref20 of 127kt. Speed over the threshold was Vref20. Speed beyond the threshold washed off a little faster than usual, possibly in part due to light turbulence caused by the wind. PF was aware of the importance of accurately flying the company published landing technique but may have flared a little too much at the end. Under investigation. |

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| 201504479 | 10/04/2015 | EGCC (MAN): Manchester/Intl | Aeroplane | Hold 7 net discovered unsecured on arrival. One bag had shifted from Hold 7 into the area between the door and Hold 6 nets. | DHC8, arrived on Stand 9. When the rear hold door was opened it was noted that the hold door & H6 nets were secure but the H7 net was not secured. One bag had fallen from H7 & was in the area between the door & H6 nets. |
| 201504485 | 15/04/2015 | EGCD : MANCHESTER WOODFORD | Helicopter | Green laser attack. | |
| 201504504 | 10/04/2015 | EGPD (ABZ): Aberdeen/Dyce | | FOD. During a routine runway inspection, a spanner was found on the runway touchdown markings. | F.O.D. Found on runway. During a routine runway inspection, a spanner was found on the runway touchdown markings. The company name was stamped on the tool. Internal incident initiated engineering organisation advised also and they will also investigate. |
| 201504053 | 31/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Go-around flown due to windshear. Stick shaker activated. | From 1300ft agl +/- 10kts windshear. At approx 50ft -20kts windshear causing stick shaker to activate. Carried out standard missed approach RW 34 using standard SOP. Carried out another procedural ILS on RW 34 no further incident. |
| 201504685 | 10/04/2015 | EGCC (MAN): Manchester/Intl | Aeroplane | Unauthorised pushback. | DHC8 push without approval. I was working GMC+GMP bandboxed. DHC8 asked on 121.7 about the status of his flight plan and was told it was valid but would expire in 90 seconds. They replied that they were doors closed and almost ready and would that be OK? I replied along the words of "we will call that started, hold position and contact me 121.85 for the push". I moved the strip into the GMC started bay. Roughly 2 minutes later I noticed the aircraft starting to push back, I believed I had forgotten to move the strip so I moved it into the pushback bay. After the watch manager reviewed the recording it turned out that pushback approval was never given. No other aircraft were in the area. |
| 201506033 | 05/05/2015 | EGPB (LSI): Sumburgh | Helicopter | NR needle failed. | During cruise Nr needle failed to zero with associated audio warning and rotor RPM warning light. Both N2s steady and rotor rpm not affected. Aircraft returned. Nr needle recovered to 100% intermittently before failing to zero again. |
| 201507498 | 03/06/2015 | Claire Oil Platform | Helicopter | AFCS fault with Go Around. | |
| 201507907 | 16/06/2015 | EGPB (LSI): Sumburgh | Aeroplane | Birdstrike with damage. | Birdstrike on approach/landing. Juvenile gull remains found on runway. □ Loganair Rep : □ Minor damage to de ice boot. Outer port wing. |
| 201507918 | 27/05/2015 | P600 | Aeroplane | Loss of separation between airliner and military aircraft. | As North TAC left I was controlling Venom41: general handling in OTA E in formation with two other military aircraft on frequency 234.5. North TAC right and Planner were also manned and were both very busy dealing with complex traffic on TAC right. Military aircraft called RTB at ~10NM south of P600 heading north-west at FL270. I confirmed that the aircraft was RTB as a singleton and gave own navigation to Lossiemouth as the other two aircraft in the formation turned away. An airliner was in P600 climbing out of Aberdeen passing FL150 with a mode-S selected flight level of 250. I considered asking my Planner to get coordination against this aircraft however he was too busy and I assessed that the military aircraft would be 5NM clear before the airliner had climbed to within 5000ft. I received a call from Dean Cross sector as the military aircraft entered P600 asking what my plan was with this aircraft and I answered that I would be taking 5000ft above, however the airliner had climbed faster than I expected. I then stated that the military aircraft would be maintaining FL270 if the airliner could be not above FL260. At this point Dean Cross hung up and the aircraft were at their minimum separation of 4nm diverging lateral and 3000ft vertical. Supervisor was initially made aware of the incident when the PC controller rang the Sup's phone having been relieved from console. He passed the details of the incident and expressed his concern as to the course of action taken by the MII controller. He stated that he believed standard separation had been lost and that a radar reply would be taken and appropriate paperwork completed. I spoke to the TAC controller involved and they confirmed that an incident had occurred and that separation may have been lost. A radar reply was immediately requested and both the TAC and Planner were relieved from console. OC2 was informed and watched the reply with the LEO and Standards Team member prior to a de-brief of the TAC and Planner involved. |
| 201506119 | 08/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Near bird strike short final - evasive manoeuvre. | |
| 201506210 | 09/05/2015 | En-Route | Aeroplane | Passenger injury. Hit on the head by kindle (PED) falling from another passengers rucksack. | Standing passenger returning item to her rucksack in light turbulence. (Seat belt sign only just switched on.) A PED fell from the rucksack, striking a seated passenger on the head. Cabin crew examined the passenger finding no obvious injury. |
| 201507680 | 28/05/2015 | EGPD (ABZ): Aberdeen/Dyce | | GPU fire observed on Apron A. AGI initiated. RFFS attended. | GPU fire on A apron. I was working on GMC when I spotted a lot of smoke coming from a GPU on the A apron. I then realised that it had caught fire so used the emergency line initially to advise the airport fire service. At approximately 0524 I put on an aircraft ground incident using the Omni crash line. The AFS attended the incident and declared that the airfield fire category was 0. At 0539 the AGI was reduced to a local standby ground. At 0535 the airfield fire category was increased to 7. I unplugged from the sector at 0600. |
| 201508039 | 11/06/2015 | EGCC (MAN): Manchester/Intl | Aeroplane | Baggage not offloaded after passenger offload. Triple 'A' non-compliance. | |
| 201509468 | 15/07/2015 | EG D138 | Aeroplane | Infringement of active Danger Area EG D138 (Shoeburyness) by a SB2000 at 6000ft. Traffic info given. | D138 stopped due a/c incursion. I was on duty as Thames radar controller. During a period of busy traffic I realised that SB2000 was on my SE'ly heading and would shortly enter active danger area D138. The DA minimum level for overflight was FL70 and SB2000 was at 6A. I turned the aircraft immediately right onto West and asked my co-ordinator to ring the danger area to stop. He did this immediately and received confirmation that activity would cease. In the turn SB2000 entered the Danger area for a short while before leaving it to the West. Range control were then telephoned again to resume activity. □ Supplementary 16/07/15: □ EGD138 had been activated by NOTAM 0700Z-0730Z, SFC - 4000ft AMSL which is outside of normal AIP opening hours. At 0730Z the range was active i.a.w. the AIP albeit that the maximum alt required was NOTAM as SFC - 6000 feet AMSL as this is lower than that stated in the AIP (SFC - 13000FT AMSL). Infringement of EG D138 by SB2000. At 0836A a call was received from civilian ATC to notify us that an aircraft was inside the area of D138 below 6000ft. Aircraft details SB2000. An immediate order to check was put in place as the range was active SFC - 6000ft AMSL. On investigation with civilian ATC the reason given for the aircraft being in D138 was that the aircraft did not take a turn. |
| 201509967 | 03/06/2015 | Balmedie | Helicopter | Inbound S92, cleared to not above 1000ft, received/complied with a TCAS RA to climb against a R22 cleared to not above 2000ft. Traffic info given. Standard separation maintained. | S92 level bust. I was working as the ADC controller, the weather was good VMC and the traffic was very busy with inbound and outbound aircraft. There was a R22 routing up the coast, the clearance was not above altitude 2000'. S92 was inbound to the field not above 1000' from shrub. Both aircraft had traffic information on each other and R22 had reported visual with S92. I then returned to dealing the ILS and departing aircraft. When I looked again at the Aircraft I noticed that they were within 2 miles of each other and went to pass updated traffic information but at this point S92 reported a TCAS Climb, I said roger, I believe from the figures shown on the ATM (Unverified) that S92 climbed above his cleared level to around 1400 feet before descending again once clear of the traffic. The situation was resolved and S92 continued to land. |
| 201418397 | 12/11/2014 | En route | Aeroplane | Aircraft returned due to bleed leak during climb in icing conditions. | Bleed leak master warning during climb in icing conditions FL140. QRH actioned Nits brief and pax briefed and return to departure airport. No PAN or Mayday call required. Ops and Engineering advised when on stand. Investigation under 201418399. |
| 201502124 | 19/02/2015 | EGPA (KOI): Kirkwall | Aeroplane | Configuration warning at start of take-off run. | On advancing the power levers, config warning went off, power levers closed and crew reset trim. Trim was -0.3 so the flight crew believed this was the issue, outside the green band. All other parameters checked. Aircraft had not moved as it was and Alpha take off. Subsequent take off uneventful. No corrective action required. System functions as per design. No further action required. With a trim setting for departure required at the rear of the envelope, the flight deck setting is at the bottom end of the green trim setting allowable for take-off. The flight deck trim indicator has a relatively coarse accuracy and combined with the paralax effect it is possible to set the trim on what you think is on the edge of the green band, but is in fact outwith. The Config warning occurs as soon as the power levers are advanced through the 64deg switch and therefore any rejected take-off will always occur almost immediately. System functions as per design. No further action required. |

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| 201505658 | 29/04/2015 | EGPH (EDI): Edinburgh | Aeroplane | Lavatory smoke master warning in flight. | During Climb the triple chime sounded with the master warning for lavatory smoke. It self cancelled after only a couple of seconds with no further occurrence. Cabin crew inspected the toilet and nothing found. |
| 201506077 | 07/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | MAYDAY declared due to passenger medical emergency. A/c returned. | A/c checked in on frequency and was given climb to his requested level. Not long after this he requested to stop his climb at FL350 and informed me that he had a sick passenger on board. He told me that he was waiting to see what the condition of the pax was before making a decision whether or not to return. After a few minutes the pilot called mayday and requested immediate return. The aircraft was then given vectors to this end and details were supplied about the state of the passenger. The aircraft was descended to FL260 and transferred to TAY. |
| 201510107 | 03/06/2015 | EGPB (LSI): Sumburgh | Helicopter | Downwash from a taxiing foreign military helicopter reportedly caused buffeting to a stationary C172. | Rotor downwash from helicopter. A foreign military helicopter, was parked on heli spot one.C172, was marshalled into an area known as the triangle, between spots one, two and three. JS41, was parked on spot three preparing for departure. A transmission was received during a busy period for ADC from JS41 alerting ADC to the fact that the rotor wash from taxiing foreign military helicopter was buffeting C172 with the nosewheel on the point of lifting. ADC replied to JS41 but the buffeting had ceased as the foreign military helicopter moved off spot. No further issues. All aircraft were parked in accordance with apron operations parking plan. |
| 201505511 | 27/04/2015 | EGPE (INV): Inverness | Aeroplane | Aircraft departed prior to airport opening hours. | Aircraft Departed Airport Prior to Airport Opening Hours. At approximately 04:15 the night shift security team observed a light aircraft taxiing from the area of the northern aprons to the main runway from where the aircraft subsequently departed. The airport was closed at the time of the aircraft's departure and no Out of Hours indemnity had been issued. The airport's published opening time was 05:30. A check of the Air Traffic Control recordings shows that telephone had rung at 04:03:45 and again at 04:13:37. Radio communications had also been attempted at 04:22:17 and 04:22:26. Blind calls were then made as the aircraft taxied and departed. Radar records show the aircraft departed to the south-east. The aircraft returned to the field at 10:12 from a local grass strip. |
| 201505546 | 29/04/2015 | GLESK | Aeroplane | Loss of deconfliction minima. Traffic info and avoiding action given. | Southbound airways traffic Do328 requested a heading to avoid weather around GLESK. The heading eventually took the aircraft outside controlled airspace and the pilots were informed they were leaving CAS and given a Deconfliction Service. The aircraft was then informed of military traffic 20 miles south at their level. The pilot reported they needed one more minute on the heading to clear the weather. The aircraft was instructed to resume own nav GRICE once clear. This instruction was superseded by a more aggressive turn of heading 250 and then avoiding action turn of heading 270 was issued as one of the military tracks turned back towards Do328. Miss distance was 4.2 miles and 500ft outside CAS. □ Supplementary 01/05/15: □ Initial watch report. As described in incident. The reportee advised the Do3298 at all times of the traffic and was lulled by the Do328 saying that he could take the turn shortly and expected him not to leave CAS. The reportee did change the service as it left CAS and was concentrating on the all the flights and monitoring the situation closely. As it was just outside CAS and level of comms high he didn't get an opportunity to co-ordinate with mil. The Do328 pilot was aware of the situation and traffic at all times. |
| 201505977 | 06/05/2015 | Not specified | Aeroplane | L410 descended below cleared 3100ft to 2900ft. Standard separation maintained. | Level bust. L410 was down wind left hand for RWY 34, at 4000'QNH, number 2 in IFR traffic. The ATSMAC was selected on and on his assigned heading L410 was likely to enter airspace with safe altitude of 3100ft QNH. I instructed L410 to descend from 4000' QNH to 3100'QNH which was acknowledged correctly. I was vectoring 2 other inbound in addition to L410. Approximately 2nm north of Peterculter helicopter landing site I noticed L410's mode C indicate A29 and a down arrow (the sector he was in has a safe altitude of 2800'QNH). I immediately queried the cleared level of 3100' which the pilot read back. I then instructed him to climb which he immediately did. The rest of the approach was carried out without incident. |
| 201506053 | 01/05/2015 | Glen Coe nr Ben Nevis | Aeroplane | UK AIRPROX 2015/056 - Jodel and a Paraglider in Class G airspace. Jodel made an evasive right turn. | This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by a late sighting by both pilots. |
| 201506415 | 14/05/2015 | ADN | Helicopter | Loss of separation between S92 and an EMB135 at 2500ft. STCA activated. Avoiding action given. | As FIN controller undertaking a DPC (Dedicated Practical Check) I vectored E135 on a closing heading of 120 degrees to intercept the ILS RW16 at a speed of 160kts (closing from the right of FAT -Final Approach Track-). The next aircraft in the sequence, S92 was being vectored on the opposite side of the FAT and was turned on to a heading of 250 for a base leg, at the same time S92's speed was increased to 120kts (from 090kts) as I judged he would pass behind the E135's path by 3nm. With the wind being quite strong from the east aloft and the turn on to ILS quite slow from the E135 this in hindsight was a misjudgement and it subsequently became apparent that 3nm would not be achieved. At this time the STCA also alarmed white/red and I issued a turn to S92 of 320 degrees to take him away from the E135. This was read back by 2 a/c simultaneously (another helicopter on frequency I believe took the call in error). I reiterated the instruction to S92 and added avoiding action and 'tight turn'. Separation was reduced to approximately 2.8nm. □ Supplementary 18/06/15: □ The factors of having to return to the sector at short notice and a having a DPC conducted did not play any Causal role in this event. FIN's vectoring was questioned by INT, however FIN believed the plan was still adequate. It was only when S92 was established on base leg with the speed restriction lifted did it become apparent that the plan was not sufficient to ensure 3nm lateral separation would be maintained between the two aircraft. FIN intervened with an avoiding action turn prior to separation having been lost, however this action did not prevent separation reducing to a minimum value of 2.86nm. |
| 201507345 | 29/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Check Tq. Check AMC and FLI Fail illuminated due to faulty Tq transmitter. | Soon after starting a cruise descent, 4 axis, "Check Tq" illuminated on EID and MFDs. It went out and reappeared a few times, Tq was 42 and 36. A few minutes later "Check AMC" illuminated, then went out. A few minutes after that "FLI Fail" illuminated and then went out. During shutdown and at idle, "Check Tq" re-illuminated and stayed on; the Tq was 14 and 8. A tech log entry was made. Root cause Tq transmitter failed. Faulty transmitter replaced. |
| 201507351 | 29/05/2015 | EGPE (INV): Inverness | Aeroplane | Lightning strike. | Under radar vectors from INV a/c entered cloud. Return on radar but little vertical extent. On entry into cloud CM2 windscreen suffered arcing then almost immediately bang heard on RHS of A/c. |
| 201507442 | 02/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Altitude deviation. | As INT controller vectoring CGAWI inbound I instructed the aircraft to descend to 4A which he read back. Subsequently the aircraft was seen descending to 3.6A. I asked the aircraft to confirm cleared level and they said they were adjusting. |
| 201507812 | 14/06/2015 | EGPC (WIC): Wick | Aeroplane | Aircraft landed out of hours at airfield without prior arrangements. | Aircraft with 3 Crew and 3 Passengers had PPR and a special opening arranged for a 1225z arrival and departing again at 1300z. A NOTAM was valid for the airfield to be open at 1200z until 1315z, with the Airport Staff in attendance at 1130z for opening checks as prearranged. On arrival for duty it was noted that there was already 2 other private aircraft parked on the apron that had arrived using the HIAL out-of-hours indemnity scheme, with one preparing to depart. I commenced the initial opening checks and went to the ATE room to resolve a ricochet alarm indication, on my return to the VCR at 1150z it was noted that an aircraft had departed and also that aircraft had landed before the airport was promulgated to open. |

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| 201505453 | 27/04/2015 | Burnham | Aeroplane | Departing B737 dropped their speed, resulting in reduced wake separation with a following A320. | Speed of departing a/c resulting in reduced separation. At 1752 I was the mentor on NE Deps when B737 called airborne on a BPK departure climbing 6A. Two minutes later A320 got airborne on a WOBUN departure and called NW Deps. As the B737 turned right just before Burnham I noticed that his speed had dropped and the A320 was catching him up. Also he seemed to be maintaining 3A and when checking his ground speed it was 171kts. NW Deps turned the A320 and the B737 was instructed to maintain 3A in order to maintain separation. The B737 was then instructed to climb 6A and carried on a normal. |
| 201506902 | 12/05/2015 | EGPE (INV): Inverness | Aeroplane | Hard landing. | Over controlled Landing, too little flare, followed by over flare, resulting in aircraft making a firm, but controlled, landing. Pilot induced over control, first day of line training in quite windy conditions, albeit within Cat B F/O limits. |
| 201507282 | 29/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | 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 |
| 201507379 | 28/05/2015 | EGPH (EDI): Edinburgh | Aeroplane | PAN declared and aircraft diverted due to total navigation failure. | Aircraft had initially asked to divert due to a complete navigational failure on the aircraft. The pilot requested time to assess the problem but had already asked to divert. DCS sector transferred the A/C to a discreet frequency 130.975 to prioritise the service and in case he required a more R/T intensive intervention. He was on a heading that was tracking N/E. I kept him on this track to lose more height. He called a PAN after 5 mins for an immediate approach and 10 mile final although he anticipated a normal approach and ILS landing. He said the aircraft was in complete manual mode. I then issued a southerly heading to lose more height and spoke with tower to agree a more suitable heading for the final approach. I transferred the A/C to tower. He landed without any further incident. |
| 201507745 | 09/06/2015 | EGPE (INV): Inverness | Aeroplane | Aircraft returned due loose engine cowling. | Just after departure aircraft reports loose engine cowling and returning to land. Aircraft asked if assistance required and replied no but making an "emergency landing". Aircraft turned sharply to position to land on RNY 05. As full emergency procedures were being commenced A/c landed on RNY 05 which was then communicated to Airport Fire Service. As aircraft was in a very tight turn no further information was passed to the pilot that may have caused a distraction until after landing. Aircraft landed, secured cowling and departed a shortly after. |
| 201508233 | 18/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Issues concerning RFFS priority crossing of R/W34. Local standby ground initiated. | AFS Priority Crossing - Local standby ground. I was on duty as ADC Mentor to a final stage trainee. At 1718 Fire 1 requested a crossing of RW34 to attend a smell of burning at Stand 4. A JS41 was on a 3 nm final RW34, and had already been issued with a landing clearance; the landing clearance was cancelled with the pilot being advised of the priority runway crossing to take place. Fire 1 was then cleared to cross RW34 to A4, however, it transpired that a complete AFS response had been initiated: Fire 1 +3 were cleared to cross RW34 to A4, and Ranger 1 cleared to cross RW34 from A4 to complete the required inspection. At 1720 GMC initiated a Local Standby Ground. Having established that the Airport Fire Category had not been reduced, JS41 was subsequently cleared to land. It then transpired that the incident related to a baggage trolley adjacent to Stand 2. The Local Standby Ground was terminated at 1726. |
| 201508897 | 01/07/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Weather radar failed. | Post after takeoff checks it was noted that the radar would only operate/display the TEST page regardless of the position of the rotary switch. The radar was recycled several times to try to reboot the system. This action failed. Therefore with no serviceable radar the sortie was cancelled. |
| 201509941 | 07/07/2015 | EGPB (LSI): Sumburgh | Helicopter | AS332 allegedly taxied beyond cleared Holding point Z and lined up on R/W24 without ATC clearance whilst an S92 was on approach to the runway. S92 continued to land on R/W27. | Runway Incursion. On ILS 27 handover to Tower we were asked if we could break for runway 24 which we agreed we could do. Cloud FEW 008 BKN 012 As we were about to turn towards 24 we noticed an AS332 lined up on the runway. We asked tower about the aircraft and it became apparent that they were unaware that the AS332 had lined up. Tower said "no, that helicopter is holding at Z." We asked tower if we could continue to 27 which was approved. We carried out the landing on 27 with no further incident. |
| 201510097 | 15/06/2015 | LEMD (MAD): Madrid/Barajas | Aeroplane | Aircraft returned due to suspected oil leak/excessive consumption. | Aircraft had been worked on due to suspected oil leak and was deemed serviceable. We were told to fly the aircraft to Base for what I believe was further investigation. Aircraft departed and by the time we had reached our initial cruise level the oil level in the number one engine was 9QT. Oil level dropped to 8QT and we elected to return. as we suspected oil was leaking. A PAN was declared. Oil Level continued to drop despite reducing the thrust. ORH run for Low Oil Quantity. Thrust on the number one engine then reduced to idle and oil level stabilised at 5QT. As oil level had stabilised and there were no other adverse indications, crew decided not to shut the engine down and to leave in idle. Aircraft prepared for single engine landing, which was carried out. Supplementary Rep 23/7/15: Was asked to liaise with the third party aircraft engineering company investigating an engine oil leak on the number one engine. I was informed before travelling that this aircraft had arrived in MAD with a very low quantity of oil in the number one engine. I was also told that the aircraft had then been replenished with oil and that ground runs had been carried out but with no signs of any leak. The aircraft then departed but had to carry out an air turnback, due to the crew observing the quantity of oil in the number one engine diminishing alarmingly quickly. On arriving at the aircraft it quickly became apparent that I would be leading the invest/troubleshooting with the third party assisting as and when required. My initial thoughts, on first looking at the engine, was that there was some kind of external engine oil leak, given the volume of oil on the cowling. The engine had already been replenished with oil so I cleaned up all the excess oil to aid with further invest. The Oil Tank Pressure Relief Valve, was replaced at Tech services request, and ground runs carried out. There was evidence of leaking from number one and three Main Generator drains and also, from the Lube and Scavenge Pump pressure regulating valve. I requested, via TCC, that two AGB Magnetic Carbon Seals be sent out along with a new Lube and Scavenge pump, with the necessary O-rings. The replacement parts were fitted and further idle and high power ground runs carried out. There was no further evidence of any leaking at all so I was happy at that point, to certify the aircraft as being Serviceable. |
| 201510560 | 01/08/2015 | EGKK (LGW): London/Gatwick | Aeroplane | Runway incursion by an aircraft. A319 passed clearance limit of holding point A1. Avoiding action given. | Whilst operating as air controller aircraft was given instruction at A3 holding point to move forward to hold at A1 only. The traffic situation was alternate gaps at the time and a large gap was on offer by radar and I was planning two departures in an 8 mile gap after two packed aircraft on final approach. After the first packed aircraft had landed, I looked up and saw a company aircraft entering runway 26L, passing A1. I questioned him briefly about holding at A1 but then decided to sort the traffic out and initiated a go around on the aircraft who was approaching 1 or 2 miles from touchdown. No further conversation took place on the R/T regarding the incident and I elected to continue the line up of aircraft and continue with inbound and outbound traffic. Go around was no problem with radar and no further incident took place. The pilot said on transfer that he would contact the watch manager on landing. Supplementary 01/08/15: We had been sat at the holding point at A3 for around 15 mins, when a foreign aircraft had lined up just ahead of us, they had been told to be ready for an immediate take-off, when cleared for take off they took a while before commencing the take off roll. Atc then instructed the next landing aircraft to carry out a missed approach, we were then instructed to move forward to hold at A1 and to be ready for an immediate take-off, as the Captain taxied forward, Atc gave another aircraft information that he would be departing in the gap behind our aircraft and also to be ready for an immediate departure, as the captain taxied forward, he noted the next aircraft landing crossing in front and thought we were cleared to line up, as the next landing aircraft appeared to be at some distance away on approach, as our aircraft approached A1 the captain called for the before take off checks, which the first officer carried out. Upon crossing A1 Atc asked our aircraft if we were stopping at A1 holding point, at this point the captain stopped the aircraft a couple of feet past the holding point, then instructed the first officer to inform them that we had entered the runway, Atc instructed the next aircraft to carry out a missed approach, we were instructed to continue to line up and cleared for take off, Atc contacted by telephone on arrival. |

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| 201504263 | 06/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Failure of the EGPWS had been deferred incorrectly as per MEL and this resulted in a flight exceedance. | |
| 201502276 | 23/02/2015 | EGCC (MAN): Manchester/Intl | Aeroplane | Concerns expressed regarding alleged lack of passenger ramp supervision during boarding. | Passenger placed at extreme risk due lack of direction from ground staff. Aircraft was parked on stand 44R with a DHC8 on the adjacent stand: 44L. DHC8 was due to depart at 16:30. EMB170 at 16:40. DHC8 had completed boarding, closed doors, had a tug connected with anti collision beacons on and working and with number 2 engine running. Boarding of flight EMB170 had been commenced but had appeared to have ceased with an incomplete complement of passengers. At 16:35 two passengers were to exit the gate that gives to stand 44. Both passengers were for flight EMB170. One passenger took the painted pathway to the aircraft on 44R. One passenger turned to the aircraft on 44L which was in the process of preparing to push back. There did not appear to be any form of escort for the passengers. Crew on EMB170 attempted vigorously to attract passengers attention to no avail. As the passenger approached the area to the left of the nose of DHC8. Push back crew alerted the passenger and he was escorted to safety of the gate area and then escorted to the correct aircraft. |
| 201501881 | 11/02/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Nr1 DC convertor unit failed. | Whilst conducting loading tests on the DCU's to try to isolate the cause of the ground hydraulic pump circuit breaker tripping, it was found that DCU#1 when left to carry the full aircraft electrical load couldn't cope and would drop offline. #1 DCU would reset satisfactorily and function correctly as long as DCU#2 was online to share the load, but continued to trip offline when carrying the electrical load in isolation. On the last test it was also noted that smoke was coming from the #1 DCU. No further tests were carried out on the #1 DCU. |
| 201502048 | 18/02/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Catering van made contact with aircraft wing tip. | GROUND COLLISION - Collision between catering van and aircraft. The Catering operative had finished catering on board the A/C and had some extra catering to put in the hold of the A/C. He got in his van and reversed from the front of the plane to the rear driving parallel with the wing (Not company procedure) when he thought he was clear he turn the van towards the hold of the A/C but totally misjudged it and made contact with the wing tip. He stopped and got out of the van to see what damage there was and then walked over to advise the captain of what just happened. He then got back in the van after the captain had taken a look at the damage and drove (Not company procedure) to find his supervisor to report what had happened. Catering supervisor contacted all relevant parties to attend the scene. We will do retraining of CAP642 and driving procedures of never manoeuvre without a banks person. |
| 201502643 | 03/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Main rotor damper inboard bearing worn. | Red MR damper inboard bearing found to be worn excessively beyond limits IAW 62-20-00-221-061. Damper suspected of causing MR OM1 lateral and vertical vibration amber alerts. Damper replaced and subsequent MR track and balance check requested. MOR label attached to damper. Pictures forwarded to type engineer. |
| 201502939 | 08/03/2015 | EGPE (INV): Inverness | Aeroplane | Taxi route taken by PA38 allegedly came into close proximity to a parked aircraft and vehicle. A local investigation has been initiated. | PA38 was observed by a ground handling agent taxiing on to the north-west apron. The aircraft routed from the Echo taxiway onto the apron and stopped just short of a Let 410 aircraft parked on the apron and a vehicle parked at the apron edge. The gap between the two obstacles is estimated to have been between 10 and 11m. The aircraft then continued to taxi between the obstacles before parking further down the apron. A clear route to the parking position was available on the far side of the Let 410. There was no collision, but due to the proximity of the aircraft and the obstacles the handling agent elected to submit a near miss report. A local investigation has been initiated. |
| 201503273 | 12/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Nr1 engine shaft assembly flange not sent for overhaul. | The Engine Shaft Assembly has an Overhaul life as an assembly. The two sub-components, a shaft and a Coupling flange have a finite life but no individual overhaul life. During a records review it was discovered that the shaft is being sent for overhaul but the coupling flange is being retained for processing through the workshop for inspection in accordance with MMA 63-11-00-221. The aircraft is being removed from service for replacement of the shaft as an assembly. A review of the other aircraft records is ongoing. |
| 201504130 | 30/03/2015 | Galaxy Platform | Helicopter | Collective control restriction. | During lift to the hover a control restriction was felt that prevented the collective from being raised further. The PF in the LHS briefly looked in and saw that the tail end of the seat belt (the part that was doubled over and stitched) was wedged between the collective and the intercom control box. The aircraft was landed and the seatbelt moved to the other side of the collective. Having satisfied themselves that the seatbelt was well clear of the collective the flight was continued without further incident. Due to the poor quality of the passenger intercom on the older aircrafts no attempt was made to brief the pax in the air. |
| 201505560 | 22/04/2015 | EGBB (BHX): Birmingham | Aeroplane | Green laser attack by multiple lasers. | |
| 201506250 | 09/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Leak on nr2 engine rear bearing pressurisation pipe. Parts had detached and were missing. | Trouble Shooting was performed on #2 Engine for low Power Assurance figures. During the Trouble Shooting process a leak was identified on the Rear Bearing Pressurisation Tube. On removal of the Rear Bearing Pressurisation Tube to facilitate the replacement of the seals between the pipe and fitting wear was identified on the sealing area of the Rear Bearing Pressurisation Tube. Furthermore, when removing the Rear Bearing Pressurisation Tube, the Internal Air Duct that directs airflow to the Bearing Chamber detached from the engine. On inspection of the Internal Air Duct it was observed that two (2) of the eight (8) locating tangs on the duct had detached and were missing. TSR raised for advice. There is no reference in the Maintenance Manual for the removal/installation of the internal duct. TSR raised requesting information. The lack of maintenance information for the removal/installation of the internal air duct and associated out of hours OEM support delayed progress of the weekend maintenance and also returning to the aircraft to service. |
| 201506341 | 13/05/2015 | EGLL (LHR): London/Heathrow | Aeroplane | A320 failed to comply with conditional pushback after inbound company B747. A320 was instructed to pull back onto stand. | A320 requested pushback from stand 551, at the time there was a company B772 undertow pushing back from stand 546, a company Airbus towing along B(S) between D -> OSTER and a B747 on A(S) approaching Delta who was destined for stand 546. I gave A320 a conditional clearance after the inbound company 747 pushback approach to face north. As part of my normal visual scan I noticed that A320 had begun their pushback however B747 had only just turned right on Charlie with their nose wheel between Alpha and Bravo. I instructed B747 to hold position and asked A320 to pull back onto stand to allow B747 to pass. A320 had pushed back with approximately half the aircraft crossing the double white line stand markings. As A320 started to move forward I instructed B747 to continue their taxi. The clearance was correctly read back after the company B747. |
| 201508161 | 02/06/2015 | Not specified | Aeroplane | Loss of separation between two A320 aircraft in descent to RW27L/R during TEAM. STCA activated. | I was on duty as FIN, westerly operations with a very strong south westerly wind with TEAM in use. My main concentration leading up to the incident was on the final approach with the interaction of an A380 on 27R in between aircraft on 27L. I became aware that A320(2) from BNN was possibly going to get close to A320(1) and because vertical separation was not possible. I reduced the A320(2). Because of the wind (245 at 61) this was not sufficient to resolve the confliction so I instructed the A320(2) to turn left. This was not sufficient to maintain standard separation because of the large difference in ground speeds of the aircraft. |

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| 201502199 | 23/02/2015 | ADN | Helicopter | Altitude deviation. Helicopter was showing 5500ft not 4200ft that was expected due to very low pressure. | Helicopter requested climb to FL55 approx 30nm outbound from departure. The QNH changed to 969hPa as the aircraft was approx 50d. A general broadcast of the change was made, followed by a request for readback from all traffic on frequency. As the subject aircraft reached 80d the outgoing REBROS controller asked myself to confirm the level of helicopter as it was showing A55, not A42 that was expected due to the very low pressure. I queried with the crew as to what level they believed they were at as I was certain they had requested FL55, and they confirmed it was their mistake. There was no opposite direction traffic conflicting so I transferred the aircraft to REBROS so that controller could agree a suitable level for that sector after they were advised of the situation.□ Supplementary 02/03/201: Before climb, crew talked about climbing to altitude 5500ft. PM asked ATC for a climb to FL55. In climb checks, because of the crews previous conversation about climbing to altitude 5500ft, the subsequent request of FL55 to ATC did not result in the barometer setting change to 1013hPa. This resulted in levelling at altitude 5500ft. ATC called 70 miles later informing us that they thought we should have been at FL55.□ Supplementary 23/04/15:□ This level bust was caused by the crew of helicopter requesting FL55, but deliberately climbing to altitude 5500ft. The crew had previously agreed between themselves that they should request altitude 5500ft to ensure they climbed above a cloud layer. They did not offer an explanation of why they then requested and read back FL55. Due to the unusually low QNH of 970 hPa, in climbing to 5500ft helicopter actually climbed to FL68. No other traffic was affected. |
| 201502815 | 08/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Aircraft departed with incorrect LMC passenger figure of 128/1 instead of 131/1. | No flight handling/weight implications since weight/performance calculations were based on figures before LMC and were therefore conservative. Loadsheet left unchanged to allow investigation if required. |
| 201503093 | 02/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | A/c repeatedly subjected to green laser attack. | |
| 201503719 | 25/03/2015 | EGPE (INV): Inverness | Aeroplane | FOD (screwdriver) found on apron. | An 11 inch screwdriver was found on the apron at the rear of a parked aircraft. It was found by Ops whilst carrying out inspections before opening at 06:30 for Cat 6 movements. An engineer from a contracted engineering company confirmed it was his and he had been working on the rear door until 5am. |
| 201504108 | 29/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Hard landing. | Calm approach and no turbulence, so no warning. Extremely heavy handling, with 3 of the 4 cabin crew feeling slight pain in our backs afterwards from being slammed down into crew seats without much padding to cushion the blow. Crew members experiencing slight back pain after flight. Heavy Landing, Jarring back. Sitting in crew position number two seat in preparation for landing. Sitting in the Semi-brace position, facing forward with feet □ slightly rearwards, doing silent review as per SEP procedures. When aircraft landed very heavily. Felt discomfort/ Pain immediately. On disembarkation went to flight deck to inform the flight crew told them it was a heavy landing, SFO apologised immediately. Two passengers (1 WHCR) commented as they were disembarking landing and asked if it was a "Hit landing". Discomfort/pain felt in back immediately on heavy landing. |
| 201504197 | 04/04/2015 | Shanwick OACC | | Operational duty in excess of SRATCOH (Scheme for Regulation of Air Traffic Controller's Hours). | Operational duty in excess of SRATCOH. Plugged in to OAC 22 PLN at 12:26 and relieved from sector at 14:32. I was operating under enhanced relief and should have been provided a break after 1hr and 30 minutes. Due to traffic and staffing issues, I was on sector for a total of 2hrs and 6mins. |
| 201505009 | 14/04/2015 | EG D809(S) | Helicopter | Infringement of active Danger Area EG D809 (Moray Firth South) by an AS332. | During SAR training sortie off Moray coast, aircraft descended to low level to search for surface vessels. Basic service VFR below 1000ft obtained from Aberdeen radar on 119.05 prior to descent. During descent we were unaware that direct comms had been lost. At approx 0935 Company aircraft relayed message from Aberdeen radar(119.05) that we had infringed D809(S) and to contact Aberdeen radar(134.1). Left turn and climb commenced, comms established with Aberdeen radar on 134.1 who informed us we were in D809(S) and to turn West to clear D809(S). We complied and expedited clearance from D809(S). Activity of D809(S) had been briefed at the start of duty day, 0630, as being active from 0900-1030 UTC. We commented that the activity would not affect the planned training for the day as the training sortie was planned for 1400. Training sortie was brought forward at short notice to 1000 and aircraft departed VFR via Inverurie to the North coast. Whilst investigating a variety of potential surface vessels with which to train, we were unaware of our proximity to D809(S) and did not receive the call from Aberdeen radar, due to our altitude, warning us of our position. As a crew, concentration was focussed on the surface vessels, SAR checks, and fuel planning, awareness of proximity of D809(S) lessened somewhat due to the earlier discussion of D809 activity not conflicting with initially planned training. Root Cause: Crew did not re-brief relevant NOTAMS when the Training Sortie times changed. |
| 201505637 | 03/05/2015 | Abernyte | Aeroplane | UK Reportable Accident: Aircraft flew into terrain on approach. Two POB, both fatally injured. Aircraft destroyed. Subject to AAIB Field Investigation. | |
| 201505671 | 01/05/2015 | EGPH (EDI): Edinburgh | Aeroplane | MAYDAY declared due to erratic propeller oil pressure indications. Precautionary nr2 engine shutdown. | Aircraft called in with a Mayday. He explained there was an oil pressure warning and he had shut down his right hand engine. He asked to divert. I called in a Planner and we organised a straight in, descended the aircraft and transferred it. He landed at 0742.□ Supplementary 1/5/15:□ Cruising at flight level 160 an erratic propeller oil pressure indication was observed. Checklist was actioned to Emergency checklist E-15. During checklist it was observed that propeller oil pressure went above 140 PSI, full scale and remained there. Crew performed a DODAR to diagnose system and discuss checklist E-15. After review it was decided to perform an engine shutdown in accordance with the checklist which states "Pressure OR Temp increase " OR "vibrations increase OR PRPM fluctuate", Apply ENGINE SHUTDOWN procedure A53. Cabin crew was called to flight deck and informed of pre-emptive engine shutdown and a NITS brief carried out explaining a diversion and normal landing would be expected. Passengers were briefed by captain as for the reason required to secure the engine. A mayday call was sent to Scottish advising of requiring in flight engine shutdown and intentions to divert. A descent was requested from FL160 and the OEI checklist actioned. Delaying radar vectors to ILS34 were requested in order to finish checklist, emergency services were put on standby and a uneventful OEI landing was carried out. Taxi clear of runway to stand 12 whilst escorted by fire services. Normal shutdown carried out. Due to interpretation of checklist E15 and indications presented on prop oil pressure indication and location of the aircraft, it was decided the best course of action would be to shut down the right (number 2) engine after running diagnosis and DODAR. Decision to continue was due to our position and facilities and airport layout. Wind was along the runway at 8kts. |
| 201506026 | 06/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Vmo / Mmo (Velocity Maximum Operational / Mach Maximum Operational) | The crew were operating a late 4 sector duty and the aircraft had been delayed on all 3 sectors thus far. The crew were attempting to catch up the schedule and the Captain (PF) had selected Mach 0.8 for the cruise as the in-flight conditions were smooth. The Captain initiated the descent from FL360 by engaging "Des" mode but then adjusted to "Open des" mode to remain slightly below the profile. The rate of descent started to increase excessively so the Captain reverted to "V/S" mode. The aircraft was still in selected Mach and the Captain noticed the speed increasing towards Mmo. He disengaged the autopilot and held down the takeover PB to avoid any possibility of a dual input occurring. The speed exceeded Mmo by approximately 2 kts and the aural overspeed warning sounded for approximately 5 secs. The Captain gently adjusted the pitch attitude to bring the speed below Mmo and then reengaged the autopilot. The descent and approach to landing was without further incident. During the descent the Captain sent a message to MOC via ACARS describing the event. On the ground he again contacted MOC using the company telephone. Initially it appeared that the aircraft would require a maintenance inspection. However due to the minor nature of the overspeed, MOC concluded that the Captain could cycle the Flaps down and up and provided there was no ECAM warning or visible creasing on the Flaps themselves then the Captain could sign off the defect entry in the technical log. After a delay of approximately 50 minutes the crew operated the aircraft for the return sector without incident. |
| 201506186 | 08/05/2015 | N5731/W00133 | Aeroplane | TCAS RA. | Whilst at 1500 ft orbiting a fishing vessel appx 30 nm NE of Aberdeen and in coordination with Aberdeen Radar the F406 crew were aware of a helicopter inbound to Aberdeen approaching their position maintaining 2000 ft. The helicopter crew were asked by Aberdeen Radar whether they were content with 500 ft separation or whether they wished to climb. They elected to maintain 2000 ft and received a TCAS climb RA to which they responded. Both crews were visual with each other's aircraft throughout and the helicopter passed less than 1 nm laterally and 500 ft vertically from the F406. There was no danger of collision. Aberdeen Radar requested the F406 crew to file a report. |
| 201508610 | 05/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Aircraft was flown with an open uncertified entry. | Crew Oxy turned off behind First Officers seat on Aircraft Technical Log. Daily inspection as well as Captain Acceptance were signed with open uncertified maintenance action. |

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| 201509453 | 14/07/2015 | R610A | Aeroplane | Poor ATC coordination concerning a VFR C425 entering Restricted Area R610A (Highlands) at 2000ft. | Acting as the LAS I was informed by the Moray sector that C425 had entered the Highlands Restricted Area. The aircraft was VFR at 2.0A. I phoned D&D to point out the traffic and to obtain the number for RAF Wittering, Low Flying Booking Cell. D&D offered to phone them as they had a direct number. I was subsequently advised that there was nothing to affect by D&D and also the DTS had made direct contact with Low Flying Booking Cell who approved the aircraft to be in R610A. |
| 201418399 | 17/11/2014 | EGSH (NW1): Norwich | Aeroplane | Aircraft returned due to bleed leak during climb in icing conditions. | Shortly after takeoff at approximately FL050-060 we entered icing conditions and the system was triggered to on with normal indications. After a while the BLD 1 LEAK was presented on the EICAS and on the bleed button inscription. Shortly after and moments before we exited the icing conditions the WG A/ICE FAIL was presented on the EICAS. In the meantime we made a work split and went into the BLD 1 LEAK QRH. We notified ATC and requested to stop the climb at FL115. The leak stopped as soon as the bleed button was pushed out in accordance with the QRH. The WG A/ICE FAIL disappeared after a short period as the aircraft now was out of icing conditions and the ant icing system shut off. We decided to return to airfield. The captain briefed the CC and after that the Pax. ATC was also informed that the problem was contained and no emergency was therefore to be declared. We were radar vectored back for a ILS and normal landing RWY 16. Maintenance personnel met up at aircraft after Pax disembarkation and was informed orally about the event. |
| 201510373 | 28/07/2015 | EGPB (LSI): Sumburgh | Aeroplane | Flap did not retract after departure. | AT 10:40Z a local standby was requested for a landing SF34/L with the flaps stuck down. No emergency was declared by the A/C. A/C landed safely at 10:58 and Local standby was stood down.□ Supplementary Rep 29/7/15:□ Selected flap 0 after departure. Flap indication remained at 15 and no trim change felt by pilot flying. Pilot flying, first officer, restricted airspeed to 170 knots and continued enroute, climbing into VMC at FL70. Pilot non flying, captain, checked hydraulic indications all normal. Tried selection with hydraulic pump in override, flap 7, still no movement of flap, then flap 0, still no movement of flap. Returned flap lever to 15 position and hydraulic pump back to auto.□ First officer established aircraft in a hold 20 miles northeast of Kirkwall. Carried out flaps fault checklist. Still no movement of flap. Pulled and reset Flap control cb and Flap indication cb. Flap lever set to 7 and 0. No movement of flap, still indicating 15. Cabin Crew checked from cabin and a passenger confirmed that flap was still down. Moved flap selector to 20 then immediately to 0 in hope it would continue to 0, but did not and flap 20 was now set. Speed□ limited to 160 knots. |
| 201510604 | 03/08/2015 | EGPM (SCS): Scatsta | Aeroplane | Low speed rejected take-off. Clearance cancelled due to vehicle going through red traffic lights. | Aircraft lined-up runway 06 and issued with take-off clearance. A vehicle jumped the traffic lights travelling in an easterly direction. The aircraft was instructed to hold position but had just started rolling resulting in a rejected take-off. Aircraft was taxied back into position and departed. |
| 201512453 | 24/08/2015 | MCT | Aeroplane | PAN declared due to hydraulics failure. | Pre warned by S29 that A/c had a hydraulic problem. The a/c called descending to co-ordinated level of FL200. I asked the a/c whether it was declaring an emergency and was told they were looking at the problem and would let me know. a few minutes later the a/c called a pan. I was given all details of the problem and this was passed on to ATC. The a/c was given continuous descent to FL90 and told to select 7700. The a/c was eventually transferred to ATC where he took up the hold at CHASE |
| 201502066 | 20/02/2015 | En route | Aeroplane | PAN declared and aircraft diverted due to electrical burning smell in the flight deck. | Aircraft called on frequency at FL190. At approximately 15nm n/w the pilot called a PAN call requesting descent and immediate diversion. The a/c was given a right turn on to 090 degrees and descent to FL120, and asked for the nature of the problem. The pilot confirmed the instructions and said there was a strange smell in the cockpit. Diversion airport were immediately informed and they asked for the a/c to be given a heading of 110 and descent to four thousand feet. They were happy to accept the aircraft immediately, and the a/c was handed over shortly afterwards.□ Supplementary 20/02/15: □ In the cruise at FL 170, the intake anti-ice switches were selected on due to cloud ahead. The LHS intake light came on, the checklist was called for however the light self cleared around the time that a vague electrical/burning smell became apparent. In case the two were related, it was decided to switch off the intakes and a climb was requested that kept us clear of cloud. The smell continued. The Cabin Crew were contacted to ask if there was any smell evident in the cabin and they called back to say that no smell was detected anywhere in the cabin. Aircraft was tracking eastward at approx. 20DME. The ATIS for alternate/diversion airport was received and the Cabin Crew entered the flight deck at this time confirmed again that no smell was in the cabin but they could smell something different in the flight deck. A visual check was made of the flight deck to see if there was anything that might be an obvious source of smell or an indication of overheating. Nothing unusual was found. ATC advised of a likely delay into original destination due to a high priority ambulance flight. The smell was not dissipating and if anything was becoming stronger. The decision to divert was made and a PAN call was issued to ATC who vectored us to the east and established a descent. They handed us over to Radar who continued with vectors and asked us to squawk 7700. The usual SOP actions of control handover/DODAR/ Cabin Crew briefing and passenger P.A. were made and a normal landing was made. Fire crews were in attendance. Supplementary 20/02/15. Passengers boarded a replacement aircraft at around 11:30hours. Investigation under 201415178. |
| 201505862 | 07/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Flight data computer (FDC) issues during start up. | During the SAR start sequence it was evident that the two aircraft FDC's did not come on line. Both FDC's were reset in order to continue with the SAR task. After re-alignment (2 Mins) indications were that the FDC's were still not working. A second attempt was undertaken to reset them and after a final 2 mins the FDC's aligned, although there was a small discrepancy between Al's (4 degrees). A pre-flight IFDS was initiated to ascertain system status which revealed a GV76 issue. As it was an excellent VFR day and all systems reset, we elected to continue with the flight. ECL 9/32 refers. No further incident regarding alignment for the remainder of the flight. |
| 201506131 | 08/05/2015 | EGLL (LHR): London/Heathrow | Aeroplane | A319 reported encountering wake vortex when downwind for R/W09L from a preceding A320, approx 4nm ahead. Traffic info given. Standard separation maintained. | Report of wake vortex encounter. A319 reported wake vortex encounter when downwind for 09L. A319 was maintaining altitude 6000' and passing through the track of A320 approximately 4nm in trail. The wind reported by A319 at the time of the encounter was 218/33. A319 continued approach to land. |
| 201508806 | 22/06/2015 | EGPE (INV): Inverness | Helicopter | Damage to hangar doors from FOD. | A visiting S92 air taxied to the based SAR Apron over an unprepared area of ground adjacent to the apron. The downwash caused stone chips to blow and cover the apron in FOD, one of the chips smashed an external glass window pane on the hangar door. Aircraft landed safely. FOD swept up. Immediate interim measure put in place for no helicopters to be allowed to transit over the area |
| 201502167 | 16/02/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Float system failed electrical function check. | During SMI task 25-62-01-721, failure of power supply to float squibs was detected. Upon investigation connector 35VCB on co-pilots collective stick switch pins 15 & 16 found flattened. Pins 15, 16, 22 & 23 replaced, system functionally checked & found serviceable. |
| 201502870 | 09/03/2015 | EGPE (INV): Inverness | Aeroplane | Windshear go-around on short finals and flap overspeed on second approach. | On short finals a windshear warning was heard. The memory items were followed as had been briefed prior to descent. The crew did a DODAR and returned for one further approach and successful landing.□ Supplementary 09/03/15: □ After selecting flap 2 a strong gust of wind pushed the airspeed trend arrow rapidly into the overspeed limit. The gear was lowered immediately to reduce the speed. After landing, MOC contacted, flap inspection completed by engineer and signed off in the tech log. |
| 201503050 | 10/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Landing gear up lock failed. | After takeoff rwy 34 under carriage was selected up but would not lock up. The pump ran continually and the amber disagreement light stayed on. U/C was lowered and it locked down normally. Raised the u/c again and the same occurred but the pump sounded under a high work load, u/c selected down, 3 Greens. Transited with u/c down at 180knots. DODAR was completed to come to this decision. Aircraft raised on jacks and undercarriage operational tests carried out - with no indication / pump defects - LH& RH main landing gear uplock micro switches carried out - system operational and functional tests carried out satisfactory - aircraft returned to scheduled services - no further reports to date. |

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| 201503139 | 12/03/2015 | EGPB (LSI): Sumburgh | Aeroplane | Momentary stall warning on touchdown. | Momentary stall warning as the aircraft touched down. Engine anti ice was on with the ice speed switch on and landing speeds for flap 20 in icing conditions used. The landing was completely normal although there was a 35kt crosswind. Correct action by crew. Under investigation. |
| 201503227 | 14/03/2015 | EGPB (LSI): Sumburgh | Aeroplane | Galley trolley not secure for landing. | On landing the trolley came out of its stowage and in to the aisle. Cabin crew managed to hold the loose trolley from her seat and prevent it from toppling over and hit the flight deck door on deceleration. The securing latches for the trolley was in the secure position and the trolley break was engaged and working, however the trolley was found to be too short to reach the galley latches. It was just squeezing past underneath the locked latch without catching it. Trolley was loaded in to the hold for the following flight and replaced for another "normal" trolley that is about 2cm taller. Cabin crew report:- Upon securing the cabin I noticed that the trolley was too short for the stowage so the latch did not reach the top of the trolley. On landing I observed the trolley and it stayed in the stowage (the brake was on). However as I was doing my PA as we turned off the runway, the trolley fully came out of the stowage and hit the side of the crew jump seat and my arm. I grabbed the trolley with my arm and also used my leg to hold the trolley in place against the galley's stowage behind me, and continued with my PA. I was not hurt and nothing was damaged, the trolley was offloaded. Under investigation. |
| 201503904 | 27/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Leading edge De-ice boot split. | During the climb the flight crew had a timer light and associated caution for ice protection. The check list was actioned and a problem with STAB Boots was identified. The aircraft levelled off at FL100 and as the flight crew accelerated, both control columns started to shake which increased with speed. The flight crew then reduced the speed. The shaking stopped below 200kt. The flight crew decided to do a controllability check as they now suspected a ripped de ice boot. When selecting flap 15 the shaking returned. Flap 0 was then reselected and the decision to return to the originating airport for a flap 0 landing. Check lists and performance calculations were carried out and an uneventful landing was made. The RH horizontal stabiliser leading edge replaced law AMM 20-10-00 and function testing was satisfactory. |
| 201504309 | 10/04/2015 | EGPE (INV): Inverness | | Communication problems on radar frequency 122.6 MHz due to fault with the main receiver aerial. | Communication problems on Radar frequency 122.6 MHz There had been intermittent problems receiving transmissions on 122.6 for a few days. NATS ATE investigations established there was a fault with the main 122.6 receiver aerial. As an interim fix the main and standby aeriels for 122.6 were swapped. After this was completed all transmissions on Tower frequency 118.4 were also heard through the radar ATCOs headset. The problem was resolved at 0943 by swapping the aeriels back. During the period when the fault existed there were 3 IFR inbound flights, 1 IFR departure, 1 IFR transit, 2 VFR departures and 2 VFR transits as well as telephone co-ordination with military and civilian ATC. |
| 201503943 | 31/03/2015 | SMOKI | Aeroplane | Engine shutdown and MAYDAY declared after flames seen underneath the rear of nr1 engine (Jet Pipe). Subsequently found to be loose RTV sealant in exhaust area. | Aircraft reported levelling at FL120 and requested immediate recovery. I asked the pilot if he had a problem to which he declared a MAYDAY. I instructed the pilot to squawk emergency, gave him his own navigation for immediate return and confirmed the runway in use. The pilot stated that flames had been reported at the exhaust of the number one engine and reported that he had a total of 8 POB. D&D were informed. The pilot accepted a descent to FL90 and was transferred to radar at 0839Z. □ Supplementary 01/04/15: □ Approaching FL 120 to cruise CA called and reported a PAX had reported seeing flames underneath the rear of No1 engine (Jet Pipe). CA confirmed she had seen this too. FO asked to go back and verify the report (with a/c in the hold) - there was no fire warning. On returning to flight deck he confirmed the report. A return requested and a mayday declared, problem stated as an engine fire. Number 1 engine shut down. Cabin Attendant called told a precautionary shut down carried out and asked if flames still seen, both fire bottles shot into Number 1 engine. ATC informed that fire has been seen from Underneath rear of Jet pipe but no indications in flight deck and engine shut down. Emergency check list completed whilst vectored for ILS. Cabin Attendant Briefed and PA to Passengers completed. Descent / Approach check list completed. ATC requested to inform fire service to follow Aircraft after landing and inform us of the situation regarding the flames. Cabin Attendant Briefed on this and told to wait my instruction and after further inspection passengers disembarked. □ CA Closure: □ During investigations, the operator's maintenance team carried out an engine run with no faults noted. The crew also reported no change in engine parameters during the return back. During the run an engineer viewed the engine from where the passenger observed the 'flames' but none were noted. However a red flame type sealant was observed flapping in the exhaust area. The aircraft senior engineer also noted this sealant movement and both agreed this was the fault. The seal was changed and the aircraft returned to service with no faults reported. A video taken by the engineers was shown to all crews during their training details and briefings. |
| 201504694 | 14/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | TCAS RA. Traffic info given. Standard separation maintained. | I was on duty as the INT controller boxed with FIN and vectoring EMB170 from P600 over the airfield to position downwind from the east for RWY16 and cleared to descend to 5000ft. When EMB170 was almost overhead the airfield he reported a TCAS RA climbing. I did not hear him completely the first time and asked for him to say again. He called again, TCAS RA climbing and I acknowledged the call and advised that I had no known traffic in the area. He said he had TCAS traffic 700ft below him. The only traffic showing on radar were 2 inbound helicopters both at 1000ft. The aircraft climbed to 5700ft on mode C and then subsequently descended back to 5000ft. I immediately called for a FIN to assist me. The aircraft made a VOR/DME approach to RWY16 and landed without further incident. |
| 201504864 | 17/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Towed aircraft Charlie taxiway without clearance. | At approximately 1753, S92 requested taxi for departure from the its base. Taxi clearance was issued to C3. At 1755, tug called to request permission to tow a SB20 from the Charlie apron to Eastern Hangar. I advised them to hold position and I asked him to confirm that the vehicle was clear of the Charlie taxiway as I had a helicopter outbound along there. They reported that "the vehicle was on the Charlie taxiway but I can easily move it" (or words to that effect). I immediately instructed S92 to hold position as I could see neither the tug nor the helicopter. As the tug unhooked and manoeuvred off the Charlie taxiway I saw the tug appear from behind the old Caledonian hangar. Once tug reported clear of the Charlie taxiway, S92 was given clearance to continue to C3. The incident was reported to Airside Ops. |
| 201505556 | 29/04/2015 | ADN | Helicopter | Loss of deconfliction minima between two inbound S92s. Traffic info and avoiding action given. | Event occurred during an exam board on the Hells sector with the a representative from the regulator present. Aircraft 2 inbound at 2000' requests weather avoidance to the right at approximately 60D. At about 12nms to the West of this aircraft and outbound aircraft 1 requests descent from 3000' to 1500' to remain VMC. The Examinee asked aircraft 1 if he could take a turn, which was accepted. The Examinee instructed aircraft 1 to turn left heading 045 and descent approved. Aircraft 1 now pointing at aircraft 1. Both board members noticed and the local examiner pointed out the mistake to the candidate when the aircraft were approximately 8nms apart and 500 or 600' vertical and it was obvious that the Examinee was distracted with a third aircraft asking for descent into the Piper field so wasn't going to rectify his mistake. The Examinee issued 'aircraft 1 Turn right immediately heading 180 degrees' and 'aircraft 2 turn right immediately heading 360 degrees' when the aircraft were still approximately 6 or so miles apart. He then followed it up with traffic information. Both aircraft took the turns despite the lack of 'Avoiding Action' or change in intonation, but the resolution wasn't sufficient to achieve the required 5nms at this range from the ADN. They passed at about 3 to 3.5nms at the same level at their nearest point when they were moving away from each other. The regulator representative and the local examiner agreed that an earlier intervention in these exam conditions probably wouldn't have made any difference to the outcome, although a better choice of heading away may have increased the separation and/or alternatively stopping the descending aircraft at 2500 would at least of provided some vertical separation. |
| 201506671 | 17/05/2015 | EGPO (SYY): Stormoway | Aeroplane | Aircraft diverted due to rough running engine. Full emergency initiated. | |
| 201508328 | 31/05/2015 | NATEB | Aeroplane | TCAS RA. | B737 was descending to FL250 level 5dme from NATEB and got a TCAS RA against a DHC8 northbound at FL240. I acknowledged the RA, pilot climbed to about FL253 before reporting clear of conflict and returning to FL250. |

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| 201508546 | 23/06/2015 | EGPM (SCS): Scatsta | Aeroplane | ATC climb clearance confusion. | Aircraft climbed through cleared level. Passing FL66 ATC asked our passing altitude and FO (PM) responded with FL66 with FL80 as cleared level. ATC informed us that our cleared altitude was FL60 and so a descent to FL60 was commenced and FO told ATC he believed he had read back FL80. ATC then cleared us to FL120 and then a further climb was carried out with no further incident. Capt believed he had heard clearance as FL80 and at the time of the occurrence there was no other traffic on TCAS within 20 miles. |
| 201509230 | 07/05/2015 | S771 Helideck | Helicopter | Rag ingested by main rotor blade during landing. | Upon committing to the S771 deck we noticed a rag that became airborne due to our downwash. It made contact with the main rotor as we were positioning to land, we choose to shutdown the aircraft and did a visual inspection and liaised with engineering. Engineer advised 10 min ground run to check all systems which we did and aircraft was deemed serviceable and we flew back with pax |
| 201510784 | 03/08/2015 | N56 47' 16" W004 54' 47" | Helicopter | UK AIRPROX 2015/121 - S92 and military aircraft at Glen Nevis (N56 47' 16" W004 54' 47") | |
| 201511966 | 28/08/2015 | Not specified | Aeroplane | Reduction in wake vortex spacing between an A330 and an A320. Traffic info given. | Reduction in vortex spacing to -0.7nm A320 behind A330. The spacing between A330 and A320 reduced to 0.7nm less than that required. |
| 201502297 | 24/02/2015 | Not specified | Aeroplane | A320 at FL90 in climb to level at FL100 received/complied with TCAS RA 'descend'. Standard separation maintained. | In climb to level at FL100 TCAS TA then TCAS RA. Aircraft in ALT star traffic seen descending from left to right above aircraft on ND and visually. TCAS RA with approx 300' decent then clear of conflict. Reported to ATC. Other Aircraft markings, etc Other aircraft night time only lights seen. □ Supplementary 27/02/15: □ A320 departing climbing FL100 received a TCAS RA against DHC8 descending to FL110 crossing paths. The DHC8 only received a TA. |
| 201502269 | 22/02/2015 | unknown | Helicopter | Triggered lightning. | The plan was to position to point of origin empty and return with 19 pax. A weather front lying NW to SE and was moving Eastwards touching the tip of north east Scotland (mainland) but had not yet reached the intended destination, the tops were estimated at 8000ft. Amber areas of triggered lightning were forecast over northern Scotland (mainland) during the transit north but had been predicted to disappear for the return leg. There were no red/amber/white predictions at the time or to the west over track X and Y. It was decided to depart IFR 3000ft on track X, then take an offshore descent to gain VMC before tracking around the east coast, rejoining track X, thus avoiding the Amber areas. The leg was flown low the brief and VMC was maintained not above 1000ft, as the leg progressed the cloud base reduced and the aircraft maintained 600ft, good comms were maintained at all times (Destination Airport was shut at this time, scheduled to re-open at 1515). During comms, it was requested that the Log contact Ops to get an update on Triggered Lightning, 10mins later Log reported that Ops had checked and there was nothing to effect the transit back. With that in mind, the low cloud base and pax on board it was decided that the return leg, for fuel, would be flown at 2000ft en-route Yankee to Madox then conduct a VOR/DME approach. The aircraft departed at 1439, contacted Radar and eventually settled in the cruise at 2000ft, track Yankee for Madox, the weather was IMC with negligible/light precipitation and the temperature was -1degC. At 1455 the co-pilot observed a lightning strike on the front left side of the rotors and was in the process of informing the Captain when a second event struck the front right side of the rotors, there was no flash of bright white light or 'crack' associated with either strike. The crew obtained an immediate clearance to descend, the aircraft was descended to 600ft QNH to gain VMC, there was an estimated 4000m visibility in light sleet. There were no handling issues with the aircraft and all aircraft systems appeared to be operating normally. Despite there being a closer airport available, the crew decided to continue towards its Intended destination as a recovery would have involved a climb back into IMC. The Captain heard another company aircraft talking and was advised on Company Ops frequency of the situation, The other aircraft RTB. The weather for the intended airport was obtained through other means and the aircraft recovered VFR for shutdown. Company Ops was contacted thereafter. |
| 201502546 | 01/03/2015 | EGPB (LSI): Sumburgh | Helicopter | Birdstrike: SAR searchlight damaged. | A day into night SAR training sortie was conducted. The sortie comprised overwater letdowns and deck winching to a rig support vessel. After Landing, the Nightsun (SAR Searchlight) lens was found smashed and traces of blood were observed inside. The light had not been used in flight. |
| 201503054 | 11/03/2015 | NATEB | Aeroplane | TCAS RA. | Approx 40 nm south of nateb, we were under a deconfliction service, with visual identification of 3 military aircraft. At this point one of the military aircraft was crossing right to left and descending to fl 190. With the rate of descent of the military aircraft this resulted in a TCAS RA descend. On advisement of the TCAS RA the first officer who was flying took the auto pilot out and descended the aircraft into the green band. The crew advised Swanwick mill of the TCAS RA, and seconds later the aircraft was climbed again to fl 180. The captain and first officer were both in visual contact with all the military aircraft. Separation reduced to approx 1000 feet vertical and at least 1.5 miles horizontal. There was no danger of a collision. |
| 201511661 | 24/07/2015 | EGCC (MAN): Manchester/Intl | Aeroplane | Misrouted bag, Triple 'A' non-compliance. | |
| 201502056 | 12/02/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | RH wing tip encroached apron roadway during taxi-out. | Right wing tip encroached apron roadway. After push back, on commencement of taxi, the Co Pilot was slow to apply full lock on the aircraft steering. After twice alerting the Co Pilot to this, full lock was then applied and the aircraft commenced a tight left hand turn towards the taxiway line. Although the turn to begin with was quite shallow, it was observed that there were no obstacles to endanger the aircraft and the safest course of action was to keep a very tight turn going in order to remain clear of the apron roadway which runs along the edge of the apron. Although the apron in airfield is very tight, the Co Pilot was advised that for future reference, full lock needs to be applied as soon as taxi commences in order to remain clear of the apron edge. Once again, it was observed that no obstacles endangered the aircraft at anytime and the aircraft continued the turn to remain clear of the airfield apron. |
| 201502266 | 23/02/2015 | En route | Helicopter | Aircraft departed with 123kg above MAUW (maximum all up weight) due to extra passenger not manifested. | On route we were passed a load of 17 passengers which was greater than the payload we'd offered for the return leg to Aberdeen. This was highlighted to Heli Admin on the rig and they therefore informed us of a new payload having bumped one passenger off. On arriving on the deck we were handed a manifest showing 16 passengers. Counting the passengers on the aircraft the P1 totalled 16 as expected. However at approximately 110 nm out of Aberdeen, radar advised us that the OCPR had been in contact and we actually had 17 passengers and not 16 manifested. This meant that we were 123kg above MAUW on take-off. □ CAA Closure: □ Communication breakdown within passenger dispatch team offshore and confirmation bias by the helicopter crew caused by poor manifest management by the Customer with contributory factor that Pilot miscounted the pax loaded. HUMS interrogated for overtorque & overspeed - no alerts present. Pilots re-briefed about the importance of accurately counting the pax loaded (for situations such as this). Training records checked for all deck personnel - found to be all correct and in date. Positive engagement with the customer to highlight the importance of correct aircraft loading and the consequences if a helicopter is overloaded. |

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| 201502394 | 25/02/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | EMB145 descended below ATCSMAC level due to delayed ATC turn clearance and presence of stronger than anticipated 3000ft wind. | MSAW EMB145. I was vectoring EMB145 downwind right hand at A30 for RWY16. As the aircraft passed west abeam Inverurie I instructed him to descend to A20 gave a speed reduction instruction and a turn onto heading of 080 degrees (Surface wind was 170 degrees at 13-15 knots, so 080 degrees was the heading of choice). The ATSMAC and APP Funnel were selected. I had anticipated that the rate of descent and radius of turn would comfortably allow the aircraft to close and descend within terrain safe limits. I was then called by an inbound Airbus and was giving the standard instructions and descent while updating EFPS. Once I had done this I quickly realised that EMB145 wasn't turning as I would expect it to: it had travelled a further 2nm downwind before starting to turn, which was unexpected. I started to give a closing heading turn to stop a drift north towards the Oldmeldrum Masts and to intercept the localiser. As I did so the MSAW icon came on and I immediately gave the aircraft a closing heading turn. (I estimate that the icon was on for 2 to 3 sweeps of the radar). By this time the aircraft was established in the turn onto a closing heading but had drifted north of the App Funnel. The aircraft established normally and was cleared for the approach and transferred to ADC. At no stage did the crew make any comment. As a result of this I asked a following aircraft for a wind check at A25 and was told estimated 242 degrees at 38 knots. I subsequently vectored further aircraft 2-3nm west of track to allow for these strong winds. □ Supplementary 10/04/15: □ NT had developed a plan that required accurate execution in order to ensure EMB145 remained terrain safe at all times, however the timing of, and order in which the controller issued the descent and turn instructions proved insufficient to ensure ATCSMAC level compliance. This error was aggravated by the stronger than anticipated 3000ft wind, which resulted in EMB145's track being more northerly and therefore drifting outwith the Final Approach Area. No comments regarding terrain clearance were received from the crew, with INT issuing vectoring instructions to restore adequate terrain clearance as soon as he received the MSAW alert, which was received after the aircraft had already passed the most significant obstacle in the area. |
| 201502506 | 27/02/2015 | EGPH (EDI): Edinburgh | Aeroplane | Rejected take-off due to config warning. | Cleared for Takeoff, configuration warning started once power levers were advanced above the 64 degree switch. Aborted takeoff and advised ATC that we were going to exit runway at C. Once clear of runway we confirmed pitch trim was in green band, flaps were correctly set to 15, gust lock had been released. We checked the condition lever and they were at max, but a very small advancement was noted. Crew concluded it was a small amount of condition lever play that caused the configuration warning. During next two departures method B's were used to activate 64 degree switch, all normal conditions. Under investigation. |
| 201502977 | 06/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Green laser attack. | Pilot said it was a green laser and that the vision on his left eye was temporarily effected but had subsequently returned to normal. |
| 201503071 | 11/03/2015 | EGAC (BHD): Belfast/City | Aeroplane | Go-around flown due to windshear. | At about 700' on final approach for 22 at BHD on a blustery day there was a sudden loss of speed accompanied by a red windshear warning. A windshear go-around was carried out then a successful second approach was made after a radar vectored circuit. |
| 201503356 | 12/03/2015 | EGNM (LBA): LEEDS BRADFORD | Aeroplane | Both AC generators failed with propeller de-icing switched on. Aircraft diverted. | During the climb out, both No1 AC Gen and No2 AC Gen Cautions (with associated other cautions) illuminated. The QRH drill for "Both AC Gen Cautions with Prop anti-ice switched on" was actioned (switch off prop de-icing and recycle both AC generators) - both AC generators were restored and all cautions extinguished. Due to the possible complex nature of the fault and the need to exit icing conditions, it was elected to divert the aircraft. After landing an engineer was debriefed on the fault and the Captain entered the fault into the Tech Log. A substitute aircraft was found. |
| 201504067 | 16/03/2015 | EGPA (KOI): Kirkwall | | Loss of telecoms in VCR. | ATC is currently operating with reduced comms and has been for the past 24hrs, and looks set to continue to do so for at least the next 48hrs. It appears that a digger has cut through the telecoms infrastructure in the local area, although Transmission Engineers are unable to confirm the exact cause or provide any fix at present. All landlines to/from the airport and Control Tower are unserviceable, including the ATOTN. ATC coordination is being done through a single mobile phone in the VCR, and being recorded on a handheld dictaphone by the Controller. This includes releases and clearances with Scottish Area Control, plus any coordination needed with adjacent units. Additionally, the main VHF transmitters on Wideford Hill are unserviceable as they are unable to relay the transmissions through to the VCR via BT landlines, so all VHF communication is being conducted through a single local transmitter situated on top of the VCR. |
| 201504312 | 02/04/2015 | EGPE (INV): Inverness | Helicopter | Green laser attack. | |
| 201504031 | 31/03/2015 | EGNM (LBA): LEEDS BRADFORD | Aeroplane | Go-around flown due to windshear on approach. | Windshear warning was activated so go-around was carried out. ATC vectored the aircraft for second approach which was carried out without event, other than receiving a "glideslope" aural caution at final 200ft. |
| 201505497 | 28/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | SB2000 landed on R/W16 without ATC clearance. | SB2000 Landing without clearance. I was on duty mentoring an ADC trainee. At approximately 1300z we were very busy with VFR traffic to the Northeast of the CTR avoiding weather. SB2000 checked in on the ILS at 6 nm final for RW16: traffic information was passed to the SB2000 on a light aircraft downwind left hand for RW 16 positioning behind. We then went on to resolve potential conflicts between a Pipeline Inspecting helicopter heading Northeast VFR against several inbound VFR helicopters from the Offshore sector. The inbound helicopters were avoiding heavy showers, further complicating co-ordination with the HELS sector. At around 1300z we noticed that SB2000 was on RW16, having landed without being issued with a landing clearance. SB2000 was given instructions to vacate RW32 via A4. □ Supplementary 11/05/15: □ Runway Incursion - Landed without clearance given. Unknown to myself and the co-pilot we landed at runway 16. ATC cleared us to continue approach and vacate 32 there was a couple of proximate traffic on final for 16 and I think this distracted me who was PNF to check if we were actually cleared to land. There was no danger to the safety of the a/c on landing. To prevent this from happening again maybe we should include a landing clearance in the landing checklist. |
| 201507073 | 21/05/2015 | EGPE (INV): Inverness | Aeroplane | Out of phase maintenance check FA1 and emergency battery voltage checks out of compliance by three days. | During line maintenance control (LMC) planning and issuing of night stop maintenance requirement, it was apparent that forecast the FA1 check (every 120 days) and the emergency battery voltage check was out of compliance by 3 calendar days. LMC then contacted aircraft base to confirm if maintenance had been carried out over the weekend and perhaps had not yet reached technical records to update the system. Base confirmed that it had not been carried out. LMC then contacted Head of Airworthiness who liaised with Planning, Schedules and Airworthiness Manager and they confirm the out of compliance event. The aircraft being in the air was asked to proceed where on landing was grounded, and out of compliance maintenance actions were carried out. Following the routine issue of a daily Night stop Maintenance requirement to Line station, all work required was not accomplished. The Aircraft had been unserviceable prior to this event due to ongoing investigation of a loss of engine performance which was finally traced to a defective AISBV. Due to the Defect condition the Aircraft was already 3 days overdue the task in question before the aircraft operated. Under normal circumstances, and if the aircraft had flown the day following the due date, the task would have been identified as overdue at that time during the daily maintenance forecast review. Aircraft check FA1 completed with no rectification defects required against individual check tasks. 1. Topic to Continuation Training, suitable material to be provided by Head of Airworthiness. 2. Specific training to be provided for certifying engineers to ensure correct understanding of Line maintenance planning/ Issue of daily Night stop Maintenance requirements. 3. LMC and Line Maintenance procedures reviewed to prioritise Critical/Expiring tasks requested on previous evenings maintenance request. Have been reviewed and amended to provide additional barriers where possible. 4. Improvements planned within initial induction training. |
| 201507187 | 27/05/2015 | Dunlin | Helicopter | Baggage bay handle sprung open. | On the deck the co-pilot observed the deck crew close the baggage ramp door, ensuring that the handle was flush. Prior to lifting, during the At Takeoff Point checks, it was noted that there was a Ramp Open caption displayed. The co-pilot got out of the aircraft to recheck the security of the ramp, to discover that the handle had popped back out. The handle was resealed and appeared to remain secure. The caption subsequently cleared and the flight continued as normal. No further □ abnormalities were noted. |

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| 201506249 | 09/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Large jolt felt on engagement of nr2 engine at start up, NF exceeded nr1 engine position. | On start number one engine start was normal: number two engine started and was spooling up the NF to match the number one engine when a large shudder was felt through the airframe as it went through the number one NF. The number two NF continued increasing to about the amber band on the gauge before returning back down and matching number one NF. Engineers were called and we were able to replicate the problem a further three times by taking the number two engine to idle and back to flight. This took a few attempts as on some occasions the engagement was smooth. The last shudder was considerably worse on the final engagement. Flight put on another airframe. Tech log entry made. Engineer's Report: Pilot reports: No.1 engine running at flight. On engagement of No.2 engine at start, large jolt felt and No.2 NF exceeded No.1 NF position up to amber mark before returning to normal. Managed to replicate the problem three times (with engineer on board). Inspections and rectification at W/O 67295. FDR Data downloaded, reviewed and passed to OEM for assessment. Confirmed Main Gearbox replacement and associated MMA Inspections. Both Engines confirmed serviceable and to remain in service. |
| 201506317 | 11/05/2015 | POL | Aeroplane | Avoiding action issued. | We were issued avoiding action today whilst level at FL120 near POL, by Scottish frequency 133.8. The heading change was H325 to H360, against an aircraft opposite direction. FO was pilot flying. The autopilot was disconnected for the turn. The ATC frequency was busy and no further information was passed as to the reason for the avoidance. Once on heading the AP was re-engaged and the flight continued normally |
| 201506810 | 21/05/2015 | EGPC (WIC): Wick | | Poor runway and manoeuvring surface. | The surface of the runway is failing outwith a 35m central strip on the 45m wide runway. Significant holes are forming, the most notable 30cmx15cm at 6cm deep, with many others forming along a common 'fault line' of the intersections of 2 strips of tarmac. Sweeping exacerbates the issue and the holes hold significant water, which is rapidly increasing the rate of decay. Loose stones are a common place on all manoeuvring area surfaces due to degradation and pose a flight safety risk. Again, sweeping compounds the problem.☐ CAA Closure:☐ The condition of the pavement in the outer 7.5m either side of the central 30m strip of runway 13/31 had deteriorated with some localised patching required. As a short term solution, aerodrome has repaired the 'holes' mentioned in the report by patching with cold tar. The more permanent solution is to complete a total of 200m2 of various sized patch repairs using Ultrascreed and apply a layer of Bond Coat cold bond 40 to the outer runway strips (22500m2) to stabilise the surface course. Aerodrome currently seeking approval for this work through the internal approvals process. The fire service will continue to conduct regular inspections of the runway and further maintenance works will be conducted as and when required. |
| 201507613 | 29/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | After pushback from Stand 7, an aircraft's RH wingtip encroached the back of a roadway during taxi-out to Holding point M1. | Having performed a straight pushback from stand 7, the starboard wingtip encroached the back of stand roadway whilst taxiing towards holding point M1. The Airport have raised an Incident near miss report. This is the first incident of this kind that has been reported in the last 4-5 months. |
| 201507971 | 12/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | 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. |
| 201509979 | 21/07/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | No intercom between pilots. | Intercom between pilots failed. An alternative means of communication was found by both pilots raising their voices. The remainder of the flight continued without incident. Fault reported on return. |
| 201510095 | 23/07/2015 | EGPO (SY'Y): Stormoway | Aeroplane | Newspapers blew off a flatbed truck in front of a Do328 taxiing to Holding point A1 for a R/W18 departure. Do328 held position until all newspapers were removed from the taxiway. | Newspapers blown off flatbed truck in front of taxiing aircraft. A Do328 aircraft was given taxi instructions from the main apron to holding point A1 for a runway 18 departure, as the aircraft turned onto the apron taxiway there was a lot of newspapers observed blowing in front of the aircraft from the apron area. The Aircraft was instructed to hold position on the apron taxiway until all the papers was removed from the taxiway, once all newspapers was removed from the taxiway by the driver of Ops2 and aircraft operator staff the aircraft continued to taxi to holding point A1. |
| 201511044 | 27/07/2015 | EGCC (MAN): Manchester/Intl | Aeroplane | Misrouted baggage. Triple 'A' non-compliance. | |
| 201508745 | 26/06/2015 | Transocean Prospect | Helicopter | 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. |
| 201509106 | 06/07/2015 | EGPB (LSI): Sumburgh | Helicopter | EC225 taxied beyond cleared Holding point Z. | EC225 exceeds taxi clearance limit. An EC25 on spot 4 called for taxi outbound off heli 24. He was given a clearance to taxi to holding point Z for Heli 24. An S92 was inbound on the ILS for runway 27: I asked the S92 if he wanted to break for Heli 24 which he replied he would if he became visual in time. On breaking cloud he was cleared to land Heli 24. He then asked me if there was a helicopter on Heli 24 to which I told him negative there was one holding at Z. Looking out the window the EC225 looked like he was holding at Z as instructed. The S92 reported it looked like it was on the Heli strip. I asked the EC225 to confirm he was at Z to which he replied he had passed Z and was on Heli 24. He was informed his clearance limit had only been to Z. S92 was asked if he was happy to continue to land Runway 27 which he was. He was then re-cleared to land Runway27.☐ Supplementary 13/07/2015:☐ After rotors running refuel, crew received taxi clearance from Sumburgh Tower. The crew understood the clearance to be to line up on Heli Runway 24 via Holding Point Zulu. Aircraft was ground taxied through Zulu onto Heli 24 and the call was made to ATC 'Bond 83B, Heli 24 Ready for Departure'. Tower instructed us to hold and informed us there would be a slight delay. We heard a fixed wing backtracking on 27 and expected clearance to depart once it had departed. The fixed wing departed and we then heard a heli c/s breaking off the 27 ILS approach to land on 24. At this point, we were still expecting to be given clearance to depart in front of this landing traffic. The landing helicopter then commented to Tower that there was a helicopter on Heli 24, to which the Tower responded 'Negative, he should be at the hold'. We immediately contacted Tower and told them that we were actually lined up on Heli Runway 24. The heli c/s on approach was then re-cleared to land on Rwy 27. We departed Sumburgh without further incident. On landing at Sumburgh on return from the PBLJ, we contacted the Sumburgh Supervisor to discuss the incident. We apologised and explained that we had misunderstood our clearance. The Supervisor informed us that, from the tower, due to the poor view of the Heli 24 threshold, they believed us to be at Holding Point Z. There are plans to fit cameras in the area in the future in order to mitigate this known problem. However, as a crew, we believe the root cause was our misinterpretation of the taxi clearance. |
| 201511162 | 09/08/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | After shut down, fluid (suspected fuel) was leaking down from the overhead electrical panel. Servo valve replaced. | After shut down fluid(suspected fuel) was leaking down from the overhead electrical panel. Engineering advice:☐ sought. On charter to O&G SAR. Fault investigated. Fuel found leaking onto #2 Engine Deck from the Start Servo Valve Body. Start Servo Valve replaced - Satis. |
| 201511202 | 16/08/2015 | FOYLE | Aeroplane | Reporter has raised concerns around NAS auto processing routes being different from FPLs. | Working as DCS T/P in a moderate, occasionally busy session. Fl:tnum49CL checked on frequency and was given routing to FOYLE as per the EFD strips produced by NAS. The pilot advised that they had filed via TLA-GRICE-DCT INS and that this would be the new routing for all company traffic inbound to EGPE. This was entirely different from the EFD strips, which had no indication that the NAS route was not that filed. I got pilot agreement to route initially via FOYLE, and then subsequently a more direct route to INBAS after I co-ordinated that routing with Westcoast. The pilot was also advised that the filed route would leave Controlled Airspace after GRICE and that some pilots from his company have not been able to accept UK FIS in the past. Shortly afterwards, fltnum65JU also appeared via EFD and again had filed via GRICE-DCT INS but with EFD once more producing FOYLE strips with no indication of a route mismatch between Flight Plan and Flight Data Processing. Tay sector refused to accept the flight on the flight planned route, so agreement was again reached with Westcoast and the pilot to reroute via FOYLE. In spite of several similar MORs or observations in the past, NAS continues to automatically change aircraft routes from that in the Flight Plan to those which it prefers, without any human intervention or without indicating to the ATCO that it has done so. This remains a dangerous method of operation, as the aircraft might turn unexpectedly from the route expected by the controller or planned separation may be being provided based upon false information presented on EFD. If this system behaviour is going to be carried across to new trajectory based ATC systems, such as PCUA, the potential for a serious incident is self evident. As a minimum effect, it is causing the sector sequence to change and this may result in sectors not having strips they should have and controllers having increased last minute co-ordination as the aircraft routes unexpectedly, coupled with increased RT loading due to route queries with the pilot and any subsequent reroute required. Any system which changes live flight data without indicating it has done so is unacceptable in a safe operating environment. This has been reported before and nothing has changed. |

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| 201507168 | 27/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Main Gearbox (MGB) oil cooler mag plug dislodged causing oil leak. | During aircraft inspection after landing on deck, an unusually large amount of oil was observed running down the Port side. P1 sought engineering assistance via the rig phone. It was decided a shut-down, and inspection should be carried out. During the inspection, a magnetic inspection plug was found on the engine bay deck. This plug was duly re-installed as part of the crews CoC authorisation, and the leaked oil was cleaned up. Under engineering advice, a 10 minute ground run was then carried out, followed by another shut-down and inspection. The subsequent inspection was satisfactory, and entries made in tech log. Aircraft was then released to return as non-revenue. The crew were in contact with the engineers throughout the whole evolution. |
| 201507446 | 25/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Loadsheet error. | Flight closed at 66 bags weighing 928kg but the dispatcher wrote 66 bags at 298kg on the Loading Form. This error was not picked up by the dispatcher or the flight deck as they processed the figures. The a/c departed arrived safely at destination with no issues as far as ground handling agency at departure airport are aware. |
| 201507901 | 15/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | 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. |
| 201509375 | 14/07/2015 | SUPEL | Aeroplane | Poor ATC coordination by military ATC to civilian ATC concerning a military aircraft, resulting in traffic info and avoiding action being issued to an inbound EMB145. Standard separation maintained. | I was the N/E Tactical on a moderate intensity traffic afternoon. EMB145 was inbound and was descended to FL200 due to converging Military traffic outside controlled airspace. As he crossed the boundary of Y70 I descended the aircraft to FL180 IAW the SA. As I scanned the flight path of EMB145 I spotted the opposite direction military aircraft at FL190 approximately 15 miles ahead. I immediately passed avoiding action to EMB145 to stop his descent at FL200 as the intentions of the military aircraft were unknown. I was not convinced that the timing of the instruction was sufficient FOR HIM TO STOP AT FL200 so issued further avoiding action to turn left on to a heading of 100 degrees and passed traffic information. The military aircraft turned slightly left and passed 6.8 miles west of EMB145 and with 800ft vertical. When the Planner spoke to military ATC they were surprised that I descended to FL180 on a standing agreement?? They had made no attempt to co-ordinate as I am convinced they didn't think they had to. In consultation with the OS I have viewed the replay and this information is forwarded for further investigation with the military. The control position was OP30C. |
| 201509383 | 11/07/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | LH floatation gear cable harness caused electrical fire. | During a functional check of emergency floatation gear whilst checking for voltage at each of the 3 disconnected inflation heads electrical connectors using the control panel push button was successful. When doing the same check using the collective pitch stick pushbutton the LH side connector failed to give out a voltage reading. The multimeter was disconnected and it was noticed that water started to drip out of the connector, a few moments later smoke was seen escaping from the harness followed by the convoluted tubing melting and intense heat. The main battery was disconnected to prevent further electrical damage. The damaged area of the harness is in the area where it bends back on itself to connect to the floatation head. Duty technical manager informed, system check and repair approved with harness robbed. |
| 201509431 | 01/07/2015 | WIK Hold | Aeroplane | TCAS RA. | TCAS RA between Do328 and C152/PA28. TCAS RA report from Do328 descending in the WIK hold believed to be against PA28 or C150 (both west of wick within one minute of each other) transiting north bound via Wick west abeam. Both transiting aircraft were VFR/Basic service. |
| 201509906 | 20/07/2015 | ENWA:ALVHEIM FPSO | Helicopter | No Intercom between pilots. | Intercom between pilots failed. Fortunately all landing checks had been completed. whilst on deck an alternative means of communication was found by the No 2 pilot plugging into the 3rd man station box and number 1 pilot doing all the radio and passenger communication. flight continued without incident. Fault reported to engineering on return. |
| 201502106 | 19/02/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Air Data Computer (ADC) discrepancy and engine displaying GOV. | After starting descent ADC discrepancy, with MFD1 showing 180 IAS, MFD 2 showing 145 IAS, and ISIS showing 145 IAS. EOPs consulted and ADC selected to ADC2 which removed ADC discrepancy. On aircraft shut down to "idle," both engines displayed flashing GOV. Tech log entry made for all the above. |
| 201510257 | 25/07/2015 | EGPB (LSI): Sumburgh | | PSR, SSR and communications unserviceable, resulting in closure of aerodrome. | Major communications failure. At 11:33 the radar frequency 131.3, the PSR and SSR, the mobile network and all the direct and standby telephone lines of the VCR except for the green node went U/S. Aerodrome was closed as no backup telephone lines were available. |
| 201512084 | 20/08/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | 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 |
| 201503172 | 13/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | RH sponson float kinked. | We have found the hose connected to the fwd position of the RH sponson float kinked. When the float is pushed back into the recess the hose folds back onto itself and kinks. I think this might have caused a restriction to the supply if there was a deployment of the floats. The pic shows the hose with the float in stowed position. A new hose has been ordered and the installation will be checked to ensure the hose assy stows correctly during this. I think there is a big possibility that this issue might be due to the hose being twisted during a float change. |
| 201504267 | 05/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | 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. |
| 201503651 | 24/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Green laser attack. | |
| 201502625 | 01/03/2015 | EGLL (LHR): London/Heathrow | Aeroplane | Smoke observed coming from tractor engine compartment. Fire service alerted. | Whilst attached to a/c, tractor smoking excessively from engine compartment. Managed to disconnect from a/c and pull away to stand fire service called to assist. Flight crew concerned. |

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| 201502525 | 26/02/2015 | Scatsta | Helicopter | Oil cooler blower bearing maintenance overrun. | Report pulled data that showed Oil cooler blower Bearing had a maintenance value of 3463.7162 FHR against its SLL. this suggested that it had its SLL inspection reset without the components being removed from AC. These parts are currently in IFS attached to aircraft and have since flown 3952:16 FHR since install of the upper assembly Oil Cooler Blower/Fan Assy. The bearings were physically replaced 16-Aug-10 at overhaul and were new parts. The AC is currently at 7441:25 FHR, giving the bearings a value of 452:16 over fly on their SLL. From the IFS journal it looks like in IFS that the bearings were renamed at the point of Overhaul and were not replaced with new bearings to be tracked in IFS, therefore as the SLL had already been cleared against these items it did not reforecast. The six year calendar back stop as per the MP was forecasting correctly. Oil Cooler Blower Bearings replaced. Investigation ongoing. |
| 201502646 | 01/03/2015 | EGPE (INV): Inverness | Aeroplane | Birdstrike to nr1 engine. Maintenance procedure not followed. | During rotation PF and PM observed a large bird pass down the left hand side of the aeroplane toward engine 1. The bird made contact with an audible thump and noticeable impact. PF noted a change in engine pitch which quickly returned to normal. All engine indications were normal with very low vibration during the initial climb. We elected to continue the departure and monitor the engine instruments. Tower were notified of the suspected bird strike and later confirmed that remains had been found and that they suspected engine ingestion. The flight was continued with normal engine indications throughout. On arrival the engineers found evidence of bird remains which has passed through the engine core. All remains were removed and no damage discovered. Airfield ops identified the remains as belonging to a Common Gull. □ Supplementary 1/3/15: □ During an Engineering Compliance audit investigation into Bird Strike ASR, which was closed on receipt, it was discovered whilst interrogating the relevant tech log pages that there was no entry in the tech log for the fitting of the fan cowl tooling prior to commencing the work. This is in contravention of procedures. |
| 201503680 | 05/02/2015 | EGPE (INV): Inverness | Aeroplane | UK AIRPROX 2015/027 - Two military aircraft, 5nm East of Inverness. Traffic info given by Inverness radar. | CAA Closure: □ This AIRPROX has been subject to a separate review by the United Kingdom AIRPROX Board (UKAB). AIRPROX Board (UKAB) information indicates that this AIRPROX was caused by the military crew(1) climbing into conflict with military crew (2). Contributory Factors: 1. The military crew(1) did not assimilate the instruction to stop climb at FL90. 2. The Lossiemouth controller did not obtain a read-back to his instruction to stop climb. |
| 201503897 | 30/03/2015 | En route | Helicopter | PAN declared and aircraft returned due to nr1 engine fire warning. | Approximately 5 miles South West the A/C was observed in a tight left hand turn. Shortly afterwards the A/C declared a PAN with engine fire indication and requested a return. The PAN was acknowledged and the A/C issued with a VFR clearance to return via INV/L NAB 2A. This clearance was subsequently amended to route west of the OMM to join INV/L. The WM was informed and SOB was obtained. The crew were given the surface wind condition and asked which R/W was their preferred option. The crew chose the duty R/W34 and advised that they were single engine and would require a roll on landing. ADC was advised and replied that the A/C could join DWL R/W34. FIN was already on position and 2 inbound IFR A/C were instructed to hold at the ATF. The PAN A/C was informed that he was number 1 to land and asked if he could accept a frequency change. The crew confirmed that they could accept the frequency change and the A/C was transferred to ADC. The A/C subsequently landed safely. □ Supplementary 30/3/15: □ During cruise at approximately 40 NM the number 1 fire warning illuminated momentarily and subsequently intermittently. This occurred several times and the crew decided it was a spurious warning however, it was decided to shut the engine down but not fire the extinguishing bottle. A Pan call was issued and the aircraft returned to base without further warnings or incident. |
| 201504138 | 03/04/2015 | EGPA (KOI): Kirkwall | Aeroplane | Smoke in cockpit due to overheated windscreen heater. | Aircraft was lined up and had been passed departure clearance, when the Pilot reported "We have smoke in the cockpit, we can see where it is coming from - No Emergency" and requested taxi back to stand. Initially given taxi to Main Apron, subsequently changed to Small Apron. AFS informed of situation by direct-dial phone and asked to initiate Local Standby. The aircraft shut down the engines on the Small Apron, Fire-Chief spoke with crew, Incident closed at 1203. No outside agencies informed or requested to attend. □ When the aircraft was lined up for departure smoke was emitting from between the top of the coaming and windshield of the Captain's side. The windshield anti-ice was suspected but could not be confirmed. The memory items for cabin fire or smoke were completed and the emergency checklist was carried out. The smoke decreased so the runway was vacated and the aircraft shutdown and secured. No signs of fire were evident. An engineering inspection was carried out the following day which determined that the LH windshield heating element had an open circuit. Damage was found at the temperature sensor suppressor. No other damage was found. |
| 201504145 | 04/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | ATR72 carried out a curved push to face south instead of a straight push. | ATR72 called for push and start from stand 2. This was approved, and shortly after the pilot called again to confirm that it was a straight push to which I replied "affirm". Afterwards an A319 was given instruction to vacate RWY34 and hold initially at M4 (as he was due to go onto Stand 2). I very quickly got given information that the A319 stand had been changed to 4 and so cleared him all the way (which he confirmed with me and I confirmed to go all the way to stand 4 via Mike). I checked again to see the progress and saw that the ATR72 had carried out a curved push to face south and so told the A319 to hold position (he was abeam Stand 5 at this point, just about to begin his turn onto stand). I reiterated to the ATR72 that the clearance was a straight push which he acknowledged but said that the headset to tell the ground crew wasn't working. A319 told me that he had enough clearance and was happy to proceed onto stand which I approved (although he had to wait for the ground crew to switch on the guidance). ATR72 then informed me that he had a small technical problem and had to restart both engines, which was acknowledged. □ Supplementary 23/04/15: □ The error chain began when the ground crew's headset was unserviceable and rather than delay the flight they elected to conduct the pushback by using hand signals, which is an approved procedure. During the pushback the ground crew sought clarification from the flight deck of the runway they would be taxiing for and the captain signalled they would be taxiing south, which the ground crew took to be a request to make a curved pushback to face south. They were aware that this was non-standard, but continued to manoeuvre the aircraft in this way. The flight deck crew obtained confirmation from ATC that the pushback should be straight back but without headset communications were unable to directly advise the headset man and were concerned that the aircraft could sustain damage if they asked for the pushback to be stopped suddenly. ADC detected the incorrect pushback had occurred and took appropriate and timely action to ensure there was no risk of collision between the two aircraft. |
| 201504859 | 15/04/2015 | EGLC (LCY): London city | Aeroplane | Aircraft returned to stand and shut down nr1 engine after engine oil temperature too high. | On taxi out to holding point D for runway 27, left engine oil temp high EICAS caution. Crew followed malfunction checklist and monitored engine parameters. Oil temp was seen to be rising slowly and the temperature went into the red and the engine was shut down. A/c taxied back to stand without further incident for further investigation. LH ejector valve replaced. |
| 201505050 | 18/04/2015 | Insch, Aberdeenshire | Aeroplane | UK Reportable Accident: Aircraft stalled on approach to land, crashed short of the runway. One POB, no injuries reported. Subject to AAIB AARF investigation. | |
| 201505392 | 12/04/2015 | EGBB (BHX): Birmingham | Aeroplane | Inadequate propeller blade repair. | After landing following a 1 hour flight, where the aircraft had received scheduled maintenance of a repair to 2 propeller blades. The 2 blades were found to be in a poor condition, with the repair having failed on both propellers. The failure was caused by the filler used to fill the damaged leading edges, running out down and across the blades causing uneven surfaces of both sides of the props. This left the leading edges in a very poor state for around 18 inches. □ |
| 201501981 | 17/02/2015 | EGPM (SCS): Scatsta | Helicopter | 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. |
| 201508516 | 22/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Momentary speed exceedance. | Established on the Localiser, flap 1 with speed reducing. At the time we captured the G/S (G/S*) we entered cloud, and flap 2 was called for at approx 190kts and speed trend arrow predicting a reduction. Just after flap 2 selected the speed increased up to around 203kts with Master Caution and overspeed alarm audio. As speed was increasing towards the Vfe (200kts) the speed brake was extended to try and stop the increasing speed. After a few □ seconds into the overspeed the speed reduced and the approach was continued to a landing. |
| 201502354 | 16/02/2015 | EGET (LWK): LERWICK/TINGWALL | Aeroplane | Cabin heater failure | Prior to taxi the cabin heater was selected on to de-mist the aircraft. The cabin heater failed to ignite. A slight electrical burning smell was observed. □ Airport fire crew advised of potential problem. Pax offloaded normally. |

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| 201502488 | 01/03/2015 | EGPB (LSI): Sumburgh | Aeroplane | SF340's hydraulic caption illuminated for 2secs before self cancelling during descent to R/W27, resulting in SF340 descending to 1400ft instead of cleared altitude 2100ft. Standard separation maintained. | SF340 - descended below cleared level on ILS approach. I had just returned from a break and plugged in to take over as radar controller. The aircraft in question, SF340, was being vectored to the ILS rwy 27 by the previous controller. The handover happened exactly at the time of the final turn to the localiser. The aircraft was given a heading of 300 degrees and clearance for the ILS by the previous controller. The heading seemed perhaps slightly late so both I and the previous controller observed the turn and realised that the aircraft had gone slightly through the localiser but managed to establish from the right and looked well positioned for an approach. The crew were given the one stage phraseology, so we weren't expecting them to report established. They were already checked in with TWR and at this point I had taken over the position and the other ATCO had left. I was then monitoring SF340's mode C and noticed it showed altitude 1800ft. This seemed a bit low as the cleared level was 2100' and they still outside 7 miles, so they wouldn't be expected to start the descent on the glidepath just yet. I called for the attention of the outgoing ATCO, to come back and have a look, as this didn't look right, I wanted to check if the a/c had been given 2000' instead of 2100ft, which would have brought them within tolerance. By the time I said that, I realised they were descending further. I called the pilot and asked them to "check level, QHN XXX" - the crew's response wasn't clear. I checked with them again, telling the pilot what was showing on mode C (I think it was 1600ft and descending at the time - I saw it indicating as low as 1300ft). The pilot's response, again wasn't very clear (to me). I asked him to confirm if he was climbing back to 2100ft which he then said he was. This was also confirmed then by the mode C which showed them climbing again. I then asked the crew if they were happy to continue a normal ILS approach, which they confirmed they were. I then briefed the TWR ATCO on what I saw, he told me he could see the aircraft lights and then transferred them to the TWR. I then monitored the TWR frequency to make sure they'd make contact, which they did. The aircraft landed normally at time 1927. □ Supplementary 03/03/15: □ Level bust due hydraulic caution. On final approach with Localiser captured and selection of gear at 2300ft hydraulic caption illuminated for 2 seconds before self cancelling. Due to this our attention was taken away from the level off and the aircraft failed to level at altitude 2100ft, coincidental with a call from ATC we noticed that the aircraft had descended to around 1400ft and we corrected the level bust. We were visual with the airfield and at 5 miles so we continued the approach and converted it to a visual. □ Supplementary 23/04/15: □ This level bust occurred when SF340 commenced descent below the ATC SMAC level of 2100ft before establishing on the ILS. Operator have stated that the crew were distracted by a hydraulic warning when they lowered the gear, so were not aware that the autopilot altitude capture function failed at the same time. The aircraft was over the sea at this time so there was no loss of separation against terrain, and no other aircraft were affected. |
| 201502569 | 02/03/2015 | NATEB | Aeroplane | Traffic and avoiding action given. Separation lost with military aircraft. TCAS and STCA activated. | Swanwick military N were working an aircraft in the general area north of NATEB within a block FL220-FL250. Several coordinations against various traffic and various sectors had been effected in the previous hour or so. EMB145 was tracking south toward NATEB at FL260. Coordination had been agreed with MIL N at FL260 with their aircraft and associated squawks not above FL250. As the EMB145 and the military tracks converged at approximately 90 degrees one of the military squawks briefly showed to be climbing and showed FL257 before going blank. Avoiding action was given to the EMB145, right turn heading 280. The MIL N were then called to confirm their aircraft were not above FL250 before turning the EMB145 left toward NATEB. Lateral separation may have been lost and the pilot reported TCAS information suggesting 600ft vertical separation. It was then found that another military sector had been controlling the aircraft but the coordination had been passed on. The MIL N controller confirmed, that the aircraft had not been above FL250. This may suggest there was a pressure setting error or coordination discrepancy (FL250 vs25000'). |
| 201502919 | 08/03/2015 | EGPB (LSI): Sumburgh | Aeroplane | Stick shaker on touch down. | Landing flap 20 ice on with reported wind 260/24. Vref 127 and opted for a Vfa 137. Maintained Vfa until 20 feet and captain reduced power and flared as normal. After a short float and a second before touchdown felt the stick shaker. The float was not excessive and the landing attitude felt normal. Under investigation. |
| 201503021 | 07/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | EMB170 departed with incorrect loadsheet. EMB170 had been supplied with a loadsheet with the registration for another aircraft. | EMB170 was supplied with a loadsheet with the registration for another aircraft. The aircraft have a 53kg difference in weight, despite this difference the aircraft was in trim and safely completed its sector. The error was not noticed by staff or the aircraft crew. |
| 201503668 | 23/03/2015 | EGPA (KOI): Kirkwall | Aeroplane | Stall warning. | Stall warning heard and felt in yolk as wheels touched down. Ice speed switch on, and ice speeds bugged for flap 20 landing. Threshold speed was correct for conditions VREFC, power reduced gently for flare. PF felt flare was becoming extended but did not expect a stall warning. Landing continued (warning heard as wheels touched) and no further events followed. Crew spoke with NH to confirm that it was appropriate to continue with 3rd sector. NH gave additional thoughts on ice speed switch landing technique, which were noted and used for flowing landing. Both Crew felt that the protracted flare was the causal factor in this event. Sadly neither noted the speed at which the event happened. Under investigation. Investigation under 201417852. |
| 201504134 | 01/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Loose panel found. | Conducted 20 minute air test. On return to base ramp staff reported a panel loose under the aircraft. After shut down the left hand fuel base plate panel was hanging down retained by a solitary zeus fastener. Nothing had been noticed during the pre-flight walk round. |
| 201504286 | 01/04/2015 | En route | Helicopter | Fuel indication malfunction. LH sponson display blank. | During the cruise 'Check Fuel Quantity' message appeared on the VMS. Fuel panel cross checked and revealed no indication from the left hand sponson (the left hand sponson display was blank) with the right hand sponson reading 150kg. However, both left and right sponson fuel transfer lights remained illuminated. At the point of failure it was assumed that approx 120-130kg remained in the left hand sponson. Initially, with the auto sponson transfer selected 'on' the left hand main tank total (left hand group + left hand sponson) dropped by approx 130kg but the VMS total remained at the original fuel level and therefore differed from the fuel panel total by +130kg. However, during the diagnosis the VMS level dropped to indicate the same as the fuel panel i.e. without the left hand sponson contents. EOP consulted but no drill listed. MEL then consulted (OMB, Section 9.4, 28.7 - Sponson Tank Fuel Quantity indicator). MEL indicated that flight could continue provided that the remaining correctly gauged fuel was sufficient to comply with operational regulations. A/C refuelled on the rig to in order to continue to obey operational regulations. Flight continued WFI. Throughout the and flight following the failure, fuel appeared to continue to drain from the left hand sponson as indicated by the left hand sponson fuel transfer light. Engineering informed on return to ABZ. A Tech Log entry WAS made - 1875. |
| 201505290 | 21/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Rejected take-off due to engine power fault. | A Flex 91% departure had been briefed by the FO. The aircraft take off mass was calculated at 21.7 tonnes and the speeds had been set for a dry runway resulting in a V1 of 118kt. After engine start, TOGA FLX 91% was selected and checked in accordance with the after start checklist. After being cleared for takeoff the PF advanced the power levers over 4-5 seconds in accordance with a method "bravo" departure. The engines both stabilized at 91 power units. At approx 95kt the captain glanced at the EICAS and noticed that the number 2 engine power units were indicating 100 whilst the number 1 engine was still indicating 91 power units. Immediately after this the "Engine Power Mode Fault" caution illuminated. Captain called "Stop stop" and rejected the take off at approx 105kt. Aircraft was taxied clear of the runway, Captain contacted the CA, made a PA to the passengers, and after landing checks were completed. The aircraft was taxied to stand and shutdown normally. LMC, Ops and IAC Ops informed. Once the plans for the continuation of the flight were decided, Captain made a PA to the passengers from the cabin PA set explaining the reason for the RTO and the plan to operated the flight with a different aircraft. Tech log entry made. |
| 201505600 | 30/04/2015 | ADN | Aeroplane | Altitude deviation. Aircraft climbed above cleared FL80 and observed with Mode C indicating FL85. Standard separation maintained. | At approximately 1405Z aircraft climbed above the cleared level inside controlled airspace. Aircraft requested to transit controlled airspace, south to north. I had issued a clearance to cross controlled airspace on a heading at altitude 5000 feet initially. Once inside controlled airspace, the pilot requested further climb to 6000 feet to avoid weather. I issued a clearance to climb to FL70. The pilot then asked for climb to FL80 which I issued. My attention was then taken by a complex traffic scenario which involved coordination with two Scottish area sectors and the FIN position. The pilot then informed me that they were climbing to 8500 to avoid weather. I informed them that they were supposed to ask for further climb first, as I said this I observed the Mode C readout indicating FL85. |
| 201507656 | 10/06/2015 | EGPB (LSI): Sumburgh | | Unauthorised personnel observed on taxiway near Holding point K. | Taxiway incursion. 2 Surveyors came into the ATC tower in the morning to get a briefing on a pavement survey and were allowed to carry out the inspection on the aprons, but they were not given any permission to enter the manoeuvring area. They didn't have any radios or gave any telephone contact to phone them in case the Aerodrome controller needed them to vacate the area. Minutes before 12:43Z the 2 Surveyors were spotted on the Apron near stand 26 with the Sumburgh Apron operations controller carrying out a visual inspection of the pavement. The Sumburgh Apron operations controller was seen then walking away on his own to the terminal building and just few minutes after 12:43Z both of the surveyors were infringing the taxiway near holding point K. With no means of contacting the surveyors the OPS3 Vehicle was sent to collect them and vacate them from the airfield. |
| 201503804 | 26/03/2015 | EGPE (INV): Inverness | Aeroplane | Cabin crew member trapped in toilet during flight. | During descent Capt was informed by CA1 that CA3 was stuck and trapped and unable to unlock the toilet door, after repeated attempts to try to unlock the toilet door from both sides, Capt decided it was best we land with the CA3 still in the toilet and seek assistance from the fire services. PAX were informed and landing was uneventful. |
| 201504199 | 04/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | RH life raft unserviceable. | RH liferaft received from overhaul. During preflight inspection, nitrogen bottle position noticed as incorrect. Current position of bottle exposes electrical connector to chafing against liferaft casing. |

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| 201507087 | 25/05/2015 | En-Route | Aeroplane | Evidence of birdstrike to engine found on walk around. | Aircraft towed from overnight engineering and offered for service. Evidence of birdstrike to engine number 1 found during walk round. Impact close to blade root. Engineering requested to inspect and concluded that bird had passed through engine core. Boroscope required. Service cancelled and passengers dispersed with help of ground staff. |
| 201507525 | 04/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Wrong turn taken after take-off due to faulty compass. | The person reporting was on duty as the INT controller. Tower requested a release on the said aircraft where the controller issued a heading of 160deg as there was inbound traffic descending downwind right for RW16. The aircraft appeared on the radar, initially climbing on heading of 160deg which was observed commencing a turn to the right shortly after. The controller phoned the tower to inform him and to issue a new clearance of direction as the inbound traffic was now passed over. Tower advised that the aircraft had already been transferred to him. The reporting controller called the aircraft who was now on an approximate track of 260deg and told him to turn left 230deg. The aircraft made the left turn and then enquired what track he appeared to be flying on the radar. The Controller advised him 230deg, he responded that he had 220deg and had a malfunction. The aircraft was given own navigation to the next Waypoint which he accepted and continued with the flight. |
| 201508357 | 19/06/2015 | EGPB (LSI): Sumburgh | Aeroplane | Aircraft descended below cleared level while on vectors for ILS. | Advised vectors for ILS27 and subsequently told to descend when ready to 4A QNH 1016. Aircraft observed to commence a slow descent. Approximately 20 miles to run I noticed that aircraft had levelled off at 3A. |
| 201508495 | 23/06/2015 | EGKK (LGW): London/Gatwick | Aeroplane | Misrouted baggage. Triple 'A' non-compliance. | |
| 201510831 | 10/08/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | PAN declared due to fuel in the cockpit. | Supplementary 12/08/15: <input type="checkbox"/> On return, post training sorties, fuel started leaking through overhead electrical supply panel. PAN call made and windows/cabin door opened. crew elected to land and shutdown on runway. Engineering advices sought. Aircraft towed back to ramp. This is the second fuel leak through the overhead panel incident in 2 days. A/c recovered with a PAN and is now under engineering investigation. |
| 201506275 | 11/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Aircraft cleared to land with vehicle on the runway. | At approx. 2055 Ranger 2 Requested to Enter Runway 16/34 for Inspection, Via M9 (16 Threshold - Inspections are done toward departing/landing traffic). I created an EFPS strip and thought/Believed I had placed it in the Runway Bay. Aircraft had been checked in by INT some time previously. The wind at the time was giving me some concern as it had earlier gone from 230/15+ kts to 290/10 Kts and we had consequently changed runways - I had noted the previous two arrivals had appeared to be quite fast on approach and used a longer landing run and now the wind was changing again back to the South-west (a tail wind for 34 landings). When the aircraft contacted me at about 5.5 mile final I gave a quick visual scan of my EFPS display and then the runway, but couldn't really see much outside as it was dark and then (unusually - as I normally don't give landing clearances beyond 4nm final) cleared it to land. At which point Ranger 2 said he was still on the Runway. This threw me briefly as the strip for R2 was not in the Runway bay but I straight away cancelled the landing clearance for the aircraft, whilst I tried to work out where Ranger 2 (both Vehicle and strip)was. Shortly after, Ranger 2 reported Vacating at M1. I then cleared the aircraft to Land - at that point it was about 3 mile final |
| 201508082 | 12/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Abrupt movement when second autopilot was armed and false localiser capture with normal indications on Captain's flight instruments. | Intercept hdg straight in approach to rwy 34. Approached button armed but aircraft violently rolled for a few seconds when second autopilot (1) armed. Aircraft settled down with normal flight indications, approach continued. Just prior to final approach point the F/o stated his flight director was indicating to fly left, but captains flight director was centred on loc. Captains map then drifted to the left, when ATC advised us the aircraft was to the right of Localiser. Approach discontinued. The aircraft was flown level at 2500ft Qnh at 160kts with flap 2, gear down to intercept the glide from below. Prior to G/s, discussion why F/o flight director was showing fly left but captains flight director was showing on loc. Fma's showed loc (green) g/s (blue) normal indications. As position was unsure the descent was stopped with level off and vectors requested from ATC. Short discussion how G/a to be flown, then actioned. Second approach flown with normal indications and ATC monitoring. |
| 201509377 | 14/07/2015 | Not specified | Aeroplane | Inbound PA24 descended below safe terrain level. PA24 had descended to 1900ft instead of cleared altitude 2500ft. Standard separation maintained. | At time 1845Z PA24 free called 119.050 asking for an ILS recovery back to airfield and Traffic Service. Weather was IFR. I got PA24 to squawk 4253 climb to terrain safe altitude of 5,000ft on airfield QNH 1018. Aircraft Identified on a Traffic Service. Aircraft was number 4 in sequence of arrivals and I placed PA24 on a base leg dropping to altitude 4,000ft. I dropped aircraft further to 2,500ft and cleared for the ILS approach to runway 34. PA24 started descent but then bust his level to 1,900ft. I instructed pilot that he had gone thru level and to climb to altitude 2,500ft and re-cleared for the ILS approach. Due to aircraft dropping to 1,900ft altitude this was not considered terrain safe as level is 2,300ft. <input type="checkbox"/> Supplementary 16/07/15: <input type="checkbox"/> Descent below cleared altitude on approach. Prior to departure I was aware that weather on the east coast of Scotland could necessitate an instrument approach. This was confirmed by the actuals broadcast on Scottish Volmet whilst north east of Gretna and again the Aberdeen ATIS whilst east of Dundee. I contacted Aberdeen Radar at Montrose whilst at 5000ft and due to traffic was asked to orbit whilst about 30nm SSW of Aberdeen airport. Due to other aircraft on the approach I was aware that I was being tracked northwards on a track some distance to the west of the final approach track to runway 34. I was initially descended to 4000ft, then 3100ft, and then on the base leg to what I believed was to 2000 ft but was in fact 2500ft. I have no recollection as to whether I read back 2500 or 2000ft, but I descended to an altitude of 2000ft. From Montrose I had been in solid IMC and at times was experiencing areas of turbulence that was making height control difficult, so I may have actually dipped below 2000ft, as advised subsequently by ATC. On being advised by ATC that I had descended below MSA, I quickly re-climbed to 2500ft. I was aware that the final approach track was flown at 2500ft and I was also aware that other aircraft were making the approach and I had convinced myself that I had been vectored further north than I had been and was being vectored for a short final approach. The DME would have indicated otherwise. The previous 48 hours had been very busy and whilst I was aware that I was bit tired, in retrospect I was more tired than I thought which compromised my situational awareness and my willingness to request confirmation of the cleared altitude. <input type="checkbox"/> Supplementary 02/09/15: <input type="checkbox"/> As the pilot of PA24 did not cross check his perceived location with DME data, he lost an opportunity for his mis-perception to be corrected. Although he reported he may have been fatigued, the extent to which this factor played a part cannot be determined. Ultimately, the level bust was the result of the pilot failing to correctly recall the altitude to which he had been cleared and correctly read back. |
| 201510438 | 24/07/2015 | EGPM (SCS): Scatsta | Aeroplane | Seat Row 6DF not secured to cabin floor. | During disembarkation at Aberdeen, a passenger approached the cabin attendant and told her he had felt seat row 6DF moving during take off and landing . On investigation, it was found that the row of two seats was not attached to the cabin floor at the aisle end and could be lifted a couple of inches clear of the floor at that point. Engineering attended and the seat was resecured. |
| 201510481 | 30/07/2015 | Clyde platform | Helicopter | Total communication failure. | While holding at C3 all communication was lost. Spare headset and 3rd station box had the same results. Setting the station box to Emergency did not allow use of the communication boxes either. The squawk was set to 7600 with IDENT. Tower sent a follow me vehicle which escorted the aircraft back to the ramp. While taxiing back to the ramp CAUT, DOOR/COWL illuminated and the main cowl light on the warning panel. The crew cautiously taxied to the only available hot spot to disembark passengers. After disembarking and consulting ramp the crew taxied the aircraft to a stand for shut down. |
| 201510829 | 08/01/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Loadsheet not in actual load on arrival. | On doing the walk around I noticed that we did not have any ballast loaded although the bags had been put on board. |
| 201505636 | 30/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Stick shaker in flare. | Came over threshold at VAT +10 (123kts). As I started the flare, I simultaneously retarded the power levers. As the aircraft reached VAT (113kts) the stick shaker sounded for approx 1/2 second. The landing was normal (i.e. soft). No further incident. |
| 201510159 | 04/06/2015 | EGPM (SCS): Scatsta | Aeroplane | Aircraft hit rabbit during landing roll. | During landing roll the aircraft hit a rabbit on the right hand side of the aircraft at approx 90kts. Aircraft came to a stop as normal. Engineering inspection carried out and further sectors continued without incident. |
| 201511450 | 19/08/2015 | Oil Rig | Helicopter | Serious Incident: Aircraft landed on the wrong deck. 15 POB, no injuries. No damage to aircraft. Subject to AAIB AARF investigation. | |
| 201506822 | 19/05/2015 | En-route | Aeroplane | Elevator flutter during cruise causing constant vibration through the airframe. | During cruise at FL190 at a speed of 210 knots we noticed a constant vibration through the airframe. We were clear of ice and had been for the whole duration of the flight so we turned our attention to the gauges to diagnose the issue. All gauges were fine and no sign of fault. It became apparent that the vibration was coming through the controls so the autopilot was disconnected to investigate further. While flying manually we were able to feel that it was the elevator shuddering which directed us to a potential boot problem. This however was not the case as we put the de-ice boots on continuous and they worked with no issues for the remainder of the flight. We reduced the speed to below 200 knots and the shudder stopped but when the speed was increased again it returned. However in descent we accelerated above 210 and the vibration stopped and was not experienced again for the rest of the flight. |

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| 201507228 | 28/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | 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 appraised 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. |
| 201508155 | 13/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Corrosion found on nr2 engine HP pump drive shaft splines and engine accessory drive splines. | Engine replaced as per manufacturers advice. |
| 201509951 | 23/07/2015 | Not specified | Helicopter | UK AIRPROX 2015/116 - EC225 and a BAe146, 120nm East of Aberdeen. | |
| 201418402 | 08/12/2014 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Go-around flown due to flap failure on approach. | The aircraft was established on the ILS and configured with Flap 9 and the Gear down. When Flap 22 was selected it was noted that the flap indicator remained at Flap 9 and there was no noted pitch change in the aircraft. A missed approach was carried out and when commanded the Flaps travelled back to the 0 position. Radar vectors were given by ATC to allow time to investigate the situation. Once the Go-Around was complete, the SCCM was notified. Once at an appropriate speed the Flap lever was cycled and again the Flaps would not travel beyond the Flap 9 position. The QRH was investigated and performance ascertained to allow a Flap 9 approach. The approach continued and once established on the ILS The Flap was tried again. This time the Flaps travelled to the Flap 22 position so a normal approach and landing were carried out. |
| 201510110 | 11/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | NLG main drag strut installed with life limit exceeded. | The NLG Main Drag Strut was replaced on A/c due Overhaul. P/N 1172C0000-02 S/N SP170-99 was installed. A query was raised regarding the next due maintenance requirement for this Unit. The history for this Unit was investigated and found to have been originally installed on another A/c on 27/05/99. It was removed for a Centre Bearing repair 16/05/04. The NLG Main Drag Strut has an MRB Overhaul Life limit of 12 Years or 20,000FC. This Life limit is calculated from date of initial installation, time is accrued even if the unit is uninstalled. From the history available the 12 Year Overhaul due date was 26/05/11. The EASA Form 1 Tracking Number 0000053888 has no indication of the 12 Year/ 20,000FC limits. |
| 201511992 | 01/09/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | APU Fire Warning After Start. | After Start and during Post Start checks, APU Fire Warning illuminated on the Master Fire Warning Panel and Red Fire Attention Lights on each side of cockpit. No Audio was heard but Fire indication persisted. P1 instructed APU Cntrl Off - Caption remained with AC Gens on line - Although no other indications could be ascertained, with continued APU Fire Warning, P1 instructed Fire Bottle to be armed and Fired. These actions were carried out and APU Fire Warning then extinguished. PAX De-briefed, OPS informed, and PAX led off the aircraft to clear area by RAMP staff. Pilot of another aircraft on ramp reported seeing no indications of fire externally. EOP's consulted and actions confirmed. External Power requested and connected. Shut-down checks carried out and aircraft shut down. |
| 201504136 | 30/03/2015 | En route | Helicopter | Uncooperative Passenger: Refused to obey flight crew instructions regarding seating and medical escort. | During the flight of 23P we were alerted to the need to transport 2 Medivac passengers. Upon arrival on the rig, the aircraft captain went to discuss the nature of the injuries with the medic on board. One of the passengers was identified as having suspected broken bones in his hand. The captain asked to have both the passenger with the injured hand and his escort identified to him. The medic pointed out the passenger but said no escort had been appointed. The Medic asked the passenger next to the injured party to be his escort, he accepted but the injured party refused to be escorted. I informed him that he needed an escort and that he must sit in a centre seat, in a row away from an emergency exit with his escort next to him. He again refused. The medic and another member of the departure room crew asserted the passenger for his need to sit where he was told law the captain's instructions. He flippantly said he would. After departure, it was clear that the passenger had seated himself in a single seat where he had always intended, despite being the first passenger to leave the departure lounge. Due to the full passenger load a seat swap could not be easily achieved airborne and without returning to the rig and conducting an offload and reload; with the inherent fuel and time penalties. The captain therefore continued the flight having assessed that the passenger was only likely to impede his own exit from the cabin. |
| 201502109 | 20/02/2015 | Not specified | Helicopter | TCAS RA. | In Cruise 15nm north of Wick speaking to Wick Air traffic, routing track X-ray North bound at non standard 1500' VMC due to weather. TCAS showed an aircraft 500' below in 12 o'clock, routing in the opposite direction track X-ray southbound. Aircraft visually identified at about 6nm but Wick ATC was too busy on radio to inform. Aircraft in question (fltnum 24S) then made initial call to Wick ATC. Wick made fltnum 24S aware of us in their 12o'clock as well as another aircraft (fltnum 24T) 15nm (ish) behind us on track X-ray at the same height. Opposing aircraft (fltnum 24S) misidentified the information given by ATC and assumed the closest aircraft was fltnum 24T. They then started chatting to each other over the ATC frequency thus not allowing us to inform ATC that we were 15nm north of Wick and visual the helicopter in question. ATC corrected fltnum 24T of his error. At this point with a high closing rate and only 500 feet' separation, the PF/Capt had already opted to change course by 30 deg left to increase separation. The fltnum 24S then spotted us almost abeam each other at approx 1nm separation and 500'. Our aircraft then displayed a TCAS RA with associated Fly Up indications. This was followed about 5 sec later with a 'Clear of Conflict' audio. As the Crew were good VMC and had sight of the aircraft for some time and the Clear of Conflict occurred so quickly after the initial TCAS RA, no action was taken. No call was made to ATC as no TCAS RA action was taken. Aircraft visual throughout, but couldn't inform ATC of impending conflict due to excessive radio chat from other callsigns. |
| 201502620 | 03/03/2015 | EGNX (EMA): NOTTINGHAM EAST MIDLANDS | Aeroplane | PAN call due to smoke indication in the baggage hold. | Aircraft given a late landing clearance, just inside 2nm for runway 27, no reply from the aircraft. Just as the trainee was about to clear the aircraft again. The call "tower pan aircraft have an indication in the baggage hold" the trainee acknowledged "roger, cleared to land". The aircraft landed safely and vacated the runway at sierra. Whilst taxiing via Romeo to stand 12 the captain stated that although he thought it was a spurious indication of "smoke" in the baggage area, he asked if the fire service could be present on stand. This was the first time we, (trainee and myself) had heard the word smoke and the fire service was called to stand 12. □ Supplementary 3/3/15: □ On short finals (approx 3 miles) we had a amber "pod smoke" on the CAP, we decided to carry on and land and declared a PAN asking for the fire service to meet us on stand (as it was a very short taxi to our stand). Cabin crew received a QNITS brief with no sign or smell of smoke in the cabin, and asked to prepare or a rapid disembarkation. When on stand ground crew confirmed no sign of smoke and comm's established with fire crew who also confirmed no signs of smoke. Pax disembarked normally, when all the pax were in the terminal the fire crew open the pod, and confirmed that there was no smoke or fire. |

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| 201502998 | 08/03/2015 | EGPH (EDI): Edinburgh | Aeroplane | Electrical smell in flight deck. | Aircraft had just arrived on stand. During turnaround for next sector, a strong hot electrical smell was evident in flight deck. Engineer called out and inspection carried out. Nothing could be traced at this point however engineer and all crew could still detect hot smell. LMC consulted and it was established that A/C had experienced similar problems during last couple of weeks. On the previous occasion, the electrical connectors to the P1 side windshield heat were found to be arcing. Based on this report, the engineer removed the internal windshield cowling's however the electrical connectors and wiring were found to be in sound order. A engine ground run was thereafter carried out and all electrical components(including windshield heats etc) were switched on. After a short period of time, the electrical smell was once again evident. It proved extremely difficult to pinpoint the source however it was agreed by both Captain and Engineer that the smell appeared to be emanating from behind the P1 side cowling/instrument panel. Aircraft thereafter shutdown. Under investigation. □ CAA Qosure: □ Investigation Findings: Located smell to area in front of cockpit. LH EADI unit has same electrical smell and next day overheating smell from P1 RMI. RMI had completed 45 hours and 71 cycles since repair. Removed and returned for warranty claim. Root Cause: EFIS U/S. Strip report found that power connector within the unit had shorted. Connector replaced and PCB cleaned. Unit subjected to extended running over several days with no further faults. EFIS and RMI replaced with three hours of full avionics power up with no further smell of overheating. |
| 201503069 | 11/03/2015 | EGPE (INV): Inverness | Aeroplane | Go-around flown and flap overspeed due to severe turbulence. | En route a company aircraft reported to the crew of flight that severe turbulence had been experienced in the area of arrival airfield. The ATIS indicated gusting winds slightly off the runway ODM. On the approach to RWY 23 moderate turbulence was experienced. At approximately 4 miles windshear was experienced and the aircraft started to descend. A go around was initiated during which a flap overspeed occurred. Turbulence continued during the go around. Vectors were received and another approach made with the Captain flying. Less turbulence was felt during this approach and a normal flap 35 landing made. Maintrol was informed reference the flap overspeed and an examination carried out. Nothing adverse was found and the aircraft returned to service for the return flight. |
| 201504020 | 01/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | 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. |
| 201504924 | 19/04/2015 | EGPC (WIC): Wick | Aeroplane | Do328 allegedly departed without ATC take-off clearance. | Departure Without Take-off Clearance. Do328 was lined up on Runway 13 and was issued with departure instructions into the FIR below AirwayY904 at 1544 on a Procedural Service; the instruction was preceded with 'Hold Position and After Departure', and was readback. After the correct readback was obtained, Do328 was requested to report ready for departure. The aircrew advised that they would be ready in 1 minute, which was acknowledged. Shortly thereafter the aircraft was observed to depart without a take-off clearance and was airborne at 1546. There was no vehicles, or obstructions on the runway or any other reported traffic, therefore no intervention was required and the aircraft departed without further incident. □ Supplementary 23/04/15: □ Alleged Take Off without clearance. I have received a call today from the FSO informing me that I departed without takeoff clearance. I was obviously not aware of this at the time and ATC made no reference to it prior to handing us over to Scottish Control. Having consulted my FO this afternoon by telephone, neither of us can recall the exact RT exchanges between ourselves and ATC following the issuance of the departure clearance, however we both remember being held on the threshold for quite some time as Scottish were initially not able to issue our departure clearance due to conflicting traffic. I remember contacting the Cabin Crew over the interphone to inform her of the delay and also made a PA to the passengers explaining that we would be held at the threshold for a while until we could be issued with our clearance to depart. Having eventually received our departure clearance we set the aircraft up for departure based on the clearance received, but thereafter neither of us can remember whether we subsequently received takeoff clearance or not. As mentioned previously, we received a normal handover to Scottish Control after takeoff and initial climb out and were not made aware of this issue prior to changing frequency. However, I appreciate that the controller may not have wanted to burden us with such information shortly after departure as it would probably have been distracting and I also appreciate he may not have been 100% sure himself and therefore wished to review the recording before reporting the event. |
| 201505113 | 18/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Ice detector cover stowed incorrectly. | P1 carried out external checks and informed P2 that 5 blanks had been removed and stowed in the door pocket. On shutdown crew were unable to find ice detector cover. The airside ranger vehicle then informed crew they had discovered the blank on the runway following departure. I was called by the pilot just prior to submission to tell me of his error. |
| 201505257 | 20/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | PAN declared and aircraft returned on standby instruments. | Aircraft was climbing to FL190, passing about FL147, when it called PAN PAN. It advised it was on standby instruments and requested a return. Aircraft was given 7700 and descent to FL110 (not entirely sure why I picked this level when the standing agreement was FL120 but I think I was trying to give him a reasonable and quick descent). I asked the aircraft if it could take left and right hand turns. It replied that it didn't matter so a left turn onto heading 010 was given. This kept it clear of traffic climbing to its west. My planner arrived and co-ordinated. POB was obtained. I asked if the aircraft needed vectors all the way in and it replied it did so I tightened up the turn onto 350, asked if it could take a frequency change and handed it over. |
| 201505633 | 30/04/2015 | En route | Aeroplane | MAYDAY declared due to APU fire indication. | Pilot called mayday at 1806 approx. saying that he had a fire indication in the APU and although it had been extinguished and there was no further fire indication he was declaring as a precautionary measure. I clarified that in all other respects the flight was operating normally and that he was happy to continue inbound to land. I spoke to approach controller to update him on matters, confirmed that there were two souls on board and transferred the flight to him. During the initial conversation with the pilot it seemed that there had been a maintenance issue with the APU and that the "engineers" had asked the crew to start it up during this positioning flight. |
| 201506382 | 12/05/2015 | EGPM (SCS): Scatsta | Helicopter | 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. |
| 201506448 | 09/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Internal sheath detached from rear bearing pressurisation duct. | During the removal of the Rear Bearing Pressurisation Duct from the Consignment Engine to service aircraft (Component Robber), the Internal Sheath came away from the engine. The installation procedure for the Sheath is not contained in the Aircraft or Engine Maintenance Manuals. The MMA procedure (72-54-00-900-803-A01) for the Removal & Installation of the Rear Bearing Pressurisation Duct does not contain information regarding the potential for the Sheath detaching during removal of the Rear Bearing Pressurisation Duct. A similar event occurred when removing the Rear Bearing Pressurisation Duct from #2 Engine - W/O refers. |
| 201508171 | 30/05/2015 | EHAM (AMS): Amsterdam/Schiphol | Aeroplane | Aircraft departed on incorrect SID. | Pilot erroneously read back departure which was not recognised and not corrected by the delivery controller. |
| 201508385 | 19/06/2015 | EGPB (LSI): Sumburgh | Aeroplane | C406 descended to 3000ft instead of cleared altitude 4000ft. | Level bust. C406 was on a line training patrol and on a IFR approach. While in the descent passing through 6000ft the PF asked the PNF to confirm the cleared altitude. PNF replied 3000ft. PF mentally checked this was above MSA and continued the decent. At 4000ft the PNF gave the "1000ft to go" call and the "approaching" call with 200ft to go. Then at 3000ft the PF levelled the aircraft. After landing the crew were asked to call the tower. They were advised they had only been cleared down to 4000ft at that time. The aircraft had not descended below MSA and separation with any other aircraft had not been compromised. |
| 201503374 | 18/03/2015 | EGPE (INV): Inverness | Aeroplane | Ground collision with vehicle. | At approximately 16:05hrs, a phone call reporting an aircraft collision was made to Apron Operations. I, was sent to investigate the incident. I spoke to the pilot involved, he admitted the incident had happened but that there was no damage to his aircraft. At this point he left with his student. I spoke to the only witness of the incident, Licensed Engineer. He stated the aircraft, under power, not being towed, stopped very suddenly very close to the vehicle, at approximately 15:50 hrs. Observer pointed that the pilot kept the engine running for a further 2-3 minutes after stopping. He then switched off the engine and pushed the aircraft back several feet, got a towing bar and began towing the aircraft into hangar 3. Observer had a look at the vehicle and realised that the aircraft had hit the vehicle. It was at this point I caught up with the pilot, he acted as if nothing much had happened. He said that there was no damage to his aircraft. I pointed out that there was damage to the vehicle which got little response. |
| 201503632 | 23/03/2015 | EIDW (DUB): Dublin | Aeroplane | EMA (Electric Mobility Aid) arrived without required up-to-date paperwork or tag attached and with incorrect weight recorded. | EMA arrived with no Electric Mobility Aid forms or any other form of tag attached. Also the EMA was checked through at 5kgs where as the actual weight was 59kgs. The EMA did have an old EMA form from last week. |

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| 201503666 | 18/03/2015 | ADN | Aeroplane | Loss of separation between a SF340 and pop up traffic. Avoiding action given. | Avoiding action from ATC. During cruise at FL110 approx. 26 miles west south west of ADN ATC issued "avoiding action, pop up traffic in our 2 o'clock range 2 miles turn left onto heading 310. Autopilot was disconnected and aircraft turned onto a heading of 310 as instructed. Before we got to that heading the contact had faded from radar and we were re cleared direct to SUM. ATC clarified the avoiding action was due to a loss of separation from the pop up contact. Flight continued without any further issue. Correct action by crew - SOP's followed. |
| 201504668 | 13/04/2015 | EGLL (LHR): London/Heathrow | Aeroplane | Incorrect heading selected. | During vectors to 27L, director instructed a left turn to hdg 050. PF selected hdg 150. Error missed by PF & PM. Director queried the hdg during the next exchange, which was fairly soon after the incorrect selection. PF commented that he had understood the required hdg to be 150: PM that he had known it was 050 but had failed to pick up the discrepancy. A very early flight that morning (hotel pickup 04:45 BST) meant both pilots felt tired at the start of this, the third sector of the FDP. However both agreed they felt able to operate safely. This threat was identified in both the take off & descent briefings. It is almost unquestionable, for the reporter at least, that tiredness played a large part in the event. I'm almost certain this wouldn't have happened if I'd been able to sleep later. |
| 201504730 | 14/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Liferaft stored incorrectly. Incorrect life detail from supplier. | LIFERAFT batched in 9/4/15 with next inspection due March 2015. 12/04/15 Work Order came to Technical Records with Lifed Items List attached stating Next Due Inspection 03/15. Supplementary 23.04.15: Liferaft Received from supplier /cast order. During stores goods-in inspection, multiple concerns have been identified with the documentation It would appear that the Component Logcard is not complete with reference to the Associated Life Limited items fitted. |
| 201505528 | 27/04/2015 | EGPF (GLA): Glasgow | Aeroplane | Aircraft operated with expired ADD. | On arrival on stand after having flown two sectors, investigation of the tech log found a C defect for RH Horizontal Stab de-ice boot (sealant not applied with a temporary fix of speed tape). The tech log detailed this as a C defect with a limitation of 50 flight hours taking aircraft to 368hrs. Current time on aircraft was 375 hrs. After discussion with LMC it was noted this should not have been a C defect but a B defect and should have detailed as a 50hr check and 300hr limit. Crew re-raised and entered by engineering correctly as a B defect with appropriate limits. The crew had spent several hours in the crew room before first flight, however had no access to the ADD's on the aircraft to be flown. |
| 201505540 | 24/04/2015 | EGPE (INV): Inverness | Aeroplane | CTOT set incorrectly for take off - Rejected take off | During the take-off roll, the PF called for takeoff power to be set. Although the torque calculated was a reduced power take off at 90% (max 108% S340A), the torque observed was 100%. The take off was discontinued with light braking and the CTOT was found to be incorrectly set to 100%. The FO thinks the CTOT may have been set incorrectly because of the different orientation between SF340A and SF340B and when I looked during the taxi checks I have not noticed the error. |
| 201506123 | 01/05/2015 | EHAM (AMS): Amsterdam/Schiphol | Aeroplane | Incorrect cdi set for ILS. | Intercepting ILS onto runway 06, inbound course selector incorrectly set on PF's side as had previously briefed runway 36 approach. Although changes were briefed for new approach onto runway 06, PF didn't reset CDI inbound course for 06. aircraft intercepted at correct point on profile but continued to turn through the inbound track towards Northerly heading. This was spotted and the aircraft was turned back towards correct inbound course. The ILS was intercepted but the aircraft had now descended below GS, which was spotted and ALT hold was selected so aircraft was flown back onto intercept for the GS. The entire approach was flown in VMC using the autopilot, visual with the airfield and surroundings. PF feels that the should gate criteria were not fully met, a go around was considered however due to being visual and nature of a busy airfield with multiple runway operations, it was decided that the safest option was to continue the approach. All the Must gate criteria were met and a stable approach flown concluding in a normal landing. Error was spotted early on. Visual conditions allowed safe continuation of approach. PF was not familiar with approach or runway in use but PM was aware of location and happy to continue and advised so. CDI inbound course included in "briefing and Bugs" or "Approach Checks" PM to check PF's inbound course and vice versa. PF fairly new to type and is now vigilant to this reoccurring. |
| 201507457 | 02/06/2015 | EGPE (INV): Inverness | Aeroplane | Momentary speed exceedance. | During managed descent, clean, a temporary overspeed of approx 3kts for 5 seconds. No associated turbulence or G loading. Autopilot and auto thrust remained engaged. Normal flight smoothly regained by use of V/S 0. Remainder of flight completed normally. On ground in consultation with MOC who advised no further maintenance action was required. |
| 201507895 | 10/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Pilot suffered heat stress due to immersion suit. | Co-Pilot suffered from heat stress due to new immersion suit (1000 series). Unable to remove liner for comfort, as that goes against certification. In my opinion operating these new suits without the ability to remove the liner could result in a serious safety issue due to heat stress. MOR filed at the request of the Head of Flight Ops and in the absence of the UK Flight Safety Officer and Deputy. Clarification required from the CAA with regards to increasing the Sea Temp limit to 16C from 10C which would result in the requirement of NNS pilots to wear the suits all year round. |
| 201507939 | 27/05/2015 | EGPH (EDI): Edinburgh | Aeroplane | CPM not law actual load. | Unloaded hold to find cargo for a different flight had been put on our aircraft. Cargo kept at arrival airport until new AWB number has been advise so we can forward to correct destination. |
| 201508550 | 21/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | APU uncontained failure during start up procedures. | The crew boarded the aircraft and started the APU in accordance with SOP's. After about 5 minutes the APU unexpectedly shut down with a strange noise. A restart attempt was carried out with zero RPM registering. The APU fault messages were accessed through the engine maintenance page. We decided not to attempt another restart as the APU FAULT message was instantaneous and quoting no RPM. I was suspicious that something structural may have happened to the APU, so called the engineers. On inspection it was found that the APU had indeed had a structural defect whilst running and that debris was noticed around the rear of the aircraft. I immediately informed ATC (ground) and advised that aircraft should not taxi behind stand 15 due to FOD. They agreed and sent airfield OPS to investigate and remove debris from the area. I spoke to airfield OPS in person and said that we would not be continuing until they could confirm that all debris was collected and that they found it acceptable and safe for the aircraft to enter the area where the debris had landed. They did this and there was no further incident. On discussion with this with the crew who eventually took the ADD's aircraft after the event. The Captain made what I feel is a very valid comment. This is that should we be doing a walk around whilst the APU is starting, with the associated high speed debris that may exit from the APU housing. |
| 201508614 | 24/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Altitude deviation. | In the cruise at 3000ft. Cruise checks done & we noted the Tq was at 70 & not 75. PF increased Tq using the collective beep trim. This had the effect of increasing the altitude selected from 3000ft to 3400 feet. ATC asked us to check our altitude. PNF adjusted back to 3000 ft. |
| 201508739 | 24/06/2015 | EGPB (LSI): Sumburgh | Aeroplane | Ground handler struck by propeller during walk round check. | A member of the ground handling crew was carrying out the normal walkaround check of the aircraft. Whilst checking the air intake, the propeller was blocking the visual check so he turned it to get a clear view. Another handler was walking from the front of the aircraft to the rear to close the cargo door and was struck on the head by the moving propeller and was knocked unconscious. He was taken to the local surgery and was seen by a doctor who advised that he shouldn't be left alone for a period of at least 4 hours and observed for any deterioration of his condition. This was carried out by the ground handler supervisor and the staff member has returned to work this morning. An investigation is to be carried out into ground handling procedures. |
| 201506242 | 09/05/2015 | EGKK (LGW): London/Gatwick | Aeroplane | Cabin crew illness/incapacitation. | Cabin crew member started to feel unwell. Condition deteriorated and put on oxygen. Reduced crew operation followed. |

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| 201506539 | 14/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | During deceleration phase of power back manoeuvre from stand the aircraft departed the apron onto the grass. | The power back from Stand 8 commenced without problem following an aircraft and crew change coupled with various technical issues on the previous and current aircraft. The Captain resolved to maintain calm control over the pre-flight issues and the flight eventually safely departed 14 minutes behind the schedule. Capt. initiated full reverse power to enable the relatively heavy aircraft 10,093kg with 24 pax on board to commence the standard straight back manoeuvre from the stand. The aircraft accelerated in reverse as it advanced towards the distant taxi centreline. Std guidance was given to the Capt by the ground marshaller and the FO. As the aircraft reached the apex of the rising gradient of the apron of the power back route, Capt. attempted to arrest the speed of the aircraft by reducing the applied reverse power. As the external signals and internal calls were made to stop the aircraft, full forward power was applied - restricted by the ground baulk power lever stops. The aircraft started to reduce speed, but was now on a negative gradient of the apron and the power application was insufficient to overwhelm the momentum of the aircraft resulting in the MLG stopping on the outer edge of the apron and then trickling over into the grass area beyond. Capt. initially suspected that the MLG were 'cupped' the metal covered drainage line running along the edge of the apron. An attempt to taxi the aircraft was unsuccessful and the crew then identified that the aircraft MLG had indeed over run the apron; into the grass, by 30cm on the left and 40 cm on the right. Upon recognition of the situation both flight crew agreed that the aircraft should be towed back onto the stand for the disembarkation of the pax and the inspection of the MLG. ATC enquired of the crew as to whether the aircraft was 'serviceable?' and the crew replied 'negative' and explained the need for a towing crew. ATC suggested that we would be more successful in obtaining this service from our ground handler directly. FO then conversed with Handling on box 2, whilst ATC instructed Capt. to shutdown both engines as they would disallow any access to the aircraft by any ground services with the engines running. Capt. questioned and briefed the Cabin crew (GC) with the intention to shutdown both engines and for the aircraft to be pulled back to stand if at all possible. Capt. then gave a PA to the pax to this effect and this was reinforced by another PA by GC. The crew shutdown the engines using the standard procedure. Two ground crew approached the aircraft and after some hesitation connected a headset for comms. They explained that the right MLG had sunk by some 10- 15cm in the soft grass and that they were therefore unwilling to attempt to pull the aircraft from its location and insisted the engineers be called to assess the situation. Despite the denial of the need for emergency service support to ATC, 4 fire tenders attended the scene along with an assortment of other attendees, 27 persons in all. As the tow off the grass was now not an option the crew elected to organise a disembarkation of the pax onto a bus. This was organised by telephone as comms were limited CDU battery power only, following the ATC required shutdown. The bus arrived and the pax were re-united with their hand luggage and were returned to the terminal. Initially the remaining main hold baggage of 145kg was deemed inaccessible under H&S legislation, however after repeated lobbying, the baggage was removed and returned to the terminal. After some 3 hours of debate, an engineering solution to the problem was agreed and acted upon. The engineers attached canvas straps to the right MLG and the aircraft was successfully pulled back onto the apron. Capt. thanked the engineers for their action. It was their first solution to the problem. □ Supplementary 16/05/15: □ Aircraft powered back, leaving taxiway onto soft ground. Aircraft was cleared by ATC to power back from Stand 8, aircraft failed to stop before taxiway edge and continued onto grass. The aircraft firstly tried to pull clear using their own engine power however this was unsuccessful and after two hours engineers towed aircraft clear after being given permission to by their company operations team. Operator has suspended all power backs from stands 1-9 until incident investigated. |
| 201508725 | 28/06/2015 | Unity platform | Helicopter | Double autopilot failure on approach. | At bottom of ARA at 250ft, 2 miles to run straight, good visual and control already handed over to landing pilot, the upper modes disengaged (uncommanded) and 'take manual control' red flashes for all 3 channels displayed. PF stated he still had control and crew agreed if problem not solved then a go-around would be initiated rather than landing. Crew can't remember for sure but believed may have seen 'AFCP1' or 'AFCP2' flash up also, along with 'check VNE' and 'LMT'. After confirming with PF that he had full control, PM agreed to disengage AFCS on AFCP and then re-engage it. Problem cleared, flight continued WFI. |
| 201508728 | 29/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Birdstrike no damage reported. | Birdstrike on approach. □ Supplementary Rep 29/06/2015 □ At 400ft on ILS approach (to R/W 16), saw and heard bird strike on left wind shield, continued to land, after shutdown evidence observed on 1 blade of bird strike, engineering informed. |
| 201511048 | 22/06/2015 | Not specified | Aeroplane | Aircraft failed to comply with clearance and climbed below ATCSMAC. | Having been issued with a clearance to climb to FL110 the crew stopped their climb at 2500ft after departure from Runway 34. The track towards GLESK resulted in the aircraft operating below the ATCSMAC level until detected and resolved by the Approach Radar controller. Aircraft departed from Runway 34 at 1944. The crew had earlier accepted their airways clearance to Glasgow via P600 to climb to FL110 and also a subsequent after departure instruction to turn left to GLESK. At 1944:39 the pilot reported to the Tower controller (ADC) that they were "climbing through twenty five hundred left turn GLESK". ADC instructed the pilot to contact the Aberdeen Approach Radar controller (INT). Upon first contact with INT at 1945:08 when 3nm northwest of Aberdeen Airport and Mode C indicating 2300ft the pilot reported they were routing direct to GLESK and climbing to 2500ft. INT acknowledged this and instructed the pilot to continue towards GLESK. The aircraft continued towards GLESK with the Mode C indicating between 2300ft and 2600ft. As aircraft passed the Loch of Skene at 1946:20 a slight right turn was made to continue the track to GLESK. The Mode C was constant at 2500ft. 25 seconds later, in the vicinity of LAVTI INT sought confirmation that the crew were climbing to FL110. The pilot responded "No sir, we haven't gone...you want us to climb FL110?" INT then instructed the crew to climb to FL110 and to expedite. The Mode C indicated a climb commenced at 1947:18 as the aircraft crossed the southern CTA boundary and 22 seconds later, as aircraft was 2nm north of Banchory it climbed above the MSA altitude of 4100ft. The cause of this event was the failure of one pilot to correctly communicate the cleared level of FL110 with his colleague, which led to the autopilot set altitude remaining at the last value set on the previous flight. As a result, upon departure both pilots assumed 2500ft was their cleared altitude as the pilot who took the clearance did not recall anything else having been issued. The work involved in resolving the earlier VFR/SVFR scenario and the discussion that occurred regarding the provision of breaks provided sufficient operational distractions to INT that he did not detect the fact the pilot did not report his cleared level and that the aircraft had incorrectly levelled at 2500ft for some time. This, combined with the pilot's accent, also led to INT not detecting the subtle difference between the pilot reporting "climbing to" rather than "climbing through" [As a result of this, INT did not seek clarification of the level to which aircraft was climbing. Upon recognising the incorrect level, INT took immediate corrective action which led to the aircraft rapidly climbing to a terrain safe level. |
| 201511282 | 09/08/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Oil cooler drive shaft and fan housing damaged by ingestion of piece of Scotch brite. | During after flight inspection of tail rotor drive shaft and oil cooler part of a scotch brite pad was found to be caught between the oil cooler housing flange and the drive shaft causing rubbing on the drive shaft which had removed the paint and primer, through the alodine coating and onto the shaft very slightly. On examination of the cooler fan housing duct more scotch brite was found and had caused rubbing between the fan blades and the shroud. |
| 201502311 | 22/02/2015 | EGPF (GLA): Glasgow | Aeroplane | Rejected take-off due to incorrect autocoarsen setting. | During T/O run Autocoarsen did not go to High on reaching 75%. Power increased slightly to 80% but Autocoarsen still remained on Low (T/O power was 86%). Take off aborted. Error by flight crew in setting up the required torque at the lower band - under investigation. |
| 201503510 | 21/03/2015 | EGPO (SYT): Stornoway | Aeroplane | Cracked windscreen. | Aircraft was lined up on runway having been given his departure instructions, the pilot was reading back these instructions when he stated he had a technical issue. The pilot requested to hold in his current position for approx 5 minutes to sort out the issue. After 5 minutes he called to say that he had a cracked windscreen and was in contact with his operation to ascertain whether the flight could continue. Shortly after he reported that the flight could continue but not above flight level 60. This clearance was coordinated. He departed without further incident. |
| 201116070 | 17/12/2011 | EGNW : Wickenby | Aeroplane | UK Reportable Accident: Aircraft moved after start-up and collided with another aircraft. One POB, no injuries. Substantial damage to aircraft. Subject to AAIB AARF investigation. | |
| 201503850 | 23/03/2015 | EGPB (LSI): Sumburgh | | FOD. Aircraft fixing discovered on Southside of R/W27 threshold. | Aircraft fixing found on Runway 27. At 0820 AFS was conducting continuous bird and FOD control when they found an aircraft fixing on the South side of the threshold of Runway 27. On the head of the aircraft fixing the part numbers are 1581 C4 8 O. All Airport operators have been e-mailed with attachment photos of the fixing. One operator confirmed it does not belong to them, another responded and are checking the part number. |
| 201504030 | 26/03/2015 | EGLL (LHR): London/Heathrow | Aeroplane | Green laser attack. | |
| 201504799 | 14/04/2015 | EGNT (NCL): Newcastle | Aeroplane | PAN declared due to engine pressure loss. Oil leak from nr1 engine. | At 19:47 UTC aircraft declared a PAN on 2nm final for Runway 25 due pressure loss in left engine (engine still running but wished for attendance once vacated). Local Standby was called, and AFS met the aircraft on Bravo Taxiway. After liaising with the pilot on 121.6, Rescue Leader reported an oil leak from the left engine and requested to escort the aircraft to stand. Once on stand the incident was stood down (20:02 UTC). □ Supplementary 14/04/15: □ At about 3.5nm out on final approach a red oil caption appeared on the CAP. The oil pressure gauge confirmed the indication with pressure fluctuating around 30psi. As the engine was still producing power and with landing imminent, we decided not to risk destabilising the approach by shutting down the engine at this point. A 'PAN' was declared and ATC advised of the situation and intentions. The cabin was briefed and a normal landing carried out. We vacated the runway at the 'bravo' intersection and once clear of the runway brought the aircraft to a stop. The right engine was shut down and cabin crew and passengers briefed. The fire crew had now arrived and carried out an inspection of right engine. With no fire seen we taxied on to stand with the fire crew in attendance. A normal shut down was carried out and the passengers disembarked. |
| 201504852 | 15/04/2015 | EGLC (LCY): London city | Aeroplane | Flight deck LH side window cracked. | During the cruise at FL270 clear of cloud there was a bang followed by multiple cracking of the lefthand side flight deck window. Aircraft was descended to FL100 and MCL checklist actioned, no pressurisation abnormalities observed (before or after the event). No further cracking observed and window appeared stable. Aircraft diverted back to departure airport. Aircraft had encountered only light icing during initial climb and nothing else observed outside to cause the failure. |
| 201510155 | 03/06/2015 | EGCC (MAN): Manchester/Intl | Aeroplane | Baggage not offloaded after passenger offload. Triple 'A' non-compliance. | |

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| 201511451 | 17/08/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Engine Bay Fire On Ground. | Aircraft started for ground run (both engines). Engineer supervised start and then moved into the aircraft to perform engine vibs checks. Whilst waiting to start engine vibs check, pilot observed ground crew walking towards aircraft indicating that there was a fire associated with the number two engine. There were no cockpit indications relating to a fire. Pilot shut down aircraft immediately and informed the engineer in the back of the aircraft. Engineer opening the number two engine cowlings. A small fire was observed below the engine and extinguished by the ground crew. Company investigation underway |
| 201503328 | 15/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Poor quality and inadequate design of tooling resulting in ingestion of gripping pins into the MGB. | We have had a requirement to replace the No 3 Hydraulic Pump MGB lip seal as it had been leaking beyond the leakage criteria. In trying to remove the lip seal we had to adapt the removal tool as to overcome the inadequacy of the tooling. The supplied self tapping screws are just not robust enough to overcome the stiction of the lip seal within the MGB. We have rectified this by substituting the self tapping screws with rivet skin pins (Gripping pins) as this has proven to be the best method in the previous replacement. Unfortunately during this procedure and in trying to withdraw the lip seal, 3 of the 4 skin pin shafts sheared resulting in the tips falling inside the MGB housing. The lip seal was eventually removed where we were able to recover one of the tips. A detailed borescope inspection was then carried out within the internal housing of the MGB and an external search in the adjacent areas with no sign of the remaining two tips. At this time we could only assume that the two tips had entered into the internal passages of the MGB and a TSR raised. As of this time we are recovering the MGB IAW FTR. (Where we have recovered one of the missing tips). This is the 2nd time we have carried out this lip seal replacement. The first time it took approx 60 manhours just to remove the lip seal and again we have encountered the same problem with now additional complications. This is purely down to the poor quality and inadequate design of the tooling. Maintenance Managers Report : OEM advised of the event. Maintenance guidance received from the OEM. Maintenance actions completed with two out of three particles retrieved. Third particle remains unaccounted for. Decision made to remove and replace MGB if final particle cannot be found |
| 201502753 | 04/03/2015 | En route | Helicopter | RH Cyclic beep fore/aft trim reversed. | Given good VMC departing and en-route, PF manually flew aircraft to 3000ft, IAW our clearance. Top of climb, cruise checks completed. PF selected 2-Cue upper modes, ALT on Pitch, FMS on Roll. It was noticed that the Cyclic beep trim, in the Fore/Aft axis only, was reversed. P1 observed and before taking control to check trim orientation. P1 discussed expectation that correct trimming would mean, FWD cyclic trim would move the cyclic forward. AFT cyclic trim would move the cyclic backwards. With ALT engaged on Pitch, it was noted that the RHS cyclic beep trim moved the ALT bug in the opposite direction also, making an input on cyclic beep trim forwards, would climb the aircraft & conversely, beeping cyclic trim aft, would descend the aircraft. P1 took control to confirm LHS cyclic trim working correctly. It worked as expected: AFT = Climb, FWD = descend, and again with the ALT bug moving accordingly in the correct & anticipated direction. Brief discussion followed & decision made to continue flight, in the crews full understanding regards RHS cyclic beep trim control being reversed. Weather was good VMC for the entire route, with destination visually acquired at 26nm. Avionics engineer consulted prior to shut-down on return to base, RHS cyclic displayed same incorrect beep trim functions again and in direct opposite to LHS cyclic beep trim function. Note: RHS cyclic Left & Right beep trim functions all normal. |
| 201501958 | 01/02/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | GPU was driven away whilst still connected to an aircraft. The cable was pulled out of the socket resulting in damage to the hatch area. Aircraft AOG. | Drive Away of Mobile Ground Power Unit. At approximately 12.40 hours, a ramp team were making preparations for the departure of B737 aircraft, at 12.55 which was parked on Stand 2. There was heavy snow fall at the time of aircraft preparations. The Team Leader hooked up the ground power unit to EBT, removed the chocks and drove forward. The Team Leader did not notice that the ground power unit was connected to the aircraft. As the Team Leader drove away from the aircraft, the cable was pulled out of the socket resulting in damage to the hatch area. As a result, the aircraft was grounded. The Team Leader is a trained and experienced member of staff and was not under any pressure to complete the tasks quickly. There was adequate staffing and no operational issues. Their training record is up to date and their attendance record indicates that they are compliant with the Working Time Regulations. The Team Leader believed that they recalled a colleague connecting the headset to the aircraft for departure however this was unsubstantiated by any of the ramp team. Further, the Team Leader made several assumptions that the instruction to disconnect ground power had been received and that the headset operator had disconnected the power cable. The equipment involved in the incident is a mobile ground power unit. Modern mobile ground power units are fitted with features such as an interlock towing arm or a breakaway cable to prevent inadvertent drive away. The GSE Manager has been tasked to ascertain if this technology is suitable retro-fit to the GPU fleet. Interim measures (installing chock on same side of GPU as power cable, and introduction of a fluorescent cover on tow arm will be initiated. A read and sign briefing was issued to all ground personnel. |
| 201505515 | 28/04/2015 | EGNT (NCL): Newcastle | Aeroplane | PAN declared due to passenger medical emergency. Paramedics attended on arrival. | Advised by Scottish Tay Sector that KLM 1451 was diverting inbound to us with a medical emergency onboard. Aircraft declared a Pan and was vectored on to the ILS for Runway 25. Paramedics requested and local AFS provided first aid cover. Aircraft landed at 20:31. |
| 201508584 | 23/06/2015 | Not specified | Aeroplane | Altitude deviation. Aircraft reported passing FL64 above cleared level of FL60. | Two Saab 2000s departed airport at time 18:28 and 18:33 respectively, appropriate procedural departure instructions were issued, read back and acknowledged correctly. (One aircraft fltnum522B issued FL120 and a subsequent check out of FL60.) (Fltnum5224B issued FL60). Fltnum522B was transferred to Sumburgh radar at time 18:31. At time 18:35 the DATCO level checked fltnum524B whom reported passing FL64. Corrective action was taken immediately by the DATCO, no separation was lost but a level bust occurred |
| 201508687 | 26/06/2015 | EGPB (LSI): Sumburgh | Aeroplane | Local emergency initiated due to gear damage from previous issue. | Pilot stated that his gear was down and locked although there would probably be damage to it due to a previous issue. He asked for all emergency services to attend the airport as he was going to make an approach. A full emergency was initiated and the aircraft landed safely and taxied to stand. The full emergency was stood down. |
| 201509858 | 16/07/2015 | EGLL (LHR): London/Heathrow | Unknown | Infringement of the LTMA (Class A) by an unknown aircraft, resulting in loss of separation with inbound traffic. Three aircraft were broken off approach to R/W09L. Traffic info given. | Potential zone infringer. I was OJTI on FIN when a potential zone infringer was pointed out by GS Air. A319(2), A319(1) and A320 were broken off the approach. I was late getting my trainee to take action with the A319(2) which had been transferred to the tower but didn't reply, the A319(2) then asked if they should switch to tower and was told to "stay with me" by my trainee who then instructed the A319(2) to break off the approach. With no reply from the A319(2) again we contacted the tower and asked them to break it off. All this led to a delay in breaking off the A319(1) as well. We then tried to get the traffic vectored back for the approach pattern. □ Supplementary 22/07/15: □ Go around on ATC instruction. Stable on ILS approach in VMC to 09L passing 2500. ATC instructed us to break off the approach, turn left heading 360 and climb 3000'. This was due to radar detecting an airspace infringement ahead. Go around procedure initiated as per FCOM (below platform altitude) but flaps 2 retained as it was not clear if we should accelerate and config was suitable for speed. No TCAS information received regarding other aircraft. Lookout maintained, nothing seen. ATC stated traffic was two miles ahead, altitude unknown. |
| 201500808 | 20/01/2015 | EGLL (LHR): London/Heathrow | Aeroplane | Deficient maintenance procedure/cleaning. | The area of the EE/Avionics bay beneath the forward flight deck is visible through the slots the rudder pedals are adjusted along. On this aircraft and many other of the fleet the brushes in this slot are missing. Very heavy accumulation of dust and debris can be seen. I am concerned this dust may be similar as that identified in an AAIB report into an aircraft fire. It is likely to be combustible and conductive, therefore a flight safety hazard. The same report mentions the need for good housekeeping under company requirements. This dust is not limited to this aircraft. It seems particularly prevalent on the older aircraft and in particular those without brushes in the rudder pedal adjustment slots. □ CAA Closure: □ During investigations and with regards to the rudder pedal cover assembly, SB A320-27-1131 introduced the brushes as a way of preventing foreign objects becoming lodged in the rudder pedal mechanism. All company aircraft from a certain MSN were delivered with the brushes installed. The operator technically rejected the option to retrofit the aircraft without this modification, which includes the subject aircraft, due to no reported occurrences of rudder pedal jamming due to foreign objects, therefore a business case could not be justified. The accumulation of dust in this area is inevitable and the presence of brushes would not prevent dust accumulation. There is no task in the aircraft maintenance programme that specifically required engineers to clean this area. However, all wiring in the forward avionics bay is routinely cleaned during required inspections and there is no increased fire risk as a result of dust in this area, as it was specifically concentrated only on the rudder pedal mechanical linkages. The operator is complying with all manufacturer's recommendations regarding EWIS inspections. A step will be added to the routine lubrication of the rudder pedal position adjuster to ensure the area is cleaned and all dust and debris removed. |
| 201504857 | 27/04/2015 | EGKK (LGW): London/Gatwick | Aeroplane | A319, at 3000ft in descent to R/W26L, encountered wake turbulence from a preceding A319, 4.5nm ahead. 20deg roll experienced. | Wake encounter on final. Final 26L, two wake encounters, first slightly more pronounced than the second. ATC advised, leading aircraft was an A319, 4.5nm ahead. We reduced speed 160 knots. Uneventful landing followed. Uncommanded left roll followed by right roll. |

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| 201506900 | 20/05/2015 | EGBB (BHX): Birmingham | Aeroplane | Rejected take-off due to avionics caption. QRH not helpful in diagnosing faults. | On applying power to commence take off, the Avionics, Flight Data Recorder and Elevator Feel captions illuminated On the CWS. Power was reduced and the ac taxied clear of the runway. By the time the ac was clear of the runway all captions had cleared. The avionics and FGCP were checked for erroneous inputs (all settings and configurations were as expected and briefed). Thereafter on checking QRH, no suitable drill was found to cover the combination of captions, but individual drills for each caption were checked. However, as the CWS was clear, the ac was configured for departure and an uneventful take off was flown. However, during the climb out and once again during cruise, the same three cautions appeared. This time the FMS indicated AHR51 Hdg fail message, so ATT2 was selected on the ESID CP. Again the drills in the QRH were not helpful, nor was any relevant information available in the MEL. However, as all PFD flight info was both available and sensible (crosschecked with Stby and tertiary indications) and that the YD and AP were available, the flight was continued to destination with ATT2 selected. On the ground the Maint pages were examined on the ARCDU and AHR5 1 and 2 tested - satis, so no fault codes or further indications were available to diagnose the cause. Weather conditions (good VMC), early illumination of the cautions on runway and crew experience mitigated any undesirable outcomes. Understanding the technical avionics architecture allowed a proactive and simple intervention in flight to mitigate impact of loss of AHR51 Hdg info (selecting ATT 2), while prompt action of SOP for the RTO meant that the safety of the ac was not compromised by a delayed RTO. The QRH does not link with FMS generated messages - which allowed the crew to pinpoint the cause of the multiple captions on the CWS. Nor is the QRH helpful in diagnosing faults which generate multiple messages. However, understanding the effects which one is trying to achieve - useful flight data on both PFDs - and how to achieve them is the best method for resolving problems. Crews should not be rule bound "if this, then that", but rather think also why something might happen and identify the root cause. |
| 201508413 | 19/06/2015 | EGPB (LSI): Sumburgh | Helicopter | Aircraft returned due to a minor technical issue. Local standby initiated. | |
| 201508894 | 28/06/2015 | EGPE (INV): Inverness | Aeroplane | Taxiway incursion. Two passengers disembarked an aircraft on arrival and were seen to run across Taxiway A to retrieve a hat that had blown away. | Taxiway incursion by a passenger and child. A woman and child who had disembarked an aircraft by the rear steps were seen to run across the width of the Alpha taxiway to the grass edge. They were retrieving a hat that had blown away. A member of a handling agents team spotted them and directed them back to the apron. |
| 201510320 | 03/06/2015 | EGSH (NWI): Norwich | Aeroplane | Outbound PA30 taxied into potential conflict with a JS41 pushing back from Stand 1. | Taxiing light aircraft in conflict with apron push back. I cleared JS41 to pushback and start from stand 1 on the terminal apron. At some point either before or after issuing the pushback clearance I cleared PA28 and later PA30 to taxi to holding point A2 for runway 27. This route necessitates transit through the terminal apron and conflicts with aircraft pushbacks. PA28 stopped on entering the apron to report the aircraft pushing back ahead and was subsequently marshalled past by ground crew. A short time later the ground start up crew called on UHF to report an aircraft taxiing by JS41 which was PA30. |
| 201510578 | 16/07/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | On arrival cargo of fish discovered not secured. | Upon opening hold 5 door the Crew leader noticed that the freight which consisted of fish had not been secured. |
| 201511278 | 05/08/2015 | Aberdeen | Helicopter | External Power receptacle and cable heat damage. | After conducting functional checks on the CVFDR, external power was disconnected. It was noted that the external power lead was very hot to the touch. Upon further investigation, the Auxiliary battery and airframe tray were removed from the aircraft. The external power receptacle rear connector was exposed and this had started to melt. Furthermore, it was noted that the cable P228A00N-G showed heat damage and the bottom of the Aux battery panel showed heat discoloration. |
| 201511368 | 10/08/2015 | Manchester | Aeroplane | Depressurisation. | During cruise, came out of cloud into clear sky. Closed the ice vains. Pilots ears "popped" cabin altimeter started climbing. Emergency descent. Low level flight to destination. |
| 201508416 | 20/06/2015 | EGNM (LBA): LEEDS BRADFORD | Aeroplane | Infringement of the Channel Island CTR (Class D) by a C401 at FL100. Standard separation maintained. | Zone infringement C401. At approx 0801 an ATC sector phoned to ask if I was working C401 to the south of CICZ northbound at FL100. I said that I had the details but was not working the aircraft yet. As C401 approached CICZ I tried to establish contact with no success. I phoned the other ATC sector who said they were not working C401 so I phoned another ATC sector who were also not working the aircraft. At approx 0812 C401 contacted TWR who instructed him to contact Control. |
| 201510585 | 16/07/2015 | Golden Eagle Platform | Helicopter | Undeclared dangerous goods. | 22 MK50 Survival Jackets were recorded as being shipped from the **** platform to base. This number is outside of the *** Dangerous Goods Exemption number of 21 |
| 201510839 | 07/08/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Aircraft initiated missed approach at 800ft following wake turbulence encounter from preceding helicopter. | Go around due to lost vortex separation from helicopter in front. Accepted radar vectors to a visual approach runway 34. |
| 201511328 | 18/08/2015 | EGPC (WIC): Wick | Aeroplane | Aircraft released without coordination. | Fltnum13HD was inbound to EGPA at FL120. I passed a release to EGPA APP on fltnum13HD. Fltnum93QC came on request, outbound from EGPA. Fltnum13HD was S.E. of WIK, still at FL120, so I asked EGPA APP how long the outbound fltnum93QC would be. EGPA advised that fltnum93QC was lined up and ready to go. I therefore cancelled the inbound release to assume responsibility for separation of fltnum13HD and fltnum93QC. I passed a clearance to EGPA APP for fltnum93QC to enter C.A.S. in the climb to FL80. My intent thereafter was to use headings to separate fltnum13HD and fltnum93QC based on the outbound getting airborne quickly. I confirmed the runway in use with EGPA then gave fltnum13HD headings to place it on the west side of N560, anticipating fltnum93QC being to the east of EGPA when airborne. Fltnum93QC became airborne and once on my frequency I identified it and gave a DC, becoming Radar Control (E) once above FL75. I passed traffic information to fltnum13HD, advising there was outbound company traffic climbing to FL80 and descended fltnum13HD to FL90. I passed traffic information to fltnum93QC on fltnum13HD. Once level at FL90, fltnum13HD requested to be transferred to EGPA APP. I declined this request, again advising fltnum13HD of his company traffic. I instructed fltnum13HD to route direct to EGPA. By this time, due to fltnum93QC taking longer to get airborne than anticipated and due to the relative positions of both aircraft and also due to fltnum93QC requesting to remain at FL80, I decided to maintain vertical separation and let both aircraft pass before descending fltnum13HD further. When both aircraft were abeam each other with approximately 4 nm between them, fltnum13HD at FL90 and fltnum93QC at FL80, I observed fltnum13HD commencing a turn to the left, appearing to route in the direction of final approach for Runway 09 at EGPA. I twice tried to contact fltnum13HD on R/T but, at that moment, observed the Mode S selected flight level of fltnum13HD change to FL24. At this point I phoned EGPA APP to find out if fltnum13HD was in communication with them. EGPA confirmed that fltnum13HD was in contact with them and had been cleared on the arc procedure. NO release had been passed to EGPA APP at this point. Fltnum13HD was by this time outside CAS and at least 6nm to the west of fltnum93QC, heading west. I asked EGPA APP to transfer fltnum13HD back to MORL frequency and to climb back to FL90. Fltnum13HD called on MORL frequency but, by this time, was well clear of CAS and was at FL75 so I advised that his radar service was terminated, asked him to squawk A7000 and to re-contact EGPA APP. |
| 201502305 | 21/02/2015 | En-route | Aeroplane | Unusual smell of fumes in flight deck during cruise and descent. | About 20mins into the flight both Captain and First Officer noticed a faint smell of fumes. This had also been noticed late into the descent on the previous sector but it had gone away. This time the smell seemed to get stronger as the flight progressed. It was hard to identify the smell as it was not a burning smell and all engine indications were normal. Engine anti-ice was off. The left duct temperature was around 70deg with the temp selectors at about 7. The duct temp dropped to about 55deg when the temp selectors were turned down to a mid setting. The smell seemed worse on the left side of the flightdeck and was strong coming out of the left air vent on the Captains side. Cabin crew could not smell any strong smell in the cabin. The flight crew tried turning the recirc fans off and trying to narrow down which side the smell was coming from by turning off Bleed and HP valves in turn but there was no noticeable change. There were no other abnormal indications so they decided to monitor the situation and continued to their intended destination. Linked to previous event the aircraft was removed from scheduled services and intense investigation into this defect been conducted and the following defects were noted and rectified:- 1. A plastic tie wrap was found inside a vent duct - removed 2. Avionic rack grills were found contaminated with dust - cleaned 3. Flight deck and electrical bay vents contaminated with dust - cleaned 4. Air system recirculation filters replaced 5. Air cycle machine RH & LH rotation operational test performed - no faults 6. Extensive ground guns carried out - no faults apparent 7. Electrical looms and wiring behind circuit breaker panels in cockpit inspected - no faults found Aircraft has returned to scheduled services. Preventative action proposed - AMP being reviewed in respect to grill and vent cleaning |
| 201502032 | 19/02/2015 | En route | Aeroplane | Momentary speed exceedance due to weather. | First officer started descent in managed descent mode and then put in required atc level restriction as required by ATC which put aircraft above profile. aircraft maintained required speed but sudden change in wind direction and speed resulted in aircraft pitching down and exceeding vmo. AP disconnected and rate of descent reduced. AP then re-engaged and normal descent profile flown. MOC notified and tech log entry made. Engineer met aircraft on arrival on stand and confirmed that speed did not increase by more than vmo+20. |

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| 201502603 | 27/02/2015 | EGPE (INV): Inverness | Aeroplane | DHC8 reported observing debris on R/W23 whilst backtracking to the runway threshold. Debris was identified as concrete from a hole in the runway. DHC8 subsequently departed from beyond the damage to the runway. | Concrete Debris on Runway. Whilst backtracking to the threshold runway 23 debris was spotted lying on the runway. The aircraft was stopped short and the tower informed. The fire control 1 van was called and after liaising on 121.6 approached the aircraft to identify the debris. Engine were running, debris was approx 4m in front of starboard prop, TWR and ground crew were cautioned to the danger of the live engines. It was found to be pieces of concrete from the runway surface. Two pieces were approximately two foot square each with a third smaller piece and numerous pebble sized piece. All were removed from the runway. We request a runway inspection and continued the backtrack and turned around at full length. The fire control van indicated the hole in the runway was about 150 m beyond the threshold. The hole was of enough size and depth to cause concern (approx 1m across by 75mm deep). We agreed with tower we would depart from beyond the damage to the runway. 200m was subtracted from the performance calculation and we taxied slowly past the hole. A normal NTOP TO and flight ensued. □ Supplementary 10/03/15: □ DHC8 was backtracking for R/W23 a departure. Before completing the backtrack the aircraft came to a halt and the pilot stated that there was FOD on the runway ahead that appeared to be concrete. The aerodrome fire service was called out to inspect the R/W and they confirmed the pilot report. □ CAA Closure: □ The concrete area of the runway is approximately 40 years old and has had various repairs completed during this time. Regular inspections of the runway are conducted daily by AFS / BCU, weekly AFS, monthly by INV Management and annually. None of the daily, weekly (22 Feb 2015) or monthly (25 Feb 2015) inspections highlighted any concern over the patches. Over time aircraft traversing over these old repairs would have exacerbated the issue, loosening off the repair and resulting in jet blast dislodging it on take-off. Following this event, aerodrome re-declared distances and placed black/white marker boards at join concrete/asphalt, 220m from Z3 threshold. A risk assessment was done and a temporary repair completed with full length runway handed back approximately 4 hours later. A permanent repair has been completed (27 Mar 2015), along with other additional areas on Z3 Threshold. Enhancement inspections and analysis of annual inspections have also been put in place. |
| 201503091 | 10/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Uncommanded flap extension. | Crew noticed in the climb out, a brief change in pitch. In the cruise it was felt again and the flap indication appeared and both flaps travelled to 3 degrees for approximately 20 seconds before retracting. Speed was reduced from 245 to 190 and descent commenced. Uncommanded flap extension occurred again in descent. Flap 20 landing carried out as normal. |
| 201503228 | 14/03/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | FOD (cleaning rag) found in engine bay. | During physical ARC inspection of the aircraft, a cleaning rag was found in the mid section of the lower cowling within the RH engine bay. □ CAA Closure: □ Investigation Findings: Rag left by engineer following previous work to replace magnetic chip detector. Root Cause: Human error. Remedial Action(s) Taken: Rag removed. Safety Critical Notice issued to inform staff of this incident and to remind them of their responsibilities. Compliance Notice issued, all work cards now carry a statement to highlight the requirement for a general verification check on the completion of work. Stamps for use in the Tech Log have also been provided to record this verification check. |
| 201504506 | 10/04/2015 | EGPB (LSI): Sumburgh | | Reduction of Airfield Fire Category from CAT 5 to zero. | The Aerodrome Fire Service call at 10:15Z to inform ATC that they were responding to a fire alarm in the terminal building, but confirmed we were still CAT 5. On arrival they informed us the fire CAT was now reduced to zero. Sumburgh radar were informed and a NOTAM sent. AT 10:52Z the AFS called via RT stating the fire cat was back up to CAT 5, and normal operations resumed. |

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| 201505303 | 23/04/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Go-around flown due to failed gear indication. PAN declared. | NO LANDING GEAR ON FINAL WHEN SELECTED DOWN (NO LIGHTS). STANDARD MISSED APPROACH & HOLDING OVER ATF - PAN DECLARED. EMERGENCY CHECKLIST ACTIONED AND EMERGENCY EXTENSION OF LANDING GEAR USING HAND PUMP - 3 GREENS |
| 201505509 | 28/04/2015 | EGPB (LSI): Sumburgh | Aeroplane | Loss of separation between two inbound aircraft during period of weather avoidance. | Whilst on duty on Sumburgh Radar, I had a loss of separation between a Saab 2000 and an ATR42 at approximately 8m final RW 27. The weather conditions at Sumburgh were reasonable but there was a considerable amount of towering Cu in the vicinity and weather avoidance due to these storm cells and associated icing problems was a frequent occurrence all afternoon. In addition, there was a significant triggered lightning risk for helicopters. In the immediate time before the incident occurred I was controlling about 3 or 4 fixed wings and one helicopter. The helicopter, whilst weather avoiding, was not a factor in the incident. I took control of the ATR42 about 50m south of Sumburgh on Y905 on the east side. The crew was foreign and it was immediately apparent that although the pilot had a reasonable grasp of English, the RT quality was not great which made his transmissions difficult to understand at times. It was also clear that the pilot was undertaking considerable weather avoidance and constant requests for heading changes were being made. Allowing for this, the ac was given descent and allowed to continue initially northwards for an ILS approach. Although the ATR pilot was often asking for heading changes which were always approved there were occasions where the ac return was observed throughout its approach turning without reference to me. Shortly afterwards Saab 2000 was transferred to me but this was weather avoiding to the west and my initial plan was to slow this ac and position it No2 to ATR42 for the ILS and initial descent was given. ATR42 was then given a radar vector for positioning onto base leg on entering the CTA. This was accepted and I believe was almost immediately rejected due to weather and a northerly heading was suggested to me which was approved. Meanwhile Saab 2000 was then given a heading for base leg and the order for recovery was changed with the Saab 2000 becoming No1 and ATR42 No 2. It was now very clear to me at this stage that the ATR pilot was not at all happy with the weather conditions and was extremely determined to remain clear of any weather that he might encounter. In short it was not predictable where the ac was going to need to go next and despite several requests to advise when my headings could be accepted, these were not always forthcoming. Therefore, the ATR42 was eventually vectored to the SW quadrant of the CTA whilst the Saab 2000 was given his vectors to base leg and his speed control was lifted. Following further weather avoidance requests and my subsequent vectors, further speed control was applied to the ATR42 to help ensure spacing on the ILS. I decided I would need to keep the ATR42 at A31 and saw that although the ATR42 had earlier been given descent to A21 that he had levelled off at A31. I queried this and reinforced the instruction to now maintain A31 as I could now see that the current weather avoidance track that the ATR42 was on was going to take him inside or was leading the Saab 2000 which was now passing about 3.5A in descent some 12 or so miles ahead on a base leg. My plan at that stage was to let the Saab 2000 get to his cleared level and maintain 1A above with the DNM because there was going to be less than 5m lateral separation if the ATR42 needed to continue on that current weather avoidance track. With this resolved and with the current rate of descent of Saab 2000 being satisfactory I was content that this situation would be avoided. Whilst all this was going on 2 relief controllers arrived, both wanting to take over Sumburgh. As I was too busy to even contemplate a handover, I elected to remain in position. One Atco went to Hells whilst the other prepared himself for the pending opening of the Brent sector. Also, during this period, I observed the ATR42 at A28 for a very short period and was about to give further instructions to rectify this but this rapidly was corrected to regain the cleared altitude of A31. The ATR42 then reported visual with the field being about 8m south, but I denied a visual approach, twice, due to the impending ILS. I did very briefly consider the merits of breaking off the Saab 2000 and allowing the visual approach to take place but rejected them as being too difficult at this late stage. Following a protracted coordination with Scatsta regarding an over flight against a pending Scatsta outbound, I observed that Saab 2000 was rapidly approaching the ILS and was about A31 or slightly below in descent and I gave a left turn of 240 which allowed for the possibility that he might pass through the ILS localiser and to close from the right. This was queried and confirmed as correct. As I remember the ac was passing about A27 at that time and I was still sure that I was going to maintain 1A separation between it and the ATR42 when they became opposite direction traffic to each other. Following the 10 mile call to ADC. I then asked if the ATR42 could accept my vectors and eventually gave a vector of about 090 to position in the sequence. It was whilst doing this that I noticed that the Saab 2000 had either slowed his descent down considerably or had levelled at A25 at about 8m final. In any event he was not at his cleared level that I had expected him to be at by then and was almost passing abeam the ATR42 about 4nm south. As the heading for the ATR42 was taking the ac further apart I did not consider avoiding action nor traffic information to be necessary. It was then I reported the loss of separation. These are the basic facts as I remember them, and I consider that although I had not much traffic on frequency, my workload was high, due particularly to the problems being encountered with the ATR42 and its necessary weather avoidance. I did not foresee that the Saab 2000 might stop or slow his descent to his cleared level just immediately before acquiring the glide path particularly as all indications were that he would continue his descent as previously observed. I had never seen any ac do this before and this was completely unexpected. |
| 201505590 | 27/04/2015 | GCTS (TFS): Tenerife Sur-Reina Sofia | Aeroplane | First Officer's EFB inoperative. | F/O EFB touch screen intermittently inop. Multiple re occurrences QRH procedure applied (hard shut down) No effect. As a result F/O EFB Usage inappropriate. Jeps charts used tech log entry. |
| 201505859 | 30/04/2015 | En-route | Helicopter | Fluctuating NR needle on triple tachometer. | Whilst in the cruise and after completion of power check, the NR needle began to fluctuate erratically between 110 and 50 on the triple tachometer gauge. A/c returned to base. Needle continued to fluctuate. Engineering advice sought. Fault traced to loose connector at the NR Pick up. Connector re-seated. Indication serviceable. A/c returned to service. |
| 201506223 | 10/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | MAYDAY declared for priority landing following EICAS 'Forward Lavatory Smoke' warning. Cause suspected as passenger's use of e-cigarette. | Before departure, a passenger boarded the aircraft who was slightly uncooperative and boarded wearing headphones. When CC member secured the cabin prior to departure, she had to ask him twice to turn off his phone which he did under her supervision. During the service, he asked for two alcoholic drinks during the first service of which he was only served one. Later he requested a further drink just before the top of descent. This was refused on the basis that he was already tipsy. He then straight away went to the toilet. The seatbelt sign was then turned on with 15 minutes remaining until landing. CC gave him a reasonable time to finish his business. He emerged about the same time as the 10 minute call was given to the cabin from the flight deck. He then asked for a further drink which was also refused. Passing 5000ft in the descent, soon after the 10 minute call was given, the crew received a "FWD LAVATORY SMOKE" EICAS warning. At this point, the aircraft was under radar vectors right hand downwind for ILS 16 following another aircraft in a similar position on a left hand downwind. The flight deck crew made a decision that a priority landing was required as a safer course of action since a visual approach and landing could be made from the present position. A 'mayday' was declared and the flight was cleared for a visual approach. The MCL was consulted - card M17 - and the relevant electrical circuit breakers S31 / E28 were pulled. A third c/b that was mentioned was already pulled and tagged as part of the inop water system. The warning continued to cycle but was predominantly indicated. The Captain was PF so the F/O made an emergency call to the cabin and the forward cabin crew member reported no obvious smoke from under the toilet door. She was advised for immediate landing and to standby for further instructions. She informed that she would advise the rear cabin attendant. By this point, the aircraft was on short final, correctly configured on profile and speed and the final checklist was completed (descent and approach checks were completed prior to the initial EICAS message). The Flight Deck crew briefed that the Captain would stop the aircraft and as soon as the aircraft was stopped, the f/o would contact the cabin crew to check for signs of fire. A flap 35 landing was carried out and the aircraft brought to a halt on runway 16 just past the E3 intersection. Another Emergency Call was made to the cabin and the forward cabin crew member was instructed to investigate. She felt the door to establish that there was no heat present and opened the door by a small amount to check inside. She reported there being a thin layer of smoke present. Meanwhile the Captain had called the fire commander on 121.60MHz as requested by ATC on final approach. The fire commander confirmed that there was no smoke apparent outside of the aircraft apart from a puff of smoke from the undercarriage on landing. After quick consultation between the flight crew and with there being no apparent raging fire inside or out, the decision was made to initiate a rapid disembarkation due to the report of smoke being present in the lavatory. This instruction was passed to the cabin crew by the F/O as she was already liaising with the cabin crew on the interphone. As this instruction was passed, the Captain confirmed the park brake was set, brought both condition levers off, advised the fire crew of intentions. A conscious decision not to pull the fire handles was made. The emergency lights were selected on, pressure dump switch was operated, ELT was activated and the APU was confirmed as stopped. Both pilots confirmed by hand signals that the props had stopped and the cabin crew ordered the passenger to disembark in accordance with their procedures. The passengers were disembarked within 2 mins with the assistance of both cabin crew and the f/o. The Captain selected all battery switches off, discharged the flight deck fire extinguisher into the lavatory compartment and liaised personally with the fire crew on board. They used a thermal imaging camera to check there was no lit fire. Meanwhile the f/o and cabin crew gathered the passengers together outside, including the suspicious passenger who ran off from the group towards the grass area north of E3 appearing to take photographs. The f/o then shouted for him to return the group which he did. A headcount was made and a bus arrived to transport the passengers to the lounge in the terminal building. The Captain confirmed the aircraft was clear, liaised with the f/o, arranged for the police to be called and for a tug to move the aircraft from the runway. The police attended at the lounge. The said passenger was abusive towards the police, was identified by the cabin crew and various of the passengers as the last person to use the toilet. He was taken off to be interviewed by the police. The pilots briefed the passengers in the lounge and invited them to ask any questions which none of them did. The police invited any passengers with information to come forward which one did. Throughout the event, no passengers showed any sign of distress or anxiety. The police and fire crew's initial assessment was that the said passenger had likely been using a menthol e-cigarette (due to his breath and demeanour) which had caused the vapours seen as a thin layer of smoke. Nothing was found on his person and the police were considering to search the terminal entry point, bus and grass area near E3. The remaining items of passenger's hand baggage were removed from the aircraft by the handling team and delivered to the baggage carousel. Relevant tech log defects were raised and the cabin crew made statements to the police. There does not appear to be any practical action that can be taken to stop a passenger boarding with an e-cigarette or to prevent them using it in the toilet in contravention of the specific instructions which are given to that effect. With hindsight, the crew felt that they had to take the actions which they did since any fire or smoke warning must be treated as one of the most serious emergencies until absolutely and clearly proved invalid. With the proximity to landing and visual conditions, the crew prioritised an immediate landing over a protracted and possibly inconclusive airborne investigation. □ Supplementary 10/05/15: □ The aircraft had been vectored downwind right of runway 16 and the pilot had asked if they could perform a visual approach. I informed them that they were number 2 to an A320 and gave the position of the number 1 aircraft. The pilot of the aircraft then called Mayday. I acknowledged the Mayday, stopped the descent of the A320 and the two following aircraft and then asked the pilot to re-state the nature of the problem. I informed the tower controller and proceeded to send the other aircraft on frequency to hold. The pilot of the aircraft then asked if they were cleared for a visual approach and I cleared them for the visual approach and asked if they were comfortable accepting a change of frequency. The replied in the affirmative and I then transferred the aircraft to the tower frequency. The aircraft landed and vacated on the runway. |
| 201506632 | 18/05/2015 | EGPM (SCS): Scatsta | Helicopter | Incorrectly manifested passenger weight, resulting in helicopter departing possibly above MAUM. | Incorrectly manifested aircraft. Prior to departure, the manifest was checked to confirm that the total number and total combined weight of passengers, baggage and freight agreed with the figures provided by INTOPS at the pre-flight planning stage. The overall figures were the same. Post flight, operations advised us that it had subsequently been discovered that one of the passengers had been incorrectly manifested at a weight of 5lbs (instead of 176lbs). As a consequence, it is believed that the aircraft may have departed approx 150lbs above MAUM. |
| 201507259 | 27/05/2015 | En-route | Aeroplane | STBY ASI/Rudder Limiter. | Sometime early in the descent - probably around FL190 - FL170, the CWP Rudder Limit caution came on. The P1 ASI was showing around 235kt IAS however, the STBY ASI was indicating 160kt IAS. The crew suspected the caution was due to this substantial discrepancy but PF called for the Rudder Limiter checklist in case there really was a rudder limiter problem and a STBY ASI problem as well. (Over the next few minutes the STBY ASI reduced IAS until it was reading zero.) The rudder limiter checklist was followed and at the point where the aircraft needs to be slowed to 140kt, the decision was made to use flap15 only as the aircraft was clear of visible moisture at this time, the air was smooth and the aircraft was being maintained in a steady VS descent. Once the Rudder Limiter OVRD position had been selected, the aircraft was accelerated to 150kt, flap7 was selected, and once above 160kt the flaps were selected up. Neither crew member can remember whether the aircraft was above or below FL140 when the flap selection was made. The flight continued and the engineer attended the aircraft upon arrival. Standby pitot probe inspected no visual faults found - rudder limiter self test carried out law AMM27-21-45-05 satisfactory. No further reports to date. Previous reports of RUDDER Limiter warning 24/09/2014 and 02/07/2014 - both spurious warnings no rectification action taken. |
| 201507273 | 22/05/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Aft Tail Rotor cables found corroded and close to breakage. | During 750H Zonal Inspection the Aft Tail Rotor Cables were found corroded in the area of the Inclined Pulley Assembly. The RH Cable was close to breakage. This is a problem which has been encountered before and the company instigated a fleet check at that time and a systematic replacement of all the cables and a life limit of 9000H applied. The cables are required to be inspected at 75H as one of the 75H Airframe Inspection tasks.1. Suggest that an immediate fleet check be carried out on AS332L2 and EC225LP.2. Suggest that the inspection of this area be made a specific mandatory Additional Recurrent Inspection (ARI) at 75H intervals as the importance of this inspection is not properly highlighted in the 75H Airframe Inspection.3. Suggest that the life of these cables be reduced to 3000H//2Y on the AS332L2 (to be replaced every other 1500H inspection) and 2400H//2Y on the EC225LP (every other 1200H inspection). The initial fleet check and the repetitive inspection should specify that the cables need to be moved through their full range to expose any corrosion which may be hidden by the quadrants, pulleys and fairleads as this was missed during the last fleet check. |
| 201507540 | 03/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Incorrect maintenance carried out. | Staff instructed to replace the back shell for the Prop Gearbox oil pressure transducer on the Left Hand engine to clear a deferred defect. During this is was discovered that the MEL reference 79-31-1 only covers the ENGINE oil pressure. The Aircraft operated therefore for three days outside the MEL and should have been grounded to rectify the fault. |
| 201507675 | 08/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | Evasive action required due to bird on runway. | On approach a seagull was spotted, evasive action was required to avoid. |

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| 201507839 | 27/05/2015 | EGGW (LTN): London/Luton | Aeroplane | ATC heading and frequency confusion on departure. | ATC miscommunication. During the early & busy stages of departure we acknowledged a heading and frequency change that we now believe was intended for another aircraft. On hand over to London Control 119.775 we were given further climb away from the SID cleared altitude of 5000' to FL70 with a heading instruction of 335deg? - acknowledged and confirmed. This followed by 'A Call' which PM replied to "turn right heading 025 and contact London 121.025?" There was no obvious 'cross' or correction following PM's read back. We continued the turn and changed frequency. On initial call it was obvious that the controller wasn't expecting us and the heading didn't necessarily reflect our routing to the North West - it became immediately apparent to me that we had either been given the wrong instruction or had accepted someone else's RT call (uncorrected). The new frequency acknowledged our instructions, gave us a left turn again to 335deg? and further climb FL190. We were then cleared enroute with 130.925. On leaving the frequency we checked to see if there had been an issue, and were told they believe we had taken another call (as they were expecting another aircraft on our heading) or were given a wrong instruction but there was no issue or level deviation from cleared (just a heading). Flight continued without further issue. |
| 201508547 | 25/06/2015 | EGPA (KOI): Kirkwall | | CONFIDENTIAL REPORT: Concerns expressed regarding aircraft movements allegedly without appropriate RFFS cover in place. | |
| 201507482 | 04/06/2015 | EGPD (ABZ): Aberdeen/Dyce | Helicopter | 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. |
| 201507744 | 03/06/2015 | EGCC (MAN): Manchester/Intl | Aeroplane | Incorrect roadman procedures. | Aircraft started No2 Eng on stand with roadman stopping the traffic. Pushback was delayed due other company aircraft on the taxiway. Due to delay, roadman elected to wave traffic past, whilst engine turning and beacons flashing. Reported to MZE Ramp Lead Agent for his action. |
| 201508906 | 02/07/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | Grass cutting tractor entered cleared and graded area for R/W34 without ATC clearance whilst an A321 was vacating the runway. | Grass cutting tractor infringed Cleared and Graded Area as A321 was vacating runway 34. At 2151 an A321 landed runway 34. As the aircraft was slowing to vacate at M7 I observed a grass cutting tractor on the grass along the northern edge of taxiway Mike passing M9 heading East. A321 looked to hesitate initially but then vacated at M7 after which I gave them taxi clearance to stand. I called Airside Ops and informed them that I believed the tractor had infringed the CGA and they dispatched a vehicle to investigate. I had had no previous notification that grass cutting was going on and this was the first time I had seen the tractor (I presume he had just commenced cutting from near the fire training ground area which is typically where they prep the vehicle). I believe the tractor entered the CGA and likely also the 34 ILS LOC Critical Area (both of which require an ATC clearance). At 2156 I asked the pilot of A321 if they had seen the tractor and if it had caused them concern. The pilot said that on the approach they have pre-briefed to vacate at M7 anyway so was never a factor for them. They did say they saw the tractor and wondered what it was doing (I believe this correlates with my seeing them hesitate before vacating at M7). It was a reasonable night, vis 7km, recent rain shower, and a wet runway. |
| 201511438 | 31/07/2015 | EGPH (EDI): Edinburgh | Aeroplane | Misloaded baggage. Triple 'A' non-compliance. | |
| 201501988 | 18/02/2015 | EGPD (ABZ): Aberdeen/Dyce | Aeroplane | PAN declared and aircraft returned due to fuel leak in flight from RH engine. | A/c instructed to climb to FL175. The pilot immediately responded that they had "a problem with one of their engines and were returning to departure airfield". I turned the aircraft left heading 090 in preparation for a radar vectored ILS approach to runway 16. The pilot reported that the right (number 2) engine had low fuel pressure and smoke was sighted from the engine by someone on board. 31 POB was also reported. Aircraft declared a PAN. The duty watch manager was subsequently informed, the pilot was asked to squawk 7700 and ADC was alerted. The pilot came back with an update that there was still smoke visible from the right engine and that their plan was to land, vacate and taxi to stand before disembarking the passengers. This update was passed to ADC. The aircraft landed and stopped on taxiway with the AFS in attendance. □ Supplementary 18/02/15: □ We were established in the climb passing 5000ft when we had an amber "fuel look up" on the CAP, with "fuel low press" (R) and the fuel pressure gauge (R) showing approx 6 psi (just on the red band). Abnormal Check list carried out (card 44), and with the standby pump switched on the psi increased to 8. While carrying out the checks, cabin crew member called to report white smoke coming from the right engine. She was told to secure the cabin and prepare for precautionary land back at our departure airport. Flight crew discussed our options but decided not shut down the engine as all other indications were normal, we then advised ATC that we wished to return, CC was also briefed on the actions on landing and then I briefed the passengers. ATC asked us to sq 7700 at which point we declared a PAN (1635). As we were downwind it was obvious that we were losing fuel from the right tank but we would remain within 90kg imbalance for landing. A normal landing was carried out we vacating through M1 and then stopped and carried out a normal shut down of the R engine, liaised with the fire crew who advised the was a lot of fluid leaking from the R engine we then shut down the L engine and carried out a rapid disembarkation on the taxiway, a coach arrived a few mins later to take the passengers back to the terminal. |