

OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

FIXED WING AIRCRAFT

ATR ATR42	UNKNOWN	Intermediate approach	EGGD (BRS): Bristol/Lulsgate	21/02/2013	201301826
Loss of separation between an ATR42 and a PA34 whilst both a/c were being vectored for final approach R/W09. Avoiding action given.					
BAE JETSTREAM3100	GARRET AIRESEARCH TPE 331 FAMILY	Cruise	Unknown	02/11/2012	201213418
JS31 was observed to climb above cruising level of FL160 to FL165. Standard separation maintained.					
BAE JETSTREAM4100	GARRET AIRESEARCH TPE 331 FAMILY	Take-off run	EGPD (ABZ): Aberdeen/Dyce	04/02/2013	201301123
JS41 low speed RTO R/W34 called by ATC due to a helicopter transiting from C3 to E6 to hover on R/W23 was still occupying R/W34.					
BEECH 19	LYCOMING 320 FAMILY	Cruise	EGBB (BHX): Birmingham	18/11/2012	201213980
Infringement of the Birmingham CTA 2 and 4 (Class D) / Daventry CTA (Class A) by a BE19 at 4500ft squawking 7000. Inbound FK70 given traffic info and vectored clear. Standard separation maintained. Be19 pilot subsequently called on frequency whereupon the a/c was positively identified. Pilot was aware he had infringed CAS and apologised for his error.					

Content:	This list contains occurrences and accidents to aircraft of 5700kg and below recorded on the MOR database during the period shown above. The list includes information reported to the CAA, information from CAA investigations and deductions by CAA staff. The authenticity of the contents or absence of errors and omissions cannot be guaranteed. The list contains preliminary information.
Purpose:	The information is supplied for flight safety purposes only.
Queries & Reporting:	Contact Safety Data Department, Civil Aviation Authority, Aviation House, Gatwick Airport, W Sussex, RH6 0YR. Tel: 01293 573220, Fax: 01293 573972, sdd@caa.co.uk
YOUR REPORT COULD PREVENT SOMEONE ELSE'S ACCIDENT	

OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

BEECH 200	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Circuit pattern - final	EGYD : Cranwell	12/12/2012	201215191
------------------	---	----------------------------	-----------------	------------	-----------

Vibration felt through airframe during flight.
High frequency vibration felt through the rudder pedals on take-off. This vibration continued for the duration of the sortie. The vibration appeared to get worse with increased torque and was felt through the floor. The sortie was terminated and a/c landed safely. Fault traced to worn anti-vibration mounts which have been replaced.

BEECH 200	UNKNOWN	Final approach	EGPF (GLA): Glasgow	31/01/2013	201301031
------------------	----------------	----------------	---------------------	------------	-----------

Laser attack.

BEECH 76	LYCOMING 360 FAMILY	Take-off run	EGHH (BOH): Bournemouth/Hurn	06/02/2013	201301228
-----------------	--------------------------------	--------------	---------------------------------	------------	-----------

UK Reportable Accident: Undercarriage collapsed on departure. Three POB with no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.

BEECH 90	UNKNOWN	Climb to cruising level or altitude	BPK	29/01/2013	201300960
-----------------	----------------	--	-----	------------	-----------

Infringement of the Stansted CTA (Class D) by a BE90 climbing to 2000ft. The pilot stated this is what his FMS indicated was the correct altitude to climb to. Pilot was contacted and notified of the incident.

BRITTEN NORMAN	LYCOMING 540 FAMILY	Other	EGHN : ISLE OF WIGHT/SANDOWN	18/02/2013	201301868
-----------------------	--------------------------------	-------	---------------------------------	------------	-----------

Suspected unapproved parts.
The parts in question are rudder to fin hinge bolts, considered to be significant with regards to flight safety.

BRITTEN NORMAN BN2A	LYCOMING 540 FAMILY	Landing	EGJB (GCI): Guernsey, Channel Is.	13/02/2013	201301514
----------------------------	--------------------------------	---------	--------------------------------------	------------	-----------

During landing flare, crosswind and heavy drizzle led to Trislander drifting to the right of centreline and resulted in damage to runway edge light. See also investigation 201301497.
Wind 160-170; 15-20kts; T/D IRVR 1200m; Low cloud base; Runway Wet/Wet/Wet

BRITTEN NORMAN BN2B	LYCOMING 540 FAMILY	Normal descent	EGPI (ILY): Islay	19/02/2013	201301719
----------------------------	--------------------------------	----------------	-------------------	------------	-----------

Full emergency declared after in-flight shutdown of one engine.
Pilot reported oil loss and that the a/c would be carrying out a single engine landing. A/c landed safely with emergency services in attendance.

CESSNA 150	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Cruise	Bridgenorth	06/01/2013	201300088
-------------------	--	--------	-------------	------------	-----------

D&D Cell Report: Pilot lost and with faulty navigational equipment. Position fix and steers given.
Whilst on track for base, low cloud cover forced the a/c to descend and then avoid higher ground. Once clear of terrain, directional guidance was given. A/c transferred to tower when visual with runway and landed safely.

OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

CESSNA 152	LYCOMING 235 FAMILY	Climb to cruising level or altitude	EGSL : Andrewsfield	13/01/2013	201300251
Alleged infringement of the Stansted CTA (Class D) by a C152 indicating 2300ft. Standard separation maintained.					
CESSNA 152	LYCOMING 235 FAMILY	Landing roll - on runway	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	16/12/2012	201215119
Student pilot conducting a 'touch and go' landing when a/c veered into the grass and came to a stop. No visible damage. A/c pushed onto the runway and towed off.					
CESSNA 152	LYCOMING 235 FAMILY	Cruise	Honiley	14/02/2013	201301547
Infringement of the Birmingham CTR (Class D) areas 1 and 2 and the Coventry ATZ (Class G) by a C152 at 3000ft. Traffic info given to inbound a/c. Blind calls made with no response. Standard separation maintained. A/c had not been displaying Mode C. Student pilot stated that he had been flying at 3000ft when speaking to ATC after landing. Student pilot had got lost and called D&D. Flight Instructor notified. Investigation under 201214580.					
CESSNA 172	LYCOMING 320 FAMILY	Maintenance phases	EGHO : Thruxton	01/02/2013	201301019
Damage to pushrod shroud tube. Damage caused by improper use tools to remove spark plugs during previous maintenance. Severe dent in tube leading to complete fracture of tube and associated bend in pushrod. Potential loss of oil, collapse of pushrod and loss of power.					
CESSNA 172	LYCOMING 320 FAMILY	En-route	Errol Airfield	17/02/2013	201301633
C172 flew through the parachute drop zone whilst two tandem parachutes were airborne. A/c is alleged to have not taken any avoiding action whilst being in close proximity to the parachutists.					
CESSNA 172	LYCOMING 320 FAMILY	Taxi	EGPG : Cumbernauld	25/02/2013	201301996
Cessna taxied from the fuel pumps on main apron to western apron passing under the rotor disc of helicopter whilst rotors were running. Pilot of the Cessna apologised for his error.					
CESSNA 177	LYCOMING 360 FAMILY	Cruise	Whitby	08/12/2012	201214793
PAN declared due to alternator failure. Full emergency called by ATC. A/c landed safely. A/c unable to contact radar due to range and height. Switched off all un-necessary electrical items and proceeded to destination followed by SAR a/c, maintained radio and transponder contact through remainder of the flight. A/c landed safely.					
CESSNA 182	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Change of cruise level	BPK	11/11/2012	201213806
Infringement of the Stansted CTA (Class D) by a C182 squawking 7000 at 1000ft. An unscheduled orbit of Hoddesdon had been made and having estimated the ground height to be 400ft and aware of the 1500ft to 2500ft restriction, the a/c performed an orbit at 1400ft. In the orbit or shortly afterwards it is believed that the a/c was affected by a large thermal up current from the nearby power station which provided unexpected lift. Immediate action to descend was taken once the rate of climb was noticed.					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

CESSNA 182	LYCOMING 540 FAMILY	Landing roll - on runway	EGPL (BEB): Benbecula	19/02/2013	201301787
<p>C182 failed to report final and landed without a clearance. Pilot reported "10 seconds to downwind". Controller was visual with the a/c on the downwind leg and returned to another task. On completing the task, the controller expected to see the a/c established on final, however, the a/c was on short final and was observed crossing the airfield boundary. A/c landed without incident and the pilot was informed of the incident after the a/c had shut down.</p>					
CESSNA 208	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Initial Approach	EGPK (PIK): GLASGOW PRESTWICK	21/12/2012	201215640
<p>Forward RH landing gear fault indication. Go-around performed and visual tower inspection confirmed gear down. Normal landing carried out.</p>					
CESSNA 210	CONTINENTAL (TELEDYNE) USA 520 FAMILY	En-route	KENET	08/02/2013	201301329
<p>Loss of separation between a C210 and a GLF5.</p>					
CESSNA 310	UNKNOWN	Climb to cruising level or altitude	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	31/01/2013	201300993
<p>Loss of separation between a C310 on a WAL 2N SID and a following B737 off same runway on a DTY SID.</p>					
CESSNA 310	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Scheduled maintenance	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	04/01/2013	201300052
<p>Blue smoke issuing from LH engine during ground run. Engine shut down and fire services requested. Nothing abnormal discovered.</p>					
CESSNA 320	CONTINENTAL (TELEDYNE) USA 470 FAMILY	Unknown	PIXUP	27/01/2013	201300892
<p>C320 squawking 7000 indicating FL199 due to a suspected false transponder return.</p>					
CESSNA 404	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Final approach	LIPA (AVB): Aviano (Mil)	19/02/2013	201301845
<p>Green laser attack.</p>					

OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

CESSNA 421	CONTINENTAL (TELEDYNE) USA 520 FAMILY	Taxi	EGKK (LGW): London/Gatwick	12/11/2012	201213834
------------	---	------	-------------------------------	------------	-----------

Nosewheel tyre punctured by a screw on the taxiway.

CESSNA 510	PRATT & WHITNEY (CANADA) Other	Cruise	HASTY	10/02/2013	201301408
------------	--------------------------------------	--------	-------	------------	-----------

C510 in the vicinity of HASTY instructed to resume own navigation to HARDY. A/c took a hard RH turn almost tracking North instead of the expected track of 210deg. An A320 in confliction was instructed to expedite through FL210. Standard separation maintained.

CESSNA 510	UNKNOWN	Intermediate approach	EGGP (LPL): Liverpool	21/02/2013	201301870
------------	---------	--------------------------	-----------------------	------------	-----------

Green laser attack.

CESSNA 525	OTHER (WILLIAMS INTERNATIONAL - ROLLS ROYCE FJ-44-)	Taxiing: Other	EGHI (SOU): Southampton	06/11/2012	201213687
------------	---	----------------	-------------------------	------------	-----------

C525 taxiing out of the cul-de-sac to a handling building commenced taxi along the airside road instead of the taxiway. Pilot realised his error and entered at the next stand. Pilot had been instructed to proceed under marshalled guidance but had mistakenly followed another vehicle operating on the apron. The a/c stopped short of entering Stand 4, which was occupied by a DHC8. The a/c was marshalled back onto the taxiway and re-directed to the Handling building. Night time conditions. Ground movements for GA a/c to be reviewed by the Airport Authority.

CIRRUS SR20	CONTINENTAL (TELEDYNE) USA 346 FAMILY	En-route	EGKB (BQH): Biggin hill	23/11/2012	201214379
-------------	---	----------	-------------------------	------------	-----------

Infringement of the Biggin Hill ATZ (Class G) by an SR20 at 2300ft. Standard separation maintained. SR20 called ATC with intention to transit Biggin Hill ATZ and had been instructed to report with 5nm to run for onward clearance as per SOP, which was read back correctly. SR20 was then observed approaching overhead with 1nm to run. Pilot was informed they had entered ATZ without clearance.

CIRRUS SR22	UNKNOWN	Cruise	EGKB (BQH): Biggin hill	07/11/2012	201213558
-------------	---------	--------	-------------------------	------------	-----------

Infringement of the Gatwick CTA (Class D) by an SR22 squawking 7047 at 2100ft. CAIT activated. Biggin Hill confirmed that were in contact with the a/c but by this time it had left CAS. Analysis of the radar replay has subsequently confirmed that there was no loss of separation.

CIRRUS SR22	CONTINENTAL (TELEDYNE) USA 550 FAMILY	Normal descent	EGKA (ESH): Shoreham	20/11/2012	201214063
-------------	---	----------------	----------------------	------------	-----------

SR22 cleared for RNAV approach R/W20 and told to report BITLI. A/c then declared already past BITLI having commenced an instrument approach without clearance. SR22 had called at 0938hrs on GPS approach. A/c was cleared by Approach for RNAV 20 as the controller believed that the a/c may have mis-stated his call and told to report BITLI (IAF). On subsequently speaking with the pilot on the telephone, he stated that he had requested a handover from Farnborough and waited. On realising that the IAF was getting closer and still no QSY given, he had changed over himself but was already on the approach. He retained the Farnborough squawk until given 3762 by Shoreham.

OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

DE HAVILLAND DHC1	BRISTOL GIPSY MAJOR	Circuit pattern - downwind	Felthorpe	09/02/2013	201301546
<p>A/c diverted due to flap failure. On the third circuit, on selecting second stage flaps, the flap cable appeared to snap and the flaps retracted. Due to the short runway, the pilot decided to make a precautionary landing on a longer runway so diverted and landed safely.</p>					
DE HAVILLAND DHC1	DE HAVILLAND GIPSY MAJOR	Standing : Engine(s) Start-up	(EIMH) Athboy Airfield	12/02/2013	201301618
<p>Fire during engine start. During the second attempt to start the engine, a flame shot out from the exhaust and ignited the RH wing fabric. Engine secured, a/c vacated and ground crew extinguished the fire. Damage to fabric on wing and TE flap.</p>					
DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Cruise	EGHH (BOH): Bournemouth/Hurn	13/12/2012	201215041
<p>RH engine shut down following 'Engine Coolant Low Level' and 'High Fluid Temperature' warnings. PAN declared. On inspection the right cowling showed signs of coolant fluid loss caused by a broken coolant hose.</p>					
DIAMOND HK36	BOMBARDIER ROTAX	En-route	EGTK (OXF): Oxford/Kidlington	19/02/2013	201301732
<p>Infringement of the Oxford ATZ (Class G) by a HK36 at 2200ft squawking 7000. Investigation under 201209618.</p>					
EMBRAER (EMB500)	PRATT & WHITNEY (CANADA) Other (PW617F-E)	Push-back/tow	EGTK (OXF): Oxford/Kidlington	23/11/2012	201214309
<p>Unauthorised towing movement on apron. ATC observed an EMB500 being towed across the apron without permission whilst 3 other a/c were taxiing at the time in the vicinity. Reporter states that this is a recurring problem at the airfield.</p>					
EXTRA 300	LYCOMING 540 FAMILY	Initial climb	EGBK (ORM): Northampton/Sywell	07/02/2013	201301318
<p>UK Reportable Accident: Canopy opened on take-off at approx 50ft, smashing the perspex as it contacted the right wing. Climbout aborted and a/c landed back on runway. Subject to AAIB AARF investigation.</p>					
GROB G109	GROB 2500	En-route	East Midlands	09/01/2013	201300184
<p>PAN declared due to rough running engine. A/c landed safely.</p>					
GRUMMAN AA1	LYCOMING 235 FAMILY	Initial climb	EGCN : DONCASTER SHEFFIELD	12/01/2013	201301804
<p>LH cowling became detached from a/c and fell to the ground. A report of something seen falling from a departing a/c was received by ATC. Pilot advised and a flypast inspection was carried out and the missing part was identified. Runway inspected for FOD and the cowling was located. A/c landed safely with emergency services in attendance. Further runway inspection carried out before subsequent flights allowed.</p>					

OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

JABIRU JABIRU	JABIRU 2200	En-route	EGHI (SOU): Southampton	15/02/2013	201301605
Infringement of the Southampton CTR (Class D) by a Jabiru showing as a primary contact only. Standard separation maintained. Pilot of a/c involved later called ATC.					
MOONEY M20	LYCOMING 360 FAMILY	Cruise	SAM	16/02/2013	201301607
Infringement of the Solent CTA (Class D) by a Mooney M20 at 2900ft squawking 7000. Blind transmissions made with no response. Standard separation maintained. Appropriate CAA action taken as a result of this incident.					
MORANE SAULNIER MS880	CONTINENTAL (TELEDYNE) USA 200 FAMILY	Scheduled maintenance	EGNU : Full sutton	29/01/2013	201300866
Crack in nose leg strut found during ARC annual inspection.					
MUDRY CAP10	LYCOMING 360 FAMILY	Taxi from runway	Laddingford Airfield, Kent	17/01/2013	201300956
During taxi after landing the a/c ran into soft ground. Tail came up and propeller hit the ground. Damage to propeller.					
OTHER (Skyranger Swift)	BOMBARDIER ROTAX 912	Cruise	EGSS (STN): London/Stansted	11/11/2012	201213807
Infringement of the Stansted TMZ2 (Class G) by a Skyranger routeing South East. A/c details passed by Stapleford.					
OTHER (MAGIC CYCLONE)	UNKNOWN	Take-off	EGPT (PSL): Perth/Scone	21/10/2012	201212850
LH wheel departed from a/c shortly after take-off. MAYDAY declared, a/c landed safely. Pilot reported that the wheel with integral bearing is held on the axle with a single screw holding a small and large washer against the bearing. The screw has a conventional RH thread therefore any stiffness or side load on the bearing will result in the bearing turning the washer and screw anti clockwise allowing the wheel to depart. Pilot is going to find a more appropriate engineering solution.					
OTHER (MAGIC CYCLONE)	UNKNOWN	Circuit pattern - downwind	EGPT (PSL): Perth/Scone	24/02/2013	201301904
Engine failure. A/c landed safely in field then continued to destination as pilot considered other landing options available should engine fail again. No fault found.					

OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

PILATUS PC12	UNKNOWN	Climb to cruising level or altitude	London FIR	24/02/2013	201301901
Loss of separation between a PC12 and an A319. ATC training in progress.					
PIPER PA23	LYCOMING 540 FAMILY	Initial climb	EGGP (LPL): Liverpool	23/12/2012	201215396
PAN declared and a/c returned when unsecured door opened at 1800ft. During climb the a/c door came open suddenly with a large bang, causing buffet, yawing movements to the right and a roll to the left. The a/c was brought under control and several unsuccessful attempts were made to close the door in flight. PAN declared and the a/c landed safely with emergency services in attendance. The door was properly checked and latched prior to departure. However, one person had exited the a/c briefly before departure and the door was not fully secured (pre-start checklists were in progress). The door ajar light was unserviceable and therefore there was no indication that the door was not secured.					
PIPER PA25	LYCOMING 540 FAMILY	Take-off run	Crowland Airfield	02/02/2013	201301078
A/c was drifting to the left on take-off run. Engine shut down but a/c wheel left the runway and propeller struck the ground, the tail lifted up and the a/c came to a complete stop.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	05/11/2012	201213477
Infringement of the East Midlands CTA (Class D) by a PA28 at 2200ft squawking 7000. A/c subsequently called up requesting a QDM for planned destination. A/c vectored before being released on own navigation. A/c landed safely. Standard separation maintained. Pilot subsequently contacted ATC and apologised for their error.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	EGSS (STN): London/Stansted	09/11/2012	201213668
Infringement of the Stansted CTA (Class D) by a PA28 at 2200ft. Traffic info given. Two inbound a/c given vectors to remain clear of intruder. Standard separation maintained. Student pilot.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGVN (BZZ): Brize Norton	26/10/2012	201213856
Infringement of the Brize Norton CTR (Class D) by a PA28 at 2100ft.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	EGSS (STN): London/Stansted	11/11/2012	201213808
Infringement of the Stansted TMZ 1 (Class G) by a PA28 routing northbound displaying Mode A only. Two inbounds given traffic info. Pilot apologised over the RT for the inadvertent non-selection of Mode C.					

OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

PIPER PA28	LYCOMING 320 FAMILY	En-route	EGBB (BHX): Birmingham	23/11/2012	201214287
Infringement of the Birmingham CTA 2 (Class D) by a PA28 at 3100ft squawking 7000. Blind calls made to no effect. Standard separation maintained. Pilot became distracted by deteriorating weather conditions and subsequently entered CAS. Pilot error acknowledged.					
PIPER PA28	LYCOMING 320 FAMILY	Initial Approach	EGNH (BLK): Blackpool	23/11/2012	201214289
Infringement of R312 (Class G) by a PA28 at 1400ft whilst on approach to Blackpool. Pilot stated that he was unfamiliar with the area and erroneously acted on a call by ATC to advise when ready to turn left on to right base. The pilot then initiated a descent for R/W28 where the infringement took place. ATC instructed the pilot to make an immediate turn to exit the restricted area.					
PIPER PA28	LYCOMING 320 FAMILY	Final approach	EGBE (CVT): Coventry	17/12/2012	201215187
Full emergency declared due to undercarriage problems. No greens showing although undercarriage confirmed down by tower flypast inspection. A/c landed safely.					
PIPER PA28	LYCOMING 320 FAMILY	Landing roll - on runway	EGTF : Fairoaks	17/11/2012	201215364
Birdstrike on landing roll. No details of damage reported. Species unknown. No bird remains found.					
PIPER PA28	LYCOMING 320 FAMILY	En-route	WOD VOR	04/02/2013	201301131
Infringement of the London CTR (Class A) by a PA28 squawking 7000. Outbound airliner vectored clear of the infringer. Standard separation maintained. Operator alerted. Pilot error acknowledged.					
PIPER PA28	LYCOMING 360 FAMILY	En-route	D138	05/02/2013	201301192
Infringement of Danger Area D138 by a PA28. Pilot was briefed by ATC on landing regarding Southend being a Danger Area AIS and was advised to contact Southend ATC in future when flying within 10-15nm of Southend.					
PIPER PA28	LYCOMING 320 FAMILY	Landing roll - off runway	EGNU : Full Sutton	02/02/2013	201301238
UK Reportable Accident: On landing, strong cross winds encountered, a/c run off the end of runway. One POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.					
PIPER PA28	LYCOMING 320 FAMILY	Cruise	WOD VOR	17/02/2013	201301631
Infringement of the LTMA (Class A) by a PA28 at 2900ft. A/c instructed to descend immediately to 2400ft and pilot advised a/c was inside CAS. Instruction complied with. Standard separation maintained.					

OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

PIPER PA28	UNKNOWN	En-route	EGNM (LBA): LEEDS BRADFORD	17/02/2013	201301632
Infringement of the Leeds Bradford CTA (Class D) by a PA28 at 3600ft. Pilot advised and given transit clearance. Standard separation maintained.					
PIPER PA28	LYCOMING 320 FAMILY	Initial climb	EGGP (LPL): Liverpool	15/02/2013	201301635
UK Reportable Accident: First take-off rejected. During second attempt, engine failed and a/c came to rest nose down, approximately 50m from runway threshold. A/c substantially damaged. One POB, no injuries. Subject to AAIB AARF investigation.					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	Wethersfield	16/02/2013	201301689
Overflight of the Wethersfield Gliding Site by a PA28 at 1300ft. Gliders were airborne at the time but were not in the vicinity of the PA28.					
PIPER PA28	LYCOMING 540 FAMILY	Take-off run	Meppershall Airfield	02/02/2013	201301699
Runway excursion. During take-off run, the a/c swung round and partially departed the runway onto a ploughed field. One wheel remained on the runway surface. A/c sustained damage to propeller, engine and nose wheel spats. No injuries to the one POB.					
PIPER PA28	LYCOMING 320 FAMILY	Take-off	EGSJ : Seething	07/01/2013	201300177
Birdstrike on take-off. Windscreen cracked. Herring gull collided with the a/c striking the outside temperature gauge and windscreen.					
PIPER PA28	LYCOMING 360 FAMILY	Cruise	Overhead EGBT : Turweston	31/01/2013	201301069
Faulty transponder giving false indication of an infringement. A safety directive has been issued for this transponder type, highlighting possible malfunctioning, the pilot was unaware of this. New transponder to be fitted to the a/c.					
PIPER PA28	LYCOMING 360 FAMILY	Unknown aircraft category	EGHI (SOU): Southampton	25/01/2013	201300714
Infringement of the Southampton CTR (Class D) by a PA28 squawking 7000 indicating 1900ft. Blind transmission made with no response. Standard separation maintained. Student under instruction.					
PIPER PA28R	LYCOMING	Cruise	EGGW (LTN): London/Luton	02/12/2012	201214536
Infringement of Luton CTA (Class D) by a PA28R at 2700ft. Standard separation maintained. Traffic info passed to an Falcon 7X and approach continued. PA28R infringed CAS again 5mins later and avoiding action given to an inbound A319. PA28 subsequently descended beneath CAS and was observed to land. See also 201007851.					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

PIPER PA28R	UNKNOWN	Cruise	EGGW (LTN): London/Luton	16/02/2013	201301680
<p>PA28R operating VFR requested CAS crossing clearance of the Luton CTR (Class D). A/c instructed to hold North of the airfield and cross behind an Airbus airliner. A/c passed in front of the Airbus.</p> <p>Pilot was informed of the Airbus at 8nm and to cross behind. Tower also informed. A Citation was on short final. Pilot stated visual with landing a/c. Controller reiterated to the pilot to pass behind the inbound "Easyjet" - no a/c type being given. Traffic info passed to the Airbus. PA28 subsequently passed in front of the Airbus having mistakenly identified the inbound Citation on short finals as the a/c he was supposed to pass behind. Controller advised that he was to pass behind the Airbus, to which the pilot stated that he wasn't visual. Appropriate ATC remedial action has been taken as a result of this incident. Standard separation maintained.</p>					
PIPER PA28RT	LYCOMING 360 FAMILY	En-route	EGCN : DONCASTER SHEFFIELD	29/11/2012	201214456
<p>Infringement of the Doncaster CTR (Class D) by a PA28. Controller instructed PA28 to vacate immediately. Traffic info given. Standard separation maintained.</p>					
PIPER PA28RT	UNKNOWN	En-route	Stansted TMZ 2	27/12/2012	201215508
<p>PA28 infringed the Stansted TMZ 2 (Class G). A/c squawking but no displaying Mode C. A/c believed to be talking to Elstree.</p>					
PIPER PA31	UNKNOWN	Climb to cruising level or altitude	EGJJ (JER): Jersey, Channel Is.	01/11/2012	201213490
<p>PA31 cleared to climb FL70 and given a direct routeing to ORTAC flew through allocated level and observed to climb to FL77. Pilot was instructed to descend to FL70 and resume own navigation to ORTAC. Standard separation maintained.</p> <p>From analysis of the RT a descending a/c in the opposite direction reported a TCAS TA as both a/c were passing abeam each other separated by 6.5nm. PA31 had reported turbulence and that heavy input was required against the autopilot.</p>					
PIPER PA31	UNKNOWN	Intermediate approach	EGPH (EDI): Edinburgh	14/02/2013	201301531
<p>PA31 cleared to descend to 4000ft observed descending to 3600ft. Controller contacted the a/c and a/c climbed back to 4000ft. Standard separation maintained.</p>					
PIPER PA32	LYCOMING 540 FAMILY	Cruise	SAM	04/10/2012	201213777
<p>Infringement of the London TMA (Class A) by a PA32 wearing a Farnborough squawk at 5000ft.</p> <p>PA32 was receipt of a Traffic Service from Farnborough West and had planned to route at 5000ft DCT-SAM-DCT-EGKA, but rerouted DCT-SAM-DCT-BITLI. At the time the pilot was concentrating on his imminent approach and lost awareness of surrounding airspace.</p>					
PIPER PA34	UNKNOWN	Climb to cruising level or altitude	Brize Norton	26/10/2012	201213857
<p>Infringement of the Brize Norton CTR (Class D) by a PA34 at 1900ft. Standard separation maintained.</p> <p>Apparent navigational error in the strong NE wind.</p>					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

PIPER PA38	LYCOMING 235 FAMILY	Initial climb	EGGP (LPL): Liverpool	04/01/2013	201300053
<p>MAYDAY declared and a/c returned due to rough running engine on climb out. At 300ft the engine began to lose power so after carrying out checks and turning on carburettor heat, the pilot decided to return and declared an emergency. A/c landed on reduced power (approximately 50%) with emergency services in attendance. Engineers inspection found no defects. Test flight to be carried out before further flight. Atmospheric conditions conducive to carburettor icing.</p>					
PIPER PA42	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Initial climb	EGTK (OXF): Oxford/Kidlington	20/12/2012	201215307
<p>RH engine fire warning after take-off. On reduction of power the warning extinguished. Uneventful landing made. No other indications of fire.</p>					
PIPER PA46	LYCOMING 540 FAMILY	Cruise	EGPK (PIK): GLASGOW PRESTWICK	16/12/2012	201215548
<p>Incorrect pressure setting caused a/c to deviate from correct altitude.</p>					
ROCKWELL 112	LYCOMING 360 FAMILY	Landing roll - off runway	Lee on Solent	02/02/2013	201301152
<p>UK Reportable Accident: On landing a/c skidded off the runway. One POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.</p>					
SOCATA TB10	LYCOMING 360 FAMILY	Circuit pattern - base leg	EGKR (KRH): Redhill	01/12/2012	201215122
<p>Birdstrike. Damage caused to a/c wing. Bird species: possibly Seagull.</p>					
SOCATA TB20	LYCOMING 540 FAMILY	Cruise	EGGD (BRS): Bristol/Lulsgate	19/02/2013	201301737
<p>Infringement of the Bristol CTA (Class D) by a Socata TB20 at FL50. Departing a/c on EXM SID given an early turn to ensure separation.</p>					

OCCURENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

SOLAR WINGS PEGASUS XL	BOMBARDIER ROTAX 462	Landing roll	Farley Farm Airstrip	19/02/2013	201301844
-------------------------------	---------------------------------	--------------	----------------------	------------	-----------

UK Reportable Accident: A/c landed on left side of runway, steered back to centre but a/c tipped over. A/c damaged. One POB with minor injuries. Subject to AAIB AARF investigation.

TECNAM P2002	BOMBARDIER ROTAX 912	Cruise	EGBB (BHX): Birmingham	19/02/2013	201301729
---------------------	---------------------------------	--------	------------------------	------------	-----------

Infringement of the Birmingham CTA2 (Class D) by a Tecnam P2002 at 3000ft squawking 7000. Traffic info given. Standard separation maintained. DHC8 on LH downwind for R/W33 broken off. Initial blind transmission was met with no response, however, after the DHC8 was broken off, the code changed to listening squawk 0010 and another blind transmission was made. A/c called and, with contact established, the a/c was instructed to descend to 2000ft and given a squawk. Pilot advised ATC on landing that he climbed the a/c above a layer of haze, became disorientated and got lost. Pilot given appropriate advice by the controller.

TECNAM P2002	BOMBARDIER ROTAX 912	Other	EGAD : Newtownards	14/02/2013	201301656
---------------------	---------------------------------	-------	--------------------	------------	-----------

Engine seized during ground run. A/c being inspected after reports of rough running engine. During the ground run it stopped suddenly and was found to be seized up. Further investigation scheduled.

THRUSTER T600	JABIRU 2200	En-route	Killinchy, County Down	15/02/2013	201301622
----------------------	------------------------	----------	------------------------	------------	-----------

UK Reportable Accident. Propeller detached. A/c made forced landing. One POB no injuries. Subject to AAIB AARF investigation.

VANS RV6	LYCOMING 320 FAMILY	En-route	EGPH Edinburgh	08/02/2013	201301344
-----------------	--------------------------------	----------	----------------	------------	-----------

Infringement of the Edinburgh CTR (Class D) by a Vans RV6. Contact established with the a/c and pilot advised he had entered CAS. A/c turned North and vacated the zone. Standard separation maintained. Prior to the infringement the a/c was observed tracking towards the CTR. The a/c was under a Basic Service and the controller asked the pilot if he wanted to enter the zone. Pilot responded negative stating he would be turning at Kelty. Controller asked the pilot to report when doing so.

VANS RV8	LYCOMING 360 FAMILY	Cruise	EGSS (STN): London/Stansted	17/02/2013	201301681
-----------------	--------------------------------	--------	--------------------------------	------------	-----------

Infringement of the LTMA (Class A) by a Vans RV8 at 4900ft squawking 7000. Standard separation maintained.

ZENAIR (MICROLIGHT)	BOMBARDIER ROTAX	En-route	East Ayrshire	17/02/2013	201301831
----------------------------	-------------------------	----------	---------------	------------	-----------

UK Reportable Accident. Canopy detached in flight. A/c made forced landing and tipped onto nose. One POB no injuries. Subject to AAIB AARF investigation.

ZENAIR STOL CH701	BOMBARDIER ROTAX 912	Initial climb	EGEO (OBN): OBAN	19/02/2013	201301780
--------------------------	---------------------------------	---------------	------------------	------------	-----------

Zenair 701 allegedly took off from R/W19, turned left between the VCR and a hangar and then across a residential area at low level. All circuits are RH for R/W19 as published in the AIP.

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

ROTARY WING AIRCRAFT

AEROSPATIALE AS350	UNKNOWN	Cruise	EGGW (LTN): London/Luton	20/02/2013	201301747
<p>Infringement of the Luton CTR (Class D) by an AS350 at 1000ft. Controller imposed a check all and made several blind transmissions. Pilot called and a/c positively identified. Standard separation maintained. The pilot is to be de-briefed before his return flight.</p>					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Cruise	EGSG : Stapleford	09/12/2012	201215033
<p>Multiple door warning lights occurred. Precautionary landings were made, doors and latches on external camera system checked. The warning light was extinguished by banging on the corner of the door where the micro switch is located. Similar occurrence with this a/c occurred the previous week. The warning was also considered spurious.</p>					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Cruise	En route	21/12/2012	201215421
<p>Precautionary landing made in an open field due to cargo door warning caption illuminated in flight. All doors were found to be closed and locked securely but a firm push on the RH door extinguished the caption. Flight resumed with no further incident.</p>					
AEROSPATIALE AS355	ALLISON USA 250 FAMILY	Cruise	Yate	17/01/2013	201300437
<p>LH engine chip light warning. A/c diverted.</p>					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGDG (NQY): St. Mawgan	17/12/2012	201215217
<p>Following fitment of LH float bottle it was discovered that the three yearly hydrostatic test was out of limits. Subsequent investigation found that the test was last carried out 6 years and 7 months prior to receipt of component.</p>					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Final approach	Caerwent	09/01/2013	201300250
<p>Double engine over torque whilst manoeuvring during a difficult approach. Both flight crew became disorientated with bright reflecting lights and mist and momentarily lost visual references. Crewman called hazard of an obstacle, visual reference was regained and rate of descent had to be quickly arrested by rapid application of collective, settling the a/c at 9ft in the hover. An over torque was suspected as the needle was observed returning past 100% although no audio or light was displayed. Engineering assistance requested on arrival back at base.</p>					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Initial climb	EGNH (BLK): Blackpool	19/02/2013	201301781
<p>PAN declared and a/c returned due to smoke in the cockpit. Before departure, it was noted that the automatic flight control system (AFCS) could only be partially engaged. After take-off at 500ft a burning smell was noticed and smoke was observed coming from the AFCS panel. A/c returned and landed safely with emergency services in attendance. Engineers subsequently removed the faulty AP controller and the unit was replaced with a serviceable item.</p>					
AEROSPATIALE SA365	TURBOMECA, FRANCE ARRIEL	Scheduled maintenance	EGPE (INV): Inverness	20/02/2013	201301763
<p>Extensive damage caused to main wheel and brake unit due to incompatible parts installed.</p>					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

BELL 206	ALLISON USA 250 FAMILY	En-route	Syerston	12/02/2013	201301444
Infringement of the Syerston ATZ (Class G) by a Bell 206 at 1700ft.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Landing	EGHI (SOU): Southampton	13/12/2012	201215135
Fuel observed leaking from nr2 engine bay. Inspection revealed fuel leaking from hydro-mechanical unit (HMU). HMU replaced and ground runs carried out. A/c returned to service.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Standing : Engine(s) Start-up	Nairn	24/12/2012	201215633
Smoke and hot electrical fumes from behind instrument panel. Shortly after Av master and inverter switches were selected on a smell of hot electrics and a fine blue/grey smoke was noticed from behind the instrument panel. A/c shut down and evacuated. Engineering assistance sought. Pilot's primary flight display was identified as the source. Instrument removed and MEL applied.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	Final approach	EGCW : Montgomeryshire/Welshpool	11/01/2013	201300287
Nr2 engine chip caption illuminated on short finals. Engineers found a small amount of carbon deposit on plug. No contamination of oil filters/strainers. Ground runs carried out satisfactorily and a/c returned to service.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIEL	Standing	EGAA (BFS): Belfast/Aldergrove	12/01/2013	201300934
Upper anti-collision light and tail rotor blade damaged. Glass cover missing from upper anti-collision light and damage seen to leading edge of one of the tail rotor blades. Possibility that damage to tail rotor caused by anti-collision light cover hitting one of the blades when it detached from a/c. Tail rotor blade replaced. Lamp returned to manufacturer for investigation and report.					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Hovering	Overhead Coventry City Centre	30/01/2013	201301039
Green laser attack.					
EUROCOPTER EC135	TURBOMECA, FRANCE ARRIUS	En-route	Overhead Oswestry Powys	02/02/2013	201301866
Green laser attack.					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

EUROCOPTER EC135	PRATT & WHITNEY (CANADA) PW200 FAMILY	Scheduled maintenance	Unknown	09/01/2013	201300248
<p>RH pilot's door not secured properly. During Check A it was noted that the RH pilot's door had not been secured properly. The retaining nut on the hinge had not been locked in place using the required split pin and was nearing a point of failure due to falling off the attachment bolt. A/c had recently been released from 400hr inspection where the door had been removed. Work pack had not been annotated to indicate door removal and installation. Door correctly secured and Chief Engineer to brief staff on correct write up procedure.</p>					
EUROCOPTER EC135	PRATT & WHITNEY (USA) Other	Cruise	Sandwell	30/12/2012	201215557
<p>Failure of FTR trim release button during flight. On release, the FTR button failed to return to its normal position leaving the cyclic stick in permanent 'floppy stick' mode. No warnings on VEMD and no upper modes could be selected on autopilot. A/c returned to base for engineering assistance.</p>					
MBB BK117	TURBOMECA, FRANCE ARRIEL	Hovering	Overhead Northolt	03/02/2013	201301213
<p>Green laser attack.</p>					
MD HELICOPTER 902	PRATT & WHITNEY (CANADA) PW200 FAMILY	Intermediate approach	Overhead Leeds	02/02/2013	201301298
<p>Green laser attack.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	EGCB : Manchester/Barton	27/12/2012	201215750
<p>A/c returned due to NOTAR imbalance on the IIDS display. Engineers inspection and NOTAR balance carried out. Assessed serviceable.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Cruise	EGCB : Manchester/Barton	28/12/2012	201215751
<p>Trim failure. Cyclic could not be trimmed to the right. A/c returned to base for engineering assistance. Inspection found that the lateral trim motor had failed. Part replaced and tested.</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	Hovering	Overhead Halifax	01/02/2013	201301044
<p>Green laser attacks (multiple)</p>					
MD HELICOPTER MD900	PRATT & WHITNEY (USA) Other	En-route	Leeds City Centre	09/11/2012	201214951
<p>Co-pilot's door opened in flight. Door handle held securely until landing. Crews had been briefed pre-flight for some considerable time to take care with co-pilot's door, as it was known to be troublesome. The latching mechanism was not engaging with a positive feel and the tops of both pins were evidently worn. New pins had been ordered, but when 'safelocked' was judged to be secure. A/c in transit when extensive wind noise heard, speed immediately reduced and crew members alerted to the problem. Due to previous issues it was deemed inadvisable to attempt a reclosure prior to landing so door was held closed. Investigation revealed that the door could, in fact, be pulled open from the 'safelocked' position. Door assembly replaced.</p>					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

ROBINSON R44	LYCOMING 540 FAMILY	En-route	Overhead Belfast	13/12/2012	201215011
Infringement of the Belfast CTR (Class D) by an R44 at 2000ft. Standard separation maintained.					
ROBINSON R44	LYCOMING 540 FAMILY	Taxi to runway	EGBP : KEMBLE	07/02/2013	201301281
R44 issued a discretionary take-off and cross R/W26 clearance via D1. Helicopter then observed departing on an Easterly track via R/W08. No other traffic in the visual circuit at the time.					
ROBINSON R44	UNKNOWN	Cruise	EGKK (LGW): London/Gatwick	15/02/2013	201301582
Infringement of the Gatwick CTR (Class D) by an R44 at 1800ft. Two inbound a/c vectored clear of the infringer. Standard separation maintained.					
ROBINSON R44	LYCOMING 540 FAMILY	Cruise	Carrickfergus	15/02/2013	201301597
R44 cleared to operate not above 2000ft observed to climb to 2600ft. A/c subsequently descended back to 2000ft. An inbound airliner was kept at 4000ft until the R44 was observed back at 2000ft Reporter states that the pilot's standard of RT was poor.					
SIKORSKY S76	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Scheduled maintenance	EGLK (BBS): Blackbushe	29/01/2013	201300839
Main rotor servo control rigid rod chafing. During routine maintenance it was noticed that a bracket securing the aft main rotor servo hydraulic pipes to the main gearbox casing had detached from the casing. Further investigation found that the hydraulic pipes had moved sufficiently for one 'B' nut to contact the aft servo rigid control rod. This has resulted in chaffing damage to the control rod as it moved across the 'B' nut. Damage assessed as out of repair limits and control rod will need to be replaced. Information passed to manufacturer.					
SIKORSKY S76	PRATT & WHITNEY (CANADA) PT-6 FAMILY	Maintenance phases	EGLK (BBS): Blackbushe	11/02/2013	201301723
Unapproved main battery installation. Both a/c batteries fitted which have been installed on the a/c for a majority of its life found to have an unapproved modification. The organisation is investigating the fleet of a/c with the same part no batteries fitted.					
SIKORSKY S76	TURBOMECA, FRANCE ARRIEL	En-route	En route	18/12/2012	201215354
Automatically Deployed Emergency Locator Transmitter (ADELT) transmitting inadvertently. The fault occurred initially on power up of a/c with the flashing light in the cockpit indicating the ADELT was transmitting. A reset was performed before departure and all transmission indications ceased. However, on approach to the platform ATC informed that the ADELT was again transmitting. No cockpit indications reflected this. Reset once more on arrival and unit switched off for the return flight. Engineering assistance sought, unable to reproduce the fault but suspected intermittent operation of G-switch so this part was replaced and a/c released to service.					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

OTHER

GEFA AS105GD	BOMBARDIER ROTAX 582	En-route	En Route	04/11/2012	201215270
Unable to continue to destination due to deteriorating weather conditions. Landed at nearest suitable site. Pre-flight weather forecast suggested weather conditions suitable for route to destination. During flight actual winds encountered resulted in decision to land at nearest suitable site.					
SCHLEICHER ASK13	OTHER (N/A)	Approach	Other	16/02/2013	201301757
UK Reportable Accident: Glider passed over boundary and tip of right wing contacted branches. A/c turned and landed sideways. Two POB, no injuries. Substantial damage to a/c. BGA investigation.					
SLINGSBY (T61F)	OTHER (Rollason RS Mk2 (Hoffmann HO11- 150B-70L))	Circuit pattern - base leg	Burn Gliding Club	16/02/2013	201301686
Tyre burst on landing and the a/c nosed down striking the ground with the propeller and wingtip. Two POB, no injuries. The pilot was distracted on the approach when focusing on a possible obstruction on the runway and had lost height before completing the turn. Despite bringing the a/c back on track, the a/c landed very heavily. The runway was clear.					

OCCURENCE LISTING

Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 February 2013 and 28 February 2013

ABBREVIATIONS

AAIB	Air Accidents Investigation Branch
AAL	Above aerodrome level
AARF	Aircraft Accident Report Form
A/c	Aircraft (or a/c)
AD	Airworthiness Directive
ADELT	Automatically Deployed Emergency Locator Transmitter
AFS	Airport Fire Service
AIP	Aeronautical Information Publication
A/P	Autopilot
ASI	Airspeed indicator
BS	Basic Service
CAIT	Controlled Airspace Intrusion Tool
CAS	Controlled Airspace
DS	Deconfliction Service
EFIS	Electronic Flight Instrument System
FIS	Flight Information Service
FRC	Flight Reference Card
GASIL	General Aviation Safety Information Leaflet
IHUMS	Integrated Health and Usage Monitoring System
Kts	Knots
LACC	London Area Control Centre
LTCC	London Terminal Control Centre
LH	Left-hand
MACC	Manchester Area Control Centre
MGB	Main gearbox
MLG	Main Landing Gear
MPD	Maintenance planning document or Mandatory Permit Directive
MOR	Mandatory Occurrence Report
NLG	Nose landing gear
Nr1	Number 1
NM	Nautical Miles
PC	Prestwick Centre
PCB	Printed Circuit Board
POB	Persons on board
RH	Right-hand
RT	Radio Telephony
R/W	Runway
ScACC	Scottish Area Control Centre
SOP	Standard Operating Procedure
TDA	Temporary Danger Area
VATDA	Volcanic Ash Temporary Danger Area
VCR	Visual Control Room (Tower)

If another abbreviation that you do not understand appears in the listing please email sdd@caa.co.uk for a definition, or try an internet search engine such as Google.
