



## OCCURRENCE LISTING Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 August 2013 and 31 August 2013

### FIXED WING AIRCRAFT

AERO AT3	BOMBARDIER ROTAX	Landing	EGCJ : Sherburn-In-Elmet	24/07/2013	201309481
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UK Reportable Accident: Bounced landing. Nose landing gear replaced. One POB no injuries. Subject to AAIB AARF investigation.

AERONCA 7AC	CONTINENTAL (TELEDYNE) USA A 65 SERIES	Climb to cruising level or altitude	EGGW (LTN): London/Luton	05/07/2013	201308007
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Infringement of the Luton CTR (Class D) by an Aeronca with no transponder. Standard separation maintained. Pilot was not aware that he should have contacted TC GS before departure as per the new Letter of Agreement.

AQUILA AT01	UNKNOWN	En-route	EGMC (SEN): Southend	07/07/2013	201308110
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Alleged infringement of Southend ATZ (Class G) by an AT-01.  
There were no reports of any other traffic in the area.

AUSTER	OTHER (Blackburn Cirrus Minor IIA)	Climb to cruising level or altitude	Rush Green	25/06/2013	201307572
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Infringement of the Luton CTR (Class D) by an Auster and a C172. Aircraft had departed Rush Green without calling GS airports with their details or ETD.

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. <b>The list contains preliminary information.</b>
Purpose:	The information is supplied for <b>flight safety purposes only</b> .
Queries & Reporting:	Contact Safety Data Department, Civil Aviation Authority, Aviation House, Gatwick Airport, W Sussex, RH6 0YR. Tel: 01293 573220, Fax: 01293 573972, <a href="mailto:sdd@caa.co.uk">sdd@caa.co.uk</a>
<b>YOUR REPORT COULD PREVENT SOMEONE ELSE'S ACCIDENT</b>	

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<b>AVIAT A1</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>Audley End</b>	<b>03/08/2013</b>	<b>201309662</b>
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Infringement of the Stansted TMZ1 (Class G) by an Aviat Huskey (believed) and a Vans RV7 (believed) in formation. Traffic info given.

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<b>AVIONS ROBIN DR400</b>	<b>LYCOMING 320 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGCN : DONCASTER SHEFFIELD</b>	<b>30/06/2013</b>	<b>201307715</b>
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Infringement of the Doncaster/Sheffield CTR (Class D) by a DR400. Standard separation maintained. On initial call the aircraft was instructed to standby. The aircraft was then observed infringing CAS and crossing the final approach track to R/W20 at 6nm. When informed of his error the response indicated that the pilot thought being on frequency was enough to transit CAS. Appropriate advice then issued by the controller concerned.

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<b>AVIONS ROBIN DR400</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>EGDD : Bicester</b>	<b>18/08/2013</b>	<b>201310608</b>
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UK AIRPROX 2013/116 - DR400 and a PA28 in Class G airspace.

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<b>AVIONS ROBIN DR400</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>CDF</b>	<b>21/08/2013</b>	<b>201310692</b>
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Infringement of the Cardiff CTR (Class D) by a DR400 squawking 1177 at 2000ft, working London FIR. Standard separation maintained. Cardiff ATC asked London FIR to transfer the DR400 to Cardiff and tell the aircraft to change squawk to 3610. Cardiff ATC commented that the pilot appeared to be unaware of his current position and gave the pilot track distance towards Swansea. The pilot reported good VMC and continued their transit towards Swansea. The pilot was informed that the cloud base at Swansea was approx 700ft, and he subsequently decided to divert into Cardiff. Information indicates the pilot was a little shaken by going into IMC and had thought he was further North than he was.

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<b>AVIONS ROBIN DR400</b>	<b>CONTINENTAL (TELEDYNE) USA 360 FAMILY</b>	<b>Approach</b>	<b>Stow Maries</b>	<b>20/07/2013</b>	<b>201309471</b>
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DR400 pilot expressed concerns regarding the presence of electrical cables on approach to R/W15 at unlicensed aerodrome Stow Maries. Pilot stated that at the final point of descent they noticed electrical cables crossing the threshold, they descended immediately to avoid contact and flew underneath the electrical cables and landed successfully. Pilot alleged that there had been other instances at this airfield involving aircraft and the electrical cables. This aerodrome encourages GA pilots to visit.

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<b>AVIONS ROBIN DR400</b>	<b>LYCOMING 360 FAMILY</b>	<b>Taxiing to/from runway</b>	<b>Inverness-shire</b>	<b>16/05/2013</b>	<b>201306102</b>
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Taxiing to line up on runway, nosewheel went into a dip and propeller struck the ground.

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<b>AVIONS ROBIN DR400</b>	<b>LYCOMING 235 FAMILY</b>	<b>Scheduled maintenance</b>	<b>EGKH : Lashenden/Headcorn</b>	<b>08/08/2013</b>	<b>201310028</b>
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Temporary tab had been stuck on the trailing edge of aircraft rudder. On inspection it was noticed that a temporary tab had been stuck on the trailing edge of aircraft rudder with sticky tape. This has been removed. No fault reference to rudder rigging reported.

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<b>AVIONS ROBIN HR100</b>	<b>CONTINENTAL (TELEDYNE) USA Other</b>	<b>Cruise</b>	<b>En-route</b>	<b>12/08/2013</b>	<b>201310141</b>
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Incorrect coordination on an HR100 between ATC sectors, a/c at FL110 instead of FL100 as expected by receiving SW DEPS Sector. Standard separation maintained. Aircraft was noted slowly climbing by the receiving sector and when it reached FL104 a level bust was considered likely. On questioning the pilot, although the radio was quite poor, it was revealed that he believed that he had climb clearance to FL110 which the previous sector then confirmed.

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<b>BAE JETSTREAM3100</b>	<b>GARRET AIRESEARCH TPE 331 FAMILY</b>	<b>Change of cruise level</b>	<b>ORTAC</b>	<b>11/08/2013</b>	<b>201310099</b>
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Loss of separation between a JS32 and a C340 at FL90. Traffic info given. STCA activated. Separation lost. Both aircraft had been coordinated in from Jersey Zone northbound through ORTAC at FL90 on parallel headings. Just before both aircraft had reported on frequency on the same heading of 010deg, STCA was noticed activating but the range and bearing was showing 5nm. Shortly after, STCA was noticed again and distance between them had reduced to 4nm. C340 when asked to turn right to increase the distance advised that he had the other aircraft in sight and was perfectly happy with their relative positions. The left hand aircraft was given traffic info but was unaware of the C340. The Jersey controller states that they used their minimum allowed 3nm separation when paralleling the headings of the two aircraft and forgot to increase the spacing to allow LACC the prescribed 5nm separation.

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<b>BEECH 200</b>	<b>UNKNOWN</b>	<b>Unknown</b>	<b>LACC</b>	<b>29/05/2013</b>	<b>201306159</b>
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BE200 a/c transponders were not giving a Mode S indication although aircraft equipment confirmed as serviceable. Information indicated that the transponders may not work with NATS Mode S equipment. Investigation ongoing.

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<b>BEECH 200</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGHE (ISC): Scilly Isles/St. Mary's</b>	<b>26/06/2013</b>	<b>201307566</b>
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Aircraft's primary return only showing on radar. Shannon stated they could see the transponder info. The Swanwick controller asked the pilot to switch transponders, the pilot obliged and the transponder info was then visible. The pilot was recommended to get the equipment checked.

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<b>BEECH 200</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Initial climb</b>	<b>EGLF (FAB): Farnborough civil</b>	<b>10/07/2013</b>	<b>201308670</b>
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Unsafe gear indication. Gear recycled and indication cleared. Engineering have assessed the micro switches and found no faults. Situation will be monitored over next six flights.

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<b>BEECH 200</b>	<b>UNKNOWN</b>	<b>Climb to cruising level or altitude</b>	<b>SND</b>	<b>08/08/2013</b>	<b>201309947</b>
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BE200 climbed above its cleared level of FL120 and reached FL126 before descending. A320 maintaining FL130 received/complied with TCAS RA climb. Traffic info given. STCA and SMF activated. Separation lost.

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<b>BEECH 33</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGD 201</b>	<b>27/06/2013</b>	<b>201307616</b>
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Reported infringement of Danger Area D201 during a live firing trial.

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<b>BEECH 33</b>	<b>CONTINENTAL (TELEDYNE) USA 470 FAMILY</b>	<b>Normal descent</b>	<b>EGJB (GCI): Guernsey, Channel Is.</b>	<b>30/07/2013</b>	<b>201309487</b>
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ATC initiated a missed approach to a BE33 due to the aircraft's unstable ILS approach to R/W27.

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<b>BEECH 33</b>	<b>CONTINENTAL (TELEDYNE) USA 470 FAMILY</b>	<b>Final approach</b>	<b>EGJB (GCI): Guernsey, Channel Is.</b>	<b>11/08/2013</b>	<b>201310188</b>
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Missed approach initiated at 500ft due to aircraft's unstable approach. LVPs in operation. BE33 was given missed approach instruction to climb straight ahead to altitude 2000ft, but appeared to have difficulty in achieving this. The aircraft was transferred back to Guernsey Approach and elected to hold in VMC to the SW of the airfield, as a front was passing through. Aircraft was subsequently vectored for another LOC/DME approach to R/W27, once again flown erratically. ATC had considered a second missed approach as the aircraft was veering S off track. However, aircraft appeared in a left wing and nose down attitude on short final and made a successful landing. Investigation progressed under 201309487.

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<b>BEECH 36</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>Cruise</b>	<b>EGSS (STN): London/Stansted</b>	<b>06/08/2013</b>	<b>201309808</b>
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Infringement of the Stansted CTA (Class D) by an aircraft identified via Mode S as a BE36 indicating 2200ft, resulting in loss of separation with a Stansted inbound B737. The a/c also infringed on the return flight at 1640UTC.

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<b>BEECH 58</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>Landing roll - on runway</b>	<b>EGLG : Panshanger</b>	<b>30/07/2013</b>	<b>201309583</b>
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UK Reportable Accident: Runway excursion while landing. Landing gear and propeller damaged. One POB, no injuries. Subject to AAIB AARF investigation.

<b>BEECH 76</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>EGTE (EXT): Exeter</b>	<b>29/05/2013</b>	<b>201306211</b>
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MAYDAY declared due to RH engine failure.  
The aircraft reported being unable to maintain height in the circuit so was told to join RH base for R/W08. The aircraft landed safely.

<b>BEECH G58</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>Cruise</b>	<b>EGGW (LTN): London/Luton</b>	<b>23/08/2013</b>	<b>201310696</b>
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Infringement of the Luton CTA-7 (Class D) by an unknown aircraft squawking 7000, indicating 4400ft, resulting in loss of separation with a Luton inbound airliner. Aircraft identified via Cambridge as a BE58. Traffic info and avoiding action given.  
TC issued a parallel heading to a Luton outbound BE200 against a Luton inbound airliner. The BE58 entered CAS just North of the Luton inbound airliner. TC passed traffic info to the airliner which was acknowledged. At this point the controller was informed of a potential conflict between the BE200 and another airliner, both in climb. TC issued avoiding action to the BE200 and whilst completing this action, the Luton inbound airliner momentarily left CAS to avoid the infringer. Service changed to DS until the controller was able to issue a heading back into CAS.

<b>BEECH G58</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGJJ (JER): Jersey, Channel Is.</b>	<b>26/08/2013</b>	<b>201310806</b>
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Departing BE58 was observed climbing through 1000ft after departure (altitude excursion). Traffic info given. Standard separation maintained.

<b>BOLKOW BO209 (C 160RV)</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>D201</b>	<b>11/07/2013</b>	<b>201308345</b>
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A Bo209 infringed a live Danger Area (D201). No aircraft were airborne at the time.  
The Aberporth controller established two-way comms with the pilot and enabled him to route clear of the danger area. The pilot was very apologetic and thanked the controller for his assistance.

<b>BRITTEN NORMAN BN2</b>	<b>LYCOMING 540 FAMILY</b>	<b>Landing</b>	<b>EGPA (KOI): Kirkwall</b>	<b>07/08/2013</b>	<b>201309940</b>
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Islander allegedly landed on R/W14 without ATC clearance.  
ATCO stated they had informed the Islander they were nr1 and to report left base for R/W14, however on looking out the VCR towards R/W14 they subsequently observed the Islander had landed. Islander flight crew believed they had been given a clearance to land and stated they had read back that they were nr1 and clear to land.

<b>BRITTEN NORMAN BN2</b>	<b>LYCOMING 540 FAMILY</b>	<b>Final approach</b>	<b>EGET (LWK): LERWICK/TINGWALL</b>	<b>20/08/2013</b>	<b>201310648</b>
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AFISO observed a sheep jump over an airport's boundary fence from an adjoining field whilst an Islander was on final approach to R/W20. Pilot informed.  
Pilot informed AFISO of their intention to go-around. Airport staff were dispatched to the area where the sheep was located. The sheep jumped back over the fence.  
AFISO informed the pilot that R/W20 was clear and the aircraft landed without further incident.

<b>BRITTEN NORMAN BN2A</b>	<b>LYCOMING 540 FAMILY</b>	<b>Initial climb</b>	<b>EGJA (ACI): Alderney, Channel Is.</b>	<b>12/08/2013</b>	<b>201310256</b>
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Power fluctuations on climb out. Aircraft returned.  
Following a normal take-off fluctuations in power were observed during climb out. Fluctuations were random and were both audible and felt as deceleration and acceleration. Climb continued whilst attempting to synchronise the RPM and conducting carburettor heat checks. No yaw was observed, indications were normal apart from slight variations on the LH RPM gauge. On reaching 200ft it was decided to return the aircraft for engineering checks. High power engine runs on the LH engine found that when nr1 magneto turned off there was a drop of 150-200RPM. However, when nr2 magneto turned off no drop was observed.

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<b>CAARP CAP10</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGGD (BRS): Bristol/Lulsgate</b>	<b>16/08/2013</b>	<b>201310556</b>
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Infringement of the Bristol CTA (Class D) by a CAP10 at 2400ft squawking 7000. Traffic info given. Standard separation maintained.

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<b>CASA 1 131</b>	<b>OTHER (ENMA TIGRE G-IV-B)</b>	<b>Landing roll - on runway</b>	<b>EGHS : Henstridge</b>	<b>01/08/2013</b>	<b>201309673</b>
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After an uneventful landing, a tail wind gust lifted the tail of the aircraft and the LH lower wing tip struck the ground. The tail continued to lift and the aircraft rotated onto its spinner and hit the RH upper wing before coming to rest on the cowling and RH lower wing tip. One POB, no injuries.

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<b>CESSNA 150</b>	<b>CONTINENTAL (TELEDYNE) USA Other</b>	<b>Level off- touchdown</b>	<b>EGSV : OLD BUCKENHAM</b>	<b>26/07/2013</b>	<b>201309307</b>
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UK Reportable Accident: Nose leg collapsed following a hard landing. One POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

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<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>EGGW (LTN): London/Luton</b>	<b>29/06/2013</b>	<b>201307679</b>
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Infringement of the Luton CTA (Class D) by a C152. Luton inbound BD700 given avoiding action. Traffic info also given.

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<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>Syerston</b>	<b>02/07/2013</b>	<b>201307867</b>
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Infringement of the Syerston ATZ (Class G) by a C152 transiting South to North through the overhead at 1500ft. Aircraft was piloted by a student who had been in contact with ATC at East Midlands and was informed that Syerston and Langar airfields were active. However, the student still decided to transit through.

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<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>EGSX : North Weald</b>	<b>07/07/2013</b>	<b>201308088</b>
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Infringement of the Stansted CTA 2 (Class D) by a C152 squawking 5031 at 1800ft. Traffic info given. Standard separation maintained. Pilot had requested a transfer frequency to North Weald for a transit. This had been approved and aircraft was told to keep the squawk and report back with LARS North, and remained at 1400ft. Shortly after aircraft climbed to 1800ft and subsequently called back. Pilot was instructed to descend immediately to leave controlled airspace.

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<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>EGGW (LTN): London/Luton</b>	<b>29/06/2013</b>	<b>201309716</b>
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Infringement of the LTMA (Class A) by a C152 at 2800ft. Inbound BD700 given avoiding action. Standard separation maintained. C152 pilot subsequently interviewed/debriefed by CFI.

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<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Rejected take-off</b>	<b>Unknown</b>	<b>05/08/2013</b>	<b>201309718</b>
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Rejected take-off due to birdstrike to wing.  
Bird species identified as Herring Gull.

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<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>EGSS (STN): London/Stansted</b>	<b>06/08/2013</b>	<b>201309843</b>
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Infringement of the Stansted CTA (Class D) by a C152 at 2700ft.

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<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>EGBB (BHX): Birmingham</b>	<b>07/08/2013</b>	<b>201309926</b>
Infringement of the Birmingham CTA (Class D) by a C152 at 2100ft. Standard separation maintained.					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>Other</b>	<b>14/08/2013</b>	<b>201310320</b>
Forced landing due to rough running engine. Pilot informed ATC no injuries sustained. No details of damage to aircraft.					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Cruise</b>	<b>EGNX (EMA): NOTTINGHAM EAST MIDLANDS</b>	<b>16/08/2013</b>	<b>201310399</b>
Infringement of the East Midlands CTR (Class D) by a C152 flown by a student pilot. Inbound B737 was broken off the approach. Standard separation maintained.					
<b>CESSNA 152</b>	<b>LYCOMING 235 FAMILY</b>	<b>Thermal lift</b>	<b>EGBK (ORM): Northampton/Sywell</b>	<b>26/07/2013</b>	<b>201309342</b>
UK AIRPROX 2013/088 - LS8 and a C152 North of Sywell in Class G airspace.					
<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>Epsom Heliport</b>	<b>01/06/2013</b>	<b>201306292</b>
Infringement of the Epsom Heliport ATZ (Class G) by a C172. No RT comms. Traffic info passed to a departing Bell 206.					
<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGHI (SOU): Southampton</b>	<b>02/08/2013</b>	<b>201309650</b>
Infringement of the Southampton CTR (Class D) by a C172. Traffic info and avoiding action given. Separation lost with outbound Trislander.					
<b>CESSNA 172</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>EGNX (EMA): NOTTINGHAM EAST MIDLANDS</b>	<b>04/08/2013</b>	<b>201309693</b>
Infringement of the East Midlands CTR (Class D) and Syerston ATZ (Class G) by a C172 squawking 7000. East Midlands departures were suspended. Standard separation maintained. Established that C172 pilot had initiated a return to departure airfield due to adverse weather. Appropriate CAA action is being taken as a result of this incident.					
<b>CESSNA 172</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGHI (SOU): Southampton</b>	<b>08/08/2013</b>	<b>201309981</b>
Infringement of the Solent CTA (Class D) by a C172. Traffic info and avoiding action given to an inbound DHC8. Standard separation maintained.					
<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGWN : Halton</b>	<b>17/08/2013</b>	<b>201310427</b>
Alleged infringement of the Halton ATZ (Class G) by a C172.					

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<b>CESSNA 172</b>	<b>LYCOMING 360 FAMILY</b>	<b>Missed approach or go-around</b>	<b>EGSC (CBG): Cambridge</b>	<b>19/08/2013</b>	<b>201310547</b>
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Bird control vehicle cleared to enter R/W23 at Taxiway C, with the restriction to remain East of Taxiway D, was observed crossing R/W28 West of Taxiway D, resulting in ATC initiating a go-around to a C172 on approach to R/W28.

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<b>CESSNA 172</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGPH (EDI): Edinburgh</b>	<b>07/08/2013</b>	<b>201309983</b>
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Infringement of both the Edinburgh CTA and Glasgow CTA (Class D) by a C172. Standard separation maintained. Pilot apologised.

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<b>CESSNA 182</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGKK (LGW): London/Gatwick</b>	<b>03/06/2013</b>	<b>201306444</b>
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Faulty transponder. The transponder unit was over-reading the aircraft's height by 700ft. The aircraft was told to switch off its Mode C. No avoiding action was given and no traffic info was passed.

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<b>CESSNA 182</b>	<b>LYCOMING 540 FAMILY</b>	<b>En-route</b>	<b>NELSA</b>	<b>07/07/2013</b>	<b>201308086</b>
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Infringement of the Manchester TMA (Class A) by a C182 squawking 1177 at FL70 with a FIS label. CAIT activated. Standard separation maintained. Pilot informed. C182 in receipt of a Basic Service had been asked by the FISO for a position and altitude report. Pilot had responded by saying POL at 7000ft. At this time the other FISO was already speaking with Manchester who said they believed him to be infringing Leeds Airspace. Aircraft was immediately transferred to Leeds frequency.

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<b>CESSNA 182</b>	<b>CONTINENTAL (TELEDYNE) USA 470 FAMILY</b>	<b>En-route</b>	<b>EGLC (LCY): London city</b>	<b>06/08/2013</b>	<b>201309913</b>
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Infringement of the London TMA (Class A) by a C182 squawking 5063 indicating 3000ft resulted in two losses of separation. Traffic info and avoiding action given.

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<b>CESSNA 182</b>	<b>UNKNOWN</b>	<b>Taxi to runway</b>	<b>EGGD (BRS): Bristol/Lulsgate</b>	<b>29/08/2013</b>	<b>201310950</b>
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Runway incursion. C182 instructed to taxi to Holding point JX for R/W27, which was correctly read back, was observed to have passed Holding point JX with the stop bar at red. ADC queried the C182, who stopped and allegedly confirmed they had seen the red stop bar. ADC subsequently gave the C182 their clearance and permission to depart

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<b>CESSNA 182</b>	<b>LYCOMING 540 FAMILY</b>	<b>En-route</b>	<b>EGTG (FZO): Bristol/Filton</b>	<b>10/07/2013</b>	<b>201308311</b>
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A C182 infringed the Bristol CTA (Class D) at approx 4500ft. There was no other traffic in the area at the time of the incident.

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<b>CESSNA 185</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>SANDY</b>	<b>27/06/2013</b>	<b>201307627</b>
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C185 infringed the LTMA (Class A) 3nm N of SANDY at FL60. Aircraft had been advised of the airspace and instructed to remain clear. The aircraft was subsequently informed that it had entered CAS and instructed to descend immediately. Standard separation maintained.

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<b>CESSNA 210</b>	<b>LYCOMING</b>	<b>En-route</b>	<b>EGGP (LPL): Liverpool</b>	<b>10/07/2013</b>	<b>201308279</b>
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A C210 infringed the Liverpool CTR (Class D) at 1200ft. No other traffic was in the area at the time. The pilot thought he was outside of CAS.

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<b>CESSNA 310</b>	<b>CONTINENTAL (TELEDYNE) USA 470 FAMILY</b>	<b>Landing</b>	<b>EGAA (BFS): Belfast/Aldergrove</b>	<b>10/08/2013</b>	<b>201310085</b>
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Runway incursion. C310 carried out a touch and go without clearance. Aircraft had taken off into the RH circuit R/W25 and was instructed to route to Antrim to hold as there was fast traffic approaching. Runway was vacant.

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<b>CESSNA 525</b>	<b>UNKNOWN</b>	<b>Climb to cruising level or altitude</b>	<b>AKIKI</b>	<b>29/05/2013</b>	<b>201306143</b>
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Failure by Brest ACC to pass an estimate to LACC prior to a transfer of comms. Extra workload resulted.

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<b>CESSNA 525</b>	<b>WILLIAMS FJ44</b>	<b>Scheduled maintenance</b>	<b>EGSC (CBG): Cambridge</b>	<b>31/07/2013</b>	<b>201309621</b>
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Following reports of intermittent operation, the air conditioning compressor motor and associated shroud were found with evidence of fire/overheat damage. Work card raised to carry out replacement of motor and shroud and both new parts fitted. Operator and CAMO informed of findings. Due to the location of the motor (in the tail cone area), no overheat or fire detection would have been activated. Therefore, the event would only have been detectable by the failure of the air conditioning. There were no reports of a C/B tripped during the investigation. Suspect internal motor failure.

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<b>CESSNA 525</b>	<b>UNKNOWN</b>	<b>Unknown</b>	<b>EGQL (ADX) : Leuchars Ab</b>	<b>21/08/2013</b>	<b>201310832</b>
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UK AIRPROX 2013/117 - Military aircraft and a C525, approx 5nm Northwest of Leuchars.

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<b>CESSNA 560</b>	<b>UNKNOWN</b>	<b>Normal descent</b>	<b>EGGW (LTN): London/Luton</b>	<b>24/05/2013</b>	<b>201305932</b>
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C560 in descent cleared to 6000ft was observed to descend through 5700ft, subsequently leaving CAS. TC advised C560 they had left CAS, placed the aircraft under a DS and allowed them to maintain 5000ft. The C560 then rejoined CAS, TC re-established a RCS and issued the pilot a further descent to 4000ft. The flight continued without further incident.

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<b>CFM STREAK SHADOW</b>	<b>BOMBARDIER ROTAX 582</b>	<b>Landing</b>	<b>Stoke Golding, Leicestershire</b>	<b>10/08/2013</b>	<b>201310221</b>
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UK Reportable Accident: Nose leg collapsed on landing. One POB, no injuries reported. Subject to AAIB AARF investigation.

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<b>CHRISTEN A1</b>	<b>LYCOMING 360 FAMILY</b>	<b>Landing: Other</b>	<b>Loch Awe</b>	<b>07/08/2013</b>	<b>201309921</b>
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UK Reportable Accident: Aircraft overturned after landing on water. Two POB, no injuries reported. Subject to AAIB AARF investigation.

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<b>CIRRUS SR20</b>	<b>CONTINENTAL (TELEDYNE) USA 360 FAMILY</b>	<b>En-route</b>	<b>EGHI (SOU): Southampton</b>	<b>17/06/2013</b>	<b>201307064</b>
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MAYDAY declared due to rough running engine.  
The aircraft was diverted and landed safely but lost engine power upon landing. The fire services were in attendance who towed the aircraft to stand.

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<b>CIRRUS SR20</b>	<b>CONTINENTAL (TELEDYNE) USA 346 FAMILY</b>	<b>Emergency descent during approach</b>	<b>LFHH : Vienne Reventin</b>	<b>28/07/2013</b>	<b>201309928</b>
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Foreign Accident: MAYDAY declared (suspected due to engine trouble). Aircraft landed in a field near the airport. Three POB, no injuries. Unknown damage to aircraft. Subject to Foreign Authority investigation.

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<b>CIRRUS SR20</b>	<b>CONTINENTAL (TELEDYNE) USA 346 FAMILY</b>	<b>Final approach</b>	<b>EGMC (SEN): Southend</b>	<b>28/08/2013</b>	<b>201310912</b>
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SR20 reported seeing a model aircraft flying at approx 900ft on a 2.5nm final for R/W06. Authorities informed.

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<b>CIRRUS SR22</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>en route</b>	<b>21/05/2013</b>	<b>201305817</b>
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Reported engine technical problems. Aircraft diverted. ATC declared a full emergency.

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<b>CIRRUS SR22</b>	<b>CONTINENTAL (TELEDYNE) USA 550 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGPH (EDI): Edinburgh</b>	<b>13/05/2013</b>	<b>201305335</b>
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VFR SR22 allegedly exceeded their ATC required altitude.

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<b>CIRRUS SR22</b>	<b>CONTINENTAL (TELEDYNE) USA 550 FAMILY</b>	<b>Initial climb</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>04/06/2013</b>	<b>201306443</b>
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Trail of white smoke observed coming from the aircraft. Aircraft returned.  
No more smoke was seen once it had joined the downwind leg. Full emergency instigated by ATC.

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<b>CIRRUS SR22</b>	<b>UNKNOWN</b>	<b>Initial Approach</b>	<b>EGLD : Denham</b>	<b>01/07/2013</b>	<b>201307789</b>
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Infringement of the Heathrow CTR (Class A) by an SR22. The SR22 appears to have mistaken Northolt for Denham and reached one mile final for R/W25 at Northolt before turning clear.  
Northolt and Heathrow traffic affected. The pilot concerned has been contacted prior to his return flight and will receive a full briefing regarding departure procedures.

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<b>CIRRUS SR22</b>	<b>CONTINENTAL (TELEDYNE) USA 550 FAMILY</b>	<b>Cruise</b>	<b>EGSS (STN): London/Stansted</b>	<b>05/07/2013</b>	<b>201308052</b>
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Infringement of the Stansted CTA 2 (Class D) by an SR22 squawking 7000 at 1900ft. Standard separation maintained.  
It has subsequently been revealed that the pilot had been distracted by clearing a radio fault which had prevented him from using the RT and making use of the Farnborough LARS service. He had then missed the 1500ft base of the Stansted CTA.

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<b>CIRRUS SR22</b>	<b>CONTINENTAL (TELEDYNE) USA 550 FAMILY</b>	<b>Cruise</b>	<b>BNN</b>	<b>08/07/2013</b>	<b>201308152</b>
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Infringement of the Luton CTR (Class D) by an SR22 squawking 5030 at 2300ft. Standard separation maintained.  
Pilot had called on frequency East of LAM and given a 5030 squawk and a Basic Service. Aircraft was subsequently observed turning North at BNN and inside the CTR and was given immediate instructions to fly West to the leave the zone. Pilot had believed he was in the FIR with a base of 2500ft QNH. He acknowledges that he may have misinterpreted his map.

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<b>CIRRUS SR22</b>	<b>UNKNOWN</b>	<b>Normal descent</b>	<b>EGJB (GCI): Guernsey, Channel Is.</b>	<b>28/08/2013</b>	<b>201310922</b>
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Loss of separation between an SR22 and a Trislander due to ATC coordination and poor presentation issues.

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COMCO IKARUS IKARUS C42	BOMBARDIER ROTAX	Level off- touchdown	Bellarena Airfield	14/07/2013	201310008
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UK Reportable Accident: Aircraft suffered a hard/heavy landing. Two POB, no injuries reported. Damage to be advised. Subject to AAIB AARF investigation.

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COMMANDER 114	UNKNOWN	Cruise	EGHI (SOU): Southampton	22/08/2013	201310644
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Infringement of the Solent CTA (Class D) by a Rockwell 114B at 3300ft. Blind calls made without response. Standard separation maintained. Pilot error acknowledged.

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CYCLONE AIRSPORTS AX2000	BOMBARDIER ROTAX 582	Unknown	EGTU : Dunkeswell	09/08/2013	201310184
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UK Reportable Accident: Engine failure and forced landing in field, structural damage. One POB, no injuries reported. Subject to AAIB AARF investigation.

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DE HAVILLAND DH60	DE HAVILLAND GIPSY III	Landing	Cannons Ashby House, Cannon Ashby	12/08/2013	201310340
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UK Reportable Accident: Forced landing due to engine problems. Extensive damage. Two POB serious injuries. Subject to AAIB AARF investigation.

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DE HAVILLAND DH82	UNKNOWN	Cruise	EGWN : Halton	18/08/2013	201310562
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Alleged infringement of the RAF Halton ATZ (Class G) by an aircraft believed to be a Tiger Moth at 1600ft.

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DE HAVILLAND DHC1	UNKNOWN	Cruise	EGHF : Lee-On-Solent	06/07/2013	201308260
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UK AIRPROX 2013/069 - DHC1 and a PA24, 2.5nm Southwest of Lee-on-Solent in Class G airspace. Traffic info given.

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DIAMOND DA42	UNKNOWN	En-route	EGMC (SEN): Southend	18/06/2013	201307095
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PAN declared due to engine problem.

The aircraft requested to return to the departing airport. It was descended below CAS and landed safely. All the relevant agencies were notified of the incident.

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DIAMOND DA42	THIELERT Centurion 1.7 (TAE 125)	Climb to cruising level or altitude	En route	19/07/2013	201309872
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RH engine FADEC failure.

Approaching top of climb, captions 'R ECU A FAIL' and 'R ECU B FAIL' illuminated simultaneously. Engine response was normal. ECU test button had no effect on captions. Aircraft returned to base and engineers informed. Reporter is concerned that the emergency checklist contains procedures for either ECU A or B fail captions but no procedure exists in the checklist for both captions illuminating at the same time.

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<b>DRUINE D62</b>	<b>CONTINENTAL (TELEDYNE) USA 200 FAMILY</b>	<b>Cruise</b>	<b>EGHI (SOU): Southampton</b>	<b>06/08/2013</b>	<b>201309898</b>
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Infringement of the Southampton CTR (Class D) by an aircraft showing as a primary contact only, resulting in loss of separation with a Southampton inbound JS32. Avoiding action given.  
Infringing aircraft believed to be a D62.

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<b>EUROPA EUROPA</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>EGNX (EMA): NOTTINGHAM EAST MIDLANDS</b>	<b>10/08/2013</b>	<b>201310079</b>
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Infringement of the East Midlands CTA (Class D) by a Europa at 3000ft squawking 7000. Standard separation maintained.

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<b>EUROPA EUROPA</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>En-route</b>	<b>10/08/2013</b>	<b>201310154</b>
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Infringement of the Doncaster CTA (Class D) by an unknown aircraft squawking 7000 at 2500ft. Aircraft identified via Sandtoft as a Europa. Standard separation maintained.

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<b>EUROPA EUROPA</b>	<b>BOMBARDIER ROTAX 914</b>	<b>Unknown</b>	<b>Wymeswold</b>	<b>21/08/2013</b>	<b>201310629</b>
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UK Reportable Accident: Aircraft wreckage located in field close to farm strip. Two POB fatally injured. Aircraft extensively damaged. Subject to AAIB Field investigation.

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<b>EVEKTOR AEROTECHNIK EV97</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>EGNX (EMA): NOTTINGHAM EAST MIDLANDS</b>	<b>25/05/2013</b>	<b>201305928</b>
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Infringement of the East Midlands CTA (Class D) by an unknown aircraft with a London FIS squawk at 4200ft. Aircraft identified as an EV97. No other aircraft affected. London FIS were contacted and requested transfer of the unknown aircraft to East Midlands ATC. Aircraft was subsequently identified by the allocation of East Midlands squawk 4550. EV97 pilot was reminded of their responsibility to obtain clearance. Pilot apologised.

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<b>EVEKTOR AEROTECHNIK EV97</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>Little Rissington</b>	<b>30/06/2013</b>	<b>201307870</b>
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Eurostar observed flying overhead on a 210deg track at approx 500-600ft AGL. Brize Norton were called post incident. They were aware the aircraft was operating in the vicinity of Little Rissington but had no transponder details for the aircraft to determine location and track.

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<b>EVEKTOR AEROTECHNIK EV97</b>	<b>BOMBARDIER ROTAX</b>	<b>En-route</b>	<b>Arclid</b>	<b>01/08/2013</b>	<b>201309899</b>
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UK AIRPROX 2013/092 - EV97 and an unknown aircraft at 1800ft, 1nm South of Arclid airfield.

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<b>EVEKTOR AEROTECHNIK EV97</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Take-off run</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>09/08/2013</b>	<b>201310031</b>
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UK Reportable Accident: Aircraft porpoising during take-off, nosewheel collapsed. One POB no injuries. Subject to AAIB AARF investigation.

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<b>EVEKTOR AEROTECHNIK EV97</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Landing roll - off runway</b>	<b>EGPT (PSL): Perth/Scone</b>	<b>14/08/2013</b>	<b>201310383</b>
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UK Reportable Accident: Aircraft veered off runway into a field of standing crop. Two POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

<b>EVEKTOR AEROTECHNIK EV97</b>	<b>UNKNOWN</b>	<b>Maintaining position</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>20/08/2013</b>	<b>201310541</b>
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ADC instructed a Gyroplane and a EV97 to cross R/W27 and R/W22, resulting in the two aircraft passing Holding point E1 as a Jabiru crossed Taxiway E and F intersection on landing on R/W22.

<b>GARDAN GY80</b>	<b>LYCOMING 360 FAMILY</b>	<b>Level off-touchdown</b>	<b>EGBG : Leicester</b>	<b>14/08/2013</b>	<b>201310373</b>
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UK Reportable Accident: Aircraft landed with landing gear up, in a field beyond the runway. One POB, no injuries reported. Aircraft damage to be confirmed. Subject to AAIB AARF investigation.

<b>GROB G115</b>	<b>UNKNOWN</b>	<b>Final approach</b>	<b>Syerston</b>	<b>18/06/2013</b>	<b>201307457</b>
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Infringement of the Syerston ATZ (Class G) by a Grob G115. A/c is believed to have performed a low approach and go-around from R/W24.

<b>GROB G115</b>	<b>LYCOMING 360 FAMILY</b>	<b>Aerobatics (Flight test)</b>	<b>EGYE : Barkston heath</b>	<b>31/05/2013</b>	<b>201306532</b>
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PAN declared due to rapid decrease in the RPM and oil pressure. Oil light had illuminated. A successful forced recovery pattern was flown where the oil pressure remained at 25psi.

<b>GRUMMAN AA5</b>	<b>LYCOMING 320 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGBB (BHX): Birmingham</b>	<b>10/08/2013</b>	<b>201310203</b>
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Infringement of the Birmingham CTA-3 (Class D) by an unknown aircraft with altitude showing as 3700ft and continuing to climb. Aircraft identified via Mode S as a Grumman AA5. Standard separation maintained. Blind transmissions made with no response. No traffic affected.

<b>HAWKER SIDDELEY HS125</b>	<b>GARRET AIRESEARCH TFE 731 SERIES</b>	<b>Climb into traffic pattern</b>	<b>EGLC (LCY): London city</b>	<b>21/05/2013</b>	<b>201305751</b>
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Compass not aligned on departure. On departure a/c was given a heading of 080degs but turned onto 150degs towards inbound traffic. Appropriate ATC action taken. Reporter states that this is a common problem for City airport departures if aircraft do not align the compass on the runway due to a large concentration of metal under the runway.

<b>JABIRU J160</b>	<b>JABIRU 2200</b>	<b>Unknown aircraft category</b>	<b>EGSS (STN): London/Stansted</b>	<b>20/08/2013</b>	<b>201310558</b>
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Infringement of the Stansted TMZ 2 (Class G) by a Jabiru J160 showing as a primary contact only. Operator alerted.

<b>JABIRU JABIRU</b>	<b>JABIRU 2200</b>	<b>Cruise</b>	<b>Cowes</b>	<b>21/08/2013</b>	<b>201310573</b>
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Infringement of the Solent CTA (Class D) by a Jabiru at 2300ft. Blind calls made with no response. Standard separation maintained.

<b>KOLB</b>	<b>UNKNOWN</b>	<b>Landing</b>	<b>Westmill</b>	<b>26/07/2013</b>	<b>201309466</b>
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UK Reportable Accident: Forced landing in field following propeller detachment. One POB, no injuries. Subject to AAIB AARF investigation.

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<b>KOLB TWINSTAR</b>	<b>BOMBARDIER ROTAX 582</b>	<b>Initial climb</b>	<b>Arclid</b>	<b>27/07/2013</b>	<b>201310025</b>
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UK Reportable Accident: Engine failure after take-off, resulted in a forced landing causing damage to aircraft. One POB, no injuries reported. Subject to AAIB AARF investigation.

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<b>LUSCOMBE 8</b>	<b>CONTINENTAL (TELEDYNE) USA A 65 SERIES</b>	<b>Take-off run</b>	<b>EGMF : Farthing corner</b>	<b>22/07/2013</b>	<b>201309060</b>
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UK Reportable Accident: Aircraft failed to take-off due to mechanical failure. One POB, no injuries reported. Subject to AAIB AARF investigation. Landing gear and propeller damaged.

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<b>MAINAIR BLADE</b>	<b>BOMBARDIER ROTAX</b>	<b>Final approach</b>	<b>Sarn, Pwllheli</b>	<b>20/08/2013</b>	<b>201310604</b>
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UK Reportable Accident: Aircraft struck a fence on approach and pitched nose down into the ground. Two POB, no injuries reported. Aircraft substantially damaged. Subject to AAIB AARF investigation.

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<b>MAULE MT7</b>	<b>LYCOMING 540 FAMILY</b>	<b>Missed approach or go-around</b>	<b>Hinckle Grange, North Yorkshire</b>	<b>15/08/2013</b>	<b>201310532</b>
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UK Reportable Accident: Aircraft clipped trees during a go-around. Minor damage to wings. Two POB. Subject to AAIB AARF investigation.

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<b>Mooney M20</b>	<b>UNKNOWN</b>	<b>Normal descent</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>09/08/2013</b>	<b>201310057</b>
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UK AIRPROX 2013/108 - Military helicopter and a Mooney 20, in Class G airspace.

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<b>MORANE SAULNIER MS893</b>	<b>LYCOMING 360 FAMILY</b>	<b>Final approach</b>	<b>Felthorpe Airfield</b>	<b>17/08/2013</b>	<b>201310412</b>
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UK Reportable Accident: Aircraft was caught by a gust of wind on approach and collided with a tree. One POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

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<b>NORTH AMERICAN T28</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>LOREL</b>	<b>14/08/2013</b>	<b>201310334</b>
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Infringement of the LTMA (Class A) by a T28, resulting in loss of separation with a BE200. Traffic info and avoiding action given.

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<b>OTHER (IKARUS C42)</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Cruise</b>	<b>EGHI (SOU): Southampton</b>	<b>18/05/2013</b>	<b>201305600</b>
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Infringement of the Southampton CTA (Class D) by a C42 at 3000ft 15nm S of SAM. Standard separation maintained.

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<b>OTHER (Yak Formation)</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGFF (CWL): Cardiff</b>	<b>06/07/2013</b>	<b>201308179</b>
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A formation of Yak aircraft infringed the Cardiff CTA (Class D) at 2700ft climbing to 3000ft. Initially the formation did not show a callsign on Mode S, so the controller made some blind calls to them prior to the infringement to warn them to no avail. The aircraft were communicating with Swansea. No other traffic was reported being in the area. One of the pilots concerned has since spoken to Cardiff ATC and apologised for the incident.

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<b>OTHER (Dyn'Aero MCR01)</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>Aberporth EG D201</b>	<b>16/07/2013</b>	<b>201308702</b>
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Infringement of active Danger Area EG D201 (Aberporth) by a unknown aircraft squawking 7000 at 2000ft. Aircraft later identified as an MCR01. The MCR01 was found to be working Valley Radar and was transferred to Aberporth ATC, who directed the MCR01 out of the Danger Area.

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<b>OTHER (BFC Challenger II)</b>	<b>BOMBARDIER ROTAX</b>	<b>Level off-touchdown</b>	<b>Other</b>	<b>24/07/2013</b>	<b>201309517</b>
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UK Reportable Accident: Aircraft damaged during hard landing. One POB, no injuries reported. Subject to AAIB AARF investigation.

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<b>OTHER (Escapade 912)</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Circuit pattern - downwind</b>	<b>Clench Common</b>	<b>01/08/2013</b>	<b>201309687</b>
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UK AIRPROX 2013/093 - Microlight and a military aircraft in Class G airspace.

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<b>OTHER (Hawker Sea Hurricane 1B)</b>	<b>ROLLS-ROYCE Other (Merlin III)</b>	<b>Cruise</b>	<b>EGTH : OLD WARDEN AERODROME</b>	<b>11/08/2013</b>	<b>201310150</b>
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Birdstrike during display. Substantial hole punched in leading edge of RH wing. Pigeon observed during third pass of the display. An attempt was made to miss the bird but with the time available there was little change of the flight path achieved. Very slight impact was felt through the airframe. No damage visible and all indications normal so pilot elected to continue with display.

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<b>OTHER (MW5 Sorcerer)</b>	<b>BOMBARDIER ROTAX 447</b>	<b>Landing</b>	<b>Landulph, Saltash</b>	<b>10/08/2013</b>	<b>201310183</b>
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UK Reportable Accident: Engine failure. Aircraft hit obstacle during forced landing. One POB no injuries. Subject to AAIB AARF investigation.

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<b>OTHER (SLA 80 Executive)</b>	<b>BOMBARDIER ROTAX 912</b>	<b>Landing</b>	<b>Stoke, Kent</b>	<b>10/08/2013</b>	<b>201310214</b>
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UK Reportable Accident: Heavy landing. Two POB, no injuries reported. Subject to AAIB AARF investigation.

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<b>OTHER (Valentin Taifun 17E)</b>	<b>UNKNOWN</b>	<b>Level off-touchdown</b>	<b>Weybourne (Muckleburgh) Airfield</b>	<b>11/08/2013</b>	<b>201310345</b>
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UK Reportable Accident: LH landing gear collapsed following a hard landing. One POB, no injuries reported. Subject to AAIB AARF investigation.

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<b>OTHER (UNKNOWN)</b>	<b>UNKNOWN</b>	<b>Unknown aircraft category</b>	<b>EGNM (LBA): LEEDS BRADFORD</b>	<b>16/08/2013</b>	<b>201310404</b>
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Infringement of the Leeds/Bradford CTR (Class D) by an unknown aircraft showing as a primary contact only. Aircraft identified from Tower as a microlight. Departures suspended. Standard separation maintained. Traffic info given.

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<b>PAC 750XL</b>	<b>UNKNOWN</b>	<b>Climb to cruising level or altitude</b>	<b>Hinton-in-the-Hedges</b>	<b>23/08/2013</b>	<b>201310721</b>
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UK AIRPROX 2013/119 - PAC 750 and a military aircraft, 3.2nm North of the Hinton-in-the-Hedges parachute drop zone.

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<b>PARTENAVIA P68</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGGP (LPL): Liverpool</b>	<b>05/08/2013</b>	<b>201310206</b>
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Cracked leading edge wing ribs.

Aircraft became difficult to maintain straight and level flight, either heading could be held or wings level but not both. On checking the RH wing, downward distortion on the wingtip was observed. Leading edge has been removed and the structure has been cleaned in order to carry out a repair in accordance with manufacturer data.

<b>PARTENAVIA P68</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGLC (LCY): London city</b>	<b>23/08/2013</b>	<b>201310680</b>
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Loss of separation between a P68 and a C560. STCA/SMF activated.

P68 was operating at 1500ft SVFR. C560 was a London City inbound at 2500ft being vectored downwind for the ILS to R/W09. The C560 was coordinated to remain at 2500ft. However, after the aircraft passed each other, STCA activated due to the C560 being descended to 2000ft in order to meet the required altitude to start the approach.

<b>PARTENAVIA P68</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGWU (NHT): Northolt</b>	<b>25/06/2013</b>	<b>201307536</b>
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PAN declared due to engine failure. Aircraft returned.

Initially the pilot reported having an engine problem, then stated he had an engine failure. Oil pressure was zero, with the oil temperature being extremely high. The aircraft began yawing to the left. The controller contacted D&D, gave the pilot position guidance and diverted the aircraft where it landed with one engine.

<b>PIEL CP320</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGSS (STN): London/Stansted</b>	<b>04/08/2013</b>	<b>201309768</b>
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Infringement of the Stansted CTR (Class D) by a Piel CP 320 squawking 7000 indicating 1800ft. Traffic info and avoiding action given. Separation lost.

<b>PIPER J3C</b>	<b>CONTINENTAL (TELEDYNE) USA C 90 SERIES</b>	<b>Standing : Engine(s) Not Operating</b>	<b>EGKA (ESH): Shoreham</b>	<b>20/04/2013</b>	<b>201305947</b>
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External sulphurous smell during taxi following refuelling.

The smell was noticed as the a/c taxied to its hangar following refuelling. Other operators on the airfield had noticed a similar problem. The airport operator was alerted who stated that the fuel supplier had tested the fuel and no contamination was found. No performance or maintenance issues reported.

<b>PIPER PA23</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>EGLF (FAB): Farnborough civil</b>	<b>09/08/2013</b>	<b>201310026</b>
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UK AIRPROX 2013/104 - PA23 and a military helicopter. Traffic info given.

<b>PIPER PA24</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>EGNX (EMA): NOTTINGHAM EAST MIDLANDS</b>	<b>09/08/2013</b>	<b>201310017</b>
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Infringement of the Nottingham East Midlands CTA (Class D) by a PA24 at 2300ft, showing a London FIR squawk.

ATCO contacted London FIR North who identified the aircraft as a PA24 and transferred the aircraft to Nottingham East Midlands APP. An inbound A321 was vectored clear and instructed to stop descent at 4000ft. Appropriate CAA action being taken as a result of this incident.

<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Normal descent</b>	<b>EGLC (LCY): London city</b>	<b>23/07/2013</b>	<b>201309172</b>
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UK AIRPROX 2013/095 - RJ100 and a PA28. RJ100 received/complied with a TCAS RA to monitor V/S.

<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Climb to cruising level or altitude</b>	<b>EGGW (LTN): London/Luton</b>	<b>25/06/2013</b>	<b>201307480</b>
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Infringement of the Luton CTR (Class D) on two occasions by a PA28 piloted by a solo student. Traffic info given. Check all imposed. Blind calls were made.

It has subsequently been revealed that the student pilot was undertaking his first solo navigation flight and had become lost. He called Farnborough and declared a Pan. Pilot was assigned a squawk 5031 and given QNH. Aircraft was advised to continue tracking northbound to leave the Luton zone. The CFI of the flying club has been alerted and has taken appropriate action. Review of the radar reply confirmed that there was no loss of separation.

<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>BNN</b>	<b>05/07/2013</b>	<b>201308051</b>
Infringement of the London TMA (Class A) by a PA28 squawking 4670 indicating 2700ft (base 2500ft). CAIT activated. Standard separation maintained. Pilot had reported at 2700ft on first contact and had been asked to remain outside controlled airspace. Aircraft was identified with Mode S.					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Normal descent</b>	<b>EGHH (BOH): Bournemouth/Hurn</b>	<b>01/08/2013</b>	<b>201309612</b>
Infringement of the Bournemouth CTR (Class D) by a PA28 squawking 7000 at 1300ft. Standard separation maintained.					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Unknown</b>	<b>EGBP : KEMBLE</b>	<b>09/08/2013</b>	<b>201310250</b>
UK AIRPROX 2013/106 - Two PA28s at 1000ft end of downwind circuit at Kemble.					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Landing</b>	<b>EGSC (CBG): Cambridge</b>	<b>14/08/2013</b>	<b>201310330</b>
An unknown aircraft landed on R/W23 without ATC clearance. Aircraft identified as a PA28.					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>ORTAC</b>	<b>20/08/2013</b>	<b>201310539</b>
Infringement of the Channel Island CTR (Class A) by a PA28 at 3000ft. After several blind transmissions, PA28 reported on frequency South of ORTAC and advised that a radio failure prevented earlier contact.					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Normal descent</b>	<b>EGWN : Halton</b>	<b>10/07/2013</b>	<b>201310607</b>
UK AIRPROX - 2013/113 - EV97 and a PA28 at 2600ft at Halton.					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Taxi to runway</b>	<b>EGBO : WOLVERHAMPTON</b>	<b>21/08/2013</b>	<b>201310610</b>
Runway incursion. PA28 instructed to remain clear of R/W22 was observed to cross R/W22. PA28 had been given approval to taxi to Holding point R/W22 via R/W34, however the PA28 taxied in the wrong direction towards active R/W22. When questioned, the pilot requested the use of R/W16. PA28 was given detailed taxi instructions to taxi onto R/W28 then R/W34 but to remain clear of R/W22. The PA28's initial readback omitted the requirement to remain clear of R/W22, but was read back correctly after FISO repeated the instruction. FISO then observed the PA28 crossing R/W22.					
<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGDO : Predannack Navy</b>	<b>22/08/2013</b>	<b>201310715</b>
Alleged infringement of the RNAS Predannack ATZ (Class G) by a PA28.					
<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>Weston on the Green</b>	<b>06/08/2013</b>	<b>201310819</b>
Infringement of active Danger Area EG D129 (Weston on the Green) by an unknown aircraft with Mode C indicating 1400ft. Aircraft identified via Oxford as a PA28. Traffic info given. Traffic info was given to a paratropping aircraft, in climb to cleared FL120. Reporter stated it was not known whether any parachutists were in the air at the time of the infringement.					



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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route: Other</b>	<b>EGSH (NWI): Norwich</b>	<b>09/06/2013</b>	<b>201306738</b>
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Aircraft returned due to rudder control restriction.  
The pilot did not declare an emergency but a local standby was initiated at the airfield as a precaution. The aircraft landed safely and was able to taxi without assistance.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGLL (LHR): London/Heathrow</b>	<b>09/07/2013</b>	<b>201308232</b>
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An unknown track infringed the London CTR (Class A) at 2000ft. Traffic info was passed. Aircraft subsequently identified as a PA28.  
The controller was with a trainee and had traffic at the time downwind from LAM and dropping from FL70 to an altitude. The pilot concerned is to be alerted to this incident.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGLL (LHR): London/Heathrow</b>	<b>18/07/2013</b>	<b>201308791</b>
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Infringement of the LTMA (Class A) by a PA28 at 2800ft. There were no other aircraft in the immediate area.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>En-route</b>	<b>EGHI (SOU): Southampton</b>	<b>04/08/2013</b>	<b>201309686</b>
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Infringement of the Solent CTA (Class D) by a PA28 squawking 7377 indicating 2400ft. Traffic info and avoiding action given. Standard separation maintained.

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<b>PIPER PA28</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>SKERY</b>	<b>24/08/2013</b>	<b>201310724</b>
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Avoiding action issued to a PA28 at FL60 against a BE200 descending on a reciprocal track through FL75. Traffic info also given. Both aircraft IFR.  
BE200 had been transferred to London frequency 126.075 at FL100. On observing the BE200's subsequent RoD and the proximity of the aircraft, Jersey  
ATC instructed the PA28 to turn immediately left heading 090deg.

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<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGLF (FAB): Farnborough civil</b>	<b>29/05/2013</b>	<b>201306131</b>
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Aircraft carried out touch and go after being cleared to land twice.  
Pilot was not cleared for touch and go and apologised to ATC.

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<b>PIPER PA28</b>	<b>UNKNOWN</b>	<b>Normal descent</b>	<b>EGVN (BZZ): Brize norton</b>	<b>07/08/2013</b>	<b>201310314</b>
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UK AIRPROX 2013/109 - Military aircraft and a PA28. Military aircraft received/complied with a TCAS RA.

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<b>PIPER PA28</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>En route</b>	<b>16/08/2013</b>	<b>201310409</b>
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Aircraft diverted following RT failure.  
ATC noticed the aircraft squawking 7600 in the vicinity of the BCN VOR and by process of elimination, identified the aircraft. The aircraft was observed turning towards Cardiff and was asked if he was diverting there and if so, to make a LH turn. The LH turn was observed and the pilot was given instructions to route towards the docks for R/W30. A full emergency was initiated at the aerodrome and the aircraft landed safely.

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PIPER PA28	LYCOMING 360 FAMILY	En-route	EGKR (KRH): Redhill	10/07/2013	201308294
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PA28 infringed the Gatwick CTR (Class D) at 1900ft. Traffic info was passed. Separation lost.  
This infringement affected two inbound flights. The first one was broken off the approach, which subsequently delayed another flight behind. The operator of the aircraft has been fully alerted to the incident and appropriate action has been taken.

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PIPER PA28	OTHER (Not Applicable)	Final approach	EGBW : Wellesbourne mountford	24/07/2013	201309328
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UK AIRPROX 2013/089 - An R44 and a PA18.

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PIPER PA28	LYCOMING 360 FAMILY	Cruise	EGHI (SOU): Southampton	03/08/2013	201309667
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Infringement of the Solent CTA (Class D) by a PA 28 at 4200ft. Several blind transmissions made with no response. Standard separation maintained.  
Pilot error acknowledged.

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PIPER PA28R	LYCOMING 360 FAMILY	Emergency landing or off- runway landing	Hertford	29/07/2013	201309464
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UK Reportable Accident: Aircraft made a forced landing in a field. One POB, no injuries. Aircraft substantially damaged. Subject to AAIB AARF investigation.

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PIPER PA28R	LYCOMING 360 FAMILY	En-route	EGNM (LBA): LEEDS BRADFORD	27/07/2013	201309315
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A PA28R infringed the Leeds CTA (Class D) at 4000ft. No other aircraft was reported to be in the area at the time of the incident.  
The a/c was noted approaching CAS wearing a London Info conspicuity code. The aircraft was transferred (it was already inside CAS) and it called requesting a BS. The aircraft was then placed under a radar control service. The pilot was requested to call ATC once he had landed but no call was allegedly received.

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PIPER PA28R	CONTINENTAL (TELEDYNE) USA 360 FAMILY	Cruise	EGGW (LTN): London/Luton	06/08/2013	201309834
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Infringement of Luton CTR (Class D) by a PA28R at 2200ft. Check all initiated. Standard separation maintained.

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PIPER PA31	UNKNOWN	Unknown	En-route	19/08/2013	201310835
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UK AIRPROX 2013/118 - LS8 glider and a PA31.

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PIPER PA31	LYCOMING 540 FAMILY	Initial climb	EGMD (LYX): Lydd	30/06/2013	201307791
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Precautionary engine shutdown due to rough running engine. Aircraft returned.  
Power surges and violent vibrations felt shortly after setting climb power. Pilot elected to shutdown nr1 engine and requested immediate return. Investigation under 201305606.

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PIPER PA31	LYCOMING 540 FAMILY	Normal descent	EGAA (BFS): Belfast/Aldergrove	25/05/2013	201306499
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Upon selecting landing gear, only two green lights showed.  
The pilot contacted tower to request a low pass to see whether the landing gear had extended fully or not. Upon recycling the system, the aircraft landed safely. Aircraft investigation found a defective microswitch.

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PIPER PA32	LYCOMING 540 FAMILY	Cruise	EGD 009	14/06/2013	201307057
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Infringement of EGD009 and EGD009A (Danger Areas) by a PA32.

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<b>PIPER PA34</b>	<b>UNKNOWN</b>	<b>Climb to cruising level or altitude</b>	<b>EGBB (BHX): Birmingham</b>	<b>20/05/2013</b>	<b>201305736</b>
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PA34 did not comply with a standard missed approach procedure and climbed to 2200ft instead of 1500ft, subsequently infringing the Birmingham CTA-2 (Class D). Standard separation maintained.  
Following ILS training to R/W23, Coventry APP controller had cleared the PA34 for a standard missed approach procedure. The PA34 was then observed climbing above the standard missed approach altitude and was instructed to descend immediately to not above 1500ft.

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<b>PIPER PA34</b>	<b>CONTINENTAL (TELEDYNE) USA 346 FAMILY</b>	<b>Landing roll - on runway</b>	<b>EGNV (MME): TEESIDE</b>	<b>28/07/2013</b>	<b>201309334</b>
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UK Reportable Accident: Aircraft returned with undercarriage problem. LH main landing gear collapsed after landing. Two POB, no injuries. A/c substantially damaged. Subject to AAIB AARF investigation.

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<b>PIPER PA34</b>	<b>CONTINENTAL (TELEDYNE) USA 346 FAMILY</b>	<b>En-route</b>	<b>EGBB (BHX): Birmingham</b>	<b>01/08/2013</b>	<b>201309585</b>
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Infringement of the Birmingham CTR (Class D) by a PA34 squawking 7000 at 4000ft. Check all instigated. D&D made a blind transmission on 121.5 and aircraft was observed vacating CAS. Standard separation maintained.

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<b>PIPER PA34</b>	<b>LYCOMING 360 FAMILY</b>	<b>Take-off run</b>	<b>EGPC (WIC): Wick</b>	<b>28/05/2013</b>	<b>201306069</b>
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Aircraft departed R/W13 without take-off clearance. Traffic info was given on an inbound aircraft and separation minima was maintained. The aircraft was told to enter and backtrack R/W13, given his clearance and asked to report ready for departure. Without reporting ready, the aircraft was seen to take-off. The pilot was informed once airborne.

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<b>PITTS S1S</b>	<b>LYCOMING 360 FAMILY</b>	<b>Landing roll - on runway</b>	<b>EGBG : Leicester</b>	<b>10/08/2013</b>	<b>201310222</b>
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UK Reportable Accident: Ground loop on landing. One POB no injuries. Subject to AAIB AARF investigation.

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<b>RANS S6 (ESD (Modified))</b>	<b>BOMBARDIER ROTAX 582</b>	<b>Take-off: Other</b>	<b>EGKR (KRH): Redhill</b>	<b>28/08/2013</b>	<b>201310868</b>
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UK Reportable Accident: Aircraft crashed following touch and go. One POB fatally injured. Aircraft destroyed. Subject to AAIB Field investigation.

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<b>RANS S6</b>	<b>BOMBARDIER ROTAX 582</b>	<b>Cruise</b>	<b>Thornbury</b>	<b>07/07/2013</b>	<b>201308100</b>
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PAN declared and forced landing made in a field due to engine malfunction. Two POB, no injuries reported and no damage to the aircraft. Radar controller received the PAN call but the transmission was difficult to understand. A small intermittent primary return was observed followed by a short transponder response. D&D were informed along with airports nearby and the local authorities, and another aircraft (PA28) in the vicinity was requested to assist in ascertaining the aircraft. The PA28 located the aircraft in a field, closely followed by a police helicopter which landed at the scene.

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<b>RANS S6</b>	<b>JABIRU 2200</b>	<b>Cruise</b>	<b>EGCN : DONCASTER SHEFFIELD</b>	<b>08/08/2013</b>	<b>201310003</b>
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Infringement of the Doncaster Sheffield CTA (Class D) by an S6 at 4400ft. Standard separation maintained.  
The microlight pilot had contacted Waddington who instructed the pilot to call Liverpool ATC. The pilot subsequently called Liverpool ATC and was informed they were inside CAS and should vacate immediately. The microlight took up an Easterly track, reportedly unaware that the track would put them on a heading towards a para drop site. Liverpool ATC advised the pilot of the para drop site, the pilot then took up a track to avoid the site and left CAS.

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<b>RAYTHEON 390</b>	<b>WILLIAMS FJ44</b>	<b>Initial climb</b>	<b>EGNR : Hawarden</b>	<b>28/05/2013</b>	<b>201306087</b>
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PAN declared due to undercarriage problems on initial climb. Aircraft returned.  
Aircraft requested to stay in the local area to try to resolve the issue. After recycling the undercarriage, the pilot informed the controller the undercarriage was now fully locked down and wanted to make an approach to land. Aircraft landed safely. Fire services attended.

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<b>ROCKWELL 112</b>	<b>LYCOMING 360 FAMILY</b>	<b>Cruise</b>	<b>EGLC (LCY): London city</b>	<b>17/07/2013</b>	<b>201308714</b>
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Infringement of the London City CTA (Class D) by a Rockwell 112 at 1800ft. Standard separation maintained.

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<b>ROCKWELL 112</b>	<b>LYCOMING 360 FAMILY</b>	<b>En-route</b>	<b>EGMD (LYX): Lydd</b>	<b>25/05/2013</b>	<b>201305946</b>
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PAN declared due to undercarriage problem reported.  
Aircraft requested to return to base for a low approach possibly to land. All three wheels were observed to be down but still only indicating two green lights. The aircraft proceeded to land safely with emergency services present.

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<b>ROCKWELL 114</b>	<b>LYCOMING 540 FAMILY</b>	<b>En-route</b>	<b>EGKK (LGW): London/Gatwick</b>	<b>02/07/2013</b>	<b>201307945</b>
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Infringement of the Gatwick CTR (Class D) by a Rockwell 114 squawking 3767. CAIT activated. Standard separation maintained.  
The investigation has revealed that this was a visiting aircraft and is unlikely to return again. The pilot had made a previous departure in the day without any issues and Redhill did not have any concerns regarding his second departure. However, on this occasion, it would appear that the left turn after departure was a little late.

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<b>SCHLEICHER ASH25E</b>	<b>OTHER (Mid-West AE 50R)</b>	<b>Unknown</b>	<b>52 18 44 N / 0 13 59 W</b>	<b>05/08/2013</b>	<b>201309901</b>
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UK AIRPROX 2013/097 - Schleicher ASH25 and a Cessna.

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<b>SCOTTISH AVIATION BULLDOG</b>	<b>LYCOMING 360 FAMILY</b>	<b>Unknown</b>	<b>Olney</b>	<b>09/08/2013</b>	<b>201310249</b>
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UK AIRPROX 2013/105 - Bulldog and a Glider at 3500ft 2nm West of Olney.

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<b>SCOTTISH AVIATION BULLDOG</b>	<b>LYCOMING 360 FAMILY</b>	<b>Aerobatics</b>	<b>En-route</b>	<b>02/06/2013</b>	<b>201306448</b>
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MAYDAY declared due to loss of oil pressure. Aircraft returned.  
Aircraft landed safely with RFFS in attendance.

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<b>SOCATA TB10</b>	<b>LYCOMING 360 FAMILY</b>	<b>Scheduled maintenance</b>	<b>Unknown</b>	<b>30/03/2011</b>	<b>201116068</b>
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Multiple maintenance issues discovered when aircraft presented for annual inspection.  
Issues include wear and corrosion to airframe and structures, various instruments not working, incorrect and time expired parts and documentation missing and/or not valid.

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<b>SOCATA TB20</b>	<b>LYCOMING 540 FAMILY</b>	<b>En-route</b>	<b>EGNM (LBA): LEEDS BRADFORD</b>	<b>27/07/2013</b>	<b>201309326</b>
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A TB20 infringed the Leeds CTR (Class D) at 2000ft. There were no other aircraft in the area at the time of the incident.  
The aircraft was asked to join downwind LH for R/W14. The aircraft was then seen to cross R/W14 climb out. A new instruction to join the circuit was then issued.

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<b>SOCATA TB20</b>	<b>CONTINENTAL (TELEDYNE) USA 520 FAMILY</b>	<b>Standing : Engine(s) Not Operating</b>	<b>EGSC (CBG): Cambridge</b>	<b>23/07/2013</b>	<b>201309541</b>
Propeller damage. The aircraft had arrived and been pushed into the hangar using its own hand tow bar and with the propeller horizontal. An hour later, one of the base pilots reported that there was damage to the propeller tips. Enquiries were made with ATC and the departure airfield but nothing unusual had occurred. A thorough inspection of the runway and taxiway was also carried out, with no evidence of damage. The reporter is concerned over potential damage to the engine and/or mountings.					
<b>SOCATA TB20</b>	<b>LYCOMING 540 FAMILY</b>	<b>En-route</b>	<b>EGKK (LGW): London/Gatwick</b>	<b>01/08/2013</b>	<b>201309596</b>
Infringement of the Gatwick CTR (Class D) by a TB20 squawking 7000 at 2400ft. Traffic info and avoiding action given. Standard separation maintained. Squawk was observed to change to a 0432 and aircraft identified by Farnborough LARS.					
<b>SOCATA TB9</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>KELTY</b>	<b>09/06/2013</b>	<b>201306648</b>
Infringement of the Edinburgh CTR (Class D) by a TB9. Traffic info given. Standard separation maintained. Blind transmissions made to no effect.					
<b>SOCATA TB9</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGBB (BHX): Birmingham</b>	<b>05/07/2013</b>	<b>201308081</b>
Infringement of the Birmingham CTA (Class D) by a TB9 squawking 0401 at 2500ft. Traffic info and avoiding action given. Standard separation maintained. Aircraft subsequently contacted Birmingham requesting identification and a vector to Swindon. A squawk of 0401 was issued and aircraft identified. When questioned pilot stated that he had been flying at 2500ft during his transit which indicated that aircraft had infringed CTA-8 and CTA-2. ATC suggested a heading to fly and obtained a contact number for him before handing aircraft over to Brize Norton.					
<b>SOCATA TBM700</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>En route</b>	<b>26/05/2013</b>	<b>201305954</b>
Loss of autopilot. Failed to maintain heading and altitude. Aircraft observed deviating from heading on a couple of occasions and had difficulty maintaining flight level, but was always within 200ft of assigned level.					
<b>STAMPE SV4</b>	<b>BRISTOL GIPSY MAJOR</b>	<b>Cruise</b>	<b>Damyns Hall</b>	<b>01/08/2013</b>	<b>201309598</b>
Infringement of the London TMA (Class A) by a Stampe SV4 at 2800ft. Two City inbound aircraft repositioned. Standard separation maintained.					
<b>STODDARD HAMILTON GLASAIR</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>LOS</b>	<b>03/06/2013</b>	<b>201306379</b>
Glasair was cleared to transit the Aberdeen CTR at 5000ft but was seen climbing through 5800ft. Standard separation maintained. The pilot's report indicates that when he was given "own navigation" he assumed that included in a vertical sense. The lesson has been learnt.					
<b>SUPERMARINE SPITFIRE</b>	<b>ROLLS-ROYCE V1650 (MERLIN)</b>	<b>En-route</b>	<b>BKY</b>	<b>11/08/2013</b>	<b>201310101</b>
Infringement of the Stansted CTA (Class D) by a Spitfire squawking 7000 with maximum Mode C 2800ft. CAIT activated. Standard separation maintained.					
<b>SWEARINGEN SA226</b>	<b>GARRET AIRESEARCH TPE 331 FAMILY</b>	<b>En-route</b>	<b>EGJJ (JER): Jersey, Channel Is.</b>	<b>10/07/2013</b>	<b>201308301</b>
SA226 infringed the Channel Islands CTR (Class A) at FL104. No other traffic was in the area at the time. The aircraft was requested to leave the area by turning eastbound, which the aircraft did. The Jersey Controller contacted Brest to notify them that clearance must be obtained before entry.					

<b>TECNAM (P2006T)</b>	<b>BOMBARDIER ROTAX</b>	<b>Normal descent</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>05/08/2013</b>	<b>201309766</b>
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Tecnam reported interference on frequency 128.550 whilst being vectored for an ILS approach to R/W27. Interference was described as international speech with occasional music. Tecnam stated that the interference was very distracting. ATC commented that several aircraft had reported this type of incident over the past two days. The frequency has been placed out of service until the situation is resolved. OFCOM informed.

<b>UNKNOWN</b>	<b>UNKNOWN</b>	<b>Unknown</b>	<b>EGGW (LTN): London/Luton</b>	<b>05/07/2013</b>	<b>201308014</b>
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Infringement of the Luton CTR (Class D) by an unknown contact squawking 7000 at 1500ft tracking North. CAIT activated. Traffic info given to inbound PC12. It has subsequently been revealed that the aircraft had been observed leaving Dunstable delegated airspace tracking South and remained within the horizontal confines of the ridge soaring area. It continued South of the final approach centreline, before turning right onto a Northerly track, back into the delegated Dunstable airspace. Gliding club has been contacted and incident has been discussed.

<b>UNKNOWN</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGGW (LTN): London/Luton</b>	<b>26/07/2013</b>	<b>201309280</b>
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A microlight infringed the Luton CTR (Class D). No other aircraft were reported in the area at the time of the incident. The infringement was observed by the TWR controllers. The microlight was in the area between 1115hrs and 1130hrs on four separate occasions.

<b>UNKNOWN</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGHI (SOU): Southampton</b>	<b>01/08/2013</b>	<b>201309629</b>
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Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with a Southampton inbound Trislander. Traffic info and avoiding action given. Avoiding action was also given to a Southampton inbound EMB190. The infringer tracked Northwest and eventually left CAS before fading from radar cover.

<b>UNKNOWN</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>SAM</b>	<b>02/08/2013</b>	<b>201309651</b>
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Infringement of the Southampton CTR (Class D) by an unknown aircraft showing as a primary contact only, resulting in loss of separation with a PA28 on ILS training. Traffic info and avoiding action given. The PA28 was vectored clear of the infringer. ATC allowed the PA28 to continue with their ILS training once the infringer had left CAS.

<b>UNKNOWN</b>	<b>UNKNOWN</b>	<b>Approach</b>	<b>EGVO (ODH): Odiham</b>	<b>10/08/2013</b>	<b>201310302</b>
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UK AIRPROX 2013/110 - Military training aircraft and two microlights.

<b>UNKNOWN</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGGD (BRS): Bristol/Lulsgate</b>	<b>22/08/2013</b>	<b>201310631</b>
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Infringement of the Bristol CTR (Class D) by a primary contact only, resulting in loss of separation with Bristol traffic. Traffic info given.

<b>UNKNOWN</b>	<b>UNKNOWN</b>	<b>Unknown aircraft category</b>	<b>The Needles</b>	<b>26/08/2013</b>	<b>201310757</b>
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Infringement of the Solent CTA (Class D) by an unknown aircraft squawking 0011 indicating 2700ft resulting in a loss of separation against an inbound Trislander. Blind calls made with no response. Traffic info and avoiding action given. Bournemouth confirmed they were not working the aircraft.

<b>VANS RV9</b>	<b>OTHER (Wilksch WAM-120)</b>	<b>Circuit pattern - downwind</b>	<b>EGBW : Wellesbourne mountford</b>	<b>06/08/2013</b>	<b>201309946</b>
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UK Reportable Accident: Engine failure. Aircraft inverted after making a forced landing in a field. One POB, no injuries. Damage to aircraft unknown. Subject to AAIB AARF investigation.

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<b>YAKOVLEV C11</b>	<b>SHVETSOV ASH-21</b>	<b>Taxi</b>	<b>EGTB : Wycombe Air Park/Booker</b>	<b>11/08/2013</b>	<b>201310217</b>
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UK Reportable Accident: LH gear collapsed during taxi. One POB, no injuries reported. Subject to AAIB AARF investigation.

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<b>YAKOVLEV YAK11</b>	<b>SHVETSOV Other</b>	<b>Aerobatics</b>	<b>Alscot</b>	<b>27/07/2013</b>	<b>201309571</b>
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Propeller blade failure and loss of blade tip.  
Aircraft carrying out an aerobatic sortie. Shortly before the aircraft regained the horizontal plane a severe vibration was felt throughout the airframe and stick. Pilot considered that the fault was with the propeller which was confirmed when the vibration reduced as the engine rpm was brought back to 1600rpm. It was now visually apparent that the tip of one of the propeller blades was missing. Failed blade will be subject to metallurgical investigation to determine the likely cause.

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<b>YAKOVLEV YAK50</b>	<b>IVCHENKO AI-14</b>	<b>Taxiing: Other</b>	<b>EGNH (BLK): Blackpool</b>	<b>03/08/2013</b>	<b>201309938</b>
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Aircraft moved forward from parking area with excess speed. Firm braking was applied resulting in tail lifting and propeller tips contacting the ground.

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<b>YAKOVLEV YAK52</b>	<b>IVCHENKO AI-14</b>	<b>Take-off</b>	<b>EGKA (ESH): Shoreham</b>	<b>12/08/2013</b>	<b>201310272</b>
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Undercarriage retraction problems.  
ATC informed aircraft that LH main undercarriage appeared to be stuck down. Undercarriage recycled three green indications obtained. Following a normal landing the aircraft was parked. Undercarriage subsequently collapsed whilst cover was being pulled over the aircraft. RFFS dispatched.

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<b>YAKOVLEV YAK52</b>	<b>IVCHENKO AI-14</b>	<b>Landing roll</b>	<b>EGFH (SWS): Swansea</b>	<b>23/08/2013</b>	<b>201310686</b>
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UK Reportable Accident: Landing gear collapsed during rollout. One POB, no injuries reported. Aircraft damage to be advised. Subject to AAIB AARF investigation.

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<b>ZENAIR CH250</b>	<b>LYCOMING 320 FAMILY</b>	<b>Landing</b>	<b>EGNI : Skegness/Ingoldmells</b>	<b>19/08/2013</b>	<b>201310489</b>
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UK Reportable Accident: During attempted go-around following a bounced landing, aircraft departed the runway and collided with a tree and hedgerow. Two POB. Subject to AAIB AARF investigation.

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## OCCURRENCE LISTING Aircraft Below 5700kg

**OCCURRENCES RECORDED BETWEEN 01 August 2013 and 31 August 2013**

### ROTARY WING AIRCRAFT

<b>AEROSPATIALE AS350</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Cruise</b>	<b>EGVA (FFD): Fairford</b>	<b>21/07/2013</b>	<b>201309436</b>
<p>Infringement of the Fairford RA(T), Kemble ATZ (Class G) and active Redlands Parachute Site by an unknown aircraft squawking 7000. The aircraft was later identified as an AS350. Appropriate CAA action is to be taken as a result of this incident.</p>					
<b>AEROSPATIALE AS350</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Cruise</b>	<b>En-route</b>	<b>22/08/2013</b>	<b>201310641</b>
<p>Infringement of the Bristol CTR (Class D) by an unknown aircraft squawking 7000, indicating 1800ft. Aircraft identified via Mode S as an AS350. Traffic info given. Check all placed. Several blind calls made. A Bristol inbound ATR72 was broken off the approach to R/W09.</p>					
<b>AEROSPATIALE AS350</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Emergency landing or off- runway landing</b>	<b>Fenny Drayton</b>	<b>03/08/2013</b>	<b>201309762</b>
<p>UK Reportable Accident: Forced landing due to smoke in cockpit. Aircraft subsequently consumed by fire. One POB, no injuries. Subject to AAIB AARF investigation.</p>					
<b>AEROSPATIALE AS355</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>RAF Syerston</b>	<b>15/08/2013</b>	<b>201310376</b>
<p>Infringement of the Syerston ATZ (Class G) by an AS355 at 1000ft.</p>					
<b>AEROSPATIALE AS355</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Cruise</b>	<b>EGTC : Cranfield</b>	<b>08/08/2013</b>	<b>201310198</b>
<p>RH engine chip light illuminated. Aircraft returned. Power reduced and light extinguished. FRCs consulted, no other abnormal indications and light remained out.</p>					
<b>AEROSPATIALE AS355</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Final approach</b>	<b>EGLW : London (Westland Hel)</b>	<b>29/06/2013</b>	<b>201307711</b>
<p>False indication of single engine failure shortly before landing. Missed approach flown and various engine power settings checked. All gauges responded normally except Ng2 which remained at 65%. The climb and acceleration performance of aircraft confirmed that both engines were responding normally. Local standby initiated by ATC.</p>					
<b>AEROSPATIALE AS355</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Cruise</b>	<b>En route</b>	<b>29/07/2013</b>	<b>201310209</b>
<p>Precautionary landing after RH engine chip light illuminated. RH engine chip illuminated on start up on previous evening. Plug inspected the following morning and aircraft ground run for 10mins then hovered for 20mins and plug re-inspected. No debris was found so flight departed. 8mins into flight the RH engine chip light illuminated again so a precautionary landing was carried out immediately. Aircraft was recovered by road for inspection. Police and AAIB notified by the pilot.</p>					



<b>AEROSPATIALE AS355</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Standing : Engine(s) Not Operating</b>	<b>EGTK (OXF): Oxford/Kidlington</b>	<b>17/06/2013</b>	<b>201307088</b>
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Maintenance overrun of tail rotor gearbox.

A check of the torque on the tail rotor gearbox is due 2-10 flying hours after the installation of the gearbox as per the manual. This aircraft had overflown the check by 2hrs and 56mins. The check was carried out and was correct. The operator was made aware to check the out of phase items list prior to every flight.

<b>AEROSPATIALE AS365</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Circuit pattern - downwind</b>	<b>EGLD : Denham</b>	<b>09/07/2013</b>	<b>201308256</b>
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Landing gear failed to retract due to faulty selector switch.

No lights observed once landing gear selected down. This action was repeated several times but with same result. Following emergency pump selection the undercarriage lowered and lights functioned normally. Aircraft moved to hangar for investigation. Fault was confirmed to be at the selector switch. Unit removed and control panel replaced.

<b>AEROSPATIALE SA341</b>	<b>TURBOMECA, FRANCE ASTAZOU TURBOSHAF</b>	<b>Approach</b>	<b>EGKA (ESH): Shoreham</b>	<b>26/08/2013</b>	<b>201310768</b>
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Runway incursions by an SA341.

ADC cleared an SA341 to land at HTA W and included a description as to the location of the area. The SA341 was subsequently seen to pull up abruptly as a Vans RV7 was departing R/W02. The SA341 was then observed to be getting closer to the VCR and was aiming to land on grass R/W07. Pilot was informed of their action. Pilot's chart also did not show the HTAs.

<b>AEROSPATIALE SA365</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Scheduled maintenance</b>	<b>EGNH (BLK): Blackpool</b>	<b>19/05/2013</b>	<b>201305870</b>
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LH liferaft release mechanism found seized during inspection.

When trying to operate the liferaft release mechanism the release system was seized solid and the liferaft could not be ejected. On further inspection the cable pulley junction unit was found to have internal exfoliation corrosion on the case. The corrosion was jamming the pulleys and not allowing release of the liferaft. The corrosion was removed and awaiting replacement unit.

<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>En-route</b>	<b>EGPH (EDI): Edinburgh</b>	<b>08/07/2013</b>	<b>201308183</b>
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A Bell 206 infringed the Edinburgh CTA (Class D) at 4000ft. Traffic info was passed to inbound IFR traffic and separation minima was maintained.

The controller received a call for the Bell 206 pilot requesting a zone transit. When asked whether he had submitted a flight plan, the pilot replied no so the controller requested he waited until he was finished with other traffic and to avoid the zone. Once the Bell 206 was cleared into the zone the controller realised it was inside the Edinburgh CTA.

<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>En-route</b>	<b>EGSS (STN): London/Stansted</b>	<b>01/06/2013</b>	<b>201306452</b>
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Faulty transponder. The pilot was reading an altitude of 1380ft and the controller was indicating 1700ft. Aircraft had infringed the Stansted CTA (Class D).

The pilot said he would descend in order to exit the CTA. When the pilot reached 1100ft, the controller reported the same altitude also. The pilot stated he would be reporting the fault to Engineering upon arrival.

<b>BELL 206</b>	<b>ALLISON USA 250 FAMILY</b>	<b>En-route</b>	<b>LAM</b>	<b>07/06/2013</b>	<b>201306616</b>
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PAN declared due to engine chip warning.

As the pilot did not experience any handling issues, he elected to continue to his planned destination where a local standby was called. The aircraft landed safely.

<b>BELL 412</b>	<b>PRATT &amp; WHITNEY (CANADA) PT-6 FAMILY</b>	<b>Final approach</b>	<b>United Kingdom</b>	<b>14/06/2013</b>	<b>201307176</b>
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Nr1 engine oil caption illuminated on final approach.

The pressure gauge was also decreasing. Approach continued. On visual inspection, nr1 engine oil was leaking. Engineers called.

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<b>BOLKOW BO105</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Hovering/transition from hover to forward flight</b>	<b>EGPT (PSL): Perth/Scone</b>	<b>25/07/2013</b>	<b>201309275</b>
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Aircraft returned to land as a precaution, following electrical burning smell in cockpit. Engineers inspected all electronic compartments, no evidence of burning or damage found. Ground run and hover runs carried out for 10mins each with no faults or burning smell evident. Aircraft returned to service.

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<b>BOLKOW BO105</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Hovering/transition from hover to forward flight</b>	<b>EGPT (PSL): Perth/Scone</b>	<b>30/07/2013</b>	<b>201309553</b>
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Nr1 generator caption illuminated after lift-off and during hover taxi to the runway. Aircraft landed on taxiway and ECL carried out. The voltmeter indicated a failure of the nr1 generator, which was unable to be reset. Repositioned back to parking area for engineers inspection. Nr1 voltage generator replaced and ground run carried out. The system initially worked but failed again during ground run. Following extensive fault finding, a damaged wire was found at the nr1 generator inboard connection. Wire repaired and system tested satisfactorily.

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<b>BOLKOW BO105</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Hovering - landing</b>	<b>EGPT (PSL): Perth/Scone</b>	<b>04/08/2013</b>	<b>201309917</b>
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Electrical burning smell in cockpit during landing. The pilot landed the aircraft and checked the electrical systems. The fault was traced to the emergency DC bus switch which when operated, deselected all consumer instead of leaving essential services, this switch had operated normally pre-flight. Engineers inspection found a wire short circuiting to the VHF Comm 2 radio chassis. Wire repaired and aircraft returned to service.

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<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>Cruise</b>	<b>EGGP (LPL): Liverpool</b>	<b>30/06/2013</b>	<b>201307713</b>
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Infringement of the Liverpool CTR (Class D) by an EC135.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Manoeuvring</b>	<b>Overhead Skelmersdale</b>	<b>26/07/2013</b>	<b>201309544</b>
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Green laser attack.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Hovering</b>	<b>Overhead Sunderland</b>	<b>01/08/2013</b>	<b>201309876</b>
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Green laser attack.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>En-route</b>	<b>Overhead Glasgow</b>	<b>04/08/2013</b>	<b>201310038</b>
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Green laser attack.

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<b>EUROCOPTER EC135</b>	<b>UNKNOWN</b>	<b>Unknown</b>	<b>EGTU : Dunkeswell</b>	<b>27/06/2013</b>	<b>201307863</b>
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UK AIRPROX 2013/055 - EC135 and an R44, 1.5nm Southwest of Dunkeswell.

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<b>EUROCOPTER EC135</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>En-route</b>	<b>Overhead Birmingham</b>	<b>07/08/2013</b>	<b>201310055</b>
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Laser attacks x 3.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Cruise</b>	<b>EGTG (FZO): Bristol/Filton</b>	<b>27/07/2013</b>	<b>201309317</b>
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FADEC 'Redund' captions appeared simultaneously.  
Awaiting engineering investigation.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Taxi</b>	<b>EGTG (FZO): Bristol/Filton</b>	<b>04/08/2013</b>	<b>201309701</b>
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FADEC 'Redund' message appeared twice.  
Sortie aborted.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Normal descent</b>	<b>Lowestoft Harbour</b>	<b>08/08/2013</b>	<b>201310005</b>
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Article fell from external load.  
Aircraft undertaking trials of customer supplied lifting equipment, part of the design of which includes a 'swing dampener'. During descent it was noticed that the 'swing dampener' was no longer attached to the load. It was established that the part fell into the sea but a search failed to locate it. Device returned to manufacturer for inspection. A further test was carried out with some changes made to the design of the 'swing dampener', no further problems encountered.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Hovering</b>	<b>Bristol</b>	<b>11/08/2013</b>	<b>201310205</b>
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Whilst in hover both 'REDUND' captions illuminated simultaneously.  
Aircraft returned for engineering assistance.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Cruise</b>	<b>En route</b>	<b>10/08/2013</b>	<b>201310218</b>
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Unintended flight in IMC.  
Unexpected weather encountered. Visibility was below 2000m, pilot elected to return initially however the return route was blocked by descending cloud. He elected to continue to destination in IMC and established a positive rate of climb. Recovery vectors requested.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Hovering</b>	<b>EGTG (FZO): Bristol/Filton</b>	<b>14/08/2013</b>	<b>201310321</b>
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Whilst in hover both 'REDUND' captions illuminated. Aircraft returned.  
Investigation under 201310205.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Standing : Engine(s) Start-up</b>	<b>Exeter Hospital</b>	<b>12/08/2013</b>	<b>201310331</b>
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Nr2 engine failed to start.  
The aircraft had landed approx 35mins prior with no problems apparent, but when the pilot attempted to start the nr2 engine, it became evident that the starter was not turning. Several attempts were made and nr1 engine was started successfully. The aircraft was vacated and after consultation, a faulty starter/generator was suspected and an engineer was dispatched to the site. The starter/generator for nr2 engine was replaced iaw AMM but when tested using various means, the engine still would not start and it was suspected as being seized. The engine intake plenum was inspected and a large quantity of bright metal particles was found in the plenum chamber. A boroscope inspection later revealed that the engine compressor blades had been rubbing on the compressor casing. Nr2 engine replaced.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Standing</b>	<b>EGDG (NQY): St. Mawgan</b>	<b>08/06/2013</b>	<b>201306700</b>
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Fuel leak noticed from the nr2 engine.  
The leak was noticed on the post flight walk around. Engineers traced the leak to the nr2 engine Hydro Mechanical Unit (HMU). HMU replaced.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>En-route : Other</b>	<b>EGTG (FZO): Bristol/Filton</b>	<b>14/08/2013</b>	<b>201310566</b>
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Aircraft returned following double 'REDUND' caption in hover.  
Investigation under 201310205.

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<b>EUROCOPTER EC135</b>	<b>TURBOMECA, FRANCE ARRIUS</b>	<b>Standing : Engine(s) Not Operating</b>	<b>Dunoon</b>	<b>20/06/2013</b>	<b>201307278</b>
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Main transmission chip caption illuminated prior to engine start.  
Engineering advice was sought where debris was found in the main transmission. Oil filter was replaced.

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<b>EUROCOPTER EC155</b>	<b>UNKNOWN</b>	<b>Standing</b>	<b>EGPC (WIC): Wick</b>	<b>08/08/2013</b>	<b>201310027</b>
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Aircraft departed out of hours.  
ATC observed passengers boarding and questioned pilot who advised he had permission. No other traffic in the vicinity at this time.

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<b>HUGHES 369</b>	<b>ALLISON USA 250 FAMILY</b>	<b>Unknown</b>	<b>EGHI (SOU): Southampton</b>	<b>03/07/2013</b>	<b>201307934</b>
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Infringement of the Southampton CTR (Class D) by a Hughes 369 squawking 7000. Standard separation maintained.  
Aircraft subsequently identified after being instructed to squawk 3672.

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<b>MBB BK117</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>En-route</b>	<b>Tresco Island</b>	<b>08/08/2013</b>	<b>201310094</b>
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RH sliding door partially detached in flight.  
The Tactical Flight Observer (TFO) was undertaking photographic tasks when it was noticed that the RH sliding door was vibrating unusually, before departing from the central carrier. The TFO took hold of the door which was only attached by the front upper mounting arm. The door was held in place whilst the aircraft landed in a field following a slow approach. Once the aircraft had shut down the door was removed from the aircraft using the door jettison mechanism which operated normally showing that the mechanism had not been inadvertently operated before the incident. On checking it was noticed that there was no red safety tell tale wire on the inside or outside jettison handles of either rear sliding door. A detailed inspection of the door, hinges, locking and jettison mechanism was conducted and no appreciable wear, damage or evidence of incorrect assembly was found. It could not be established if the mechanism had been incorrectly assembled prior to the incident. Recent aircraft history included failure of the same door during annual abandon drills requiring maintenance to rectify. Both doors had been removed and remounted during 800hr maintenance. As a result of a number of similar incidents, the door jettison mechanism is the subject of a manufacturer Service Bulletin ASB 52a/015.

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<b>MD HELICOPTER 902</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Cruise</b>	<b>Other</b>	<b>15/08/2013</b>	<b>201310513</b>
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Inadvertent IMC. PAN declared due to aircraft not fully IMC certified and IFR fuel reserves not held.  
Self positioned ILS was successfully executed and cloud break achieved to return VFR to destination.

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<b>MD HELICOPTER MD900</b>	<b>PRATT &amp; WHITNEY (USA) Other</b>	<b>Scheduled maintenance</b>	<b>EGNM (LBA): LEEDS BRADFORD</b>	<b>10/07/2013</b>	<b>201309499</b>
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Overflight of compressor turbine disc on nr2 engine.  
During a cross check of the aircraft records, it was discovered that the scheduled check of the compressor turbine disc had been missed due to incorrect recording of engine disc cycles on the maintenance database at the time of transfer of the aircraft. The aircraft was immediately grounded to allow for the inspections to take place. Investigation of the software system revealed further errors which, if not uncovered, may have caused similar problems in the future. A thorough check has been undertaken, cross referencing all entries against aircraft Tech Logs with corrections to be made and logged where appropriate. Additionally, quality assurance procedures are to be amended to include independent data reviews for all future downloads.

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<b>OTHER (ROTORSPOK UK CALIDUS)</b>	<b>BOMBARDIER ROTAX 914</b>	<b>En-route</b>	<b>EGD202</b>	<b>08/07/2013</b>	<b>201308267</b>
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Infringement of EGD202 (Danger Area) by two autogyros. There were no reports of any other aircraft in the area at the time. The pilots were contacted who apologised for their mistake.

<b>OTHER (Rotorsport Cavalon)</b>	<b>BOMBARDIER ROTAX 914</b>	<b>Take-off : Other</b>	<b>Unknown</b>	<b>17/05/2013</b>	<b>201309932</b>
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Over-run after rejected take-off. No injuries reported. Minor damage to aircraft. Foreign authority investigation.

<b>OTHER (Rotorsport Cavalon)</b>	<b>BOMBARDIER ROTAX 914</b>	<b>Maintaining position</b>	<b>EGBJ (GLO): Gloucestershire</b>	<b>20/08/2013</b>	<b>201310541</b>
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ADC instructed a Gyroplane and a EV97 to cross R/W27 and R/W22, resulting in the two aircraft passing Holding point E1 as a Jabiru crossed Taxiway E and F intersection on landing on R/W22.

<b>ROBINSON R22</b>	<b>LYCOMING 320 FAMILY</b>	<b>Taxi to take-off position</b>	<b>EGKA (ESH): Shoreham</b>	<b>03/08/2013</b>	<b>201309688</b>
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Runway incursion. R22 requested to depart from HTA W and was instructed to remain South of Taxiway K. The R22 was subsequently observed to have crossed Taxiway K and was midway across R/W25 whilst a Bellanca had been cleared to land. The Bellanca reported visual with the R22 crossing the runway. ATC recleared the R22 to HTA X, which was not readback. Once the R22 had cleared R/W25, the Bellanca was recleared to land. ATC advised R22 of their mistake and readback clearance to HTA X.

<b>ROBINSON R22</b>	<b>LYCOMING 320 FAMILY</b>	<b>Cruise</b>	<b>EGHI (SOU): Southampton</b>	<b>10/08/2013</b>	<b>201310065</b>
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Infringement of the Southampton CTR (Class D) by an R22 squawking 3670 at 2000ft. Traffic info and avoiding action given. Separation lost. Blind call was made and pilot responded. He was made aware of his position and informed that traffic had to undertake avoiding action. Pilot apologised.

<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>En-route</b>	<b>Urmston</b>	<b>06/07/2013</b>	<b>201308062</b>
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Infringement of the Manchester CTR (Class D) by an R44 squawking 7000. Standard separation maintained. Manchester Barton appeared to have some knowledge of the aircraft and they were asked to pass a message to the pilot to advise that he may have landed just inside the control zone.

<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>EGGW (LTN): London/Luton</b>	<b>04/08/2013</b>	<b>201309682</b>
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ATC observed an R44 operating on non-allocated Luton squawk 4671.

<b>ROBINSON R44</b>	<b>UNKNOWN</b>	<b>Standing : Engine(s) Not Operating</b>	<b>EGKR (KRH): Redhill</b>	<b>02/08/2013</b>	<b>201309930</b>
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Aircraft door damaged by the downwash from another aircraft which was landing.

<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Landing</b>	<b>Hullavington</b>	<b>21/08/2013</b>	<b>201310618</b>
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Three Robinson helicopters landed at a location in close proximity to Hullavington airfield whilst gliding operations were in progress. Reporter stated the helicopters made their approach beneath a glider, on base leg for R/W23 at approx 400ft, with no attempt to contact Hullavington ground radio. Reporter spoke with the pilots, who were allegedly unconcerned they were operating so close to an airfield with active gliders. Reporter alleged the helicopter pilots had made no attempt to discover the Hullavington ground radio frequency, which was passed to them for use during their departure.

<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Cruise</b>	<b>BNN</b>	<b>26/08/2013</b>	<b>201310749</b>
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Infringement of the LTMA (Class A) by an unknown aircraft squawking 7000 at unverified 4000ft. Aircraft identified via CAIT as an R44. Standard separation maintained.

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<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Final approach</b>	<b>EGBW : Wellesbourne mountford</b>	<b>24/07/2013</b>	<b>201309328</b>
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UK AIRPROX 2013/089 - An R44 and a PA18.

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<b>ROBINSON R44</b>	<b>LYCOMING 540 FAMILY</b>	<b>Initial climb</b>	<b>EGTE (EXT): Exeter</b>	<b>01/08/2013</b>	<b>201309748</b>
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UK AIRPROX 2013/094 - DHC8 in climb out passing approx 900ft and an R44. Traffic info given.

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<b>SIKORSKY S76</b>	<b>UNKNOWN</b>	<b>Initial Approach</b>	<b>North Sea</b>	<b>21/05/2013</b>	<b>201305807</b>
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S76 made unauthorised descent offshore.

The operator has subsequently been contacted and advised that the pilot was not confused by callsigns (there were two similar company callsigns in the area). He had reported doing an ARA due weather and believed that he had been cleared for the procedure. He was aware that there was no other traffic in the area to affect. He was line training a new pilot to the area on this particular flight which had increased his workload.

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<b>SIKORSKY S76</b>	<b>UNKNOWN</b>	<b>En-route</b>	<b>EGWU (NHT): Northolt</b>	<b>22/08/2013</b>	<b>201310633</b>
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Loss of separation between an S76 and a business jet. Traffic info given.  
Reporter alleged the business jet had not been coordinated with TC SVFR.

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<b>SIKORSKY S76</b>	<b>TURBOMECA, FRANCE ARRIEL</b>	<b>Cruise</b>	<b>En-route</b>	<b>04/06/2013</b>	<b>201306815</b>
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Nr1 and nr2 hydraulic pressure indication problem.

Whilst en-route, nr1 hydraulic pressure dropped to zero momentarily. Shortly afterwards, both nr1 and nr2 hydraulic pressure dropped to zero and then returned again. There were no implications felt on the controls and no further problems after that. The flight continued to its planned destination.

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## OCCURRENCE LISTING Aircraft Below 5700kg

**OCCURRENCES RECORDED BETWEEN 01 August 2013 and 31 August 2013**

### OTHER

<b>FFA DIAMANT</b>	<b>OTHER (N/A)</b>	<b>Off-field landing</b>	<b>Lutton</b>	<b>06/08/2013</b>	<b>201310010</b>
UK Reportable Accident: Aircraft landed in a field and collided with a hedge. Investigation delegated to BGA.					
<b>FOURNIER RF4</b>	<b>RECTIMO</b>	<b>Landing roll</b>	<b>Portbury</b>	<b>01/08/2013</b>	<b>201309877</b>
UK Reportable Accident: Aircraft landing gear collapsed during landing. One POB no reported injuries. Subject to AAIB AARF investigation.					
<b>GLIDER</b>	<b>OTHER (Not Applicable)</b>	<b>Unknown</b>	<b>Olney</b>	<b>09/08/2013</b>	<b>201310249</b>
UK AIRPROX 2013/105 - Bulldog and a Glider at 3500ft 2nm West of Olney.					
<b>ROLLADEN SCHNEIDER LS8</b>	<b>LYCOMING 235 FAMILY</b>	<b>Thermal lift</b>	<b>EGBK (ORM): Northampton/Sywell</b>	<b>26/07/2013</b>	<b>201309342</b>
UK AIRPROX 2013/088 - LS8 and a C152 North of Sywell in Class G airspace.					
<b>SCHEMPP HIRTH DISCUS CS</b>	<b>UNKNOWN</b>	<b>Landing</b>	<b>EGYM : Marham</b>	<b>04/08/2013</b>	<b>201309904</b>
UK Reportable Accident: Wing tip strike on landing. One POB, no injuries reported. Aircraft extensively damaged. Subject to BGA investigation.					
<b>SCHEMPP HIRTH VENTUS A</b>	<b>SOLO</b>	<b>Unknown</b>	<b>Unknown</b>	<b>03/08/2013</b>	<b>201309905</b>
UK Reportable Accident: Substantial damage reported. One POB, no injuries reported. Subject to BGA investigation.					
<b>SCHEMPP HIRTH VENTUS CT</b>	<b>UNKNOWN</b>	<b>Circuit pattern - final</b>	<b>Gransden Lodge</b>	<b>14/08/2013</b>	<b>201310606</b>
UK AIRPROX - 2013/112 - Ventus 2CT glider and a light twin engined aircraft.					
<b>SCHLEICHER ASK13</b>	<b>OTHER (Not Applicable)</b>	<b>Landing</b>	<b>EGHL (QLA): Lasham</b>	<b>02/08/2013</b>	<b>201309735</b>
Runway Incursion. ASK13 landed without clearance and stopped on runway. B737 cleared for landing R/W27 approx 1nm from touchdown was instructed to go-around. The jurisdiction of the main runway had been transferred from the Aerodrome Operator to the MRO in accordance with SOPs and the SFO had declared the runway ready for the landing of the B737.					

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<b>SCHLEICHER ASW20</b>	<b>UNKNOWN</b>	<b>Landing</b>	<b>Crux Easton</b>	<b>19/08/2013</b>	<b>201310687</b>
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UK Reportable Accident: Aircraft inverted after landing in field of standing crop. One POB, no injuries reported. Damage to be confirmed. Investigation delegated to BGA.

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<b>SCHLEICHER ASW24</b>	<b>UNKNOWN</b>	<b>Post-impact</b>	<b>North Yorkshire</b>	<b>31/07/2013</b>	<b>201309903</b>
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UK Reportable Accident: Glider damaged on landing in field. One POB, no injuries reported. Subject to BGA investigation.

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<b>SCHLEICHER ASW27</b>	<b>UNKNOWN</b>	<b>Post-impact</b>	<b>LIQN : Rieti</b>	<b>15/08/2013</b>	<b>201310482</b>
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Foreign Accident: Sudden thunderstorm, forced landing impacted fence of rural house. Front of glider damaged. One POB, no injuries. Foreign Authority investigation.

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# OCCURRENCE LISTING

## Aircraft Below 5700kg

OCCURRENCES RECORDED BETWEEN 01 August 2013 and 31 August 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](mailto:sdd@caa.co.uk) for a definition, or try an internet search engine such as Google.

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