

EXECUTIVE SUMMARY - 410TH UKFSC SIE MEETING – 29 JANUARY 2013

1. **A330 multiple birdstrikes and engine damage; SB issued relocating oil pressure transducer on Trent 700. (5.1)**
2. **RAF Tucano and Grob Tutor fleets temporarily grounded after engine problems. (5.3)**
3. **Advice that companies should audit their MRO contractors as risk remains with the operator. Use of ‘Alpha’ suffix to gain priority for ATC services for HEMS ops is misunderstood; it does not give general priority over other users in Class G airspace. (5.5)**
4. **NATS working on a low-cost ADS-B terminal suitable for gliders and GA. NATS would welcome further participation in fam flights, LOFT sessions and local safety days. (5.6)**
5. **Airprox definitions under review by UKAB to ensure TCAS RA events are correctly categorised. Common themes across 2012: crews not appreciating airspace classification (an EFB/chart issue?), airspace rules and provision of appropriate ATC services. (5.7)**
6. **Use of MFDs for TCAS display recommended to assist with selection of most appropriate rate of climb or descent to avoid TCAS RAs. (5.8)**
7. **PR company engaged for crisis management prior to Vauxhall A109 accident dealt with 2500+ calls on Day 1. How would your company cope? (5.9)**
8. **Engine eco-washes can lead to fumes events. Manufacturers’ recommended post-wash engine running times can’t always be met. (5.13)**
9. **Importance of thorough post-maintenance checks: FO detected restriction in oxygen supply, cylinder was found wire-locked in half-on position. (5.13)**
10. **High number of laser attacks at Glasgow, information now being reported on ATIS. (5.14)**
11. **A330/Trent 700 engine stalls due to IPT failure. (5.14)**
12. **3 in-flight engine shutdowns in 6 weeks: 1 x failure of HP compressor bearing after multiple replacements (chip detector); 1 x oil quantity reduction due incorrect wire-locking of a sump plug; 1 x elective shutdown following low oil pressure advisory, not ECAM warning. Captain commented that he had never had an engine problem in the simulator that did not lead to an engine shutdown – training issue. (5.16)**
13. **E-195 crew failed to engage AP during high workload phase, leading to significant pitch and roll excursions. (5.17)**

**Dai Whittingham
Chief Executive
14 February 2013**