

EXECUTIVE SUMMARY - 415TH UKFSC SIE MEETING – 12 NOVEMBER 2013

- 1. Infringements of the South Coast Danger Areas continue, over half involving EGDs 026, 036, 037 and 038. All operators needed to be aware that these areas routinely contain live firing serials, target-towing aircraft and aircraft conducting unusual activity that preventing compliance with Rules of the Air. (5.2)**
- 2. Non-compliance with ATC speed restrictions has caused potential loss of separation, late runway changes and go-arounds. (5.3)**
- 3. Level bust event with a heavy aircraft climbing to FL80 on go-around; the crew climbed to 8000ft on QNH 993, reducing separation on conflicting traffic to 1.0nm horizontal and 100ft vertical (5.4)**
- 4. 150 Airprox reported this year, 53 in the last 3 months including 18 Cat A/B. (5.8)**
- 5. 2 x A320 landings with one MLG retracted; maintenance interval re-set by Airbus. A330 MLG bogey failure on landing: misunderstanding of (AD) published maintenance interval, revised guidance issued. (5.11)**
- 6. H24 stop bars have helped reduce runway incursions at MCR (5.14)**
- 7. Belfast: increase in laser attacks. (5.15)**
- 8. Unstable approach event spike leads to suspension of visual approaches until risk properly evaluated. (5.16)**
- 9. Auditing and quality assessment of de-icing an issue, particularly for high-wing operators. (5.16)**
- 10. Two ground collisions overseas caused by poor communication. (5.18)**
- 11. Increasing incidence of A320 hydraulic failures from chafing in engine pylons. (5.20)**
- 12. Case of pilot incapacitation became public via social media before the aircraft had landed. (5.20)**
- 13. Unusual ATC problems generated by industrial action in Tunisia. (5.22)**
- 14. Further A320 fan cowling security incident, one cowling lost at rotation and the second on landing. (5.24)**

**Dai Whittingham
Chief Executive
22 November 2013**