

EXECUTIVE SUMMARY - 411TH UKFSC SIE MEETING – 12 MARCH 2013

1. **Green laser attack on RN Lynx off Dubai, probable high-power laser. (5.2)**
2. **RAF aeromed flight instructed to descend below MSL by Azerbaijan ATC unit. (5.3)**
3. **Aircraft rolled forwards 10ft as ground staff approached. Parking brake had disengaged. Importance of chocks and checks! (5.3)**
4. **Hand-baggage issues surfacing again, problems with lack of stowage capacity, untagged bags being transferred to holds, potential injuries from overloads. (5.5)**
5. **UK datalink services above FL245 to commence May/June. (5.6)**
6. **Cat A airprox in Class G airspace, CAT vs GA helicopter (first CAT Cat A since 2005). Squawking traffic, but ATC unable to deconflict because primary radar u/s and regs did not allow secondary-only service. UKAB making safety recommendation to CAA. (5.7)**
7. **Runway incursion at Gotenburg, issues with charting, CRM, snow clearance, lighting and airport layout. (5.9)**
8. **Some UK runway incursions attributed to confusion over 24/7 'Ring of Red' stop bars and conditional clearances. Don't cross a red stop bar. (5.10)**
9. **B767 experienced severe winglet icing on approach to Brussels. Problem manifested as turbulence/buffet and indications of right aileron input by the AP. Crew (and subsequent FDM) confirmed right aileron was required when AP disconnected. 1-2 inches of ice found on winglets after landing. (5.11)**
10. **2 x B767 speed excursions in high level turbulence. OEM advice is to backup AP intervention with speedbrake if recovery is too slow. (5.13)**
11. **EGPWS warning on Arcife RW21 (VMC). Charting issues. (5.13)**
12. **EFBs found to contain incomplete charting set due to service provider coding issues. (5.14)**
13. **Maintenance error – B747 lost all 4 generators during positioning flight in USA. Cardboard blanks had been left in situ after engine wash, Service provider had just been told contract was terminated. (5.15)**
14. **Crew requested intersection departure at Belfast with only 700m of TODA due to WIP. ATC queried, and then denied request. Crew unaware of full WIP details despite comprehensive NOTAM information. (5.16)**

- 15. Aircraft inbound to Cairo had 4 simultaneous laser attacks. (5.18)**
- 16. Engine failure on approach (A320), failure of stator vane actuator rod. (5.19)**
- 17. FDM data showed 5 AOA probe icing events (A320) all at start of approach. Planned replacement programme accelerated. (5.19)**
- 18. Birdstrike at Amsterdam caused engine vibrations. Air return. (5.19)**
- 19. Single-engine taxi procedures being mis-applied, leading to inadvertent de-selection of hydraulic system and subsequent inability to use normal braking. Reminder for crews to check operation and indication following switch selections and to check brakes prior to entering stand area. (5.20)**

Dai Whittingham
Chief Executive
20 March 2013