

EXECUTIVE SUMMARY - 412TH UKFSC SIE MEETING – 14 MAY 2013

- 1. A320 damaged on RTO following configuration warning during base training touch and go. NLG damage not visible on inspection but manifested on next take-off. Discussion of performance issues (5.1)**
- 2. Recommendation that rostered classroom training is provided when operators introduce new electronic information systems. (5.2)**
- 3. A320 broken NLG torque link left aircraft in ground condition, crew unable to raise gear or engage automatics. (5.6)**
- 4. A330 IFE module overheat on trans-Atlantic sector, aircraft diverted to Bermuda. (5.6)**
- 5. Increased frequency of TCAS events in Egyptian airspace. (5.6)**
- 6. Vehicle-based GPS jammers affecting BHX traffic. (5.6)**
- 7. Training issues for pressurisation failure. Overseas crew failed to follow QRH and carried out un-necessary oxy mask deployment and emergency descent. (5.8)**
- 8. Succession of engine failures on same airframe. (5.9)**
- 9. Runway incursion on pushback.... (5.10)**
- 10. Electrical burning smell, suspected from passenger PED, led to diversion. (5.11)**
- 11. Increased levels of tyre damage being detected at Dublin. (5.11)**
- 12. Issues with B737-800 position sensors leading to spurious configuration warnings; rolling replacement programme under way. Also failures in pitot probe heaters, items now subject to reduced service interval and replacement. (5.12)**
- 13. Loss of comms becoming more frequent in German airspace, possibly due to sectorisation and compounded by clutter on 121.5 MHz. FIR and sector boundaries being included in PLOGs to mitigate. (5.12)**
- 14. 2 x go around generated by faulty ATC/nav ground equipment. (5.13)**
- 15. 3 x RTO (low speed) called by ATC at Munich following ‘immediate take-off’ clearance. ATCOs were expecting aircraft to be airborne within 5 seconds of the clearance call. Resolved locally but Eurocontrol will issue further guidance. (5.13)**
- 16. Discussion on role of safety pilots on training sectors. (5.13)**

17. **2 x B757 engine shut-down. Scavenge pump failure, and loss of control (stuck at 1.5 EPR). (5.14)**
18. **Ingress of de-icing fluid causing slip hazard in aircraft doorways. (5.14)**
19. **Ramp incident after confusion over hand signals, new SOP developed. (5.15)**
20. **Crew-initiated GA after lining up on taxiway at overseas destination. Runway NOTAM'd as closed but was still lit. Errors with EFB handling have led to recommendations for software changes for provider. (5.15)**
21. **B737-300 mainwheel fatigue failure during taxi, portion of rim found 200 yards from point of failure. (5.18)**
22. **Runway incursion and baulked take-off at CDG. Language problems, stepped-on transmissions and un-challenged readback of incorrect clearance. (5.19)**

**Dai Whittingham
Chief Executive
29 May 2013**