

EXECUTIVE SUMMARY - 413TH UKFSC SIE MEETING – 9 JULY 2013

- 1. LHR A319 cowling loss investigation is considering post-crash management issues, crew expectations and on-board information gathering for external (non-ECAM) damage. The evacuation had been completed in just over one minute but 1/3 of all pax carried off hand baggage contrary to instructions. (5.1)**
- 2. A 3-way airprox in Swiss airspace was resolved by TCAS but neither of the 2 UK aircraft was aware of the presence of a 3rd party in the event. (5.1)**
- 3. Concern that use of sickness absence records as a factor in redundancy selection may pressure crews to report fit when actually unfit for duty. (5.2)**
- 4. A UK airprox had involved incorrect phraseology and non-ICAO pronunciation, a mis-heard clearance and a mis-heard read-back . (5.3)**
- 5. BALPA is commencing research into drowsiness (which is measurable) using the Optalert system. (5.6)**
- 6. Airborne Conflict: airspace infringements still running at 850 per year. Visual circuit procedures WG recommending further CAA guidance in the form of a 'Skyway Code'. (5.8)**
- 7. Body angle resulting from an RJ85 landing (2012) without fully deployed NLG presented difficulties with opening an exit and with some escape slides not reaching the ground. (5.11)**
- 8. Clarity required on procedures when RTF frequency clutter prevents timely receipt of altitude clearance on departure; captain opted to remain at cleared altitude but had to leave controlled airspace to do so. (5.11)**
- 9. Multiple B373-800 tailstrikes, requiring training programme for mitigation. (5.13)**
- 10. Passengers entering aircraft on remote stands have been tracking de-icing fluid into the aircraft, creating slip and fumes hazards. (5.14)**
- 11. High number of ATC-instructed go-arounds being experienced at LGW. (5.14)**
- 12. Increasing trend in ASRs reporting loss of situational awareness due to use of national languages. (5.15)**
- 13. Internal reporting culture an issue, only 1% of reports coming from ground personnel for some companies. (5.16)**
- 14. FOD on runway – 1 litre oil can traced to an unsecured locker on Cessna 310. (5.17)**

- 15. Catering operator injured in a fall from rear of a BBJ. Need for proper contracting processes and audits for 3rd party service providers. (5.18, 5,19)**
- 16. Falcon 20 over-run after V1+ RTO revealed differing crew interpretations of 'V1', FCOM changed to reflect speed as 'by which' action to decelerate must be in hand. Company take-off briefing revised and training syllabus amended. (5.21)**
- 17. Unsecure cargo an issue for a routine passenger operation. Cargo was manifested as 'company' but was unusual (volcanic ash...). Carriage included in AOC but not Ops manual, being modified to clarify. (5.23)**
- 18. Some operators wrongly accepting routine exceedence of flap airspeed limits during transition phase of configuration change after take-off. (7.2)**

**Dai Whittingham
Chief Executive
19 July 2013**