

EXECUTIVE SUMMARY - 414TH UKFSC SIE MEETING – 10 SEPTEMBER 2013

- 1. Cabin crew communications an issue during in-flight return following undercarriage failure to raise. Some crew received the NITS brief, but others were still unaware of the nature of the problem after landing. (5.3)**
- 2. The CAA report into the winter runway condition assessment trial was awaiting signature and would be published shortly via an IN. The reporting matrix would be used again this winter. (5.4)**
- 3. Airprox Board reporting themes involved pilot failures to understand nature of ATC services, and poor RTF discipline and phraseology. (5.6)**
- 4. Younger, less-experienced pilots were exhibiting greater automation reliance than their seniors. (5.8)**
- 5. There had been several instances of pilots failing to follow non-standard departure clearances and reverting instead to the SID. The aerodrome operator was experimenting with revised RTF phraseology that included ‘non-standard’ in the take-off clearance message. (5.11)**
- 6. Sumburgh post-accident speculation had been unhelpful, stressful and distressing for those involved. Local media had been sympathetic and measured in its response, but national and social media had been uncontrolled and sensationalist, with customer confidence issues for all operators as a result. A seminar on major incident handling was proposed. (5.12)**
- 7. An A300 operating LGW-Sharm had experienced a No 2 engine run-down at top of descent. The engine was successfully re-lit but behaved erratically thereafter. There was evidence of water-contamination in the fuel. (5.13)**
- 8. 65% of all Airprox incidents for Boscombe Down involved home-based aircraft and conflicts in Class G airspace; TCAS was being fitted to all aircraft in the fleet, including fast jet. (5.14)**
- 9. WATCHKEEPER, a UAS based on the Hermes 450, would shortly begin its introduction to service testing at Boscombe. The aircraft would be operated in segregated airspace. (5.14)**
- 10. B757 on approach to NEW was instructed to go-around from 1500ft. SOPs were not followed and there were issues with flap speed excursions and, during the diversion, fuel management leading to asymmetry. (5.15)**
- 11. Lower speeds being flown as a fuel saving measure had also reduced the number of high-energy approaches. (5.16)**
- 12. There had been an increase in disruptive passenger incidents, including smoking on board, drunkenness and failure to follow crew instructions. Follow-up from national authorities was very variable. (5.16)**

13. **During a B747-8 flight from Madras a stray squirrel was briefly seen cabin-side of the FD door. The aircraft was impounded for 20 hours on arrival while DEFRA conducted a search for the animal. (5.18)**
14. **Cracks to the combustion liners in GEX2b engines had led to 7 liners being replaced well ahead of schedule. (5.18)**
15. **A 737-300 suffered an electrical short that took out all the automation. A full AAIB field investigation is being conducted. (5.19)**
16. **Spanish ATC was causing concern as a number of serious mistakes were being made. CAA and Eurocontrol were being engaged. (5.19)**
17. **A laser attack at NEW had led to police helicopter attendance; it was also targeted and one individual was detained by ground units. (5.19)**
18. **Sharm el Sheikh was a laser attack hotspot. (5.20)**
19. **Initial impressions of B787 ops... (5.20)**
20. **One operator had reviewed the Dubai UPS report and was no longer accepting Lithium-ion batteries as cargo. (5.22)**
21. **There had been 2 in-flight surges on A320/321 caused by blade failures, with 6 in worldwide fleet of 1900 engines. Operator was swapping engines to ensure a low and high-life mix on the wings. (5.23).**
22. **A potential fuel contamination incident had shown that the required 2-hr settling time prior to a water check made the MP difficult to achieve. (5.23).**

**Dai Whittingham
Chief Executive
19 September 2013**