

## **EXECUTIVE SUMMARY - 416TH UKFSC SIE MEETING – 21 JANUARY 2014**

- 1. Cessna Citation stall and spin from high altitude; airframe overstressed during the event and suffered significant damage. (5.1)**
- 2. A330 damage to undercarriage and fuselage while landing on a flash-flooded runway at night in St Lucia. (5.1)**
- 3. B747 struck a building during taxi pre-take off at Johannesburg. (5.1)**
- 4. Fuel indication problems on an EC135 being investigated because of a potential link to the Glasgow EC135 accident; EASA and CAA had issued emergency AW directives. (5.1)**
- 5. Gulfstream hit the localiser aerial array at Stanstead during LVP. (5.1)**
- 6. B737 accident at Kazan appeared to have been caused by somatogravic illusion; investigation revealing significant issues with crew licensing and training. (5.1)**
- 7. B737 loading error in UK: ULDs loaded in reverse order, placing aircraft outside CG limits. (5.1)**
- 8. Experience levels and failure to follow procedures are key concerns. (5.2)**
- 9. Infringements of the South Coast Danger Areas continue to cause concern; an information brochure had been produced and would be widely circulated. (5.2)**
- 10. A NATS customer had asked for any Runway Incursions to be notified immediately to the crew so that they could return to stand for CVR data preservation. Discussion centred on distracting nature of call a critical stage of flight. (5.3)**
- 11. Avoiding action phraseology, training and SOPs had been referred to the SPA airlines for comment. UK-ICAO difference rationale has been raised with the CAA. (5.3)**
- 12. The Transport Select Committee would be taking oral evidence week commencing 27 January in support of its investigation into helicopter safety. (5.4)**
- 13. Over-zealous security staff refusing to allow crew to take metallic items onto the flight-deck. (5.4)**
- 14. Cat A Airprox incident between an A320 and a paramotor at 2000ft on 7 mile finals for Southend, estimated miss distance of 50m. CAA recommended to regulate paramotor activity. (5.5)**

- 15. 2 Cat B incidents: Jetstream v F15 climbing rapidly from low level, late TCAS RA; Bell 206 cleared across extended centreline at LCY with RJ on departure. (5.5)**
- 16. Lack of consideration for others a consistent Airprox theme. (5.5)**
- 17. The drawdown of military ops in Afghanistan would see an increase in flying activity in UK airspace, especially at lower levels. (5.6)**
- 18. A number of MOD-wide lessons could be expected from the ongoing RAFAT inquest (inadvertent ejection) and FAI into a GR4 collision in Scotland. (5.6)**
- 19. CFIT-related incident. ATC inadvertently passed heights rather than altitudes for aircraft on (IMC) SRA, introducing a 508ft error; HF deficiencies in ATC displays. (5.7)**
- 20. Lateral runway excursion at Bristol in heavy rain, significant turbulence and high crosswind. Aircraft departed the upwind side by approx 2m for 200m. (5.7)**
- 21. A380 en-route LHR-SIN had diverted to Baku after indications of reducing cabin pressurisation and an eventual caution. Oxygen masks were manually deployed per FCOM/QRH procedures. Fatigue damage to a main deck door had been found. (5.8)**
- 22. A320 on diversion to Jaipur at night in poor vis, runway excursion, major damage but no casualties. (5.9)**
- 23. DA42 crew had partially retracted the landing gear instead of raising the flaps on a touch and go. (5.11)**
- 24. Potential CFIT incident at Salzburg occurred during GA; aircraft was turned 2 miles before the VOR instead of 2 miles after it. Planning and briefing issues. (5.12)**
- 25. East Midlands has a procedure requiring crews to request use of a particular runway exit; the exit concerned is always lit and appears from the flight deck to be similar to a RET. (5.12)**

**Dai Whittingham  
Chief Executive  
23 January 2014**