

EXECUTIVE SUMMARY - 418TH UKFSC SIE MEETING – 13 MAY 2014

- 1. Operator benefiting from electronic reporting, four-fold increase in HF reports due to ease of reporting rather than increase in incidents. (5.2)**
- 2. Laser and white light (hunting lights) attacks against helicopters. (5.3)**
- 3. Inappropriate use of crew seats for standby pax. (5.4)**
- 4. PEDs becoming a source of friction for cabin crew and pax. (5.4)**
- 5. Better crew coordination required on cabin air flow rates. (5.4)**
- 6. Level bust numbers up on 2013 levels, winter low pressures a possible cause. (5.5)**
- 7. Speed control compliance a concern, especially at LHR. (5.5)**
- 8. UK and USA resisting moves to down-link RA data direct to controllers. (5.5)**
- 9. Deconfliction of HEMS and NPAS ops, better understanding of ‘A’ suffix required to reduce Airprox risk. (5.8)**
- 10. Airbus v PA28 incident proves the wisdom of using TCAS only for vertical avoidance. (5.8)**
- 11. MEL permits flight without DFDR. Would it be legal to deliberately disable in order to protect earlier incident data? (5.11)**
- 12. B757 jumped the chocks at MCR during an engine ground run. (5.13)**
- 13. ATC reported smoke/fire from the underside of a returning long-haul A-330 flight. Fire crews did not make contact on 121.6 and put water through both engines. Lack of familiarity. (5.16)**
- 14. Poorly coordinated A300 freighter unload, aircraft settled onto its tail. (5.17)**
- 15. A330 heavy landing in good VMC. Ground maintenance found no damage but failed to follow MPs so no use was made of FDM, DFDR etc. A 2.99g event was recognised at base. Training, maintenance and logistics issues. (5.17)**

**Dai Whittingham
Chief Executive
May 2014**