

EXECUTIVE SUMMARY - 419TH UKFSC SIE MEETING – 8 JULY 2014

- 1. Overview of CAA Flt Ops focus areas. (5.3)**
- 2. 2014 Airprox incidents up by 50% on historic norms. (5.4)**
- 3. B737 jumped chocks during EGR – parking brake not set. (5.7)**
- 4. B-737 crew unable to start APU per QRH after generator failure. QRH did not make clear that the APU would not light at high altitude (FL380), though the information was available in another section of the document. (5.7)**
- 5. B-737 evacuation after smoke was seen around the landing gear after landing. The front right slide failed to deploy because insufficient force was applied to open the door, otherwise the evacuation proceeded without incident. (5.7)**
- 6. Q400 was back-tracking to vacate at an overseas destination when another aircraft was cleared to take-off; the crew rejected the clearance and the Q400 crew also ‘made their presence known’ to ATC. The local investigation revealed a procedural error compounded by a visual blind spot in the tower. (5.8)**
- 7. Spurious EGPWS warnings on ATP fleet, including at high altitude due to bonding problems and on approach (Mode 2b) due to autopilot radalt sampling rate. (5.10)**
- 8. Spate of ATP engine incidents including 2 in-flight shutdowns and 5 instances of transient torque reductions (flame-out and auto-relight). Investigations concentrating on bonding of intake icing mats and role of static from active CB. (5.10)**
- 9. B-737 freighter LH MLG failure on landing rollout at EMA. Under AAIB investigation. (5.13)**
- 10. Investigation into parking incident revealed incorrect AIP information in briefing document: from failure to review briefing packs after changes to source documents. (5.15)**
- 11. Crew dropped an EFB in a B787 flight deck and knocked the fuel cut-off switch to OFF. (5.16)**
- 12. Smoke caused an A330 diversion in the Caribbean; the aircraft had a history of reported smoke/fume events. One of the air conditioning ducts was found to have failed but a rear-galley wiring loom had also burned out. Incident is still under investigation. (5.17)**
- 13. A-320 runway excursion and tailstrike on landing. (5.18)**
- 14. A-330 heavy landing with inexperienced co-pilot and tailwind approach. CRM issues. (5.18)**

Dai Whittingham
Chief Executive
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