

EXECUTIVE SUMMARY – 421ST UKFSC SIE MEETING – 11 NOVEMBER 2014

- 1. Significant delays with legal process for implementing SERA, which comes into force on 4 December. CAA will be issuing a Safety Notice outlining the changes introduced by SERA and the UK Rules of the Air 2014. (4.9)**
- 2. Refuelling fire at Kano with pax on board a B737-900 with new GH contractor. Pax evacuated via steps, RFFS ineffective, aircraft physically pushed away from hazard. Right wing tip replacement. (4.2)**
- 3. Ground collision at Frankfurt between taxiing A320 and ground vehicle at night. Aircraft had been struck on the NLG by a minivan which passed under the fuselage and between the MLG legs; impact triggered the driver's airbag. Neither pilot saw the vehicle prior to the collision. (4.3)**
- 4. Inadvertently B717 double engine shutdown, EFB trapped between throttles and fuel shut-off switches. (4.4)**
- 5. B767 lost 8ft of leading edge slat during a mis-handled go-around for windshear. The captain fire-walled the throttles and disconnected the A/P at 4000ft with gear and Flap 20 selected, peak speed of 346kts with Flap 1. (4.5)**
- 6. Investigation of A-380 diversion to Baku with pressurisation problems revealed misunderstandings of oxygen system and weaknesses in crew training and knowledge. (4.6)**
- 7. A320 landed on a taxiway at Bodrum (BJV) that had been widened and strengthened to allow its use as a runway if required. The WIP had been undertaken without proper notification to the NAA. (4.7)**
- 8. B747-400F high-speed RTO at Incheon after engine failure. Captain rejected at V1+ 14 but stopped with 500ft runway remaining. Failed engine thrust lever left in position and not idled until 20 kts, affecting speedbrake and autobrake logic. (4.8)**
- 9. Improperly packed Lithium batteries – Far East operator intercepted 26000 units in a single month. (4.1)**
- 10. B757 overwing panel lost and slide deployed in flight. (5.1) (5.11)**
- 11. Airprox reports up by 35% against 5-year average. (5.6)**
- 12. B787 in-flight shutdown and ETOPS diversion. Dual autothrottle system found to have disconnected during transit. (5.12)**
- 13. KingAir 350 struck marquee positioned 1.5m from the taxiway edge at home base. (5.14)**
- 14. Controllers offered short-cuts, re-routes and descents during STAR procedures that took the aircraft out of CAS. (5.15)**

- 15. A330 crew in the NAT system commenced a climb for a level 2000ft higher in the erroneous belief their request had been cleared via CPDLC. (5.16)**
- 16. ATP un-commanded roll incident at FL 70 (5.18)**
- 17. Escape slide/door handling errors. (5.18)**
- 18. 'Wrong deck' helicopter landing occurred in a high-workload scenario. (5.19)**

**Dai Whittingham
Chief Executive
November 2014**