

**EXECUTIVE SUMMARY – 422nd UKFSC SIE MEETING – 28 JANUARY 2015**

- 1. Cyber threat to business and safety systems should be SMS item. (5.1)**
- 2. Increasing crew reports of fatigue, problems with rosters and rest periods, and distractions arising from poor treatment by airport security officials. (5.2)**
- 3. London heli-lanes NOTAMs becoming unmanageable because of the numbers of cranes being notified. (5.3)**
- 4. Concerns about vulnerability of A320 to AoA probe icing. (5.5)**
- 5. Unsecured bar cart rolled full length of aisle on landing and caused major damage to flight deck door. (5.7)**
- 6. Multiple in-flight failures caused by loose screwdriver bit. (5.7)**
- 7. Large aircraft ops using GA aprons (A319, A330) at increased risk of ground damage. (5.9) (5.10)**
- 8. Investigation into an aircraft/GPU collision showed 3 parties operating to different manuals that were being amended in isolation. (5.11)**
- 9. 3 separate incidents of failure to follow SOPs possible related to lack of assertiveness on part of the PM. (5.12)**
- 10. Aircraft damaged while being towed, tug driver lost control and snapped towbar. (5.13)**
- 11. FLARM being trialled as ground installation for improved ATCO confidence in intermittent PSR contacts. (5.14)**
- 12. B737 wingtip strike during taxi on poor surface, aircraft deflected by area of subsidence. (5.15)**
- 13. Laser attacks a concern for helicopter operators. (5.16)**
- 14. 2 x RTO in blustery conditions after loss of speed indications. (5.17)**
- 15. Cargo smoke event at Belfast correctly treated as genuine but subsequently proved to be spurious. (5.18)**

**Dai Whittingham  
Chief Executive  
Jan 2015**