

## **EXECUTIVE SUMMARY – 425th UKFSC SIE MEETING – 8 JULY 2015**

- 1. Reported Airprox incidents (99 so far this year) running 30% above the 5-year average. This may be due to an increase in reporting rather than an increase in events. The number of drone encounters was increasing. (5.1) (5.8) (5.14)**
- 2. Repeated changes to electronic manuals hard to keep up with, supervisors being overwhelmed with paperwork. Procedures were resulting in maintenance tasks being conducted from memory; deviations for organisational gain. (5.2)**
- 3. Winter ops at southern hemisphere location - problems with low experience levels and inadequate training, especially for de-icing crews. (5.3)**
- 4. Sim training adjusted following tailstrike during second bounce on landing. (5.6)**
- 5. Aircraft taxied over a tow bar a shear-pin failure; crew was unaware of incident and damage prior to landing. (5.6)**
- 6. Discussion of in-flight pax deaths, plus use of enhanced medical kits. Importance of pre-screening by gate staff. (5.6)**
- 7. Spate of TCAS RA at London City, some caused by traffic outside CAS structure. Opposite runway to LHR a factor. (5.7)**
- 8. Low speed excursion event caused by jetstream encounter at FL380, 55kt loss of airspeed. Incident being used in simulator scenarios. (5.8)**
- 9. Crew member used lighter to melt blockage in pax oxygen line... (5.9)**
- 10. Airborne without clearance: expectation bias, crew had been given line-up clearance which was cancelled as the aircraft was moving, incorrect read-back not challenged. (5.10)**
- 11. Crew received a sequence of previously cleared CPDLC messages in flight; new SOP to check DTG of inputs on the message record. (5.11)**
- 12. A sequence of mode control panel failures experienced traced to windscreen bonding issues. (5.15)**

**Dai Whittingham  
Chief Executive  
23 July 2015**