

EXECUTIVE SUMMARY – 426th UKFSC SIE MEETING – 9 SEPTEMBER 2015

1. **Increasing reports of smoke/fumes events over the last 2 months, 7 of which led to a diversion or expedited landing. This reflected a global pattern, possibly due to sensitivities about cabin air quality. (5.1) (5.4)**
2. **Incorrect T/O performance calculation for an intersection departure at Belfast; data re-calculated for a change in runway conditions but EFB TODA value defaulted to the full runway. (5.1)**
3. **A321 tail-strike in benign conditions at Glasgow, low-hours cadet as PF. (5.1)**
4. **Shortfall in suitably qualified engineers forecast to persist. (5.3)**
5. **Lighting for wind farms, cranes and other temporary obstructions ineffective; LED lighting shows poorly on NVG and red obstruction lights lost in urban clutter. (5.3)**
6. **20 UK runway incursions and 176 airspace infringements in 2 months. (5.5)**
7. **New occurrence reporting system (EU 376/2014) due in force 15 Nov. (5.6)**
8. **Drone encounters increasing, many at pattern altitudes. (5.7) (5.6) (5.8) (5.10) (5.11) (5.14)**
9. **2014 CAT Airprox evenly split in/out of CAS, increase in risk-bearing events. (5.7)**
10. **UK airport security staff prevented helicopter crew taking hot flasks on aircraft prior to flight over hostile terrain (as required by ops manual) (5.12)**
11. **Stand numbers removed from inactive SafeDock displays to avoid false indications of GHA readiness. (5.14)**
12. **Airbus/CFM56 suffered EPR reduction and engine stall warning shortly after lightning strike; 2 events probably linked. (5.15)**
13. **Pax on Sharm sector set fire to toilet, started second fire while crew were responding to the first incident. Individual detained by Egyptian police. (5.15)**
14. **Helicopters: loose article caused collective pitch restriction. (5.17)**
15. **Helicopters: distraction and high workload typical contributory factors in level busts and runway incursion events. (5.18)**
16. **Disruptive passenger incidents tackled via improved airport security. (5.20)**
17. **Early flap retraction during complex departure, PM complied with PF command. (2.20)**

- 18. Turbulence encounters leading to crew injuries. (5.20) (5.22)**
- 19. A380 jacking accident caused by incorrect calibration by unqualified employee, leading to gross overload and cascading jack failure. (5.21)**
- 20. Manual landing B737 tailstrike resulted from failure to account for nose-up trim bias with earlier double AP selection. 45 seconds from flare to touchdown. (5.21)**
- 21. Crews switching off external lighting on approach to known laser attack hotspots contrary to SOPs. Practice has ceased. (5.22)**

**Dai Whittingham
Chief Executive
22 September 2015**