

EXECUTIVE SUMMARY – 429th UKFSC SIE MEETING – 30 MARCH 2016

- 1. Pilot incapacitated by eye irritation following incorrect soft contact lens use after unplanned night-stop. Corrective spectacles not being carried. (5.1)**
- 2. Vehicle collided with parked aircraft on poorly lit area of ramp. (5.1)**
- 3. Confusion and poor understanding of EASA FTL definitions of ‘duty at airport’ and ‘standby at airport’ (5.2)**
- 4. Patchy adherence to flight deck door procedures reported. Questions on regulatory requirements. (5.2) (5.14)**
- 5. Increase in drone and met balloon involvement in Airprox incidents. (5.4)**
- 6. Pushback issues leading to ground damage and increased risk of injury. Proposal for harmonised terminology put to Airbus, Boeing, FAA and IATA. (4.4) (5.5) (5.10) (5.11) (5.13) (5.16)**
- 7. Captain elected to continue sector following minor wing-tip strike and own inspection of damage. (5.6)**
- 8. Anecdotal evidence of private operators opting for Isle of Man registration and postal addresses to avoid CAA scrutiny of UK-based operations. (5.6)**
- 9. Potable water contamination due to maintenance regime? (5.11)**
- 10. Tow bar shear pins broke twice during A330 pushback. Possible failure of bypass lever to disconnect NWS.**
- 11. Increased incidence of incorrect flap selections. (5.13)**
- 12. Avoidable TCAS RA events being triggered by autopilot rates of climb and descent. (5.13)**
- 13. Vehicle runway incursion at LGW and AMS led to Go Around. (4.2) (5.16)**
- 14. Airspace infringement MCR, private helicopter 1nm from 05L threshold. (5.19)**

**Dai Whittingham
Chief Executive
27 April 2016**