

**EXECUTIVE SUMMARY – 430th UKFSC SIE MEETING – 24 MAY 2016**

1. **Aircraft damaged by high winds, parked on ramp with flaps down after removal of spoiler actuators, no hyd power because of MP. (5.1)**
2. **Smoke/fumes event at night from chafed hydraulic pipe. Smoke goggles incompatible with oxygen mask/helmet combination. (5.1)**
3. **IT failure led to (known) corrupted EFB information, issues with contingency plans and selection of correct alternate/diversion approach plates. (5.4)**
4. **17 CAT Airprox events in 2016, 14 involving drones. Higher rates of climb/descent continue to cause TCAS RA. (5.5)**
5. **Maintenance contractor conducted work using improvised lighting, perceived/self-imposed pressure to complete task. (5.7)**
6. **New ECCAIRS-compatible MOR system slow and difficult. (5.7)**
7. **Incorrect loading of A321 by handling agent (loaded for A320), full aft stick required at rotation. (5.10)**
8. **EFB optimum flap setting menu led to 9 incorrect take-off configuration for engine-out profiles. (5.10)**
9. **Enhanced Vision System work well but IR-based some issues with visibility of LED aerodrome lighting (lights are cold). (5.11)**
10. **Helicopter disorientation event in degraded visual environment, close to Vortex Ring encounter. (5.12)**
11. **Ground engineer left engines running unattended after compressor wash. (5.12)**
12. **Control restriction, loose article from newly-supplied life jacket. (5.12)**
13. **ATC-induced level bust: low data rate from secondary radar. (5.13)**
14. **B737 departed with all 3 landing gear locking pins fitted. Multiple human factors. (5.15)**
15. **Sick FO allowed to continue to operate on return leg. (5.15)**
16. **Eng fire warning in climb, crew believed it to be spurious but decided to air return. Crews reminded that all fire warnings to be treated as genuine. (5.16)**
17. **E-cigarette exploded in hand baggage as pax disembarked. Separate in-flight fire from USB charger. (5.17)**

**Dai Whittingham  
Chief Executive  
28 May 2016**