

EXECUTIVE SUMMARY – 435th UKFSC SIE MEETING – 8 MARCH 2017

- 1. FMS coding issues emerging as a theme in N Sea helicopter wrong-deck landings. (5.1)**
- 2. Failure mechanism for the (Dec 16) S92 Tail Rotor Drive Shaft failure not yet replicated; HUMS processes improved, thermal plug being installed in the bearing as a physical indicator. (5.1)**
- 3. Jet Ranger damaged by collision with kites being flown at altitude off the South coast; MRG required replacement. No NOTAM action, clear implications for SAR operations. Abrasive-coated strings being used? (5.1)**
- 4. Helicopter downwash incidents, one causing injuries to HLS staff. (5.2)**
- 5. Serious Airprox between Voyager (A330) and foreign mil fast jet being investigated. (5.3)**
- 6. Just Culture issues arising from formal post-incident disciplinary action. (5.3)**
- 7. A320 tail strike after soft landing; experienced PF kept applying nose-up inputs in the belief aircraft was floating. Scrape heard on flight deck, identified as landing bounce, more damage on TOGA selection. (5.10)**
- 8. Startle factor apparent during brief stick-shaker event on approach in turbulence. (5.12)**
- 9. Operator incorrectly using rostering software for fatigue vs sickness assessments. EASA FTL-compliant rosters can still generate fatigue. (5.4)**
- 10. Bogus CVs being provided to some manpower agencies; MROs need to verify staff qualifications. (5.4)**
- 11. CAT traffic in Class G needs to comply with Rules of the Air; IFR procedure does not give automatic right of way. (5.6)**
- 12. Controller unable to give correct separation information as frequency blocked by verbose non-standard RT.**
- 13. Questions about performance calculations for intersection departures, lazy turns vs 90 deg runway entry. (5.9)**
- 14. Normalisation of deviation: crew response to short duration reactive wind-shear warnings on known ‘problem’ approaches, (eg) Funchal? (5.9)**
- 15. Low-speed event after AP engaged during GA, some lack of awareness about AP activity; intervention training amended. (5.10)**
- 16. B787 flight control modules designed to reset every 22 days; 3 airborne resets experienced. AD issued, software being changed by manufacturer. (5.10)**
- 17. Birdstrike on departure from Banjul (12 x storks), both engines damaged, air return. (5.11)**

- 18. B738 - loss of oil from leaking starter motor (No 2), engine shut down in descent to planned destination. (5.12)**
- 19. 3 x asymmetric thrust incidents: result 1 x collision with airbridge and 2 x runway excursions. (5.15)**

**Dai Whittingham
Chief Executive
27th March 2017**