

## **EXECUTIVE SUMMARY – 440th UKFSC SIE MEETING – 16 JANUARY 2018**

- 1. Bespoke laser legislation introduced to Parliament (House of Lords) by DfT. (4.1)**
- 2. ATP crew unable to disconnect autopilot on approach. PF managed to commence a low go-around and get the A/P disconnected. Not the first occurrence on type. (5.1)**
- 3. E145 runway excursion after Cat 2 approach and manual landing in LVP. No emergency evacuation but multiple issues with incident management and aircraft recovery. (5.1)**
- 4. Dash-8 possible mode selection error; climbing through 1800 ft but bunted during the acceleration phase. 4000fpm ROD followed by an EGPWS warning, aircraft bottomed at 900 ft. (5.1)**
- 5. Increasing reports of crews using incorrect phraseology: “descend on the glidepath” does not have the same meaning as “cleared ILS”. Generating more RTF traffic on a busy frequency to resolve. (5.3)**
- 6. A330 wx radar left on after landing; checklist discipline affected by fatigue. (5.6)**
- 7. GHA reporting missing panels on arriving aircraft, generating runway inspections, when defects were already known to operator. (5.7)**
- 8. Video imagery revealed root cause of minor runway excursions, some pilots had feet incorrectly placed on the rudder bars. (5.8)**
- 9. B747 stab trim fail (Stab 2&3 messages) at TOC; fuel dumped, aircraft diverted. Normal landing with pilots manually holding the trim force. (5.9)**
- 10. Non-compliant HEMS patient forced immediate landing. (5.11)**
- 11. 2ft rod aerial found to be missing, none of pilots over 3 days could recall seeing the aerial, described as ‘normalised blindness’.**
- 12. B747 inadvertent entry into convective cloud, stick shaker, airspeed and altitude loss, both windscreens cracked and airframe hail damage despite very short exposure. (5.14)**

**Dai Whittingham  
Chief Executive  
UKFSC  
29 January 2018**