

EXECUTIVE SUMMARY – 441st UKFSC SIE MEETING – 7 MARCH 2018

1. **Laser Misuse (Vehicles) Bill making excellent progress through Parliament. ATC facilities now included. Process could be complete by end April. (4.1)**
2. **DfT, Cabinet, CAA and EASA aligned on desire for UK to remain within EASA post-Brexit. (4.2)**
3. **Spate of landing gear incidents (collapses, gear unsafe warnings.) (5.1)**
4. **Full tear-down inspection revealed issues with aircraft wiring. One aircraft per fleet being subject to similar inspections. Contracted maintenance had increased exposure to risk. (5.2)**
5. **Discussion of MRO issues: shortage of resources; reports of reduced spares stock leading to high robbing rates; increase in AME fatigue reporting; no requirement for MROs to have an SMS. (5.3)**
6. **EASA reviewing EFB processes/protocols following in-flight cable fire (non-UK). EFB security should include cyber. (5.3)**
7. **Operator policy preventing new FOs from landing the A321 for their first 6 months. (5.3)**
8. **271 Airprox in 2017. Initial results for 2018 suggest rate decreasing, especially for drone encounters. 25 risk-bearing Airprox Dec-Feb. (5.4)**
9. **‘Mini flight plan’ being trialled (AIC Y 095/2017) for GA pilots to pre-notify Class D transit requests. (5.5)**
10. **Crew arrived at aircraft, found 40 tonnes of fuel uploaded overnight by 3rd party, no paperwork. Automatic process at Miami for UK-bound aircraft. (5.7)**
11. **APU fire-bottles found cross-connected on new aircraft. (5.10)**
12. **S61 rebuilt after sea shipment. Ground run OK but pitched forward and damaged on initial lift for check flight. Hull loss, AAIB investigation. (5.10)**
13. **Local Airspace Infringement Team activity proving effective. (5.12)**
14. **Wind shear events at Chambery and LCY; 1 recovery prolonged, aircraft upset and startle effect. (5.13)**
15. **80 kt RTO following a VIB warning; cured by compressor wash. (5.14)**
16. **Aircraft left paved surface at St Lucia while using a non-ICAO compliant turning pad at night. (5.15)**
17. **Confirmation bias: ATHR fire diagnosis following failure and subsequent encounter with smoke from ground fires. (5.15)**

18. **B737-800 hard landing, unstable black-hole approach in Samoa. Incorrect PM interpretation of FMC data after landing, hard landing not identified. Nacelle damage missed on next 4 sectors. (5.16)**
19. **Stick-shaker event on approach, ATHR disconnect after power interrupt. No action against crew- Just Culture application. (5.18)**
20. **Altitude fluctuations during turbulence encounter caused TCAS RA. (5.18)**
21. **Undisclosed Li-battery shipment being investigated by CAA. (5.19)**
22. **B737-800 tail-strikes; reported as 'no strike' so crew continued. Briefing sheet prepared for ATC. (5.20)**

**Dai Whittingham
Chief Executive
UKFSC
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