

EXECUTIVE SUMMARY – 444th UKFSC SIE MEETING – 5 SEPTEMBER 2018

1. **Touch-tests to confirm correct de-icing are impractical for larger aircraft, and there are H&S issues with de-icing fluid and skin contact, plus the potential for fluid to enter into the aircraft cabin via contaminated clothing/footwear. If in doubt, have the contractor repeat the process. (4.2)**
2. **Runway conflict between departing A320 and B738 on approach, extended flare while waiting for a landing clearance. Separation reduced to 800m. (5.1)**
3. **Helicopter refuelling incident overseas, split line from a fixed supply point sprayed fuel over the maintenance personnel inside the aircraft. Previous reports about the hose condition had not been followed up. (5.2)**
4. **Aircraft departing Mogadishu was cleared to line up and depart with ‘traffic approaching to the other runway’; PF executed a break turn at 50ft after take-off. (5.2)**
5. **Aircraft being planned to operate into ‘hot’ destinations with inoperative APUs, leading to crews straying from OM/SOPs. (5.3)**
6. **Companies deciding to hold ASRs at company level rather than submitting them to the NAA as requested must advise the reporter accordingly. (5.3)**
7. **CAA-sponsored Industry Resilience Group was looking at mass diversion scenarios, developing ‘play books’ to ease management (5.4)**
8. **GPS jamming in the Nicosia FIR a persistent problem. CAA has made representations to the relevant NAAs. (5.7)**
9. **ATC advised inbound aircraft that nominated divert had closed due to ATCO shortages; announced by NOTAM that morning but not available to crew at planning stage. (5.8)**
10. **Recent disruptions in traffic across Europe (ATC strikes, ATC and airport capacity issues leading to slot delays) impacting on rostering and fatigue management. (5.10)**
11. **A320 microburst encounter produced a 22kt speed loss and a 4deg increase in pitch in one second. (5.10)**
12. **B747 diversion with 2 engines in fuel filter bypass mode. (5.12)**
13. **Multiple HF and procedural errors led to wrong runway departure with conflicting traffic. (5.14)**
14. **2 smoke/fumes incidents led to diversions. 3 intermittent cargo smoke warnings but no use of extinguishers. (5.15)**

15. **ATR 72 damaged by 3.9g impact with sea on go-around from a non-precision approach. (5.17)**
16. **B737-800 runway excursion at Manila; active thunderstorm and heavy rain. Reports that captain (PF) ignored repeated go around requests.**

**Dai Whittingham
Chief Executive
UKFSC
25 September 2018**