

EXECUTIVE SUMMARY – 445th UKFSC SIE MEETING – 7 NOVEMBER 2018

- 1. New UAS team in the CAA expanding. 5000 ‘standard permissions’ already issued, 12 non-standard permissions submitted weekly. 70% of drone encounters were occurring above 1500ft. (4.3)**
- 2. FDM comparisons of long landings with Karolinska scores showed correlation between sleepiness, low approach speeds, harder landings and increased fuel consumption. (4.4)**
- 3. Multiple instrument problems led to B737-800 RVSM level bust; ADIRU failure. (5.1)**
- 4. B737-400 despatched with an inop generator and APU running. Second generator failed in flight but APU had dropped offline, leaving batteries only. (5.1)**
- 5. No formal findings on Leicester AW169 accident but loss of yaw control identified. Significant post-crash management hazard from effects of fire on composites. All relevant operating requirements had been complied with. (5.1) (5.4)**
- 6. Cat A Airprox between 2 helicopters at night, within 40ft, crews unaware. Distraction, communication and organisational issues. (5.2)**
- 7. Interception by Hungarian fighter at FL370 en-route Edinburgh to Paphos after 20 minute PLOC. 121.5 MHz volume had been turned down because of distracting chatter. (5.5)**
- 8. Discussion of birdstrike processes. MATS Part 1 requires ATCO to close the runway for an inspection after a strike, so allowing the crew to decide to land or go around was not permitted (5.5)**
- 9. CAA’s Pilot Peer Assistance Network being developed. Aim is to provide an independent and confidential service for all UK AOC pilots that contributed to their emotional and cognitive well-being. (5.7)**
- 10. B737NG low-speed RTOs due to T/O CONFIG warning. Speedbrake popping out of its detent when crossing uneven surfaces/concrete joints, new SOP. (5.10)**

**Dai Whittingham
Chief Executive
UKFSC
27 Nov 2018**