

**EXECUTIVE SUMMARY – 446th UKFSC SIE MEETING – 16 JANUARY 2019**

1. **Discussion of Gatwick drone event. Electronic conspicuity, separation rules, transfer of risk. (4.1) (5.2)**
2. **Dash-8 altitude and airspeed mis-match after maintenance; possible contamination of static vents by sealant used in testing. Meeting discussion of Tech Log and ASR/MOR reporting and inclusion of sufficient detail. (5.1)**
3. **Airprox at minor airfields; some high-activity sites have dropped licence and ATZ on resource grounds. (5.2)**
4. **Reports from USA of cabin crews using power packs and portable ovens to heat personal meals in flight. Power packs are capable of jump-starting a car. (5.3)**
5. **CAA has established a WG to promote best practice on avoidance of incorrect take-off performance calculations. Also, concerns over increasing threat from undeclared Lithium battery shipments.**
6. **Helicopter On-shore Safety Review completed and report now in draft. Multiple minor recommendations. (5.5)**
7. **Seneca rudder cable snapped after shorting on emergency battery terminal. (5.7)**
8. **B787 potable water servicing panel detached in flight. CCTV showed panel apparently fastened on departure; potential hinge manufacturing problem? (5.9)**
9. **Airbus significant incorrect control input as aircraft reached  $V_{MO}/M_{MO}$ . PF selected idle thrust and speedbrake and allowed the speed to decay, aircraft stalled 3 times. (5.10)**
10. **B737 in Mexico damaged by collision with an object in flight, not consistent with a birdstrike. (5.11)**
11. **B737 partial ADIRU failure, captain's PFD toppled, uncommanded climb on AP. QRH actioned but uncommanded yaw experienced on finals; ADIRU fault caption extinguished after initial QRH actions, which halted the drill, but ADIRU still providing data. (5.12)**
12. **A helicopter collective friction did not disconnect (post MRO check); connector not tightened properly. Discussion of variation between manufacturers and operators on requirements for post-maintenance check flights. (5.13)**
13. **Pilot disorientation in degraded visual environments, requiring intervention by PM. All instances where a PM has had to intervene should be reported. (5.14)**

**Dai Whittingham  
Chief Executive  
UKFSC  
28 Jan 2019**