

EXECUTIVE SUMMARY – 447th UKFSC SIE MEETING – 13 MARCH 2019

- 1. Pilots operating ambulance or HEMS flights requiring priority should advise ATC on first contact that it was a Cat A flight. (5.2)**
- 2. Chinook TAS, traffic indication 180 degrees in error. (5.3)**
- 3. B737, 2.5 ton loading error after use of manual load sheet. (5.7)**
- 4. B787 load check after STAB GREEN BAND caution, returned to stand. Loading unit out of sequence, aircraft would have been badly out of trim. (5.7)**
- 5. New FDM event detected second case of inappropriate use of reverse thrust. Crews unaware of earlier event because of a ‘no publicity’ decision. (5.7)**
- 6. Ground handling issues in USA. Near collision with GSE averted by crew during de-icing that commenced without crew knowledge. (5.8)**
- 7. B787 go-around for wind shear, heavy landing, damage not apparent on first inspection. (5.8)**
- 8. A320 double cargo fire warning. Diverted, captain decided against evacuation. Warning caused by faulty test switch. (5.8)**
- 9. Normalisation of deviation: worker injured by baggage truck while walking in roadway. Safety leadership issues. (5.8)**
- 10. Crew did not select AC packs on after departure, CABIN ALT warning FL245. Packs selected on during emergency descent, continued to destination. (5.9)**
- 11. Failing S61 MGB detected by HUMS, data now being reviewed daily. (5.12)**
- 12. Drift in flare during Cat III Autoland at Munich. (5.14)**
- 13. Two EMB190s extensively damaged in ground running incident. One jumped the chocks during a high-power ground and collided with the adjacent aircraft. (5.17)**
- 14. GENx-1B blade release after mis-assembly during in-service replacement. Blade platform not properly engaged but appeared secure. (5.17)**
- 15. Near ground collision at Malaga, ATC issue. (5.18)**

**Dai Whittingham
Chief Executive
UKFSC
9 April 2019**