

EXECUTIVE SUMMARY – 448th UKFSC SIE MEETING – 8 MAY 2019

1. **Low-speed A320 RTO, evacuation initiated by cabin crew. (5.1)**
2. **Serious pushback incident; tug and aircraft ended up at 90deg. No comms with the flight deck, collision was first indication of problems to the crew. (5.1)**
3. **Un-commanded roll incident, Citation with active winglets. Aircraft rolled to 75deg left; removal of electrical power and speed reduction required to regain full control. (5.1)**
4. **Possible training issue, maintenance staff being guided to pull CBs for all maintenance. (5.3)**
5. **DGAC France working on NOTAM prioritisation. CAA monitoring MAX return to service work. (5.5)**
6. **EMB 190 post-maint ground running accident. Incorrect re-fit of brake hydraulic connectors. Pressure sensors installed upstream of brake units. (5.8)**
7. **HEMS runway incursion, airport erroneously believed closed. (5.10)**
8. **B747 inadvertent spoiler actuation during ground maintenance, engineer lucky to escape injury. (5.12)**
9. **Correct crew response to oscillating rolling incident in gusty condition. AP remained engaged per training. (5.12)**
10. **Ground fatality at DUB, fall from height. (5.13)**
11. **Turnback due to avionic smoke/fumes event, crew recognised remaining presence of smoke after coming off oxygen on the ground. New guidance issued on rapid disembarkation process. (5.13)**
12. **Loss of PF displays during take-off roll. Faulty Mode selector switch. (5.14)**
13. **A320 use of erroneous performance calculations at Lisbon. (5.15)**
14. **Coffee spillage on the flight deck leading to electrical problems. Differing procedures between AOCs in same group. (5.17)**
15. **Egypt procedures generating tech log reporting delays: Hurghada requiring reports for all defects. (5.17)**
16. **B787 fuel imbalance and fuelling error in New York: US gals v Kgs. (5.18)**

**Dai Whittingham
Chief Executive
UKFSC
18 June 2019**