

EXECUTIVE SUMMARY – 452nd UKFSC SIE MEETING – 15 JANUARY 2020

1. **Global 600 lateral runway excursion at Liverpool, possible due to asymmetric application of brakes on landing; recovery of the aircraft was protracted due to conflicting advice and understanding between airport and recovery contractor. (5.1)**
2. **Lifing and maintenance of flight control cables being reviewed following Q400 aileron cable failure. (5.1)**
3. **Charting and language issues featured in A321 low approach at Stansted. (5.1)**
4. **Reports of crews ignoring safety concerns raised by passengers. (5.5)**
5. **Project management: EFB update with software not fully compatible with hardware, making data entries hard to see and cross-check. (5.5)**
6. **Discussion on immediate vs pre-warned go arounds for unstable approaches. SOP variance between operators. (5.5)**
7. **Tehran B737 shoot-down: CAA urging all operators to routinely review conflict zone overflight policy. (5.6)**
8. **Transient fatigue effects evident in 3 low-risk events, all with FO as PF. Data review (6 years) showed FO more likely to have similar occurrences. (5.7)**
9. **A330 crew used reverse thrust to assist with chock removal. (5.8)**
10. **Aircraft damaged by failure to follow maintenance procedures, wrong units: Bars vice psi. (5.8)**
11. **Mis-loaded ULD damaged aircraft on departure, not reported, detected on arrival. (5.8)**
12. **AAIB had published report into company aircraft, maintenance error. Complex MP, unhelpful software, tablet affected by rain. (5.9)**
13. **Performance calculation event, wrong data. Crew rushed because of fuel saving requirements on the ground. (5.9)**
14. **Runway incursion after headset failure; headset incompatible with aircraft. (5.9)**
15. **Runway incursion, maintenance engineer required to make repeated runway crossings. Distracted, omitted to request crossing clearance. Landing aircraft seen through rear view mirror. (5.11)**

16. **Windshear event, significant flap overspeed event (32 kts), aircraft diverted. Turbulence so violent, crew unable to read instrument. Unexpected turbulence, startle effect evident. (5.12)**

Dai Whittingham

Chief Executive

UKFSC

17 February 2019