

EXECUTIVE SUMMARY – 453rd UKFSC SIE MEETING – 05 AUGUST 2020

1. Late rotation incident after V-speeds either not entered in the FMGC or dropped out. Rotation 37 kt above the correct speed and 120 m from the end of the runway, captain (PM) deliberately delayed the call. (2.1)
2. Helicopter wire-strike in Wales under investigation, consistency of marking wires on various aeronautical charts (including electronic) was one line of inquiry. (2.4)
3. Personal and professional pressures on individuals being reported, including mental health issues and distractions from employment concerns. (2.7)
4. Increased incidence of high-energy approaches being reported via FDM, IATA, state-level contacts. (2.8)
5. ULH cargo flights to Far-East and China being operated with double/heavy crew. (2.9)
6. Lack of recency, poor planning, lack of knowledge and skill fade featuring in Airprox and GA reports. (2.10) (2.11)
7. False or inaccurate glideslope indications being reported on Malaga RW13. (2.12)
8. Poor tech-log discipline led to flight with unrecorded maintenance action. (2.13)
9. Crews being given short routings, leading to rushed final approaches. (2.15)
10. Return to ops, 3 x IAS discrepancies on take-off, leading to 2 x RTO. (2.15)

**Dai Whittingham
Chief Executive
UKFSC
12 Oct 2020**