

**EXECUTIVE SUMMARY – 466th UKFSC SIE MEETING – 13 MARCH 2024**

1. **A B737 MAX a G/A was initiated at 4nm as the slope was still not captured. The use of TOGA dropped the AP out (by design) and the subsequent manual flight saw a 1000 ft level bust and overspeed followed by high ROD. (2.1)**
2. **B737 departing Bristol, TOGA was set at the start of the take-off roll but the AT then disengaged. The upwind threshold was crossed at 9ft. (2.1)**
3. **PIA 8303 (A320) accident in 2020 showed only 5% of FDM analysed. PIC's data showed multiple high-energy approaches with TAWS alarms. (2.2)**
4. **Reminder that T/R selection should be considered a full stop decision. Investigation of a bounced landing at Copenhagen (A320) showed 3 of the 4 thrust reverser doors fully deployed on one engine. T/R had been selected prior to the G/A decision. (2.2)**
5. **Significant increase in level busts >300ft across UK airspace. (2.4)**
6. **A mass diversion exercise players tested a new digital interface tool using real 2022 scenarios. Exercises may be extended to wider Eurocontrol region. (2.4)**
7. **De-icing failures; re-freezing of the fluid occurring during short turn-rounds. De-icing rig mixing had been set for the OAT, not fuel temperature. (2.7)**
8. **5G RFI experienced at Tel Aviv, aircraft fitted with Thales radalt. (2.8)**
9. **Honeywell RAAS software option now included altimeter monitoring using geo-alt for comparison with other sources, would detect mismatch of >6 HPa. (2.9)**
10. **Language proficiency for LEM recruited overseas (to address UK shortages) was a cause for concern, poor competences leading to misunderstandings. (2.10)**

**Dai Whittingham  
Chief Executive  
UKFSC**