

EXECUTIVE SUMMARY – 449th UKFSC SIE MEETING – 17 JULY 2019

- 1. B737 climbed then descended during ATC-instructed go-around. RNAV approach being flown in FLCH mode. (5.1)**
- 2. B747 unreliable airspeed event prior to entering Oceanic airspace, stick shaker activated, crew flew the stall recovery. Normal operations restored via QRH, continued to destination. (5.1) (5.13)**
- 3. Operator lost control of 67 kg UAV at Goodwood, vehicle followed last instruction and spiralled up BVLOS, crashed 8 minutes later. (5.1)**
- 4. Laser eye protection being reviewed. (5.4)**
- 5. Twin Squirrel engine failure at major sporting venue. Successful landing but event operator had no means of moving helicopter from landing site. (5.4)**
- 6. CAA running APV workshops for sharing of coded circling and visual approaches between operators. (5.5)**
- 7. ‘Plan 39’ playbook for LTMA mass diversion events now active. (5.5)**
- 8. Injuries being sustained during maintenance activity – Health and Safety. (5.7)**
- 9. Production risks becoming safety risks. Fatigue increased by attempts to cover gaps in aircraft availability. (5.10)**
- 10. 2 head-on Airprox incidents with gliders in Class G. Electronic conspicuity measures need to be interoperable. (5.11)**
- 11. Distraction and interrupted checklist; aircraft took off with significant rudder trim applied. (5.12)**
- 12. Benefits of training focus on 2-engine go-arounds: 567 flown, 1 handled sub-optimally. (5,13)**
- 13. Hidden damage to control unit after helmet dropped from stowage. (5.16)**
- 14. Control restriction caused by comms connector. (5.17)**
- 15. Aircraft damaged by film crew arc lights. (5.18)**

**Dai Whittingham
Chief Executive
UKFSC
31 July 2019**