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**Captain Malcolm Rusby**  
Acting Head of State Safety Partnerships, UK CAA  
Supported by Captain Linton Foat, Thomas Cook  
Airlines *as representative for all UK operators who fly  
to Caribbean*

**8 May 2018**

## **State Safety Partnerships UK Operations in Caribbean Region**

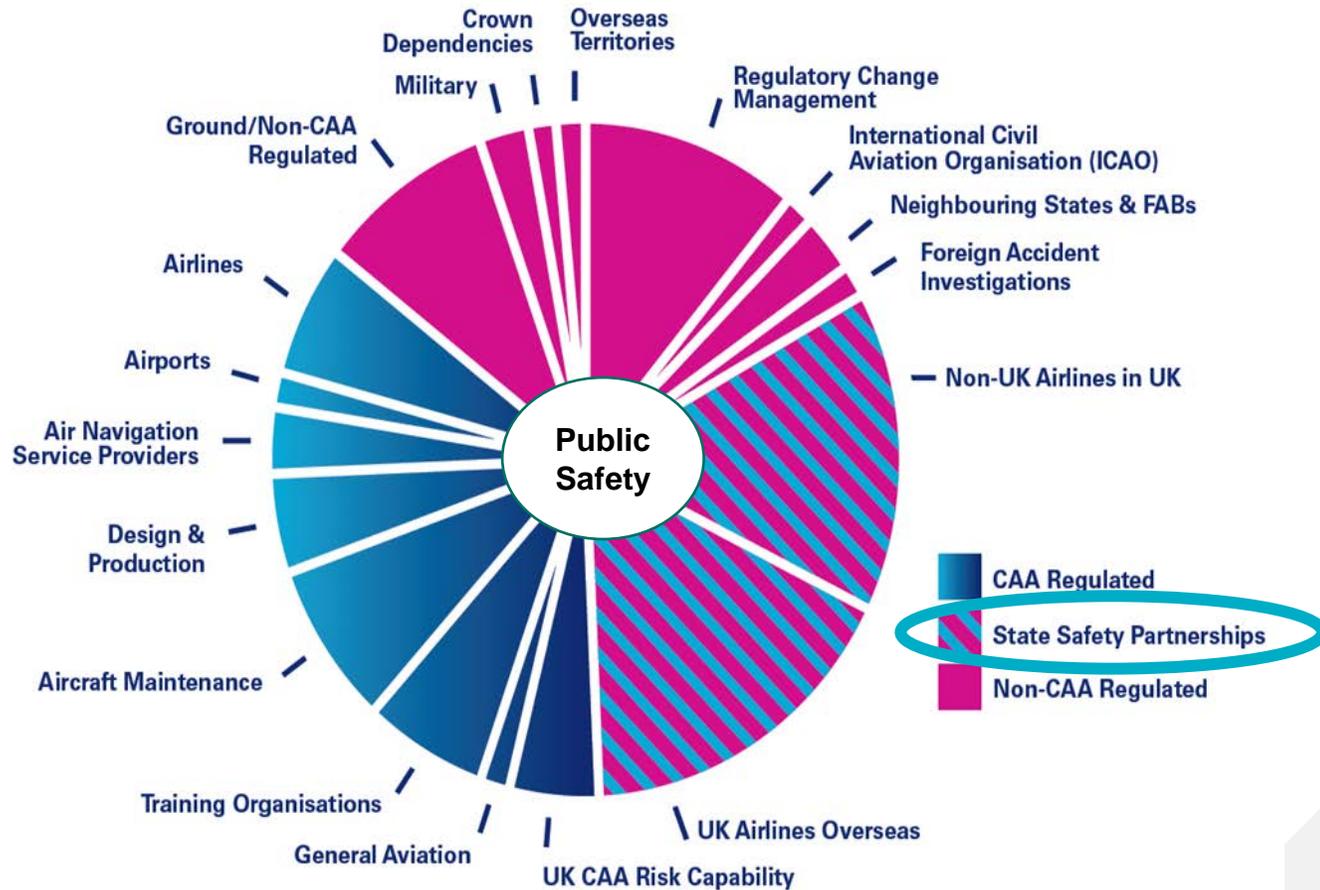
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ICAO PA-RAST/32 Ottawa, WP/06 – Agenda Item 3

# The UK CAA State Safety Partnerships Team Working in Safety Partnerships



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To work in safety partnerships with States and their industry to **enhance** operational safety performance

Focus on Safety Performance – not being a Regulator

# CASSOS / ICAO / UK Safety Partnership Initiative

## How we got to today?



In December 2017, the UK operators (mainly Virgin Atlantic, British Airways, Thomas Cook and TUI) approached the UK CAA regarding their operational safety concerns within the Caribbean

- UK meeting took place to better understand the mutual issues and agree with the UK CAA State Safety Partnerships team a way to address them going forward.
- UK CAA undertook a safety intelligence review from **Mandatory Occurrence Reports (MORs)\***
- December 2017, Air Safety Support International approached ICAO NAC Regional Office
- March 2018, whilst the UK CAA were in Baltimore for FAA Infoshare, given the opportunity to present at ICAO RASG-PA ESC Meeting
- April 2018, teleconference with UK CAA, ICAO NACC Regional Office and CASSOS members
  - UK CAA and UK operators invited to attend and present here today

• *Note: explanation of MORs provided at end of this presentation for background information only. Not to be presented.*



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## **UK State Safety Partnerships Caribbean Destinations**

Presentation delivered by Captain Mark Chesney,  
22 March 2018



# A330 excursion October 2017

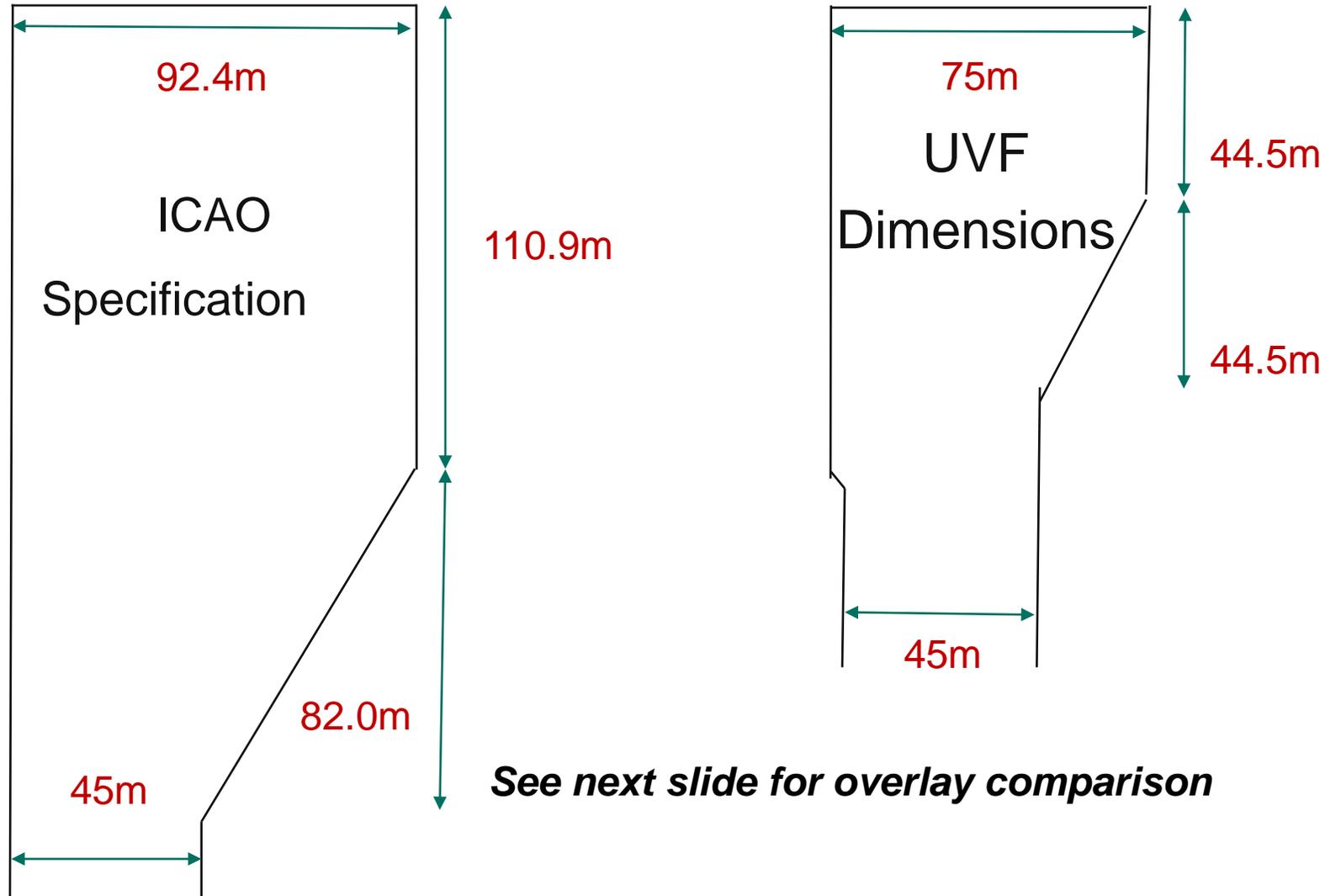


# Size- UVF classed as a Code 4E Aerodrome

4 denotes field length >1800m and accommodates wingspan of less than 65m and outer main gear span <14m

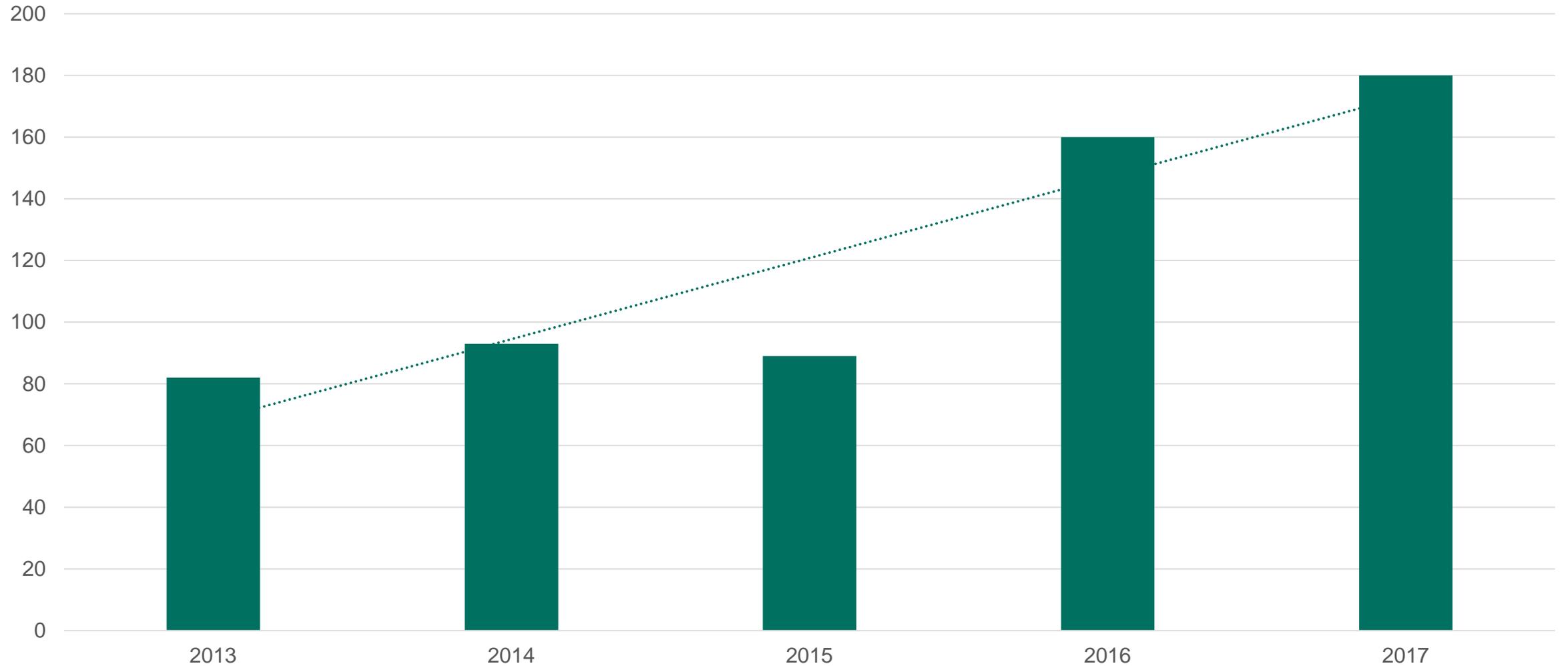


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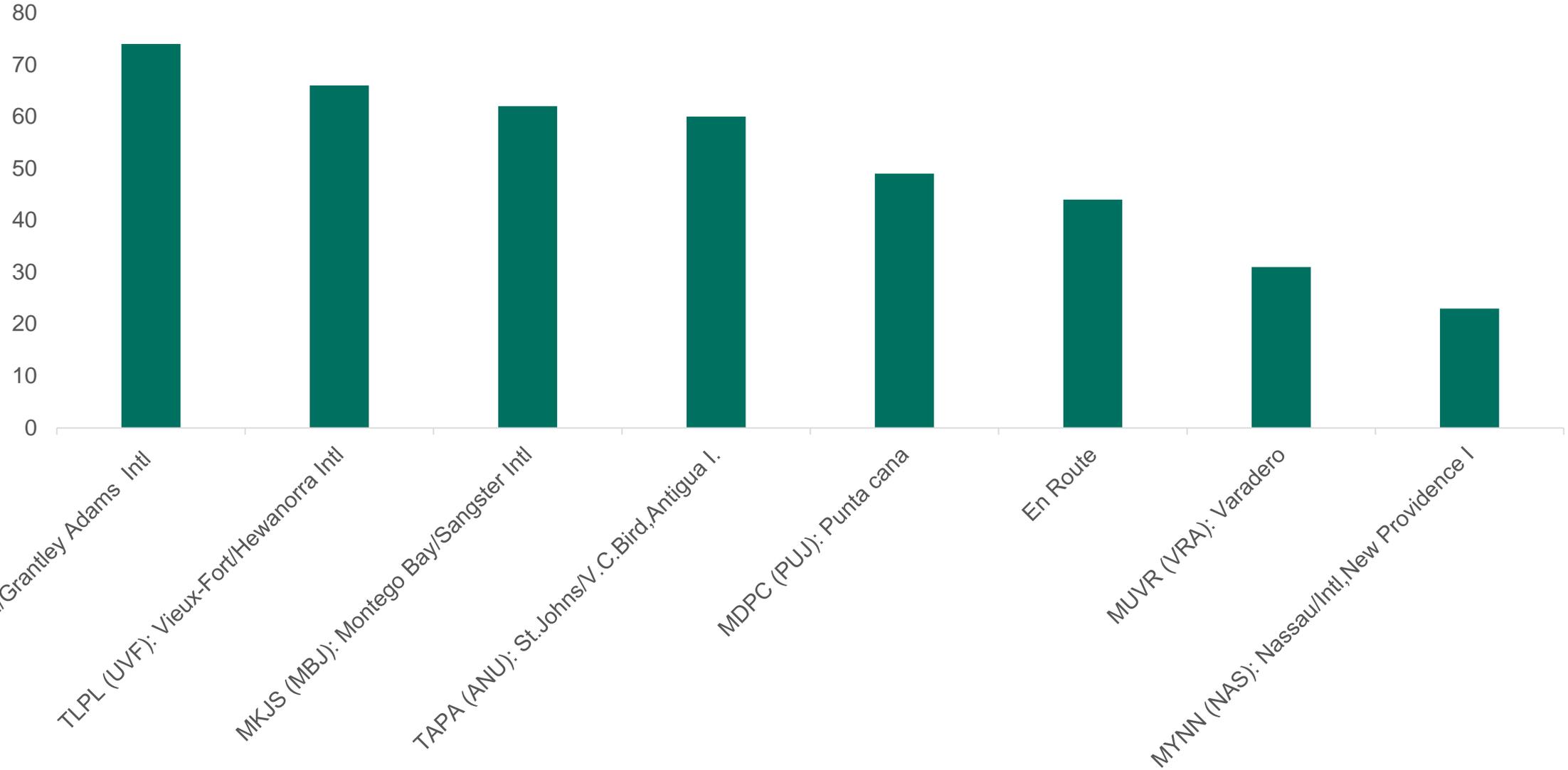


# All Caribbean MORs

[Mandatory Occurrence Reporting]



# Destinations with >15 MORs



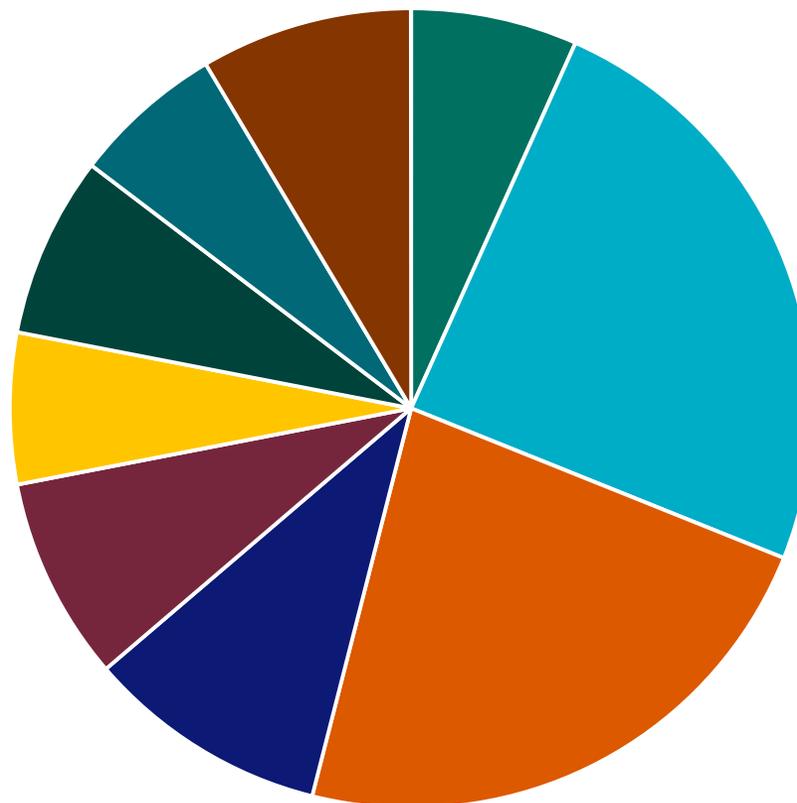
# All Caribbean Non-Crew Factors >20 MORs



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UK  
Civil Aviation  
Authority



Unreported damage  
Unsecured load  
Shifts  
Electronic Mobility Aids  
Drugs  
Dangerous Goods  
Escaped animals

■ Aircraft Damage

■ TCAS

■ ATC

■ Loading

■ Airprox

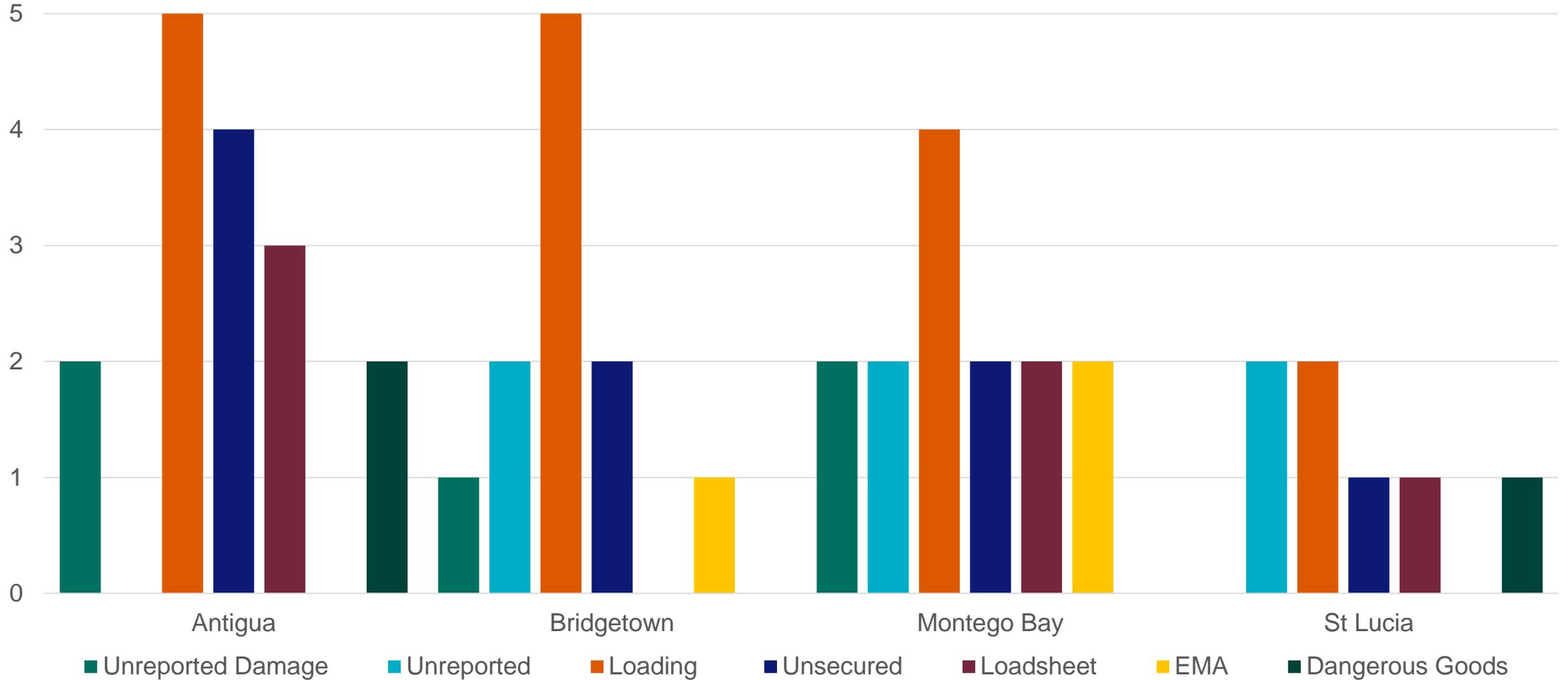
■ Weather/Turbulence

■ Wildlife

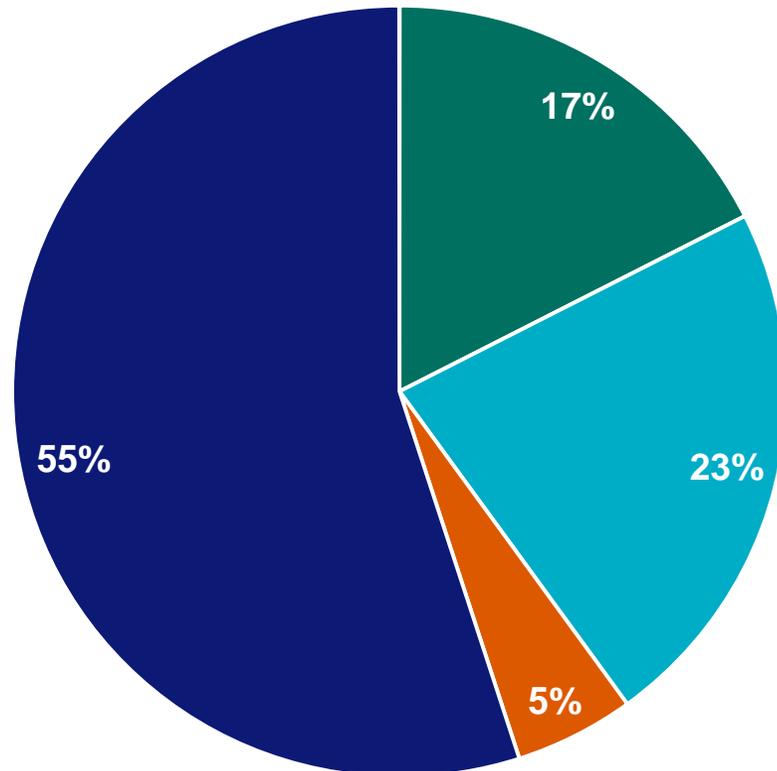
■ Loadsheets

■ Ground Ramp/RWY

# Loading



# Wildlife Hazard Management



■ Antigua   ■ Bridgetown   ■ Montego Bay   ■ St Lucia

# Wildlife- Diverted river channel alongside RWY and poor drainage lead to ideal environment for wildlife

## Significant bird activity present

- Plovers Sand pipers
- Barn Swallows\*
- Herons
- **Egrets\*** - large flocks seen to south of RWY and by parking stands, 20-30 birds in areas of mown grass-see next slide

Dead egret collected from RWY during inspection after AA aircraft had bird strike on departure

- Significant areas of long grass surround RWY
- Areas adjacent to RWY and pads are kept short
- Grass cutting is daily but hampered by rainfall



\*seen during inspection

# Egret colonies



Runway

Position after push back



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## For information

- ***The safety data within this section is from 04 January 2013 to 13 November 2017***
- ***573 MORs received during this period; only a proportion of that forms part of the safety intelligence***



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**Updated Safety Intelligence Review  
UK Operators to/from Caribbean  
May 2018**

**Presented by Captain Malcolm Rusby**

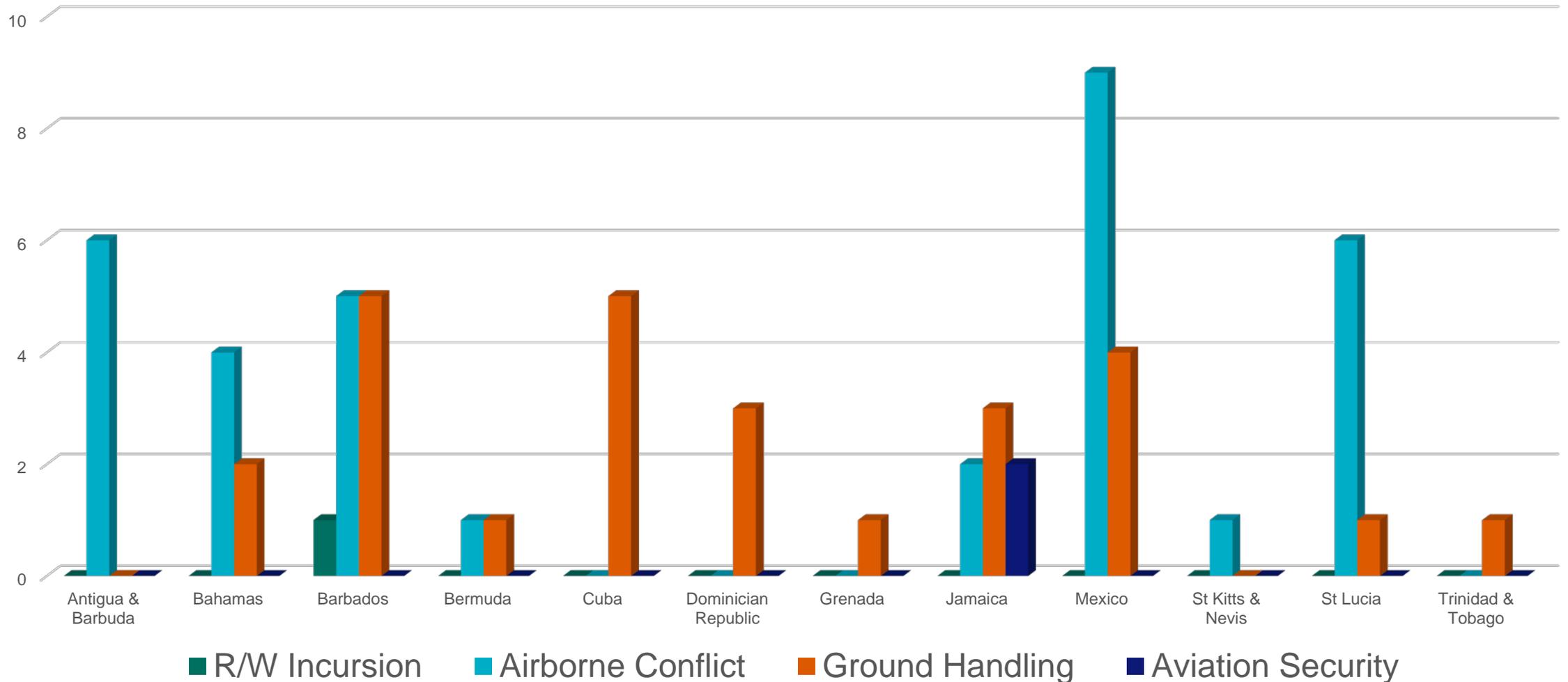


# Summary UK MOR Review of Caribbean Operations by UK Operators (November 2017 – April 2018)

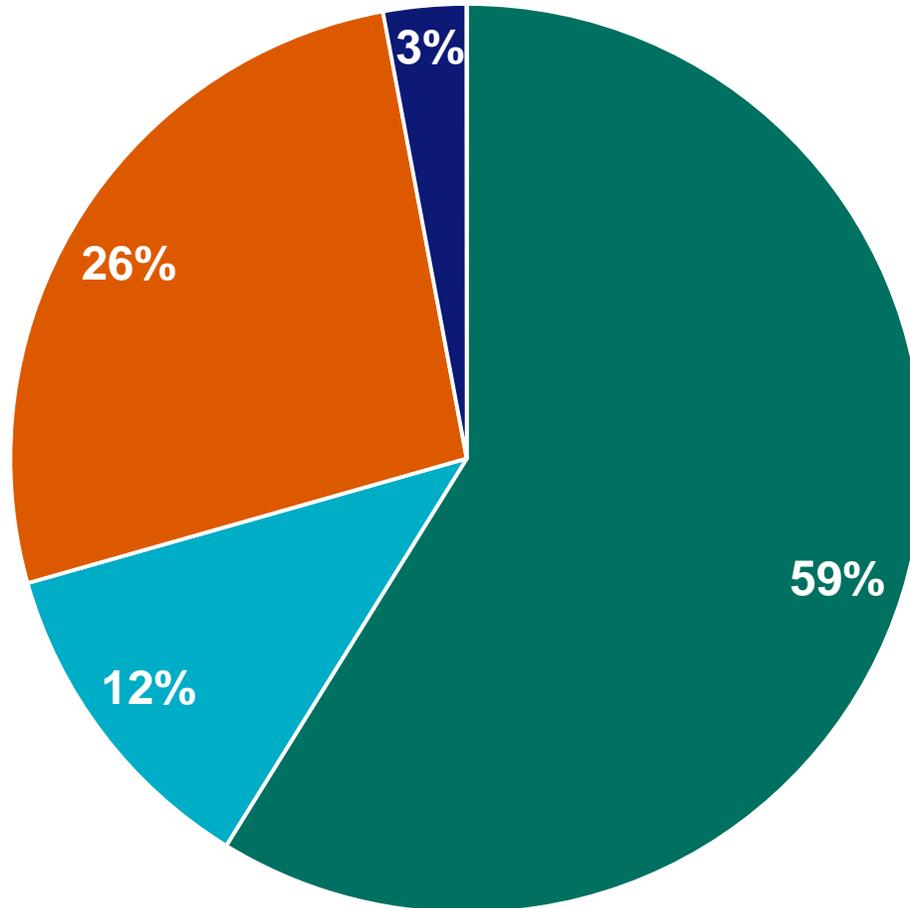


- **This section of the presentation provides a total summary of MORs reviewed between 3 November 2017 to 9 April 2018**
- **The MOR report was produced on 3 May 2018**
- **At the time of this report there were 130 MORs provided within the time period**
- **Only 48% of the total records were applicable for this safety intelligence picture**

# Top Level Events by Location November 2017 – April 2018

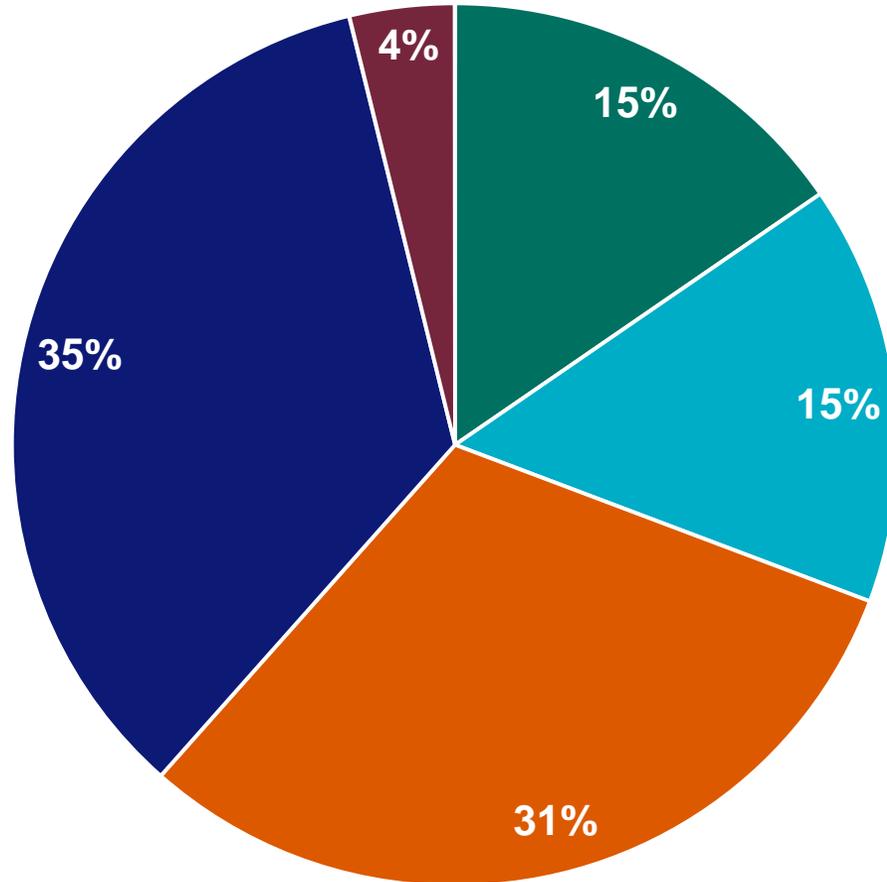


# Airborne Conflict Detail



- Birdstrikes
- TCAS
- ATC Airborne
- Laser attack

# Ground Handling Detail



- Electronic Mobility Aids (EMAs)
- ULDs (Baggage/Cargo containers)
- Unreported damage
- Load shift / error
- Door partially open

# Next Steps

- Operator Workshop
- Possible GHOST involvement
- APV Project



Adam Simonson  
ealegourmet

David Cross  
easyJet

Jason Sandever

gategroup

# WE ARE SAFETY

AN AWARENESS THAT RUNS THROUGH ALL OF US

We are proud to launch We Are Safety, a new initiative to further raise awareness of aviation safety standards.

By working as a team of companies, we can achieve far more together.

Join us and help improve safety in our industry.

Be the experience. Be safety. We are safety.

JUST CULTURE

# Mandatory Occurrence Reports (MORs)

## UK CAA CAP382



- Occurrence reporting in the UK and the rest of Europe is governed by European Regulation 376/2014
  - UK hard regulation from 1976 and adopted by EASA in 2005. The UK CAA analyses about 15,000 reports per year
- Requires the reporting, analysis and follow up of occurrences in civil aviation and delivers a European Just Culture Declaration.
- An occurrence means any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person.
- The purpose of occurrence reporting is to improve aviation safety by ensuring that relevant safety information relating to civil aviation is reported, collected, stored, protected, exchanged, disseminated and analysed. **It is not to attribute blame or liability.**
- The MORs code detail is given in IR 2015/1018 – plain and simple list classifying occurrences in civil aviation to be mandatorily reported.
- For more information of the code detail please visit <http://www.caa.co.uk/Our-work/Make-a-report-or-complaint/MOR/The-MORs-code/>



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## State Safety Partnerships

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International Group

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[www.caa.co.uk/statesafetypartnerships](http://www.caa.co.uk/statesafetypartnerships)