



Rapportering av hendelser

en tillitssak

Mikroflyseksjonen



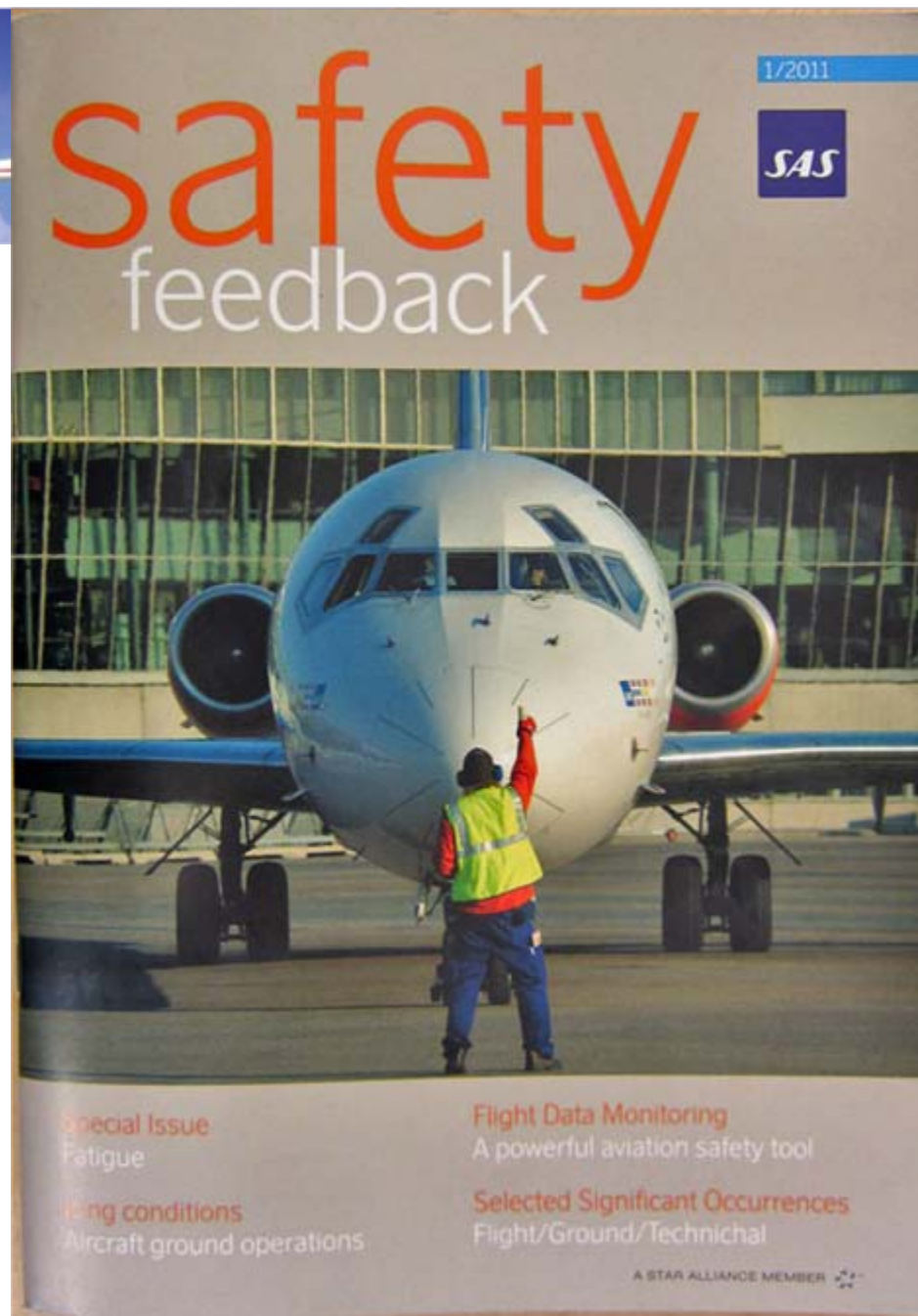
SAS har et eget magasin som tar opp sikkerhetsspørsmål.

Der kommer det fram en rekke anonymiserte hendelser som skal tjene som advarsler og tips om en sikrere måte å arbeide på.

Første nummer i 2011 bringer en liten rapport om at trette piloter kan falle i søvn.

Trette eller småsyke piloter kan på kort frist melde seg uegnet til å fly uten at det får konsekvenser for dem.

Oppdateringsseminar 5. – 6. februar 2011



737-800, CPH-ARN

Day two of a five day block. Wake-up at 03:30 in Uppsala for a check-in at 05:20. Fell asleep around midnight, a normal time for me, thus allowing for 3.5 hours of sleep.

The day was a five leg day with two round trips Copenhagen and a last leg to AGH. During leg four and after some food I became extremely tired during cruise and began struggling to hold my eyes open. The first officer needed to go to the toilet before approach and left the flight deck. After a

ue Report

d been up about for four consecutive days. I was called on the fifth day in Paris before landing at 2300. I did not remember forward entrance ink hard and read the door!

On day Approach to C, mist and cloud was PF. It was very disorienting lack of focus. The 1000 ft stable in execution and I missed the 1000 ft if I was not ready to add my flight

officer brought to my attention a deviation in flight path just before touchdown that I had in fact noticed but did not consider as worrying as did my colleague.

All in all this made me wonder if I would have been able to make the correct decision in a split second, had it been warranted.

I realized when pondering over this that this was the last leg after three rather long working days and that this might well be a sign of fatigue.

Discussing this with colleagues they often tell me: I know the feeling, I've been there too. If this is so, there is a lot of experienced fatigue out there that never reaches the reporting system.

737-800, AGP-OSL

During last 1.5 hour of our return flight AGP-OSL started to

feel symptom of fatigue. Missed calls on R/T and correct reading of checklists also hard to do. Became tired. Hard to be concentrated during CAT 3 approach to ENGM. Felt not able to handle any abnormal situations.

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The day was a five leg day with two round trips Copenhagen and a last leg to AGH. During leg four and after some food I became extremely tired during cruise and began struggling to hold my eyes open. The first officer needed to go to the toilet before approach and left the flight deck. After a few minutes and without my recognition, I fell into a light sleep. I was startled by the chime and awoke in a state of confusion, not sure what the chime was for. With the sound of the second chime, I realized that the first officer wanted in and managed to communicate with him via the interphone. Having recently come from the MD-80 I reached for the ceiling to open the door, but found no door switch there. Struggling to regain awareness, I had to concentrate to realize I was in a 737 and that the switch was on the center pedestal. I finally opened the door. I am glad there wasn't something more urgent than a flight deck door that needed opening that flight.

Ground Occurrence Report

Start-up assistant incident, ARN. I was startup assistant for SK077

leaving from gate 43. When we got out to the taxi lane, and we had disconnected equipment, I informed that equipment was disconnected, and they answered me that they had trouble with engine #1. I looked at the engine and informed that it was not moving, and there was no visible smoke or from it either. Then informed me that they had called for a technician, and then they asked me to standby, I confirmed.

I waited for about 5 minutes. Then engine #2 started to rev up and the aircraft started to roll (while I was still connected). I called for flight deck's attention and the aircraft then stopped. Flight deck told me that they were to taxi back to gate 43. I then disconnected and walked back to gate.

STDOG and STDOF will publish a new procedure in AHG and OM-A. The text has been written by STDOG and will be commented upon by STDOF. The next step is to publish it in AHG and the Crew Bulletin. In the next OM-A revision (June 11) it will be incorporated.



Flight Occurrence Report

Wind shear, 737-700, TRD-OSL

Preflight was done with wind shear in mind, flaps 1, with full thrust, and 20 kts was added to both Vr and V2 speeds. Wind at time of departure of RWY09 was 140/13 gusts up to 35 kts. We knew from our previous landing that we would meet a wind of 50 to 60 kts from 150 to 180 degrees at 300 ft. Normal T/O was experienced and we were subsequently cleared an early south-bound turn visually which was initiated at 1500 ft MSL. At 1700 ft with a 15 degree bank, with flaps still in T/O position and 15 kts above flaps maneuvering speed we hit a wind shear. Estimated airspeed dropped by 50 kts. The aircraft was suddenly in a 45 degree bank, pitch 25 degrees and stick shaker was activated. PF reported at the time of controls that felt extremely light with no feedback or reaction. As soon as the aircraft was under positive control by the PF, pitch and bank was corrected. Only stop of climb but no loss of altitude was observed during the event.

Bird strike, 737-700, MOL-OSL

Departing MOL, and just when we rotated the aircraft, a huge flock of small birds decided to takeoff as well. Estimate several hundreds! The birds could not have been spotted earlier, they were hiding in the grass.

It sounded like a "mitraljase" firing at us. At first it felt like the birds just hit underneath the fuselage. But in just a few seconds engine #1 had high vibration indication, approx. 4, and the awful smell came through the cabin.



VG fikk tak i innholdet

Oppslaget på førstesiden vil kanskje resultere i at rapporteringskulturen i SAS kan få seg en knekk.

Hvem skal få se rapportene?

Hvor stor er sjansen for å misbruke dem?

Vi må vite hva vi vil med rapporter.

De skal bidra til en tryggere aktivitet.

Kildene må beskyttes.





Rapportering er en tillitssak

Hensikten er at hele organisasjonen kan få lære av hendelsene

Kildene må beskyttes

Innholdet må anonymiseres skal at kun hensikten oppnås

Innholdet må ikke misbrukes til å skape negativ omtale



Mikroflyseksjonen har innført tre rapporttyper

Rapport om Mikroflyhendelse

Forenklet hendelsesrapport til Mikroflyseksjonen

Melding til Mikroflyseksjonen i NLF



RAPPORT OM MIKROFLYHENDELSE

Et eksemplar av rapporten utfylles fullstendig av fartøysjefen eller eier, og sendes snarest og innen to uker til:

Mikroflyseksjonen/NLF
Postboks 383
0102 Oslo

Ved ulykke der det er personskade eller skade på tredjemanns eiendom skal det i tillegg varsles iht. bestemmelsene i BSL A 1-3 § 23, samt kapittel 6.1 i Mikroflyhåndboken

Kjennetegn	Havaristed	Nærmeste by / tettsted	Fylke
LN-Y			



Forenklet hendelsesrapport til Mikroflyseksjonen

Opplysningene vil bli behandlet konfidensielt og anonymisert. Hensikten med rapporten er å hjelpe andre mikroflygere å unngå å komme i en lignende situasjon ved at innholdet kan føre til gode tiltak som vil kunne hindre gjentakelser.

HENDELSESFORLØP

FARTØYSJEFENS MENING OM ÅRSAKEN

EVENTUELT FORSLAG TIL TILTAK FOR Å UNNGÅ SLIKE HENDELSER

KLUBBENS OPERATIVE- eller FLYTRYGGINGSLEDERS UTTALELSE



Melding til Mikroflyseksjonen i NLF

Opplysningene vil bli behandlet konfidensielt og anonymisert. Hensikten med rapporten er å gjøre sentrale tillitspersoner oppmerksom på uheldige forhold som kan skape misnøye, splid eller uønskede hendelser. Dette er en enkel måte å søke hjelp eller advare andre i den hensikt at ting skal kunne fungere bedre.

BESKRIVELSE

EVENTUELL TILTAK SOM ER GJORT

EVENTUELLE TILTAK EN ØNSKER AT SEKSJONEN SKAL GJØRE



Klubbenes oppgave er å oppfordre medlemmene til

- å melde inn hendelser
- å melde inn nesten-hendelser
- å melde inn ting en har gjort selv, men som ingen andre har sett

Mikroflyseksjonen



- slutt -