

EXECUTIVE SUMMARY – 386TH UKFSC MEETING
22 JANUARY 2009

1. A successful van run carried out at LHR of potential runway incursion and taxiway error hotspots and corrective actions identified. A repeat of the initiative at LHR and at other airports is advocated. Para 3.1
2. The FAME contamination of Jet fuel continues to be an important issue. CE Reports on DfT meetings and a dedicated Energy Institute Seminar on actions being taken on FAME are available on the UKFSC website. Para 3.2 and Para 6.1.
3. Trent powered 777 suffers an engine stagnation at height. Para 3.3
4. As a result of a tug being drawn into an engine during pushback, UKSFC Members advised to check their SOPs for clear and consistent guidance on engine starts during pushbacks. Para 4.1.3
5. Serious safety concerns expressed about the denial to Airbus of access to crash recorder data by the French legal system. Para 4.1.3
6. Whenever air tests arise, UKFSC Member airlines are advised to take great care with the pre-flight preparation for test flights and ensure that the selected crew understands all the consequences of the schedule. Para 4.1.3 and 4.1.7
7. Flight crews should be aware of the communication limitations and constraints when operating on emergency power. Para 4.1.7
8. Another example of inadequate co-ordination of loading information leading to a potentially serious incident. Para 4.1.8
9. The CAA is proposing to change its distribution method for monthly MORs from CDs to a secure web-based system. The UKFSC would be notified of the detailed proposal and its Members' views sought on the way ahead for disclosure and administration of the MOR scheme. Para 4.3.1
10. Concern expressed about an apparent lack of a formal follow-up scheme for AAIB recommendations. Para 4.5.1 and 4.8.7
11. Further progress and engagement on airport security issues and the potential flight safety impact. Para 4.6.1
12. The rationale behind the regulation and practice of carrying a third pilot on long haul flights was questioned. Para 4.6.3
13. Widespread concern and confusion with the issue and subsequent withdrawal of the SID and STAR Phraseology and the associated FODCOM. Para 4.8.1
14. Analysis of a go-around event raises the potential consequences of current cockpit calls and procedures that could lead to a stall situation and recommends a review. Para 4.8.2

- 15. The 2 recent and serious birdstrike events lead to a recommendation that airlines reconsider their policy on training for the catastrophic loss of power and the actions to be taken in the event of ditching. Para 4.8.3 and 4.8.9**
- 16. In spite of a series of Company checks and balances, the total reliance on computer generated take-off performance calculations resulted in a significant error and potentially serious accident. Para 4.8.5**
- 17. Airbus operators review their understanding of the outputs from the FOVE system and ensure their crews are familiar with the options available for displaying useful speed calculations. Para 4.8.5**
- 18. As a result of recent incident, UKFSC Member Airlines advise airport operators as soon as aircraft parts are detected as missing, in order that runway surface checks can be carried out as soon as possible. Para 4.8.8.**