

EXECUTIVE SUMMARY – 387TH UKFSC MEETING
3RD MARCH 2009

1. In concert with the CAA, the UKFSC has taken up responsibility for co-ordination of safety reports and issues on overseas facility with the DfT, EASA and the FAA. Paras 3.1 and 4.6.5
2. There is a further opportunity for airlines to become involved in addressing their runway and manoeuvre area concerns at Heathrow when another Van Run takes place in May 2009. Para 3.2
3. ATSOCAS goes live in Class G airspace from 12 March 2009. Para 3.9
4. Early release of the CVR tape contents after the Colgan crash at Buffalo may have led to unhelpful speculation and pushed investigators down the wrong line of enquiry. Para 4.1.3
5. Reports on flight crew difficulties with recent font changes on charts has led to chart producers becoming engaged on reviewing chart standards and medical requirements. Paras 3.13 and 4.9.1
6. The NATS MCRM Course is now firmly established to promote a better understanding between ATC and the Flight deck. Over 100 places will be made available for commercial pilots to participate in the programme at NATS in the coming year. Para 4.4.1
7. Although the CAA has undertaken considerable work and issued guidance for aircrews on slippery runway reporting, there remains a high degree of concern and frustration on the current reluctance of airports to provide runway condition assessments in the UK. Para 4.6.1
8. A CAA/industry meeting on 30 Jan 09 agreed that in principle the UK procedures for amended clearances to aircraft on SIDs should be consistent with ICAO, as continued UK variance would result in an increased risk of level busts both in the UK and overseas. Para 4.6.3
9. Current policy on the qualifications, ratings and recency for the 3rd pilot crew member for long haul flights requires further clarification. Para 4.6.6
10. Numerous examples of ground damage caused by collisions around the stand areas through carelessness by both aircrews and ramp teams. Paras 4.7.1 – 4.7.3
11. An unacceptably dangerous procedure by which passengers were placed at risk thorough disembarkation without the aircraft being chocked on the stand. Para 4.7.5
12. Poor vehicle maintenance procedures leading to wheels falling off a ground vehicle causes a runway to be closed. Para 4.7.4
13. The Airprox Board continue to investigate reports involving incorrect responses to TCAS alerts particularly amongst the Business Aviation community. Para 4.8

14. **An incident stemming from a very serious anomaly involving the ILS equipment at a Romanian airport raises major safety concerns. Para 4.9.5**
15. **Two UKFSC Member share information on their analysis and corrective actions to address tail strike occurrences with their 737-800WS aircraft. Para 4.9.6**
16. **Analysis of a serious incident during a post maintenance hand back flight test provides some useful considerations to be taken into account before airlines embark on such flights. Para 4.9.10**
17. **Failure to complete a simple checks in preparation for a flap and slat test on an A340 undergoing maintenance proves extremely expensive. Para 4.9.12**
18. **Reports of increasing numbers of incidents at Paris CDG due to poor taxing discipline and the mixed use of French and English phraseology. Para 4.9.14**
19. **Useful details of the successful search and rescue of the crew and passengers of the helicopter ditching off Aberdeen on 14 Feb 09. Para 4.9.15**
20. **Rapid reporting of a bright light illuminating an aircraft on approach at Birmingham provides police sufficient time to arrest the perpetrator. Para 4.9.18**
21. **Presentations by Airbus provide important details on the accidents at Perpignan and in the Hudson. Para 4.9.20**

**Rich Jones
Chief Executive
UK Flight Safety Committee
5th March 2009**