

**EXECUTIVE SUMMARY - 389<sup>th</sup> UKFSC SIE MEETING**  
**15TH JULY 2009**

1. Safety concerns with overseas facilities and services may be submitted to the UKFSC Chief Executive for onward transmission to the DfT. (Para 3.1)
2. Concerns with the proposed change to distribution and content of the CAA Monthly listings to be raised by 31 July 2009. (Para 3.2 and 4.4)
3. Safety concerns with operations in the Heathrow Manoeuvre Area may be submitted to the UKFSC for discussion in the Heathrow Safety Team. (Para 3.3)
4. The CAA has responded to the ICAO State Letter on the SID/STAR Climb Phraseology citing the UK's strong objections on safety grounds. (Para 4.3.5)
5. Airlines engaged on long haul, multi-crew operations are reminded of the vulnerability of resting crews to decompression events. (Para 4.3.4)
6. Airlines engaged in long haul, multi-crew operations should consider providing sufficient notice to individual flight crew members of the sequence for those handling and those resting off, in order to allow appropriate pre-flight preparation. (Para 4.3.4)
7. Co-ordinated action is underway between the CAA and UK Police to deal with Laser and bright light attacks on aircraft in the UK. A Presentation for use by UKFSC Members within their organisations is available (Para 5. 1)
8. A final airworthiness directive (AD) issued by the US FAA for operators of Rolls-Royce RB211-powered Boeing 747-400 aircraft to make a modification to the aircraft's thrust reverser systems by early September to prevent its leading edge flaps, or slats, from retracting during takeoff. (Para 4.4.1)
9. Concerns about increasingly assertive passengers making communication and control of aircraft evacuations extremely difficult for cabin crews. (Para 4.1.3)
10. Approval for the use of 'RUNWAY AHEAD' markings as a prevention aid for runway incursions in specific circumstances will be finalised shortly. (Para 4.3.1)
11. EASA has mandated Rolls Royce to re-engineer the oil/fuel heat exchanger on the Trent engine. (Para 4.3.2)
12. The CAA will commence MOR submission to ECCAIRS in September 2009. (Para 4.4.2)
13. Report of a possible tail plane trim runaway after a recent 'C' check on a B737-700 during a go-around during a subsequent flight. (Para 4.6.4)

14. Concern expressed about an apparent lack of understanding of pitot tubes, their associated systems and the effects they induce in control laws and logic being discussed on some professional pilot forums on the internet. (Para 4.6.5)
15. The European Commercial Aviation Safety Team at EASA is scoping the formation of a Pilot Training Working Group and seeks expression of interest to participate by airlines and training organisations. (Para 4.6.6)
16. In light of the recent Air France accident, EASA would welcome any reports of defective pitot tubes and associated systems. (Para 4.6.6)
17. Several UKFSC Members report on a number of pitot tube blockages at certain airfields, at specific times of the year where aircraft colour appeared to be a factor. The pros and cons of using pitot and static vent covers were also discussed. (Para 4.6.7/8/9)
18. Start-up of commercial operations at a previously little used airfield by a commercial operator provided invaluable additional factors for future airfield risk assessments. (Para 4.6.9)
19. Poor co-operation between Turkish and Nicosia ATC proved unhelpful during an emergency descent procedure. (Para 4.6.11)
20. A significant fuel leak on a B757 due to a hose which failed well before its due replacement time. (Para 4.6.11)
21. Possible control measures were discussed in response to an airline member reporting an increase in loading and unloading errors on the ground, which have led to near tipping conditions. (Para 4.6.12)
22. Analysis of an increasing numbers of missed radio calls by a helicopter operator indicates a possible issue with certain automated radio fits on both fixed and rotary wing aircraft. (Para 4.6.16)
23. A tyre de-lamination on take off of an A330 may have been caused by a requirement to undertake a tight 180degree turn on taxi-out. (Para 4.6.15)
24. A CAA draft proposal for an Emergency Descent procedure in UK Controlled Airspace in variance to ICAO is available for comment. (Para 7.1.1)
25. Presentations on SMS Planning and Implementation from ECAST - EASA and the CAA are available on the UKFSC website.

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