

**EXECUTIVE SUMMARY - 390<sup>th</sup> UKFSC SIE MEETING**  
**10TH SEPTEMBER 2009**

1. After receiving positive feedback from consultation, the CAA has decided to implement the change in content and distribution method for the monthly MOR Listings to industry. (Para 4.7)
2. Reports of increasing numbers of laser attacks on UK aircraft overseas, particular at southern European airports. Recommendations made to mitigate laser attacks and some success in arrests and deterrent actions reported in the UK. (Para 3.4)
3. Work on the production of an Upset Recovery DVD continues. Amongst a number of new initiatives, the CAA Loss of Control Task Force is formed (Paras 3.5, 3.10 and 4.8.22)
4. NATS issues a TCAS Users Guide to enhance awareness of TCAS procedures amongst airlines and controllers. (Paras 3.7 and 4.4.3)
5. Representatives from the DfT Aviation Directorate explain their roles and responsibilities for aviation safety and offer to consider raising safety concerns with other States as when they deem it appropriate. (Para 4.1 and 4.2)
6. The AAIB seeks any current or past reports of aircraft systems abnormalities or failures in areas and regions of convective cloud activity and significant static charge build-ups, particularly in the ITCZ. (Para 4.3.1)
7. There appears to be an increasing number of air conditioning pack and/or engine failures on B757s resulting in insufficient pressurisation capacity. (Para 4.3.2)
8. Concern expressed about a growing number of aircraft incidents not been fully investigated due to a lack of interest or capacity by the State in whose airspace it occurred. (Para 4.3.5)
9. Airprox events involving inappropriate TCAS responses continue. (Para 4.3.4)
10. Reports involving flight crews and airport security personnel continue. MOR requirements for reporting these incidents to the CAA were provided. (Para 4.5.1)
11. Several airlines report loss of communications incidents after crossing FIR boundaries. Causal factors included: failure to follow SOPs, misunderstandings on radio fits and controls and use of unapproved headsets. (Paras 4.5.2, 4.8.1 and 4.8.25)
12. Reports of dual bleed loss on A320s and of an intermittent screen failure due to IDG problems. (Paras 4.8.2 and 4.8.3)

13. **Serious concerns expressed by several airlines about poor co-ordination between Turkish and Greek Cypriot controllers leading to unsafe situations. Some airlines introduce new SOPs in order to mitigate the risks. (Paras 4.8.6 and 4.8.24)**
14. **Best practice sought to provide accurate and timely information on work in progress around airfield manoeuvre areas. (Para 4.8.7)**
15. **Mitigations discussed on the use of pitot and static vent covers to stop insect infiltration and to identify taping post maintenance. (Para 4.8.8)**
16. **Serious concerns expressed about increasing infringements into controlled airspace. Data gathering exercise to commence in order to raise awareness among airlines. (Para 4.8.15 and 4.8.16)**
17. **The increasing reliance on GPS by General Aviation and its use in GNSS and ADSE in the commercial aviation raised safety concerns on GPS reliability, accuracy and vulnerability to interference. (Para 4.8.18)**
18. **Possibility of a single point failure within an ILS system identified. (Para 4.8.20)**
19. **Mitigations and fixes identified to address the failure of a series of weak hydraulic hoses on the undercarriage retraction systems on A319/321s. (Para 4.8.21)**
20. **The EU Ops Regulation requiring qualified supervision and communication with the flight deck during refuelling with passengers embarked was questioned. (Para 4.8.26)**

**Rich Jones  
Chief Executive  
UK Flight Safety Committee  
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