

EXECUTIVE SUMMARY - 391st UKFSC SIE MEETING
11TH NOVEMBER 2009

1. The amended ANO to enable specific prosecutions of those perpetrating laser or bright light attacks on aircraft is expected to come into force in December 2009. A crew briefing on lasers and their effects is available on the UKFSC website. (Para 3.2)
2. Air Traffic concerns with Spanish and Cypriot airspace were raised and noted by UKFSC Members. These will be raised with DfT for consideration of future action. (Para 3.4 and Para 4.2)
3. Another example of significant systems failure on an Airbus A330 in an area of high convective activity reported. (Para 3.5 and Para 4.1.1)
4. The NATS TCAS DVD is available for copying and distribution amongst pilots, there is an error in one of the 'adjust vertical speed' presentations which should be noted. (Para 3.7)
5. Concerns expressed about the reliability and vulnerability of space-based navigation aids and the increasing reliance on them as primary means, particularly within elements of the GA community. (Para 3.11)
6. Although development of a new Upset Recovery DVD is still ongoing, a series of papers and videos on this subject, compiled by the FAA in 1998, may make a useful contribution to the debate. (Para 3.13)
7. A number of airlines intend pooling their birdstrike statistical information in order to identify specific European airfields and to seek improved bird management. (Para 3.14)
8. After a quieter Summer period, twenty five incidents under investigation by the AAIB, include two runway incursions, an auto-throttle disengagement, insufficient available runway take-off, several serious ground incidents and a deer strike.(Para 4.1.1)
9. Although based on a military accident, the Haddon-Cave Review of Nimrod airworthiness contains information of significant value and application to all aircraft operations and airworthiness. (Para 4.3.1)
10. New guidance on post maintenance flight test planning and procedures has been developed by Boscombe Down and DARS which will be made available to UKFSC Members. (Para 4.3.9)
11. The CAA will stop distribution of the monthly MOR listings by CD in January 2010. Those wishing to continue gaining access through the secure area of the CAA website are required to register by February 2010. (Para 4.6.1)

12. CAP 382 providing guidance on the CAA MOR scheme has been revised to take into account the introduction of electronic MOR submission forms. (Para 4.6.3)
13. A trial to investigate the potential of rumble strips at runway entrances as a runway incursion countermeasure has been discontinued. (Para 4.7.2)
14. The Eurocontrol Voluntary ATM Reporting (EVAIR) scheme proves successful in eliciting a response from an airport on a false localiser lock incident. (Para 4.8.1)
15. A significant variation in expectation of action between flight deck and ATM is highlighted by an incident in which an ac instructed to go-round had to touch down and roll during the go-round procedure with a vehicle on the runway. (Para 4.8.2)
16. The potential conflict of interest between safety and maximising capacity of air traffic delivery at airports and through the use of set speeds on the approach.(Para 4.8.3)
17. A useful debate on the accuracy and value of G-readings to assess damage after heavy landings. (Par 4.8.5)
18. A serious tailstrike incident. (Para 4.8.6)
19. A serious runway incursion and a number of important human factor lessons. (Para 4.8.7)
20. After 2 diversions, a review is undertaken of company policy and guidance on MMEL-acceptable equipment unserviceabilities. (Para 4.8.8)
21. Concerns expressed on the engineering standards of an airline after a series of maintenance and servicing errors. (Para 4.8.9)
22. An important lesson highlighted on the need for adequate briefing of sub-contractors, in line with the responsibilities and expectations of SMS. (Para 4.8.11)

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