

EXECUTIVE SUMMARY - 392nd UKFSC SIE MEETING
19TH JANUARY 2010

1. **Laser attacks for 2009 stand at over 650 in the UK and over 90 at overseas airports. (Para 3.1 and 5.3)**
2. **A generic UKFSC Hazard Register has been circulated to Airline Members for comment and amendment before final publication. (Para 3.2)**
3. **Manufacturer emphasises the need to concentrate on training for early recognition and avoidance of aircraft upset rather than upset recovery training. (Para 3.3)**
4. **Ground handling incidents – loading error DVD sponsorship. (Para 3.7)**
5. **Ground runs leading to serious aircraft damage highlights the need for clear schedules and sound planning before conducting pre or post maintenance activity. (Para 4.1.2)**
6. **Runway excursion in variable icing conditions demonstrates the value of accurate runway surface condition reporting. (Para 4.1.3)**
7. **NTSB issue revised mandatory reporting criteria. (Para 4.1.4)**
8. **The 2009 AAIB Progress Report provides valuable safety lessons for the wider industry. (Para 4.1.5)**
9. **The MOD to establish a Military Aviation Authority in response to the Haddon-Cave Report. (Para 4.2.1)**
10. **The MOD is in the process of drawing up Just Culture policies and a common culpability model. (Para 4.2.2)**
11. **Concerns expressed about a number of ASRs not being forwarded to the CAA under the MOR scheme. (Para 4.3.2)**
12. **CAA re-iterates the need for a balanced approach to MORs. Incident reporting is greatly encouraged, but each must contain a clear safety hazard connection. (Para 4.4.2)**
13. **Comments requested on the CAA proposal to publish key Safety Performance Indicators. (Para 4.4.3)**
14. **Two ground taxi incidents during the move onto stand once again demonstrate a lack of attention and disregard of procedures. (Par 4.5.3)**
15. **Airprox report numbers appear to have reduced over the past 5 years, but further analysis required to identify the reasons. (Para 4.7.1)**

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- 16. Departing GASCo Chief Executive emphasises the value and importance of continuing to learn lessons by sharing safety information at the UKFSC. (Par 4.8.1)**
- 17. A near runway excursion incident investigation triggers a review on an Airline's depth of knowledge of its individual pilots' training records. (Para 4.9.1)**
- 18. A textbook evacuation of a successful helicopter ditching provides an exemplar for crew and passenger training. (Para 4.9.2)**
- 19. Another take-off performance calculation error highlights a need to seek best practice on procedures and mitigations from UKFSC Airlines to prevent these common mistakes, particularly among dual type rating pilots. (Para 4.9.3)**
- 20. The CAA provides additional detail and guidance on its expectations for SMS implementation from UK AOC holders. (Para 5.1)**

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UK Flight Safety Committee
27 January 2010