

**EXECUTIVE SUMMARY – 393rd UKFSC SIE MEETING**  
**9th MARCH 2010**

1. **‘Slippery Slope’ Discussion Paper on the dangers of moving away from open reporting and safety data exchange among airlines. (Para 3.2)**
2. **Concerns expressed about the reliability, vulnerability and integration of GPS systems being utilised by GNSS for safety-critical aviation purposes. (Para 3.3)**
3. **CAA MOR Listing now only available on the CAA secure website as laid out in FODCOM01/2010. (Para 3.7)**
4. **Concerns about the lack of analysis and preparation at smaller regional airports for winter operations. (Para 4.1.1)**
5. **A business jet on approach to a UK airport descends 1300’ below assigned altitude. (4.1.6)**
6. **Communication difficulties whilst operating on emergency oxygen after smoke in the cockpit. (4.1.10)**
7. **Confusion and distraction leads to a GPWS warning during a go-around. (4.1.11)**
8. **Aircraft losses engine cowlings on rotation which then goes undetected by crew or departure airfield. (Para 4.1.18 & 4.9.32)**
9. **DARS (MOD) review fatigue management of ground crews and develop guidance to address common maintenance errors. (Para 4.4.6 & 4.4.7)**
10. **The general level of understanding within the pilot community of the rules applied in D Class airspace is questioned. ( Para 4.5 & 4.8.2)**
11. **Extensive reporting and lessons learned from winter operations which will be compiled, summarised and presented at the CAA Winter Wash-up in due course. (Paras 4.6, 4.7, 4.9) Examples include:**
  - **Inadequate de-icing of aircraft.**
  - **Lack of co-ordination between aircrews and de-icing teams.**
  - **Smoke and fume incidents stemming from incorrect de-icing procedures.**
  - **Imprecise hold-over time calculations.**
  - **Serious injury and accidents through excess de-icing fluid and anti-icing chemicals around the ramp and stand areas.**
  - **Insufficient holdings of anti-ice and de-icing stocks at airports.**
  - **Use of hot water icing only.**
  - **The lack of co-ordination on closures for snow clearance between UK and European airport networks leads to serious concerns with diversion and fuel decision making.**
  - **Congeaed de-icing fluid blocking static vents.**
  - **On airline appoints an aircrew member to supervise de-icing procedures on the ramp.**
  - **Some misunderstandings amongst pilots of operations from contaminated runways.**

12. **A near stall incident caused by use of minimum speeds for late flap selection. (Para 4.9.5)**
13. **The inappropriate allocation of responsibilities and tasks during an inflight emergency. (Para 4.9.6)**
14. **Recognition that runway surface friction measurement and reporting needs to be tackled as a global issue. (Para 4.9.7)**
15. **Yet another ground collision incident on stand further demonstrates the continuing lack of co-ordination between operators and ground handlers on chocking and the connection of ground power to aircraft with engines running. (Para 4.9.14)**
16. **A part evacuation of an aircraft suffering a smoke event on the ground indicates the challenges of effective communication between flight deck and cabin crew. (Para 4.9.18)**
17. **A dual ASI failure in conjunction with other failures in the region of high convection activity under investigation with the manufacturer. (Para 4.9.19)**
18. **A series of incidents, including one fatality, of elderly people falling down aircraft steps after long flights into hot destinations being addressed through several mitigations. (Para 4.9.20)**
19. **Guidance developed on extended duty times for senior operations management staff after extensive disruption by winter conditions demonstrates potential challenges to sound decision making. (Para 4.9.23)**
20. **Spanish ATC problems again; this time serious concern expressed about the lack of positive ground control of aircraft movement at Madrid is leading to ill-disciplined and aggressive taxiing. (Para 4.9.26)**
21. **A glut of low fuel tank fuel indications on RJ aircraft reported over the winter period. (Para 4.9.29)**
22. **Widespread and serious safety concerns with the proposed European Union Legislation which intends to fine airlines who delay departures longer than 3 hours. (Para 4.9.28)**
23. **Loss of Communications and the resulting military interception procedure continues to be an issue. The identification of the excessive use of 121.5 for practice pans by the military and GA communities has been cited as the major factor in crews not listening out. (Para 4.9.28)**

**Rich Jones  
Chief Executive  
UK Flight Safety Committee**

26 March 2010