

EXECUTIVE SUMMARY – 394th UKFSC SIE MEETING
19th MAY 2010

1. **Advice on laser attack mitigation from an article in the last edition of FOCUS cited as effective in an ASR. (Para 3.1)**
2. **Research claims that a small GPS jammer sighted in the London area could deny GPS services to all London Airports. A paper on GPS/GNSS vulnerability to be published in July 2010. (Para 3.2)**
3. **Continuing safety concerns at Madrid airport and Cyprus airspace are taken up by Eurocontrol using EVAIR report data. (Para 3.3)**
4. **A CAA Scheme under development to follow up on AAIB Recommendations through their inclusion in airline and airport audits. (Para 3.5 and 4.1.5)**
5. **Key aviation Safety Performance Indicators to be made available to the public. (Para 3.6)**
6. **A meeting to consider winter operations lessons held at the CAA. (Para 3.9)**
7. **Solutions being sought to address excessive use of 121.5 for practice pans by the GA community and the D&D Cell. (Para 3.14)**
8. **Serious A330 engine control problems lead to a high speed landing and passenger evacuation challenges. (Para 4.1.1)**
9. **A number of incidents involving maintenance errors reported during the last 2 months. (Para 4.1.2)**
10. **B737 faulty aircon pack indications lead to subsequent depressurisation and diversion. (Para 4.1.3)**
11. **Military Airworthiness Authority established and several work streams identified by the Haddon-Cave Report initiated. (Para 4.2.1)**
12. **Military ASIMS safety reporting tool identifies key maintenance themes. (Para 4.2.3)**
13. **DfT establishes a project team to address the safety concerns expressed by flight crews and engineers with airport security. (Para 4.3.2)**
14. **Several reports concerning the impact of volcanic ash measures and restrictions. (Para 4.6)**
15. **Airbus hydraulic failure incident and associated warnings and actions results in a review of modification states. (Para 4.6.4)**
16. **The likely attitude of Insurers to claims related to volcanic ash discussed. (Para 4.6.5)**

- 17. Concerns expressed about busy VFR airspace around southern UK airfields. (Para 4.6.6)**
- 18. Late receipt of oceanic clearances, some allocating inappropriate routing and levels, adversely impact on Atlantic operations. (Para 4.6.7)**
- 19. Several incidents with crews moving off after push back with groundcrew still under the aircraft. (Para 4.6.8)**
- 20. Discussion on individual airline policy on the use of personal laptops on the flight deck. (Para 4.6.8)**
- 21. A number of serious ground incidents at several UK airports highlighted. (Para 4.5.1)**
- 22. Presentations and Notes from the CAA Volcanic Ash Contingency Conference. (Paras 5.2 and 5.3)**

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