

EXECUTIVE SUMMARY – 395th UKFSC SIE MEETING

13th July 2010

1. More successful prosecutions after laser attacks but a significantly more powerful blue laser device is offered on the internet. (Para 3.1)
2. Performance calculation error investigation report issued but similar FMS/MCDU/TODC entry mistakes continue to be prevalent. (Paras 3.4, 4.1.4, 4.7.30 - leading to a tail strike, and 4.7.39)
3. Increasing numbers of Chart and Ramp Plate errors, intersection labelling errors and misalignment with FMS information being reported. (Para 3.4 and 4.1.3)
4. The CAA Winter Operations Group meets to identify and formulate advice in preparation for next Winter. (Para 3.5)
5. Ongoing concerns about operations from airports in Class D airspace. A series of pilot guides for individual airports are being developed, with Luton already published. (Para 3.6)
6. Potential changes on policy and responsibilities for airport security under consideration at the DfT. (Para 3.9)
7. A policy on the use of personal laptops and recharging personal electronic guidance in the cockpit has been developed. (Para 3.11)
8. Landing gear attachment failure on a B747 freighter under investigation. (Para 4.1.1)
9. Several Runway Incursions incidents. Two overseas involving UK ac and one in LVPs involving communication equipment problems and misunderstandings between ATC and driver. (Para 4.1.2 and 4.1.4)
10. Discussion on 'just culture' and the need to strike the correct balance between release of safety information to the public and protection of data to encourage honest and open reporting. (Para 4.3.1)
11. After a reduction in airprox investigations last year, the numbers appear to be returning to norms in 2010. Misunderstanding of airspace separation rules by pilots and overflight of active glider sites are major concerns. (Para 4.5.1 and 4.6.1)
12. UKFSC Members brief their company's top 3 strategic and operational safety concerns from the past year. A summary of the findings will be distributed to Members.
13. Another incident which demonstrates the lack of understanding of 'Pan' calls outside the UK. (Para 4.7.2)
14. Disruptive passenger events fuelled by alcohol on the rise again. (Para 4.7.2 and 4.7.25)
15. Addition of final approach fixes for non-precision approaches to runways as a situational awareness aid advocated. (Para 4.7.4)

16. **The volume of NOTAMs and the lack of prioritisation cited as a major safety concern by numerous airline Members. Detailed list of concerns at Para 4.7.6.**
17. **Another aircraft gets airborne on the wrong runway. ATC appears unconcerned but crew to be congratulated on reporting the incident. (Para 4.7.7)**
18. **Loading errors with cargo and some pax operations are a major safety concern for many. (Para 4.7.7)**
19. **Taxi pattern to new Terminal at Charleroi induces a Runway Incursion. (para 4.7.9)**
20. **Another inadvertent engagement of autopilot on a B777 on take-off roll results in a high speed RTO. (Para 4.7.12)**
21. **Encouragement to go-round in response to unstabilised approaches results in a focus on go-round handling. (Para 4.7.14)**
22. **Commercial pressures limit an airline's ability to demand cargo loading errors are addressed by the customer freight company. (Para 4.7.15)**
23. **Erratic fuel capacity indications on a B737 lead to a diversion. (Para 4.7.15)**
24. **Inadvertent engagement of the TOGA switch during taxi onto runway. (Para 4.7.15)**
25. **The major commercial passenger transport accidents in the past year point to inadequate training as the major causal factor. ATQP has a significant contribution to make. (Para 4.7.21)**
26. **Application of the principle of the 'sterile cockpit' has been successfully transferred to operational vehicles at one airport. (Para 4.7.24)**
27. **Concern expressed about the lack of safety and CRM experience among accountable managers. (Para 4.7.33)**
28. **FOD and birdstrikes identified as the major source of insurance claims among airlines, while lack of LOC training is their greatest concern. (Para 4.7.35)**
29. **Water accumulation in fuel tanks on aircraft left standing for several weeks places spotlight on effective drainage procedure. (Para 4.7.37)**
30. **Late clearance and runway changes by airports prove to be a major challenge to less well equipped business jets. (Para 4.7.38)**
31. **Crew to be congratulated on reporting performance error incident. (Para 4.7.39)**
32. **Concerns about airport operations in the Caribbean Region lead to a systematic audit and engagement with regional authorities. (Para 4.7.39)**
33. **Effective TCAS responses by two UK registered ac avoid a potential mid-air over Spanish airspace. (para 4.7.40)**

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