

EXECUTIVE SUMMARY – 396th UKFSC SIE MEETING
15th September 2010

1. Analysis identifies the national and international airports which have suffered the largest number of reported laser attacks from which to seek further counter measure activity through the CAA and Eurocontrol. (Para 3.1 – 3.6)
2. The availability of real time radar information on commercial air traffic on the internet causes security concerns. (Para 3.5)
3. Increasing solar activity may pose a threat to the reliability to space based navigation and communication information sources. (Para 3.7)
4. Calculations errors and inaccurate chart and laptop information continue to result in performance-related incidents taking place. (Para 3.8 & 4.1.1)
5. Work ongoing at the CAA on a runway friction reporting table plus additional guidance on winter operations for the coming season. (Para 3.10)
6. A series of UK airspace policy documents published and consultations and reviews on utilisation of UK airspace to get underway by the DAP in the CAA. (Para 3.13)
7. Excessive use of 121.5 for practice pans and the consequences on commercial air transport community continue to be discussed with the relevant authorities. (Para 3.14)
8. Policy guidance on the use of laptops in the cockpit and on the use of cockpit power points to recharge personal devices discussed extensively. (Para 3.16 & 4.7.1))
9. A new CAP is being developed on airfield driving standards and training at the CAA. An industry consultation day on the proposals to take place on 24 September (Para 3.17)
10. Important safety lessons published in the Perpignan A320 accident report. (Para 4.1.2)
11. Another possible high level ice crystal encounter which impacted on engine performance. (Para 4.1.5)
12. Recommendations from the 7 significant safety task forces to be presented at the CAA Safety Conference on 7 October 2010. (Para 4.4.1)
13. Several reports of tools falling from ac onto the runway. (Para 4.5.1 & 4.8.19)
14. Extensive discussion on ramp safety and discipline followed from an incident when a ramp worker was injured through approaching an aircraft with engines running. Ongoing work to develop safe procedures to enable ground power to be connected to an ac with engines still running is underway. (Para 4.5.2, 4.8.19 and 5.1.2)
15. Class G airspace continues to be a subject of concern for all users. (Para 4.6.1)

- 16. A TCAS RA triggered between 2 airliners on the same track over the Atlantic raises the use of offsets. (Para 4.6.2)**
- 17. Pre-start check on take-off configuration warning system on B737NG ac and the potential consequence of the RadHaz from the weather radar addressed. (Para 4.7.2)**
- 18. Oven fires generated by a change of food packaging highlight the importance of carrying out risk assessments on all areas of change as part of an effective SMS. (Para 4.8.2)**
- 19. The value of LOSAs in identifying the major risks to an operation and triggering the appropriate mitigations demonstrated. (Para 4.8.6)**
- 20. Two potentially serious errors by very experienced pilots highlight the management and mitigation challenges. (Para 4.8.9 & 4.8.10)**
- 21. Four major steps incidents in the past 18 months, including one fatality, provide important lessons on the causal factors, mitigating actions and liability. (Para 4.8.12)**
- 22. GSE safety in general and the importance of airlines and ground handling companies sharing their experiences and best practice emphasised.(Para 4.8.14)**
- 23. A number of incidents involving the incorrect or mis-selection of flight surfaces and gear at critical phases of flight. (Para 4.8.24)**

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27 September 2010