

EXECUTIVE SUMMARY – 397th UKFSC SIE MEETING
9th November 2010

1. **Laser attacks continue to increase nationally and internationally as do concerns about examples of longer lasting flare damage to pilots' eyes. (Para 3.1 and 4.8.12)**
2. **The availability of real time information of commercial aviation movements in combination with other technology as a security threat. (Para 3.2)**
3. **A recent survey of Class G airspace users produces useful data and a possible method to enhance commercial airline safety cases. (Para 3.5)**
4. **The need for policy guidance on the use of laptops and other personal equipment and their associated chargers in the cockpit raised with the CAA. (Para 3.7)**
5. **The increasing use of laptops and chargers in the passenger cabin and potential safety issues created by wifi discussed. (Para 3.7)**
6. **The presentations from the last CAA Safety Seminar and the summary of outputs from the significant seven CAA Safety Task Forces are now available. (Para 3.8)**
7. **Boeing, Airbus, Embraer, ATR and Bombardier agree a generic Upset Recognition and Recovery Brief to be published by the end of 2010. (Para 3.8)**
8. **An airside safety induction brief has been published by IOSH. (Para 3.9)**
9. **Draft procedure to address HSE concerns with the connection of ground power to ac with engines running at UK airports are under development (Para 3.11, 4.4.3 and 4.6.1)**
10. **An AAIB Special Bulletin published on an Airbus incident which involved electrical problems which have the potential to lead to control and trim issues (Para 4.1.1)**
11. **An AAIB Special Bulletin issued on a Citation Incident where certain electrical issues can lead to inadvertent fuel transfer and subsequent control difficulties. (Para 4.1.3)**
12. **A heavy landing incident by a B767 causes creasing damage to the fuselage. Analysis of similar incidents indicates potential value in identifying higher risk runways. (Para 4.1.4)**
13. **Unrealistic FTL margins on long haul flights. (Para 4.3.1)**

14. **Airside bars at UK airports fall outside normal pub licensing legislation and could be contributing to increasing disruptive passenger incident numbers. (Para 4.4.1)**
15. **Clarification sought on whether every MAYDAY and PAN should be reported as an MOR. (Para 4.4.4)**
16. **New Safety Information Notification Scheme to replace FODCOMs, NOTALs etc to be introduced by the CAA from Jan 2011. (Para 4.5.1)**
17. **Greater discipline on the use of 'TCAS' terminology in R/T communications between flight deck and ATC. (Para 4.7.1)**
18. **Recommendations on the potential impact of having additional pilots present on the flight deck. (Para 4.8.2)**
19. **A mix of noise cancelling and conventional headset types on the flight deck may be the cause of inter pilot and pilot-ATC communication problems. (Para 4.8.5)**
20. **Potential avionic problems created by damp conditions after long periods at high altitude. (Para 4.8.7)**
21. **Instances of inappropriate side-stick inputs and mis-selection of reverse thrust during roll out identified by FDM. (Para 4.8.9)**
22. **Research into a ground handling company reveals an expectation that their employees must deal with 13 significantly different sets of turnaround SOPs, depending on the airline involved. (Para 4.8.13)**
23. **Concern expressed about the increasing number of go-arounds at Canadian airports due to ATC. (Para 4.8.14)**
24. **Large AIRAC change on 18 November and changes of airspace designators will require significant activity in chart, FMS and flight planning. (Para 4.8.16)**
25. **Important lessons on the preparation of Emergency Response Cells and the impact of accidents on company personnel. (Para 5.1)**
26. **Update on various national and international work on runway friction measurement and reporting, including a UK trial. (Para 5.2 – 5.4)**

**Rich Jones
Chief Executive
November 2010**