

EXECUTIVE SUMMARY – 398th UKFSC SIE MEETING
25th January 2011

- 1. Report from a Home Office Meeting held to discuss the legal, medical and technical aspects and hazards associated with lasers. (Para 3.1 and 4.1)**
- 2. A working group established to address the safety concerns with Class G airspace. (Para 3.3)**
- 3. The generic stall recovery brief produced by the FAA and the five major aircraft manufacturers provided to the UKFSC. (Para 3.6)**
- 4. The HSE guidance on procedures for the connection of ground power to ac with engines running is clarified. (Para 3.7 and 4.1)**
- 5. Airside bar legislation and sale of alcohol in glass bottles addressed with Police Authorities. (Para 3.9)**
- 6. Formal arrangements introduced for Engineers taxiing ac on UK airports. (Para 3.10 and 5.7.1)**
- 7. The CAA Trial on Winter Ops Runway condition reporting is now in progress and reports from pilots using the scheme are requested. (Para 3.11)**
- 8. Revised advice on handling Disruptive Passengers to be made available on the UKFSC website. (Para 3.16)**
- 9. Further steps taken to develop a single source Ground Handling Operations Manual. (Para 3.17)**
- 10. Recommendation that accountable manager training should be mandated and interviews should be more robust. (Para 3.18)**
- 11. Significant number of reports of engine failure and of smoke in the cockpit and cabin , many due to de-icing fluid or anti-icing material ingestion. (Para 5.1)**
- 12. Mandatory training and competency requirements being developed by the MAA for military duty holders. (Para 5.2.2)**
- 13. New Barometric Advisory Tool to alert controllers about altitude setting errors proves successful. (Para 5.4.2)**
- 14. Joint NATS/CAA DVD been produced to provide controllers with a better appreciation of the cockpit environment. (Para 5.4.3)**
- 15. High rates of descent or climb remain the major cause of TCAS RAs (Para 5.4.3)**
- 16. EASA proposes to mandate TCAS 7.1 software but other regions stick with TCAS 6.4 standard. (Para 5.5.4)**

17. **In a recent AAIB report, a B777 crew ignore 3 TCAS RAs in a single airprox incident. (Para 5.5.4)**
18. **One page pilot guides for busy business jet airports available. (Para 5.6.4)**
19. **Mis-set altimeters are major factor in business jet level busts. (Para 5.6.5)**
20. **Work commences on a common Transition Altitude for UK airspace. (para 5.6.6)**
21. **French BEA Runway Excursion Incident report provides excellent lessons for airlines, airports and ATC. (Para 5.8.1)**
22. **Post maintenance static port cover incident. (Para 5.8.3)**
23. **Numerous examples of poor de-icing incidents and some recommendations for best practice to mitigate them. (Para 5.8.5 and 6)**
24. **More details on a recent technical runway excursion in snow and ice conditions. (Para 5.8.8)**
25. **Concerns about fire crew standardisation and procedures during smoke events and subsequent passenger evacuations. (Para 5.8.10)**
26. **Proposal to introduce formal ac de-icing training and qualification. (Para 6.1)**

**Rich Jones
Chief Executive
February 2011**