

EXECUTIVE SUMMARY – 399th UKFSC SIE MEETING
9th MARCH 2011

1. **Laser attacks continue, including attacks on SAR helicopters after hoax call-outs. Para 3.1 and para 5.10.6**
2. **Several initiatives and sources of advice on laser attacks delivered or under development. Para 3.1, Para 5.6.4,**
3. **New Paper on GPS and GNSS Vulnerabilities published. Para 3.2 and para 5.10.10**
4. **Safety concerns and mitigations on commercial operations in uncontrolled airspace considered by Airspace Safety Working Group. Para 4.1 and para 5.8**
5. **Approval and policy for use of the Ipad on the flight deck considered as part of laptop and personal device usage policy review. Para 3.5**
6. **Study of deep landings and potential overruns reveals runway factors that can influence prevalence of these incidents. Para 3.11**
7. **Airbus developing an autopilot application to address TCAS RAs due to inappropriate rates of descent or climb nearing cleared levels. Para 3.13**
8. **Joint submission to the Begg Inquiry into Heathrow winter operations resilience. Para 3.14**
9. **Van runs at Gatwick and Heathrow identify significant signage improvements to address hotspots. Para 3.15**
10. **Clarification on responsibilities for ac evacuation on the ground between flight crew and airport fire and rescue. Para 3.18 and para 5.7.1**
11. **Clarification on actions available to crews after pre-flight drugs or alcohol testing procedure. Para 4.1**
12. **Investigation throws up the possibility of inappropriate use of approach procedures at Birmingham airport Para 5.1.1**
13. **Investigation of a rejected take-off highlights an issue with runway lights obstructing an ac run-off area Para 5.1.2**
14. **Additional considerations after an undercarriage malfunction on take-off. Para 5.1.3**
15. **State Air Accident Investigators in Portugal and Greece are being stood down due to financial pressures. Para 5.1.4**

- 16. Misidentified electrical fire behind a galley oven resulted in ineffective use of numerous fire extinguishers. Para 5.6.5**
- 17. Concerns expressed about the EASA Flight Time Limitation proposals. Para 5.6.6**
- 18. CAA accountable manager interviews become more rigorous. Para 5.7.2**
- 19. Latest Eurocontrol ACAS Bulletin indicates more attention required on TCAS training for pilots. Para 5.7.3**
- 20. Recent panel losses from ac on take-off from UK airports demonstrate an urgent requirement for operators affected to inform the airport authorities asap. Para 5.9.1**
- 21. The dangers of using French and Spanish at airports once again demonstrated in a runway incursion incident and situational awareness generally. Para 5.10.3, para 5.10.9 and para 5.10.12**
- 22. Examples of security breaches on hold baggage. Para 5.10.12**
- 23. Policy for use of e-cigarettes in the cabin. Para 5.10.13**
- 24. SOPs for incapacitation of single cabin crew member. Para 5.11.3**
- 25. CAA SMS Lead provides update on CAA expectations. Para 6.1**
- 26. Top 3 Safety Concerns for each of the UKFSC Membership from the last 6 months. (Throughout the Minutes)**

**Rich Jones
Chief Executive
March 2011**