

EXECUTIVE SUMMARY – 401st UKFSC SIE MEETING
12th JULY 2011

1. **Work ongoing to provide consolidated advice on the medical threats and advice in the case of laser attacks. (Para 3.1)**
2. **Examples of advice to flt crews in response to laser attacks available on UKFSC website under Safety Briefings – Flt Ops.**
3. **Detailed assessment of the potential impact of space weather on aviation navigation and communication systems. (Para 3.2 and 6.2)**
4. **Airspace Safety Group produces consolidated ATSOCAS advice and risk assessment table for routes and airfields in Class G airspace. (Para 3.3, 5.4.1 and 5.10.1))**
5. **Latest update on activity to address excessive use of 121.5. (Para 3.4)**
6. **A review of current advice on policy for laptop, personal devices and charger usage in the cockpit. (Para 3.5)**
7. **Widening involvement in addressing Overseas Safety Concerns. (Para 3.8, 5.5.5)**
8. **CAA launches its draft State Safety Plan for consultation. (Para 3.8)**
9. **Discussion and briefings on additional allowances and the use of MDA as DA for NPAs. (Para 3.10)**
10. **Safety concerns raised on the current NOTAM packages and handling. (Para 3.13 and 5.12.11)**
11. **Winter Operations lessons gathered for the CAA Aerodromes Winter Wash Up Meetings (Para 3.14 plus numerous individual airline inputs in Para 5.12)**
12. **Past concerns with the standardisation of response by fire crews at UK airports to smoke and fume events in the cockpit addressed. (Para 3.15)**
13. **Military AAIB now established alongside the AAIB at Farnborough. (Para 5.2)**
14. **NATS commence development of systemisation of ATC and other safety projects. (Para 5.4.2)**
15. **Continuing concerns about the ability of Chart Producers to provide accurate work in progress information at Heathrow. (Para 5.5.1)**
16. **Ongoing work in ICAO to improve advice for those ac in the vicinity of an ac involved in an emergency descent. (Para 5.5.2)**
17. **Reports of theft of safety equipment from aircraft. (Para 5.5.5)**

18. **The European Commission undertakes a public consultation on occurrence reporting for civil aviation and its implementing rules. (Para 5.6.1)**
19. **CAA highlights the importance of effective TCAS training for flt crews. (Para 5.7.1)**
20. **FOD incidents including oriental lanterns and multiple birdstrikes. (Para 5.9)**
21. **Examples of poor CRM leading to heavy landings. (Para 5.12.1 and 5.12.13)**
22. **Serious lightening strike without prior radar warning. (Para 5.12.1)**
23. **B757 engine spinner hub cracks leading to serious engine vibration. (Para 5.12.2)**
24. **Engine FOD damage first appears at FL280. (Para 5.12.4)**
25. **Concerns expressed about the standard and capabilities of low experienced pilots. (Para 5.12.6 and 5.12.7)**
26. **Serious airborne cargo shift incident caused through inaccurate loading sheet. (Para 5.12.7)**
27. **Restricted airport lighting generates an illusion of a vehicle on the runway. (Para 5.12.8)**
28. **Runway incursion leads to a high speed RTO. (Para 5.12.9 and 5.12.18)**
29. **Uncommanded A340 rudder deflection incident. (Para 5.12.12)**
30. **Unprecedented levels of volcanic activity. (Para 5.12.16)**
31. **Ramp safety issues including GPU connection with engine running discussed with HSE. (Para 6.1)**
32. **Progress report on the development of an airborne volcanic ash detection system. (Para 8.4)**

**Rich Jones
Chief Executive
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