

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
July 2011