

EXECUTIVE SUMMARY – 402nd UKFSC SIE MEETING
20 SEPTEMBER 2011

1. **As laser attacks continue and a high power green laser becomes available, Eurocontrol meeting called to seek consolidated European response to laser attacks.(Para 3.1, 5.20 and 5.21),**
2. **CAA meeting to discuss future utilisation and potential vulnerabilities of GNSS. Para 3.3**
3. **Lack of reporting on the impact of excessive use of 121.5 stalls the introduction of any mitigating actions. (Para 3.3)**
4. **Laptop charger cable short in cockpit causes avionics issues. (Para 3.4)**
5. **Outcomes from the Winter Operations Wash-up meeting and runway friction trial for coming winter. (Para 3.5)**
6. **Status Report on work to address Cyprus Airspace co-ordination problems. (Para 3.6)**
7. **French BEA seeks support for a study into Aircraft State Awareness during the Go-round. (Para 3.7)**
8. **FAA responds to UK airline concerns on US pilot reactions to TCAS RAs. (Para 3.9)**
9. **ICAO proposals to clarify crew responses in the vicinity of aircraft undertaking an emergency descent due to depressurisation. (Para 3.11)**
10. **Confusion continues due to inconsistent application of HSE Ramp Safety policies.(Para 3.13 and 5.6)**
11. **Recommendation to airports to review their ATIS and VOLMET content and change processes in consultation with airline operators. (Para 3.15)**
12. **Airbus anti-collision beacon issue on arrival at stand. (Para 4.1)**
13. **Comparisons between military and civilian aircrew fatigue management.(Para 5.3, 5.10 and 5.17)**
14. **As Olympics approach, concern expressed that civilian crews are uncertain about military intercept procedures. (Para 5.4)**
15. **A Class B airprox highlights the lack of airspace class markings on commercial charts. (Para 5.7)**
16. **Aircraft collision with ground equipment highlights inaccurate ramp area markings. (Para 5.9)**
17. **Careful briefing needed for operations into Bodrum, due to ATC issues. (Para 5.9)**
18. **Wide-ranging discussions on take-off configuration selection errors caused through commercial pressures and ATC distractions. (Para 5.9)**
19. **Specific SOPs for non-standard crew configurations and authority gradients. (Para 5.9)**
20. **A series of safety reports highlight issues with Caribbean destinations and the value in crews reporting hazards as well as incidents. (Para 5.13)**

- 21. Runway Incursion report involving contradictory oral and visual Stop bar issues. (Para 5.15)**
- 22. Ferry flight incident involving unlatched galley equipment. (Para 5.16)**
- 23. A classic callsign confusion incident emphasises the value of developing callsign deconfliction tools. (Para 5.17)**
- 24. Aircraft incidents at Cochin Airport in India. (Para 5.18)**
- 25. Value of night van runs at airports to examine taxiing confusion concerns. (Para 5.20)**
- 26. Presentation recommending flight crew training and techniques to mitigate the impact of birdstrikes. (Para 6.1)**
- 27. Presentation on safety oversight at Board and Top Management Level. (Para 6.2)**
- 28. Presentation on TCAS RAs and how to fly them. (Para 6.3)**

**Rich Jones
Chief Executive
3 October 2011**