

EXECUTIVE SUMMARY – 403rd UKFSC SIE MEETING
15 NOVEMBER 2011

1. **Results from Eurocontrol Laser Interference Workshop which addressed legislation, medical issues, distraction, consumer affairs and countermeasures. (Para 3.1)**
2. **GNSS vulnerability issues discussed with CAA specialists. (Para 3.2)**
3. **Concerns expressed on the lack of familiarity among commercial pilots of the military interception procedure and signals. (Para 3.3)**
4. **Airlines seek clearer guidance on the use of mobile phones on ac by passengers. (Para 3.4)**
5. **Another example of an airborne fire caused by a shorted lithium battery powered device. (Para 3.4 and**
6. **Winter Operations lessons from the Air Canada Winter Ops Conference (Paras 3.5 and 4.1)**
7. **CAA to run another Winter Ops trial on runway friction measurement and reporting. (Para 3.5)**
8. **UK FSC to work more closely with the CAA in identifying higher risk overseas destinations and examples of the need to! (Paras 3.6, 5.8, 5.14,)**
9. **Prioritisation of NOTAMs and the accurate and timely identification of safety critical runway and taxiway information remains a challenging issue. (Para 3.7)**
10. **Ramp accident cost an airline a major fine. (Paras 3.8 and 4.1)**
11. **Various aspects of fatigue and FRMS were discussed throughout the SIE meeting. (Paras 3.1, 5.1, 5.7, 5.9, 5.10, 5.14, 5.15, 5.17, 5.18,**
12. **The QF32 Captain and the AAIB underpins the need for clear responsibilities for additional pilots on the flight deck to be allocated before an incident occurs. (Para 3.12)**
13. **AAIB Summary for past 4 months: 12 smoke and fume events; 7 panels and parts falling off ac; 3 control/instrument problems in convective weather, and 9 ground collisions.**
14. **New Reporting system for military operators highlights a significant increase in GA infringements of active military danger areas. (Para 5.2)**
15. **Request for Volcanic Ash Advisory Centres to co-ordinate their volcanic ash chart outputs. (Para 5.3)**
16. **CAA to transfer to ECCAIRS software for the MOR scheme. (Para 5.4)**

17. **Eurocontrol stats on incorrect pilot responses to TCAS triggers CAA work to better understand the situation in UK and the types of TCAS training available. (Para 5.5)**
18. **Serious events of FOD being found on runways continue. (Para 5.7)**
19. **Heathrow Operational Efficiency Cell formed to address winter operations issues. (Para 5.7)**
20. **Load sheet and driver errors highlight the impact on safety of fatigue on maintainers as well as the flight deck. (Paras 5.11, 5.21 and 5.22)**
21. **The largest AIRAC ever was published in October which is requiring a massive effort by chart producers to meet the required deadlines. (Para 5.13)**
22. **Professional pilot standards and CAT 3 airfields under scrutiny after a couple of incidents. (Para 5.14)**
23. **Significant achievement on stabilised approaches. (Para 5.15)**
24. **Clarification provided to crews on the availability of real time engine health monitoring information to ground based maintainers. (Para 5.15)**
25. **Destabilised approach caused through engine wake from another ac engine run-up procedure on the ground. (Para 5.18)**
26. **Increasing numbers of bird strikes at Leipzig. (Para 5.20)**
27. **Two statistically unlikely defects occur in 6 months on B737-800 ac. (Para 5.23)**
28. **Two events involving misunderstandings on fuel imbalances. (Para 5.24)**
29. **Report on a smoke incident caused by ingestion of urea provides valuable lesson for the coming winter. (Para 5.23)**
30. **Value to airlines of instigating a formal bird hazard audit of higher risk airports. (Para 5.23 and 6.1)**

**Rich Jones
Chief Executive
6 December 2011**