

**EXECUTIVE SUMMARY – 404th UKFSC SIE MEETING**  
**10 JANUARY 2012**

1. **CAA issues press release on lithium battery carriage for passengers and is producing DVDs targeting shippers, airlines, ground handlers and passengers. (Para 3.2)**
2. **High risk destinations work continues with an initial survey and individual Members' nominations. (Para 3.3 plus throughout paras 5.1 - 5.21)**
3. **UK State Safety Plan Brief focusing on the safety of UK passengers (Paras 3.3 and 6b)**
4. **FAA issues its new Flight Time Limitation Rule. (Para 3.5)**
5. **Co-ordination work to address the increasing numbers of GA infringements into military ranges and training areas. (Para 3.6 and 5.3)**
6. **EASA issues Regulation of ACAS II version 7.1 (Para 3.7)**
7. **Eurocontrol Safety Notice on the importance of TCAS system management for military interceptors involved in commercial aircraft intervention. (Para 3.7)**
8. **FAA certifies B777-ER ETOPS extension to 330 minutes. (Para 3.9)**
9. **Safety concerns of Members operating in the continental US discussed with the FAA London Rep. (Para 4.3)**
10. **Take-off Performance errors continue, but IATA Computer Input Errors Case Studies now available for training purposes via UKFSC website (Para 5.18 and 4.4)**
11. **AAIB issues its 2011 Annual Review of Investigations and Recommendations and warns of the dangers of complacency. (Para 4.8.1 and 5.1)**
12. **A pilot choking incident questions the need to review the content of sterile cockpit procedures. (Para 5.1)**
13. **The Military Aviation Authority looks to re-organise from Ops and Airworthiness Departments towards functional areas of responsibility. (Para 5.2)**
14. **The military approach to strict tool and rag control triggers debate on the less stringent civilian/commercial procedures. (Para 5.3)**
15. **Significant variations between military and civilian maintenance organisations' SMS working on the same ac types challenge the RAF. (Para 5.4)**
16. **HSE holds meeting with airlines and ground handlers to formulate a practical way ahead for GPU connection with ac engines running. (Para 5.6)**

17. **Distractions created through misunderstandings of cabin crew on the Flt Deck workloads involved at certain phases of flight. (Para 5.8 and 5.19)**
18. **The complexity, transparency and unreliability of the current NOTAM and AIP system for obviating important amendments to safety critical airport information highlighted once again. (Para 5.9)**
19. **General lack of awareness among flt and cabin crew of the hand signals between fire crews and ac indicating fire and evacuation. (Para 5.9)**
20. **Fuel leak caused by incorrect sensor seal screws being fitted. (Para 5.10)**
21. **EAPRI 2 being used as a useful audit tool at airports. (Para 5.11)**
22. **Poor handling or stowage of ac chocks threaten the safety of the taxiway and stand area. (Para 5.17)**
23. **Useful lessons from two occurrences involving turboprop ac. (Para 5.21)**

**Rich Jones  
Chief Executive  
20 January 2012**