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EUROCONTROL

All Together Now 2024

Don't just think local, think Network!



With traffic close to 2019 levels, the EUROCONTROL Network Manager’s ‘All Together Now 2024’ campaign highlights areas which help to optimise network efficiency and keep delays down. The need to respect Air Traffic Flow Management (ATFM) slot tolerance windows is one piece of the puzzle but why is it important and how are we doing so far?

In Europe, demand and capacity imbalances en-route or at airports are primarily addressed through flow management; affected aircraft are assigned new take-off times centrally by the EUROCONTROL Network Manager in Brussels to prevent overloads at critical locations.

At departure airports, local air traffic control (ATC) and airlines then have to work together to ensure that the aircraft takes off no more than 5 minutes before or 10 minutes after the newly assigned take-off time. A high level of slot adherence – not taking off too early or too late – is essential to maintain safe and efficient air traffic flows and to balance demand with capacity. This provides better predictability and improves resource management at local and network level.

The EUROCONTROL Network Manager's guidance document "All Together Now 2024" gives flight dispatchers, pilots, air traffic controllers, flow management positions and airports a clear overview on the processes they should follow to ensure efficient, optimal operations. **The DO's and DON'Ts are marked clearly in the [document here](#).**



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TRANSPORTATION SAFETY BOARD CANADA

Aft Fuselage Strike and Hard Landing

WestJet Encore Ltd. Bombardier Inc. DHC-8-402, C-GJWE
Calgary International Airport (CYYC), Alberta 13 April 2024

‘The aircraft crossed the Runway 35R threshold at 65 feet AGL. Over the next 6 seconds, the aircraft experienced a performance-degrading wind gust with an approximate speed of 8 knots.

The FO began to increase the nose-up attitude to start the flare, slowing the aircraft to 120 knots calibrated airspeed. Two seconds before touchdown, the pitch attitude increased from 5° to 8.3° and the power levers were advanced. At touchdown, the power increased to 8% torque, and then up to 18% torque after touchdown.

At 1452:26, the aft fuselage of the aircraft contacted the runway approximately 1070 feet beyond the threshold, illuminating the "TOUCHED RUNWAY" warning light in the caution and warning light panel.’

Safety action taken: ‘The captain and FO completed additional simulator training reinforcing pitch awareness.’

- ‘Communicated awareness of pitch attitudes, tail strikes, and hard landings to its flight crews in a number of its internal communication products.
- Amended pilot training curriculum and guidance material to include more emphasis on pitch awareness, landing technique, pilot monitoring call outs, and power management in the flare.
- Increased the use of flap 35 landing configuration during initial line indoctrination training, and initial and recurrent simulator training. ‘

Safety messages

‘Flight crews are reminded that in the later stages of an approach, descent rate is to be arrested by adding power, especially when operating an aircraft that has a history of aft fuselage strikes, as is the case with the DHC-8-400 series.’

[Download Report](#)

INSTITUTION OF MECHANICAL ENGINEERS

Thomas Hawksley
Prestige Lecture 2024:
Humans and Automation –
Safety by Design

This event is open to all and is free to attend. Engineers and professionals involved with or who have an interest in transportation and autonomous systems will find the presentation and discussions of particular relevance. Book a place [here](#).

CHIRP

CHIRP Cabin Crew
FEEDBACK Edition 84

[CHIRP Cabin Crew FEEDBACK \(CCFB 84\)](#)

The latest edition discusses the importance of a 'Just Culture'. The CHIRP reports included range from reporting Fatigue and Fitness to Fly amongst other things.

UK CAA SKYWISE

Operational Safety
Competences, Training,
and Proficiency Checks

[CAP 700 Operational safety competences, training, and proficiency checks](#)

Edition 3.1 is now published with some updates to CAP references and corrections to legal references.



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UK CAA SKYWISE

Pavement Classification Rating (PCR) applicability extension

The UK is extending the applicability date for the publication of the Pavement Classification Rating (PCR) beyond 28 November 2024.

The applicability date for declaring U (Using Aircraft) notification is 27 November 2026. The applicability date to declare T (Technical Evaluation) is 30 November 2029.

ACN/PCN declaration can continue to be declared during the extension periods.

Licensed and certificated aerodromes operating aircraft over 5,700 kgs on hard runways should continue to prepare to submit PCR values of either U or T to AIS.

Aerodrome operators should liaise with their nominated aerodrome inspector before submitting data to AIS in order to ensure the proposed submission meets the requirements for the testing method undertaken.

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ROYAL AERONAUTICAL SOCIETY

Beaumont Named Lecture 2025

9 January 2025

Royal Aeronautical Society Headquarters

Speaker Details:

Michael GILL - Director, Legal Affairs & External Relations Bureau, ICAO

Registration: 18:00 - 18:30

Lecture: 18:30 - 19:30

Drinks Reception - 19:30-20:30

All RAeS HQ lectures are free to attend for both members and non-members. To register, click ['Book Now'](#).



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AUSTRALIAN TRNSPORT SAFETY BUREAU

In-flight Upset Involving Boeing 737-8FE, VH-YQR

‘On 6 September 2023, following departure from Brisbane, Queensland and while approaching cruise altitude, the flight crew of a B737 registered VH-YQR, received a call from the cabin crew requesting entry to the flight deck. The aircraft captain, who was the pilot monitoring (PM), reached across the centre aisle stand to activate the flight deck door switch.

Immediately after, the aircraft appeared to momentarily roll and/or yaw, which drew the crew’s attention but, as nothing abnormal was apparent, the PM continued to maintain the switch selection while looking at the door and waiting for it to open. After about 5 seconds, the aircraft began to roll to the left. The first officer, who was the pilot flying (PF), unsuccessfully attempted to correct the roll with autopilot input, and subsequently applied a large manual corrective roll input to bring the wings back to level while the PM released the switch. The aircraft’s bank angle peaked at about 42° left angle of bank and the bank angle alert was triggered.

As the flight crew sought to determine the cause of the inflight upset, the PF needed to maintain significant right wing down aileron input to maintain an approximate wings level attitude.’

‘At the PF’s suggestion, the PM checked the aircraft’s rudder trim which was identified as being displaced to the left by about 5°. The trim was returned to neutral and the aircraft continued the flight without further incident, landing at Melbourne, Victoria about an hour later. A cabin crew member sustained a minor injury as a result of the upset.

The ATSB investigation found that, after visually identifying the flight deck door unlock switch, the PM diverted their attention to the door, and instead of grasping the door switch, the rudder trim control was selected. The PM then activated that control, and inadvertently applied full left rudder trim for about 8 seconds instead of unlocking the door.’

Safety Actions: ‘Virgin Australia Airlines advised that, following this occurrence, the flight deck door unlock procedure was reviewed and modified. The new procedure is designed to indicate that the crew member requesting entry is at the door and ready to enter, thereby limiting the time required for the door unlock switch to be held in the unlock position. Other safety action included a briefing on the event for flight crews, and changes to the non-technical skills program.’

[Download report](#)



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AIR ACCIDENT INVESTIGATION UNIT IRELAND

Report: Nosewheel Damaged During Landing Roll

Boeing, 737-8AS, EI-DHH, Runway 28L, Dublin Airport, 9 April 2023

EI-DHH, a Boeing 737-8AS aircraft, was on a scheduled passenger flight from Liverpool Airport, in the United Kingdom (EGGP), to Dublin Airport, in Ireland (EIDW). Following an uneventful flight, the aircraft touched down on Runway (RWY) 28 Left (L) at EIDW, in crosswind conditions, with a crab angle of approximately three degrees to the left, relative to the runway magnetic heading of 277 degrees. The aircraft tracked towards the left edge of the runway before turning back through the runway centreline and eventually coming to a stop at a runway exit on the right-hand side of the runway. During the ground roll, the aircraft nosewheels were severely damaged with one wheel and tyre departing the aircraft

completely, and the other wheel being ground down to its axle, while its tyre also suffered significant abrasion and loss of material. There was damage to the airframe due to debris. There were no injuries and there was no fire. The passengers and crew disembarked the aircraft through the left rear (L2) door using mobile stairs and were taken to the terminal buildings by bus. The Investigation determined that the probable cause of the occurrence was the use of the tiller to steer the nosewheel assembly at a speed higher than that prescribed by the Aircraft Manufacturer.

There are no recommendations in [the report](#).

OPS GROUP

Swerving off the road: Why are pilots avoiding EMAS?

[Ops Group briefing on the availability and effectiveness of Engineered Material Arresting System \(EMAS\).](#)

Extract: - ‘Some EMAS pads are only 150’ long. When faced with obstacles like trees, buildings, and roads it’s no wonder that the instinct is to avoid ploughing straight ahead.

Instead, the grass and dirt off the side of the runway begins to look like a very appealing option to slow an airplane down. And as the FAA itself once phrased it, *‘there’s a myth that if you take the dirt, you won’t be on the news...’* But the reality is that EMAS will do a far better job and with a safer outcome and less damage.’

UK CAA SKYWISE

UK Civil Aviation Authority publishes AI Strategy

The CAA has published its response to emerging AI-enabled automation, including strategies for regulating AI in aerospace and using AI within the CAA. These documents outline our approach to enabling safe innovation while maintaining high safety standards. The strategy introduces our AI Framework built on common language, trustworthiness principles and technology understanding.

Read the documents and find out how to get involved at <https://www.caa.co.uk/our-work/innovation/artificial-intelligence/>

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IATA

Latest Developments in Cargo Pre-Loading Risk Assessments

‘The air cargo industry is witnessing significant developments in pre-loading risk assessments, with the expansion of various Pre-Loading Advance Cargo Information (PLACI) regimes. Following the 2018 launch of the United States Air Cargo Advance Screening (ACAS), and European Union ICS2 program last year, other regions are now adopting similar measures. These initiatives aim to deliver initial data-based risk assessments, to identify/mitigate high-risk air cargo shipments that may conceal improvised explosive devices before loading onto an aircraft departing to the PLACI implementing country. By 2025, PLACI regimes will impact 35% of air cargo shipments globally.’ [Read more.](#)



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AIR ACCIDENTS INVESTIGATION BRANCH



ATR 72 Rudder Jam

Synopsis

During the flare to landing at Belfast International Airport the co-pilot, who was PF, discovered that the rudder was extremely difficult to move. The commander immediately took control of the aircraft and used the nosewheel steering for directional control on the runway. Examination of the aircraft on the following day showed that the rudder was almost immovable from either set of rudder pedals in the cockpit or by physically pressing on the rudder outside the aircraft.

A number of faults with the rudder control system were uncovered during the investigation but the major cause of the extreme rudder stiffness was the degradation of the steel rudder rear quadrant support bearings due to corrosion. The sealed nature of the bearings and their installed location precluded visual inspection of their condition. Moisture ingress in the vicinity of the bearings had likely contributed to their degraded condition. The installation of the rudder damper may also have contributed to the rudder stiffness, albeit to a lesser extent.

A Service Bulletin which recommended replacement of all flight control bearings with corrosion-resistant stainless steel bearings had not been embodied on the aircraft.

The operator took actions to ensure the continued airworthiness of its ATR fleet. The manufacturer also took, or has committed to taking, a number of safety actions to address issues identified during the investigation. These include updating the Illustrated Parts Data for some flight control bearings to specify stainless steel equivalents as the preferred part number, updating troubleshooting guidance and publishing a communication to remind operators of the existing recommended Service Bulletin.

The manufacturers and operators safety actions are detailed on page 28 the [report here](#).

DFT/CAA

Rulemaking Tasks 2025

Sharing of the Direct Costs of a Flight

To amend article 13 of the ANO and article 6 of UK (EU) Reg 965/2012 to improve safety and consumer protection by strengthening the cost sharing regulations to minimize the potential for both misunderstanding and abuse.

Prohibition of Supersonic & Transonic Flight Over Land

To amend UK (EU) Reg 923/2012 to prohibit supersonic and hypersonic IFR flight over land unless approved by the CAA.

GA Pilot Licensing and Training Simplification Project (part 1)

To amend UK (EU) Regs 1178/2011, 2018/395, 2018/1976 and the ANO 2016 as part of a wide-ranging package of reform to flight crew licensing for GA pilots.

Remainder of corrections to the Aviation Safety (Amendment) Regulations 2023

To amend UK (EU) Reg 1321/2014 to correct minor errors.

Information Security Management Systems (ISMS)

To create new regulation to require organisations to implement ISMS that address safety risks in aviation.

FAA

Proposed Airworthiness Directive for B787 Stabiliser Inspections

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 787-8, 787-9, and 787-10 airplanes. This proposed AD was prompted by possible horizontal stabilizer pivot pin lockring, outer pivot pin, and outboard spacer misalignment at final assembly. This proposed AD would require inspection of the left-side and right-side horizontal stabilizer pivot pin assemblies for misalignment and incorrect gapping, and applicable on-condition actions. The FAA is proposing this AD to address the unsafe condition on these products.

[Notice of proposed rulemaking \(NPRM\)](#)

UK CAA SKYWISE

Restricted Airspace (Temporary) – 2 x restrictions in Liverpool, Merseyside – 1 - 10 December 2024 DRONE ONLY

Various Restriction of Flying Regulations for drone and remotely piloted aircraft systems only in vicinity of Merseyside, between 1 and 10 December 2024. Details by NOTAM, in [AIC M 164/2024](#) and a briefing sheet on the [NATS website](#).

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UK CAA SKYWISE

London Control Zone (White Waltham) Occurrence

The latest [infringement occurrence narrative](#) features an infringement of the Class D London Control Zone, written with the support of West London Aero Club.

The [Airspace & Safety Initiative](#) narrative covers a flight from White Waltham to Biggin Hill. It includes the air traffic controller's observations, pilot's report, findings, factors and threat and error management issues, which are useful to consider wherever you may be planning to fly.

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The Latest Accidents & Incidents from the Air Safety Network Wikibase

| Date | Type | Event | Location |
|---------------------------|--------------|--|-------------------------------|
| 2 Dec 24 | DHC-8 | Engine failure & ATB | Gisborne Airport (GIS) |
| 2 Dec 24 | B767 | No. 2 engine shutdown, low oil press. Diverted | Republic of Khakassia |
| 1 Dec 24 | B787 | Engine failure | Southern Iraq |
| 1 Dec 24 | A320 | Engine shutdown, diverted | Tasman Sea |
| 1 Dec 24 | S100 | Fuel filter warning. ATB | Mineralnye Vody (MRV/URMM) |
| 30 Nov 24 | R44 | Crashed into a lake | Changzhou, Jiangsu Province |
| 30 Nov 24 | B737 | Punctured tyre on landing | Kagoshima(KOJ/RJFK) |
| 29 Nov 24 | B787 | Engine failure & ATB | Over Belgium |
| 29 Nov 24 | ERJ-195 | Bird strike | Belgrade |
| 28 Nov 24 | A320 | Towbar shear bolt broke. Push truck hit the aircraft | Irkutsk (IKT/UIII) |
| 28 Nov 24 | A320 | Bird strike at 4000' | Nashville, TN (KBNA) |
| 28 Nov 24 | CRJ-900LR | Nose cone bird strike | New York, NY (LGA) |
| 28 Nov 24 | King Air 350 | Lateral runway excursion on landing | Macon County, Franklin, NC |
| 28 Nov 24 | A321 | Vehicle crossed runway in front of landing a/c | Sapporo (CTS/RJCC) |
| 28 Nov 24 | A320 | Taxiway excursion | Budapest (BUD/LHBP) |
| 27 Nov 24 | A321 | Multiple bird strikes on 4nm final | Jacksonville, FL (JAX/KJAX) |
| 27 Nov 24 | A320 | Engine failure, RTO, evacuation. | Pereira-Matecaña (PEI/SKPE) |
| 27 Nov 24 | B737 | LH gear collapse during flapless landing | Montréal (YMX/CYMX), QC |
| 27 Nov 24 | B787 | Lightning strike, cracked windscreen, diversion | Fukuoka Airport (FUK/RJFF) |
| 27 Nov 24 | B787 | Tyre failure on take-off. ATB | Sydney (SYD/YSSY) |
| 26 Nov 24 | B737 | Compressor stall on take-off. ATB | Phoenix-Sky Harbor (PHX/KPHX) |
| 25 Nov 24 | C560 XLS | Nose gear failed; nose tire separated, taxiing out | East Texas (GGG/KGGG) |
| 25 Nov 24 | B737 | RW incursion by 737, overflown by departing 737 | Osaka/Kansai (KIX/RJBB) |



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Safety Conference Calendar

| Year | Month | Day(s) | Org | Event | Location | Notes |
|------|---------|-------------------------------------|--------|--|---------------------------|--|
| 2024 | Nov | 20 th | RIN | 3rd Annual UK PNT Leadership Seminar | The Royal Society, London | GNSS Spoofing – RH to attend and report to SIE |
| 2024 | Dec | 3 rd – 4 th | ERA | Joint Safety & Operations Group meeting | EASA HQ, Cologne | |
| 2024 | Dec | 4 th | UKFSC | 469 th SIE | Aviation House, Gatwick | |
| 2025 | Mar | 12 th | UKFSC | 470 th SIE | TBC | |
| 2025 | Mar | TBC | Airbus | Airbus Safety Conference | TBC | |
| 2025 | Mar | 19 th – 20 th | RAeS | RAeS Flight Operations Conference 2025: Single Pilot Operations - Logical Progression or a Step Too Far? | Hamilton Place, London | |
| 2025 | Mar | 24 th – 28 th | CANSO | Global Safety Conference | Christchurch, New Zealand | |
| 2025 | Mar Apr | 31 st – 1 st | IATA | 34 th Safety Issue Review Meeting | Montreal, Canada | |
| 2025 | Mar Apr | 31 st – 2 nd | UKFSC | FSO Course | Gatwick | |
| 2025 | Apr | 2 nd – 3 rd | ERA | Safety Group | TBC | |
| 2025 | Apr | 28 th - 30 th | UKFSC | FSO Course | Gatwick | |
| 2025 | May | 6 th – 7 th | FSF | 70th Business Aviation Safety Summit | Charlotte, North Carolina | |
| 2025 | Jun | 5 th – 6 th | FSF | Safety Forum 2025 Theme: People in the Centre of Aviation Safety | Eurocontrol, Brussels | |
| 2025 | Jun | 24 th | UKFSC | 471 st SIE | TBC | |
| 2025 | Aug | 18 th – 20 th | UKFSC | FSO Course | Gatwick | |
| 2025 | Sep | 10 th | UKFSC | 472 nd SIE | TBC | |
| 2025 | Sep | 15 th – 17 th | UKFSC | FSO Course | Gatwick | |
| 2025 | Oct | 6 th – 7 th | SAE | Defence Aviation Safety Conference | London | |
| 2025 | Nov | 4 th – 6 th | FSF | 78th annual International Aviation Safety Summit | Lisbon, Portugal | |
| 2025 | Nov | 10 th – 12 th | UKFSC | FSO Course | Gatwick | |
| 2025 | Dec | 2 nd | UKFSC | 473 rd SIE | TBC | |