



UK Flight Safety Committee

# UKFSC News #13

04 Feb 2025



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UKFSC





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EUROCONTROL

Hindsight 36



The latest edition of EUROCONTROL's acclaimed safety journal has been published. Hindsight 36 is titled "People in control? - staying in the loop".

HindSight is Eurocontrols magazine on human and organisational factors in operations, in aviation and beyond.

The theme of this issue is **People in Control? Staying in the Loop.**

You will find a diverse set of articles from a range of different authors in the context of aviation, maritime, rail and road. The contributors offer several takes on the intriguing title, from the perspectives of personal experience, professional practice, theory, research, and regulation.

Who are the people, and what control do they have, from the 'blunt end' of society and its institutions, to the 'sharp end' of operations? What control should people have? What influences and constrains control? How does technology change human control? How do we 'stay in the loop', and which loops should we be concerned with?

Hindsight 36



Photo by Mark Stebnicki: <https://www.pexels.com>

NATIONAL TRANSPORTATION SAFETY BOARD

Mid-Air Collision

The NTSB provided a briefing on the progress of the investigation into the midair collision between a Black Hawk helicopter and a CRJ on approach to Ronald Reagan Washington.

The CRJ accepted a request from ATC to make a visual change from landing RW01 to RW33. Other data sources report that this request was due to some of the aircraft on the approach being closer than the minimum required separation and the preceding company CRJ refused RW33.

08:46 the tower advised the Black Hawk, callsign, PAT25 of the CRJ traffic at 1200' circling for RW33.

The circle required an initial right turn followed by a left turn to line up with RW33 that would be away from the direction that the Black Hawk was coming from.

The tower was transmitting on UHF and VHF, so that both the CRJ and the Black Hawk could hear all of the tower's transmissions, but the two aircraft could not hear each other's transmissions. [Ed: Limiting SA].

08:46:29 the CRJ auto call out "1000".

At 1000' and below TCAS RA is inhibited.

08:46:47 aircraft cleared for take-off RW01.

08:47:29 the CRJ auto call out "500".

08:47:39 the tower asked PAT 25 if they had the CRJ in sight. The NTSB did not mention an ATC Short Term Conflict Alert (STCA).

08:47:40 The CRJ TCAS TA 'Traffic' caution.

08:47:42 the tower instructed PAT 25 to pass behind the CRJ.

08:47:58 a verbal reaction and pitch up was recorded in the CRJ.

08:47:59 Recording ended at 325' +/- 25'.

The NTSB added that there were five controllers in the tower. The status of night-vision goggles in PAT 25 is not yet known. They also reported that the day before a Republic Airlines flight went around due to a loss of separation (1000') with a helicopter callsign PAT 11.

The NTSB will investigate situational awareness. Separation was entirely dependent on the PAT 25 clearance to visually identify the CRJ and avoid it, at night in VMC under IFR.

The CRJ crew would have been focused on the new runway line up and looking down on the helicopter with the city lights in the background. On a collision course there would have been no relative motion between the two aircraft visible to either aircraft's pilots.

AIRBUS



Safety First #39

In this edition: -

The 29th Airbus Flight Safety Conference will be held in Amsterdam, 17-20 March 2025.

- Closing MEL Items: Why Sooner is Better.
- Preventing Tailstrike During Go-around near the Ground.
- Engine Relight After an All-Engine Flameout.
- Further Preventing Loss of Control In-flight.

Safety First



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Photo by SevenStorm JUHASZIMRUS: <https://www.pexels.com>

PILOTS WHO ASK WHY

All Helicopter Pilot Training Exercise Briefings

‘Whether you are just starting out on your journey to become a pilot, or you’re a seasoned TRE: It is always a good idea to (re)familiarise ourselves with the fundamentals of what we do every day: flying!

It is easy to take the basics for granted, especially while being submerged in the complex nature of all the jobs that are out there. And during training, the quality of briefings given in the industry is extremely variable, so what if you want a high-quality reference for your flying exercises?’

[Read the full article here.](#)



Photo by [bogdanserban](#). Stock.adobe.com

OPSGROUP

Clarifying Cuba Overflight Permits and NAV Fees

‘There are several overwater airways in the north-west corner of Cuban airspace where an overflight permit is not required.

If using these airways, you still need to pay NAV fees, otherwise you risk being denied entry to the airspace at some point.

For the longest time, we’ve been confused about the rules around Cuba overflight permits and NAV fees. Once upon a long ago, the requirements for these were contained in the MUFH/Havana FIR Notams, but alas, no more. We couldn’t find all the info we really wanted on them in the Cuban AIP either. We now have some answers in the report’

[Read more.](#)



Photo by Kyo46. Stock.adobe.com

TRANSPORTATION SAFETY BOARD OF CANADA

B767 Runway Excursion, 19 Nov 2024

Interim statement:

During the descent, the crew observed an asymmetry flap warning, which prompted them to level off, notify air traffic control and declare a PAN PAN. The crew then completed the relevant checklist and prepared for a faster than normal approach and landing speed due to the slat problem. On touchdown, the brakes were applied, and the thrust reverse handles were pulled, but neither engaged.

The aircraft overran the end of Runway 08L at approximately 120 knots, striking numerous approach lights. It then sank into the muddy ground and came to rest approximately 1250 feet beyond the paved surface. After declaring a MAYDAY and completing the shutdown checklist, the crew and jump seater exited with the assistance of Air Rescue and Firefighting personnel.

[Statement](#)



ICAO

Automation Study Report

During the 40th Session of the ICAO Assembly, concerns were identified about increasing reliance on automation in commercial aviation (A40-WP/296 refers). To address these concerns about automation and its use in flight operations, as well as the importance of developing and maintaining manual flight (MF) and monitoring skills, the Personnel Training and Licensing Panel (PTLP) conducted an extensive study.

The report is available for no charge [here](#).



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Photo from interim accident report.

NIGERIAN SAFETY INVESTIGATION BUREAU (NSIB)

B737-400 Landing Gear Collapse & Runway Excursion

There were no snags logged in the aircraft technical logbook. The accident occurred on the first sector, and there was no cargo onboard. The weather was CAVOK with wind 080/12. During approach to Abuja, flap 30 was selected, but the flaps stopped at 15.

The FDR indicated that AJK 206 touched down with a speed of 157kt. The Cockpit Voice Recorder captured the captain saying, "PUSH IT DOWN," followed by a thump. The fire warning sounded, followed by the landing gear horn. The Flight Crew's post-occurrence statement indicated that the touchdown was smooth and speed brakes and reversers were deployed automatically.

The aircraft landed right of the centreline of Runway 22, 501 m from the threshold, travelled 120m, and was corrected back to the centreline. Marks on the runway surface indicated that during this process, the aircraft performed an S-pattern/ground loop that extended over 140 m. The aircraft continued the landing roll for 917 m from the threshold of runway 22, where the Right Main Landing Gear Assembly detached from its attachment points collapsing onto the underside of engine 2 nacelle dragging on the runway for 1172 m before veering off to the right of the runway, traversed the grass verge, and came to a stop about 54 m from the runway edge. The No.3 and No.4 Main Wheel Tyres burst. The post-occurrence inspection did not reveal evidence of a hard landing. The FDR data indicated that the aircraft had performed a total of 101 landings out of which 85 were flap 15 landings in the preceding 40 days.

Safety Recommendation: Nigeria Civil Aviation Authority should inspect all Allied Air aircraft for potential mechanical and structural vulnerabilities, including Flap and Landing Gear Systems. [Interim Report.](#)

UK CAA SKYWISE

Consultation on amendments to Reg UK (EU) 139/2014 and amendments to CAPI68

This consultation relates to proposed updates to CS and AMC/GM for Reg UK (EU) 139/2014 and updates to CAPI68.

The CAA invite stakeholders to [give their views](#).

SW2025/020

UK CAA SKYWISE

Publication of CAP403 Flying Displays Edition 22

Following an earlier consultation, we have published a new edition of [CAP 403: Flying Displays and Special Events: Safety and Administrative Requirements and Guidance](#). This focuses on organising and obtaining Permissions for Flying Displays and Special Events, including the roles and responsibilities of Flying Display Directors.

SW2025/021

EASA

Updated conflict zone advisories for the Middle East region

‘Following recent developments, notably the agreed cease-fire agreements and overall reduction of short-term tensions, the Integrated EU Aviation Security Risk Assessment Group has decided not to extend the existing Conflict Zone Information Bulletins (CZIBs) on [Israel](#) and [Iran](#) expiring on January 31, 2025, and to replace them by dedicated Information Notes (INs) highlighting the remaining risks in the affected airspace.

In relation to the airspace of Lebanon, the Group supported the decision to extend the validity of the [current CZIB](#) until end of March 2025.

Regarding the Middle East region, on January 31, 2025, EASA issued INs for Israel and neighbouring airspace (100 NM radius), Iran, and extended the existing Information Note for the Southern Red Sea. Operators are advised to exercise caution and follow all available aeronautical publications, including updates from the European Information Sharing and Cooperation Platform. The advisory for Iran recommends also to consider daylight operations only. The INs are distributed to relevant parties on a need-to-know basis to provide more operational background and recommendations.’

[Conflict Zone Information Bulletins \(CZIBs\)](#)





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UK CAA SKYWISE

Helicopter Special Events Briefing 2025

The CAA and British Helicopter Association (BHA) will be holding a helicopter special events briefing. Heliport operators will update the helicopter community on their plans for the coming season and be available to discuss any issues that may arise. The intention will be to promote a safe and successful series of events.

A pilot briefing for the Cheltenham Festival will be included.

The meeting will be held on Tuesday 25 February 2025 starting at 1030 at The Wing at Silverstone.

All pilots and operations personnel are welcome to attend. To register please contact the BHA: [info@britishhelicopterassociation.org](mailto:info@britishhelicopterassociation.org) or 01276 856100

SW2025/015

UK CAA SKYWISE

Consultation: Proposal to amend ATOL Standard Term 5

We would like to draw your attention to a recently issued CAA ATOL consultation. The consultation, which is now live, is seeking views on proposals to amend ATOL Standard Term 5 to require Standard ATOL holders with an ATOL limit equal to, or in excess of £20 million, to record, maintain and provide to the CAA upon request specific items of booking data for each public sale (as defined in ATOL Standard Term 3.3).

This consultation also seeks views on the proposed CAA Publication Document (CAP) that sets out specific items of booking data that the CAA is seeking to be included in this requirement.

Although this proposal will only apply automatically to Standard ATOL holders with an ATOL limit equal to, or in excess of £20 million, we have also included questions for other stakeholders to provide feedback.

The CAA welcome you to [give your feedback](#), the closing date for this consultation is Friday 28 February 2025.

CAA ATOL Policy Team

SW2025/016

UK CAA PUBLICATION

SD-2024/001 Version 3: Active Carbon Monoxide Detectors for Piston Engine Aircraft Operations

Version 3 replaces the reference to SN-2020/003 in 3.6 with Safety Sense Leaflet 34: Carbon Monoxide Safety. SN-2020/003 has been withdrawn as the content is now covered by the Safety Sense Leaflet.

[View SD-2024/001 Version 3](#)

UK CAA SKYWISE

Conversion of Sailplane Licenses and Ratings

From 30 September 2025 it will be mandatory to hold a Part SFCL SPL licence to fly Part-21 Sailplanes. Holders of existing British Gliding Association (BGA) Gliding Certificates should contact the BGA directly regarding conversion to a Part- SFCL sailplane licence (SPL).

Pilots that hold either a LAPL(S) or UK issued EASA SPL will have their licences reissued as UK Part SFCL SPL when they next apply to us for a licensing service for their sailplane licence, or if they apply to the BGA to add additional privileges to the Part-SFCL SPL.

Whilst we are currently working within the published service levels of 10 working days, due to the expected volume of conversion applications we anticipate extended processing times for this type of application.

All pilots whose recommendations are sent to the CAA by 31 March 2025 will have their licence issued by 30 September 2025.

For further information, please navigate to our dedicated [Sailplane webpages](#) on the CAA Website.

SW2025/013

UK CAA SKYWISE

Podcast: Laser attacks on aircraft

Our latest podcast highlights the continued risk of laser attacks on aircraft and why it is so important for pilots, flight crew, and air traffic control to report incidents, both to the UK CAA and their local police force.

We receive over one thousand laser interference reports each year, with air ambulances and police aircraft facing a higher rate due to their low-altitude flights over residential areas. The episode features the National Police Air Service (NPAS) and crew members from Yorkshire Air Ambulance.

You can listen at [CAA Safety Files](#).

SW2025/018

UK CAA SKYWISE

Airspace Safety: Hawarden Radio Mandatory Zone

The latest content from the [Airspace & Safety initiative](#) covers the Hawarden Radio Mandatory Zone (RMZ).

A new [occurrence report](#), with air traffic control and pilot perspectives, looks at an infringement of the RMZ and includes observations on route and meteorology planning.

An [updated hot-spot narrative](#) has been written by the air traffic control team at Hawarden aerodrome which is a key member of the Northwest Local Airspace Infringement Team. And a new [Hawarden RMZ guide](#) includes a summary of the RMZ and details its requirements.

SW2025/019

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Recent Accidents & Incidents from the Air Safety Network Wikibase

Date	Type	Event	Location
<a href="#">25-Jan-25</a>	Yak-42D	Diversion due loss of oil pressure on No.3 engine.	Krasnoyarsk
<a href="#">02-Feb-25</a>	A319	RTO, reported engine issue. Passengers deplaned on the runway.	Houston
<a href="#">29-Jan-25</a>	A319	Diverted due engine issue at FL350.	London
<a href="#">01-Feb-25</a>	A321	ATB, problem with the landing gear retraction at FL210.	Moscow
<a href="#">28-Jan-25</a>	A321	EMC Evacuation with slides, pre-departure, on stand due overhead bin fire.	Pusan
<a href="#">27-Jan-25</a>	A321	ATB, due bird strike & engine failure.	Paris
<a href="#">26-Jan-25</a>	A321	Diversion due due to the activation of the oil level indicator.	Saratov Gagarin
<a href="#">29-Jan-25</a>	An-24RV	ATB, gear did not retract.	Surgut Airport
<a href="#">27-Jan-25</a>	ATR 72	Engine failure in descent.	Tobago
<a href="#">29-Jan-25</a>	BI900D	Crashed upon takeoff at Unity oilfield airport.	GPOC Unity
<a href="#">28-Jan-25</a>	B737-4	Nose gear collapse on landing.	Kano
<a href="#">27-Jan-25</a>	B737-7	RTO, engine No. 2 failure. Evacuation.	Cochabamba
<a href="#">29-Jan-25</a>	B737-8	Diverted due baggage hold fire warning.	Caspian Sea
<a href="#">29-Jan-25</a>	B777-3	ATB due birdstrike on departure.	Amsterdam
<a href="#">31-Jan-25</a>	B787-9	ATB due cabin fumes at FL380.	Persian Gulf
<a href="#">29-Jan-25</a>	Black Hawk	MAC.	Washington
<a href="#">29-Jan-25</a>	C550	Crashed shortly after takeoff from Caracas.	El Volcán
<a href="#">01-Feb-25</a>	CRJ200	Struck by a tug that attempted to cross a taxiway.	Chicago
<a href="#">29-Jan-25</a>	CRJ-701ER	MAC.	Washington-
<a href="#">02-Feb-25</a>	Dash 8	Left wing collided with the jet bridge upon arrival.	Fukushima
<a href="#">26-Jan-25</a>	ERJ-145LR	At the gate boarding, baggage cart struck the left wing.	Boston-Logan
<a href="#">31-Jan-25</a>	Learjet 55	impacted terrain shortly after takeoff.	Philadelphia
<a href="#">25-Jan-25</a>	MD11	ATB, due several birdstrikes during climb-out.	Louisville
<a href="#">27-Jan-25</a>	Mil Mi-8	Wind exceeding 40 m/s, securing cables snapped, blade damage.	Tiksi Airport
<a href="#">27-Jan-25</a>	Mil Mi-8	Wind exceeding 40 m/s, securing cables snapped, blade damage.	Tiksi Airport
<a href="#">26-Jan-25</a>	Multiple drones	Several drones fell and burst into flames during light show rehearsal.	Hanoi
<a href="#">01-Feb-25</a>	R44	Crashed en-route.	Guimba
<a href="#">27-Jan-25</a>	R44	Crashed en-route.	Cruzilia
<a href="#">31-Jan-25</a>	SI00	ATB, gear would not retract.	Nizhnevartovsk
<a href="#">30-Jan-25</a>	SI00	ATB, baggage hold fire warning.	Pulkovo



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Safety Conference Calendar

Year	Month	Day(s)	Org	Event	Location	Notes
2025	Feb	4 <sup>th</sup> - 5 <sup>th</sup>	EASA	<a href="#">EASA Fatigue Risk Management Conference</a>	AESA, Spain	Hybrid
2025	Feb	18 <sup>th</sup>	FSF	<a href="#">Advancing Aviation Safety: Integrating Mental Health into Operational Excellence</a>	Online	Webinar
2025	Mar	11 <sup>th</sup> 12 <sup>th</sup>	NTSB	<a href="#">Automation In Transportation: Lessons For Safe Implementation</a>	Washington DC	In person meeting
2025	Mar	12 <sup>th</sup>	UKFSC	470 <sup>th</sup> SIE	TBC	
2025	Mar	17 <sup>th</sup> – 20 <sup>th</sup>	Airbus	29 <sup>th</sup> Airbus Safety Conference	Amsterdam	NEW
2025	Mar	17 <sup>th</sup> – 19 <sup>th</sup>	FRMS Forum	<a href="#">FRMS Forum Annual Conference</a>	Santiago, Chile	
2025	Mar	19 <sup>th</sup> – 20 <sup>th</sup>	RAeS	<a href="#">RAeS Flight Operations Conference 2025: Single Pilot Operations - Logical Progression or a Step Too Far?</a>	Hamilton Place, London	
2025	Mar	24 <sup>th</sup> – 28 <sup>th</sup>	CANSO	<a href="#">Global Safety Conference</a>	Christchurch, NZ	
2025	Mar Apr	31 <sup>st</sup> – 1 <sup>st</sup>	IATA	<a href="#">34<sup>th</sup> Safety Issue Review Meeting</a>	Montreal, Canada	
2025	Mar Apr	31 <sup>st</sup> – 2 <sup>nd</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	Apr	2 <sup>nd</sup> – 3 <sup>rd</sup>	ERA	<a href="#">Safety Group</a>	TBC	
2025	Apr	7 <sup>th</sup> – 9 <sup>th</sup>	ACSF	<a href="#">ACSF Safety Symposium</a>	Embry Riddle, Daytona Beach, FL	Business aviation
2025	Apr	7 <sup>th</sup> – 9 <sup>th</sup>	FoF	<a href="#">Flight Operations Forum Norway 2025 – Communicate for Safety</a>	Oslo airport	
2025	Apr	28 <sup>th</sup> -30 <sup>th</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	May	6 <sup>th</sup> – 7 <sup>th</sup>	FSF	<a href="#">70th Business Aviation Safety Summit</a>	Charlotte, North Carolina	
2025	Jun	5 <sup>th</sup> – 6 <sup>th</sup>	FSF	<a href="#">Safety Forum 2025 Theme: People in the Centre of Aviation Safety</a>	Eurocontrol, Brussels	
2025	Jun	24 <sup>th</sup>	UKFSC	471 <sup>st</sup> SIE	TBC	
2025	Aug	18 <sup>th</sup> – 20 <sup>th</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	Sep	10 <sup>th</sup>	UKFSC	472 <sup>nd</sup> SIE	TBC	
2025	Sep	15 <sup>th</sup> – 17 <sup>th</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	Sep/Oct	29 <sup>th</sup> – 4 <sup>th</sup>	ISASI	<a href="#">ISASI 2025 - Soaring to New Heights: A World of Innovation</a>	Denver, Colorado	
2025	Oct	6 <sup>th</sup> – 7 <sup>th</sup>	SAE	<a href="#">Defence Aviation Safety Conference</a>	London	
2025	Oct	14 <sup>th</sup> -16 <sup>th</sup>	IATA	<a href="#">World Safety and Operations Conference</a>	Xiamen, China	
2025	Nov	4 <sup>th</sup> – 6 <sup>th</sup>	FSF	<a href="#">78th International Aviation Safety Summit</a>	Lisbon, Portugal	
2025	Nov	10 <sup>th</sup> – 12 <sup>th</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	Nov	11 <sup>th</sup> – 13 <sup>th</sup>	Bombardier	<a href="#">29<sup>th</sup> Bombardier Safety Standdown</a>	Wichita, Kansas	NEW
2025	Dec	2 <sup>nd</sup>	UKFSC	473 <sup>rd</sup> SIE	TBC	