



UK Flight Safety Committee

UKFSC News #09

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Recent Accidents & Incidents from the Air Safety Network

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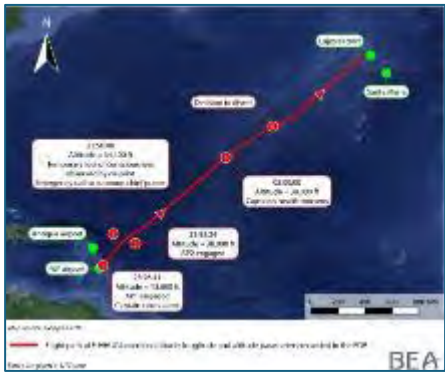
SKYBRARY

Declaring Unfit to Fly When It Will Inevitably Lead to Significant Disruption and Cost to Your Airline Is A Difficult Decision

A330-9, En-route, East of Antigua & Barbuda, 2022

‘On 17 January 2022, about 30 minutes after takeoff from Fort-de-France, Martinique, on an ETOPS flight, an aircraft was approaching its initial cruise altitude when the apparently unconscious Captain appeared initially unresponsive. On being more aggressively roused, he seemed normal and a doctor on board initially assessed him as fit to continue. However, about two hours into the flight his condition subsequently deteriorated, and the First Officer called the Chief Purser to take his seat to assist. A PAN, later upgraded to a MAYDAY, was declared and a diversion was made to Lajes where the captain was hospitalised.’

[Incident Report](#)



The flight track annotated with key points. [Reproduced from the Official Report]

Related articles

- [Pilot Incapacitation](#)
- [Medical Emergencies - Guidance for Flight Crew](#)
- [Diversion](#)



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PORTUGUESE SAFETY INVESTIGATION AUTHORITY (GPIAAF) B787 Loss of Cabin Pressure

The interim GPIAAF report states:

‘On 31st October 2024, at FL420, the flight crew was presented with an L GEN DRIVE L2 alarm, followed by the Left PACK failure.

Passing 41,000ft to 40,000ft, the crew made the decision to execute a “rapid descent” to 34,000ft in order to perform the left air conditioning reset.

At 19:57:43 UTC, when the aircraft was at 22,883ft, the crew turned off the left pack, the cabin altitude at that time was 10,100ft. The maximum recorded cabin altitude reached was 11,370ft at 22,860ft and the “CABIN ALTITUDE” alarm was displayed. The crew performed the memory items, downing their oxygen masks and performing an emergency descent to 10,000ft and declared emergency by CPDLC, VHF and HF.

Although the cabin did not exceed 14,000ft, the crew decided to manually deploy the passengers' oxygen masks. In coordination with Operations, they chose to proceed to Ponta Delgada as an alternate airport, where they landed without further incidents.

The Boeing 787 has a full electrical pressurisation system, supported in four generators (VFSG - Variable Frequency Starter Generator), two for each engine, which supply 235V AC power to their respective Bus to feed four cabin air compressors (CAC's), two per PACK, which independently supply pressurized air to each air conditioning unit to pressurize the aircraft.

According to the data from the FDR both Cabin Air Compressors (CAC L1 and CAC L2) of the left side air conditioning pack went offline due to overload, just after the failure of the generator (VFSG L2). The manufacturer reported that it is not unusual for the overload of one CAC to cause the overload of the adjacent CAC, due to the required pressure recovery.

Further investigation for possible issues with the fully operational RH Pack, usually sufficient to maintain the aircraft cabin pressure after LH pack failure, revealed that the RH Pack was also experiencing problems. [The operator collected reports in which it was stated that, on a previous flight, it was very difficult to control the cabin temperature.](#)

The depressurization event occurred during the third flight after major maintenance work was performed between October 2 and 27, 2024, where extensive work was performed on both Packs, specifically on the Recirculation Fans. [This work resulted in a misassembled recirculation duct, allowing a gap to occur which consequently resulted in a significant leak.](#)

The maintenance personnel involved stated that the RH PACK work area is difficult to access and there is little space available for handling components and tools. The operator declared that it is working on the identified safety issues within the MRO service provider.’ [Incident Report](#)

TUI

TUI Airline MPL Cadet Programme

Applications are NOW OPEN for the TUI 2025 [MPL Cadet Programme](#)

A fantastic opportunity for aspiring pilots.

[Apply here.](#)

ICAO

Technical Instructions for the Safe Transport of Dangerous Goods By Air 2025-2026 (Doc 9284)

Detailed requirements necessary to ensure safety and compliance in the transport of dangerous goods by air.

[2025-2026 Edition](#)

ROYAL AERONAUTICAL SOCIETY

Roundtable Discussion: Engineering / Maintenance Personnel Shortages in UK Civilian Aviation Sector

Roundtable Discussion at the Royal Aeronautical Society on Engineering & Maintenance Personnel Shortages in the UK Civilian Aviation Sector, 23 January 2025, 2-4pm GMT. [Event details.](#)



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PILOTS WHO ASK WHY

Understanding Rotor Downwash: The Ultimate Pilot Guide

‘Rotor Downwash: The topic that is either actively avoided by pilots or assumed to be some dark magic that no puny mortal could possibly understand.

Unfortunately, it’s not a topic that gets a lot of attention from sources that make it really easy to understand properly.’

[Read the full article here.](#)



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NATIONAL TRANSPORTATION
SAFETY BOARD

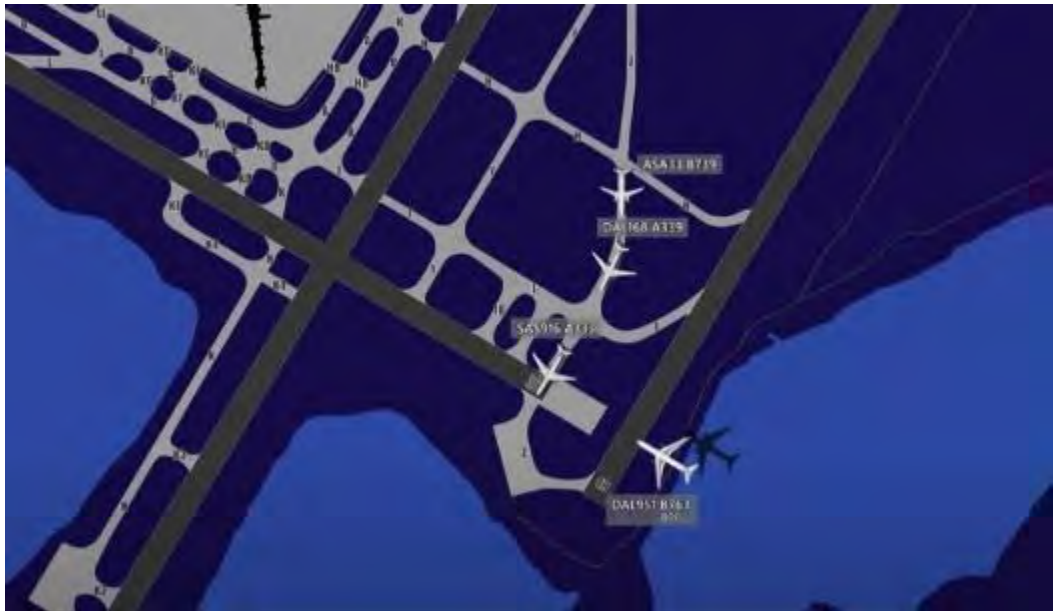
C525 Loss of Control on Ground

‘The pilot landed the airplane on the grooved asphalt runway with a quartering left headwind at 20 kts with gusts to 26 kts and observed that there was no standing water. During the landing roll, the airplane encountered heavy rain and the pilot stated that it began “hydroplaning” toward the right side of the runway. The right wing of the airplane then impacted 3edge lights and one location sign before the pilot was able to regain control and then taxi off the runway and to the ramp.’

The NTSB determined the probable cause(s) of this accident to be:

The pilot’s failure to maintain directional control of the airplane while landing in rain and gusting wind conditions.

[NTSB report](#)



YOU CAN SEE ATC

Runway Incursion New York, JFK 12th December 2024

‘A Scandinavian Airlines Airbus A330-300 (A333), registration LN-RKT, performing flight SAS916 / SK916 from New York John F. Kennedy International Airport, NY (USA) to Copenhagen Airport (Denmark) was taxiing fore departure from runway 31 left and was instructed to turn right on taxiway Z.

The flight crew didn’t receive a clearance to enter the active runway. When the airplane was approaching the holding point the flight crew didn’t stop and entered the runway. Meanwhile a Delta Air Lines Boeing 767-300 was on short final.

The pilot of Delta airplane noticed that the runway was occupied and informed the controller. The Tower instructed DAL951 to go around. The approaching aircraft went around from about 400 feet.’

[Video Reconstruction](#)



CAA PUBLICATIONS

UK MPD 2018-003R3: Ex- military aircraft equipped with Aircraft Assisted Escape Systems: Pyrotechnic Component Life Limitations – Remove from Service

UK CAA Mandatory Permit Directive

[View UK MPD 2018-003R3](#)



CAA INTERNATIONAL Security Management Systems (SeMS) Training

2-day course.

[More details and course dates.](#)



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FLIGHT SAFETY FOUNDATION

Conflict Zones

2021 Foundation study on civilian aircraft downings in conflict zones over the last thirty years with recommendations that are still relevant today. Conflict zones are the primary cause of more than 500 aviation-related fatalities.

[Study of hostile events and State practices in regards to the use by civil aviation of airspace over conflict zones](#)



EASA COMMUNITY NETWORK

Proactive Mitigation Strategies: Navigating Compliance and Risk Challenges in Aviation Maintenance

Aviation maintenance is a vital aspect of ensuring the safety and reliability of aircraft. This part of the industry faces numerous compliance requirements and risk challenges that demand meticulous attention. [Article.](#)



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GENERAL CIVIL AVIATION AUTHORITY UNITED ARAB EMIRATES

Runway Incursion, Dubai

SYNOPSIS

On January 29th, 2024, a Bombardier BD-700 GLOBAL 5000 aircraft, registered CS-GLY, flew from London (EGKB) to Dubai (OMDB). After landing, when taxiing in L3, a conditional clearance was given to cross runway 30R via M2 behind the Airbus A330-300 aircraft, with registration HZ-AQ14, which was already rolling on runway 30R, for take-off to Riyadh (OERK).

The Bombardier aircraft crossed the runway in front of the Airbus aircraft that was taking off.

CAUSE

The investigation determined that the causes of the runway incursion Serious Incident were the Tower controller’s use of a non-standard phraseology in the conditional clearance issued to the aircraft for crossing the runway, and the nonadherence to the procedures required to reactivate the stop bar after issuing that clearance.

The investigation identified contributing factors to the incident, including the flight crew misidentifying the conditional traffic the Tower controller was referring to when issuing the conditional clearance to cross the runway. Additionally, the aircraft was not yet on Tower frequency when the controller issued the take-off clearance to the other aircraft for runway 30R, resulting in the flight crew being unaware of the departure of the other aircraft.

RECOMMENDATIONS

Four safety recommendations were raised to the air navigation service provider to: emphasize to air traffic controllers the importance of using correct standard phraseology that enhances pilots’ situational awareness; ensure adherence to the revised standard operating procedures; study the potential for improving the current system functionality to allow automatic activation of stop bars based on updated standard operating procedures; and incorporate familiarization training for air traffic controllers with actual night-time conditions on the airfield.

One safety recommendation was raised to the operator to ensure that they assess the effectiveness of the measures (safety actions taken following the event including a Safety Notice to all crews). [GCAA Report.](#)



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CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

A330 Runway Overrun on Landing, Mactan-Cebu

23rd October, 2022

On 24th October 2024, CAAP issued an interim statement.

The initial approach was for runway 04 was changed to runway 22 as the wind changed direction. On the approach to runway 22, after descending below the minima, the crew encountered heavy rain, lost sight of the runway and elected to go-around.

From the subsequent approach another go-around was performed due to sudden increase of sink rate followed by an aural warning “Sink rate”. While initiating the go-around, the aircraft landing gear made contact with the ground. An Electronic Centralized Aircraft Monitor (ECAM) message was noted by the crew indicating LGCIU 1 and 2 fault. The aircraft entered the hold over ALMAR and performed ECAM actions. While performing ECAM action on the landing gear control interface unit (LGCIU) 1 and 2 fault, they also noticed an ECAM message of brake servo control interface unit (BSCIU) 1 and 2 fault. ECAM actions were performed prior to another approach.

During this approach the crew performed a normal landing gear down procedure in accordance with ECAM Actions for LGCIU 1 and 2 fault, but all landing gear down lock indicators were not illuminated.

The crew then performed the procedure using manual gravity extension. However, only two indicators (nose + left main landing gear) were illuminating, and the right main landing gear indicator was not illuminating. The crew discontinued the approach and entered the hold over ALMAR to resolve the technical issue. After the QRH procedure for landing with abnormal landing gear, an indication of HYD B RSVR LO LVL message was displayed. The crew then performed ECAM actions prior to starting another approach.

While landing, the aircraft failed to stop and overran the end of the runway, colliding with the localizer antenna and runway approach lighting system. The aircraft came to a complete stop at the grassy portion about 235 meters from the end of runway 22.

The passengers evacuated utilizing L2 and R2 cabin door slide raft.

The final report is currently with accredited representatives for comment and will be issued in due course.

[Interim Statement.](#)

NATS

Mind The Gap: World First ‘Pairwise’ Separation Standard to Cut Delays and Emissions At Heathrow

Introduced at Heathrow in mid-December 2024, Pairwise provides the capability to separate aircraft using an enhanced wake scheme. Instead of using a wake scheme that categorises aircraft based on weight and wingspan, Pairwise is categorised using wake vortex separation that is individually tailored for each pair of aircraft, providing typical capacity gains of two landings per hour.



Pairwise works by introducing a totally new way of calculating the minimum separation between arriving pairs of aircraft. Traditionally, separation is based on six categories taking into account an aircraft’s weight and the amount of wake it creates as it flies. Pairwise separation is calculated using the specific characteristics of each individual aircraft type.

Tailoring the separation in this far more granular way means air traffic controllers can safely reduce the gap between some pairs of aircraft and increase the overall flow of traffic.

[NATS Press Release.](#)



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Recent Accidents & Incidents from the Air Safety Network Wikibase

Date	Type	Event	Location
04-Jan-25	A220	ATB, a pressurization issue	W of Halifax, NS
03-Jan-25	A318	EMC DST,ATB, pressurization issue at FL300	S of Paris
05-Jan-25	A320	ATB, engine shut down after departure	near Bengaluru
03-Jan-25	A320	RTO, after suffering a birdstrike.	Portela Airport
02-Jan-25	A320	ATB, bird strike on takeoff, both engines hit and/or ingested birds (herons)	Ponta Delgada
06-Jan-25	A321	RTO, bird strike to both engines during the takeoff	Christchurch
03-Jan-25	A321	ATB, smoke developed in the cabin	Nha Trang
03-Jan-25	A321	ATB, after an engine failure	Sharm-El-Sheikh
02-Jan-25	A321	Runway excursion when turning on the taxiway after landing	Noril'sk Airport
01-Jan-25	A330-9	ARTB, engine issues on departure	Atlanta Airport
02-Jan-25	ATR 42-500	ATB, reported hydraulic problems	Karachi
01-Jan-25	ATR 42-500	ATB, malfunction of one of its engines	Karachi
06-Jan-25	ATR 72-500	ATB, flame out of engine no.1 after departure	E of Kathmandu
02-Jan-25	B100 King Air	ARC, left hand main gear collapse after landing	Medellín Airport
05-Jan-25	B737-7	loss of cabin pressure	S of Garoua
04-Jan-25	B737-8	ATB, electrical failure of cabin light bar, fire extinguisher discharged	Sharm el-Sheikh
02-Jan-25	B737-8	Left engine failure, continued to destination	Volgograd Oblast
31-Dec-24	B737-8	ATB, pressurization problem after takeoff at FL80.	Vladikavkaz
29-Dec-24	B737-8	ARC, two ruptured and deflated tires on the main gear during landing	Guemar Airport
05-Jan-25	B787-9	RTO, due for 'technical reasons'. Fire services attended to cool the brakes.	Melbourne
04-Jan-25	Bell 206B	After takeoff from private helipad, from four metres crashed upside down	Penha Helipad
31-Dec-24	C208B	Lateral runway excursion, left gear tire blowout during landing	Juan Santamaría
31-Dec-24	C525C CJ4	Struck runway lights on departure ADS-B data lined up on the left-hand edge	Las Vegas
02-Jan-25	C560 Ultra	Taxiing for departure, a flat tire and brake fire	Lincoln Municipal
02-Jan-25	CRJ-200LR	Bird Strike, damage to the nose and leading edge	Greenville
06-Jan-25	DC3	Aircraft was blown into a hangar by a storm	Mendig (EDRE)
31-Dec-24	Drones	Several drones crashed during a show, injuring a man	Folly Beach, SC
04-Jan-25	ERJ-190LR	Diverted to Milan due engine failure	south of Milan
04-Jan-25	G450	GCOL, taxiing for departure, right wing collided with the tail of C605	Washington
04-Jan-25	GA-8 Airvan	Taxiing, encountered a gust of wind and flipped over	Nightmute
04-Jan-25	Learjet 45	ATB, lost a piece of the engine cowling	Eppley Airfield
04-Jan-25	PC-12/47E	Off-runway landing between runway and taxiway.	Lemhi County
31-Dec-24	R44 Raven	Crashed during an attempted departure from a field	near Galveston
31-Dec-24	S CH-53	Blown over in strong winds while on the ramp	Tel Nof Airbase
02-Jan-25	Van's RV-10	Destroyed impacting building, apparent attempt to return	near Fullerton



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Safety Conference Calendar

Year	Month	Day(s)	Org	Event	Location	Notes
2025	Feb	4 th 5 th	EASA	EASA Fatigue Risk Management Conference	AESA, Spain	Hybrid meeting
2025	Mar	11 th 12 th	NTSB	Automation In Transportation: Lessons For Safe Implementation	Washington DC	In person meeting
2025	Mar	12 th	UKFSC	470 th SIE	TBC	
2025	Mar	TBC	Airbus	Airbus Safety Conference	TBC	
2025	Mar	17 th – 19 th	FRMS Forum	FRMS Forum Annual Conference	Santiago, Chile	
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	34th 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	7 th – 9 th	ACSF	ACSF Safety Symposium	Embry Riddle, Daytona Beach, FL	Business aviation
2025	Apr	7 th – 9 th	FoF	Flight Operations Forum Norway 2025 – Communicate for Safety	Oslo airport	
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	Oct	14 th -16 th	IATA	World Safety and Operations Conference	Xiamen, China	
2025	Nov	4 th – 6 th	FSF	78th 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	

