UK Flight Safety Committee

UKFSC News

#05

10 Dec 2024

Tuesday Dec 10, 2024

UKFSC NEWS

The latest news from the flight safety world

Issue #05

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SKYBRARY

Rejected Landing After Pre-Touchdown Selection of Thrust Reversers

'On 8 April 2022, an aircraft made a multiple bounce touchdown at Copenhagen followed by thrust reverser deployment. The Captain rejected the landing and began a go-around but as the left main gear had bounced and was not on the ground when thrust was set, the left engine reverser did not stow. Full aircraft control was briefly lost and a runway excursion narrowly avoided before a recovery to a single engine MAYDAY circuit and landing followed. Engine software design prevented thrust reverser stowage without weight on wheels which was why rejected landings after reverser deployment were prohibited.'

Denmark's Havarikommissionen

Final Report

Dmitry Rukhlenko - stock.adobe.com

Airbus Safety First June 2023 - **Thrust Reverser Selection is a Decision to Stop**

"the PF must not initiate a go-around after the selection of the thrust reversers."

Related articles

- Thrust Reversers: Flight Crew Guidance
- Weight on Wheels (WoW) Systems
- Standard Operating Procedures (SOPs)

AUSTRALIAN TRANSPORT SAFETY BUREAU

Interrupted Engine Start and Evacuation Involving SAAB 340B, VH-ZRK

Melbourne Airport, Victoria, on 5 April 2022

During the left engine start process, the second ground staff member disconnected the GPU from the aircraft (prior to receiving the signal from the flight crew to do so). The captain initiated the interrupted engine start procedure for the left engine, which included motoring to remove any residual fuel from inside the engine. As the left engine propeller began to rotate, flames and smoke were visible coming from the rear of the left engine. The marshaller began to signal to the flight crew to stop the engine but could not recall the hand signal for fire and instead mouthed the words 'smoke' and 'flame' gesturing to the left engine.

There was no cockpit fire warning and no fire visible from the flight deck, so the crew continued to motor the engine. Given the signals from the marshaller and the rising ITT, they decided to action the engine fire emergency checklist and evacuate the aircraft.

Regional Express Safety Actions

• A new hand signal was developed to indicate an interrupted engine start and was included in face-to-face and computer-based training content.

• A training package and guidance was provided to ground staff about dispatch procedures and hand signals.

• Guidance highlighting the correct marshalling signals issued to all flight crew.

• Posters detailing ground signals were placed in ground crew high traffic areas.

• Operational manuals for both the flight crew and ground crew in relation to hand signals were reviewed and updated.

Ongoing investigation. Interim Report.

FLIGHT SAFETY FOUNDATION

Call for Presentations Deadline: February 1, 2025!

Safety Forum 2025 THEME: People in the Centre of Aviation Safety

A holistic and proactive approach to mental health, well-being, fatigue and workload management. Find out more.

PILOTS WHO ASK WHY

Emotional Intelligence + Pilots

'Most of us are well aware that there are so many skills to master if you want to be an excellent pilot, but there is one skill that often gets overlooked: Emotional Intelligence (also called EI, or EQ)'. Read more.

BASS 2025

The 70th Business Aviation Safety Summit

Bridging Divides: Elevating Safety Through Communication

Registration is open for this event to be held in Charlotte, North Carolina, May 6-7, 2025. Register here.

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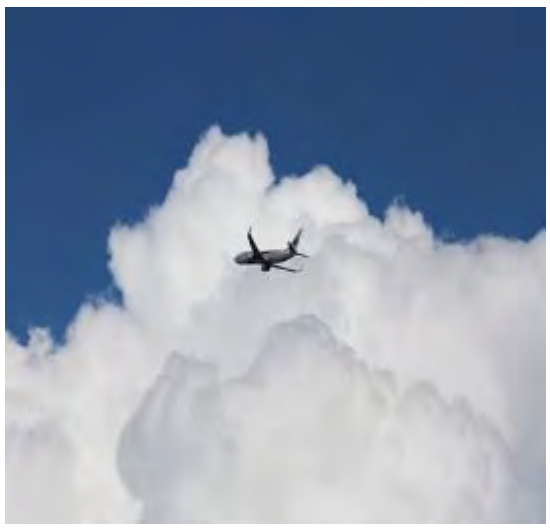
SKYBRARY

The December 2024 edition of SKYlight

ATC Operations in a Weather Avoidance Scenario



Weather Avoidance Characteristics

'When air traffic is avoiding Cumulonimbus (Cb) cells, particularly in congested airspace, the workload of the controller increases significantly.

In such scenarios the increase in workload is caused by:

- Nonstandard traffic flow
- Reduction in available airspace
- New conflict points
- Increased frequency occupancy time
- Increased verbal (telephone) coordination
- Rapidly changing situation
- Degradation of RVSM capability
- Lack of information about traffic in own sector (not on frequency)
- Limited applicability of radar vectoring
- Limited applicability of speed control
- Limited applicability of level change
- Airspace constraints'
-

See the article on ATC operations in Weather Avoidance Scenarios

New Articles

1. Degraded Flight Instrument Display: Guidance for Flight Crews
2. Uncommanded Autopilot Disconnect: Guidance For Flight Crews
3. Single-Pilot Operations in Business Aviation: Risk Management

Downburst (SKYclip)

Golf Oscar Romeo YouTube Video

AVIATION SAFETY NETWORK

Ground Collision between Taxiing Aircraft and Aircraft Pushing Back, São Paulo, Brazil

'An Airbus A319-132, due to perform flight LA3176, was cleared for pushback.

Immediately after this, an Airbus A320-271N, due to perform flight LA3004, was cleared for taxi (after pushing back from parking position 8) via taxiways Mike and Lima to the holding point for runway 35L.

The crew requested taxi via taxiway November instead, to avoid manoeuvring around maintenance work on taxiway Mike, the request was approved.

While taxiing, PR-XBG's right wing collided against the tail cone of PT-TMA abeam parking position 11 during the latter's pushback, causing damage to both aircraft.'

It was also reported that the towing vehicle operator noticed the taxiing A320 and attempted to pull the A319 back, but was unable to do so in time.

EASA

Four Videos on Helicopter Off-Airfield Landing Site Operations

EASA invited Mona Seeberger, helicopter pilot, instructor and technician, to make a series of four videos on Helicopter Off-Airfield Landing Site Operations.

1. Planning & Preparation
2. Reconnaissance Procedures
3. Manoeuvring in the Landing Site
4. Departure, Take-off and Climbing

EASA Community Network Article

References

- EHEST Leaflet HE 3 Helicopter Off Airfield Landing Sites Operations
- Uncertified Helipad Landing | EASA Community (europa.eu).
- EHEST Leaflet HE 12 Helicopter Performance | EASA (europa.eu).
- TEM Helicopter Operations
- From Take-Off to Landing
- Helicopter Airmanship
- Best practices for confined-area
- HAI: Confined Area Operations
- Advice to ground personnel.

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UK CAA SKYWISE

Display and use of surveillance data from unregulated systems

The CAA has updated guidance on the display and use of surveillance data from unregulated systems.

This guidance is updated on the CAA website: Display and use of surveillance data from unregulated systems.

SW2024/332

UK CAA SKYWISE

Consultation on a new draft of CAP403 Flying Displays

The CAA are working on the new edition of CAP403 Flying Displays & Special Events, aiming to publish in the first quarter of 2025.

They welcome your comments by 3 January 2025. Please use the online comment form to respond.

SW2024/336

STANSTED AIRPORT

Encouraging the Next Generation of Aviation Professionals

An example of the support that London Stansted Airport offers to young people who are passionate about building a career in aviation.

LinkedIn Post

Photofex - stock.adobe.com

AIR ACCIDENT INVESTIGATION BRANCH

Boeing 737-8K5 (G-FDZS), Insufficient Thrust on Takeoff, Bristol Airport, 4 March 2024

'When the crew began their takeoff, the autothrottle (A/T) disconnected when the Takeoff/Go-Around switch (TOGA) was selected. As a result, neither thrust lever advanced automatically towards the calculated N1 takeoff setting. Despite attempting to re-engage it, the A/T remained in an inactive mode. The takeoff was conducted with 84.5% N1 instead of 92.8% N1, with the associated reduction in aircraft performance. The rotation occurred close to the end of the runway and the aircraft climb rate was initially very slow. The crew increased power on the engines towards the takeoff setting from 450 ft aal. The rest of the flight to Las Palmas was completed without incident although the A/T remained unavailable. The uncommanded disconnect was likely the result of the voltage being supplied to the autothrottle servo motor (ASM) being too low which was a known problem with the B737 A/T and the older revision of the ASM part fitted to G-FDZS.

Safety actions/Recommendations

Safety Recommendation 2022-019

It is recommended that the UK Civil Aviation Authority encourage all UK Air Operator Certificate holders to implement into their flight data monitoring programme algorithms to detect the precursors relevant to the monitoring of takeoff performance detailed in the European Operators Flight Data Monitoring Document, Guidance for the implementation of flight data monitoring precursors.

The operator took the following safety actions:

Flight data Monitoring

- Event trigger created for A/T disconnection during takeoff. The event allows an understanding the historical and current level of nuisance A/T disconnects being experienced.

- Further refinement of the slow acceleration trigger using the statistical analysis.

- Event trigger created for a N1 Reference and actual takeoff thrust delta. This is part of a layered approach to give visibility of potential events which do not meet the required takeoff thrust. This event compliments the slow acceleration FDM trigger.

Flight Ops

- A safety alert was published immediately after the event to raise awareness. The alert has been reissued to give clear guidance that A/T disconnect is a system failure and meets the definition for RTO. Further work

- Recommendation for any further training to be considered.

- Reliability of ASM will be recommended for review.

AAIB Bulletin

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TRANSPORT ACCIDENT INVESTIGATION COMMISSION

B737-484SF ZK-TLL Incorrect Fuel Configuration

Sydney to Auckland 7 June 2022

What happened

On 7 June 2022, Boeing 737, ZK-TLL, operated by Airwork Flight Operations Limited as AWK2, landed at Auckland Airport after a night flight from Sydney. It was a two crew freight flight.

After landing, the flight crew noticed that the centre fuel tank still had 4000 kilograms (kg) of fuel, but there was minimal fuel left in the two main tanks that were feeding the engines. They discovered that the centre fuel pumps had remained off for the entire flight.

En-route fuel checks focused on quantity from the FMC, not distribution on the guages. The crew performed an auto-land due to fluctuating visibility. In the event of a go-around a Master Caution Low Fuel Pressure would have activated and the checklist would not have directed them to the centre fuel pumps as it assumes centre tank fuel already used.

Why it happened

The flight crew omitted to turn on the centre fuel pumps when preparing the aircraft for the flight.

The distractions of a last-minute change to the departure runway and an impending airport curfew very likely contributed to the omission.

The flight had departed Sydney with flight planned non-compliant alternate aerodromes.

What we can learn

Pilots need to ensure that procedures and checklists involving critical aircraft systems are completed with rigour and be aware of potential distractions.

Operational staff need to follow the procedures detailed in their manuals to provide support to flight crew for extended-range flights.

Pilots should ensure that flight plans for their flights are compliant with operator and regulatory procedures for alternate aerodrome planning.

Final Report

UK CAA SKYWISE

Updated CAA-CAAS maintenance arrangement

CAA Singapore and the UKCAA signed a revision to CAP2083TAM: Technical Arrangement on Maintenance on 1 December 2024. It will enter into effect on 1 January 2025.

In addition to editorial updates, the changes have been made to the certificate of release to service requirements following maintenance. Most importantly, the release to service of complete engines, propellers and APUs under the TA-M will now require an additional statement in Block 12 of the CAA Form 1. **SW2024/335**

UK CAA SKYWISE

Withdrawal of Deviation Acceptance and Action Document (DAAD)

The practice of recording deviations from Aerodrome Certification Specifications contained in Assimilated Regulation (EU) No.139/2014 on a Deviation Acceptance and Action Document (DAAD) will be withdrawn with effect from 31 December 2024.

Accountable Managers of UK Certificated Aerodromes will be notified of this change by email on 11 December 2024 (UK Licensed Aerodromes are unaffected by this change). The email will include the process that aerodrome operators are required to follow to ensure deviations currently listed on a DAAD are appropriately handled.

Further information can be sought from the aerodrome's Allocated Inspectors. **SW2024/334**

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EASA

Conflict Zone Information Bulletins

EASA has extended the validity of the conflict zone information bulletins for Lebanon, Iran and Israel to 31st January 2025 with no change to the recommendations. CZIBs

Commission Implementing Regulation (EU) 2024/2954

EASA has adopted Opinion No 05/2024. Requiring helicopter crash-resistant fuel systems on in service and in production helicopters. Requiring information on cargo compartment fire protection capabilities to be provided to operators. Postponing the 1st January 2025 deadline for the inclusion of runway overrun awareness and alerting systems in new build commercial aircraft and exempting business operators from the requirements to convert Class D compartments.

EASA publishes updated Easy Access Rules for SERA

The European Union Aviation Safety Agency (EASA) has published a new revision of the Easy Access Rules for Standardised European Rules of the Air (EAR for SERA).

This Revision from December 2024 consolidates the amendments to:

the operating rules on the use of Air Traffic Management and Air Navigation Services (ATM/ANS) systems and constituents in the Single European Sky airspace (Regulation (EU) 2023/1772);

the relevant ICAO provisions and radio communication failure procedure (including the deletion to the supplement to the Annex to Regulation (EU) 2024/404);

the related Acceptable Means of Compliance and Guidance Material (AMC & GM) (ED Decision 2024/007/R); and

the requirements for the operation of manned aircraft with a vertical take-off and landing capability (Regulation (EU) 2024/1111).

UK CAA SKYWISE

London CTRs' SVFR Weather Minima Review

To maintain high standards of flight safety within the London and London City Control Zones (the London CTRs), the CAA intends to change the weather minima applicable to Special Visual Flight Rules operations.

Our proposal is to introduce a required cloudbase limit and to increase the minimum visibility allowed. We are conducting stakeholder engagement, from 5 December 2024 to 12 February 2025, to seek your feedback on this proposal.

The engagement document, Revision of Special Visual Flight Rules (SVFR) Weather Minima Criteria for Operations Within the London & London City CTRs details the rationale behind our proposal, and includes links to online Citizen Space consultation to provide your views, comments and feedback.

SW2024/333

UK CAA SKYWISE

Unmanned Aircraft Operations in Atypical Air Environments

A new edition of Unmanned Aircraft Operations in an Atypical Air Environment: Policy Concept (CAP3040) is now published.

The policy concept is aimed to assist Unmanned Aircraft System Operators conduct specific beyond visual line of sight operations within an atypical air environment.

This second edition updates reference to Radio Technical Commission for Aeronautics (RTCA) performance standards to RTCA DO-282B.
SW2024/331

UK CAA PUBLICATION

ORS4 No.1614: Sikorsky S92A Helicopter Offshore Operations – Helicopter Terrain Awareness and Warning System (HTAWS)

'Certain Sikorsky S92A helicopters operating under a SPA.HOFO Specific Approval are required to be fitted with HTAWS with enhanced capabilities from 1 January 2025. Helicopter Operators and Sikorsky, the OEM, have indicated that the work to upgrade HTAWS cannot be completed in time to meet that implementation date.

Sikorsky has committed to achieving full compliance for the S92A, including deployment on affected aircraft, by October 2026.

Sikorsky letter ref. CAL-24-5455 dated 31 October 2024 refers. This exemption is granted to meet urgent operational needs to permit continued operation while the upgrade is completed.

The work is expected to be completed by 31 October 2026.'

ORS4 No.1614

UK CAA PUBLICATION

ORS4 No.1615: Airbus Helicopters H175 and Leonardo Helicopters AW139/169/189 Helicopter Offshore Operations – Helicopter Terrain Awareness and Warning System

'Certain Airbus Helicopters H175 helicopters and Leonardo Helicopters AW139/169/189 helicopters operating under a SPA.HOFO Specific Approval are required to be fitted with HTAWS with enhanced capabilities from 1 January 2025. Helicopter Operators and the OEMs, Airbus Helicopters and Leonardo Helicopters, have indicated that the work to upgrade HTAWS cannot be completed in time to meet that implementation date…This exemption is granted to meet urgent operational needs to permit continued operation until 30 June 2025 while any mitigating provisions are agreed and implemented, and while programmes for achieving full compliance are produced and agreed with the respective OEMs.'
ORS4 No.1615

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The Latest Accidents & Incidents from the Air Safety Network Wikibase

Date	Type	Event	Location
8 Dec 2024	A320	Pax attacked FA, demanded diversion. Hijacker restrained and flight diverted.	SW of Silao
7 Dec 2024	A320	Engine issue, ATB	Tawau
5 Dec 2024	A320	Aborted take-off from taxiway	Goa-Manohar
4 Dec 2024	A320	Windscreen cracked	over Egypt
3 Dec 2024	A320	Taxiing, collided with aircraft pushing back	São Paulo
4 Dec 2024	A321	Taxiing, jet blast from A380 ahead shattered left windscreen	New York-John F. Kennedy
5 Dec 2024	AW109E	Maintenance flight, practising autorotation, hard landing, dynamic roll over	Sangley Point Airport
5 Dec 2024	B737	RTO At 130KM/h, vehicle on RW	Moskva-Sheremetyevo
5 Dec 2024	B737	Engine shut down, ATB	Maiduguri International Airport
2 Dec 2024	B737	Emergency descent from FL370, diversion	SW Angola
8 Dec 2024	B767	RRTO Max G/S 160kt	Bogotá-Eldorado
3 Dec 2024	B787	Engine failure in cruise, diverted	SW of Azores
9 Dec 2024	Dash 8	Windscreen cracked, diverted	NW of Patna
2 Dec 2024	Dash 8	Rolled off ramp during maintenance	Nairobi
6 Dec 2024	ERJ-145	Nose gear collapse during push	Albany NY
5 Dec 2024	ERJ-145	Lightning strike, cracked windscreen, ATB	N of Manchester
4 Dec 2024	ERJ-145	Taxiway excursion in snow	Traverse City-Cherry Capital
4 Dec 2024	ERJ-175	Pack failure, ATB	W of Warsaw
4 Dec 2024	ERJ-195	Engine failure, ATB	East of Vyazma,
6 Dec 2024	H900XP	Lost both engines, landed Abuja	SW of Abuja
6 Dec 2024	HA-420	Landing runway excursion	Muskegon Airport
5 Dec 2024	MD-10	Shredded MLG tyres on landing	Santa Cruz-Viru
4 Dec 2024	R44	Clipped a tree crop spraying	49.6 k Young Aerodrome, NSW
3 Dec 2024	SA-315B	Engine failure, emergency landing	Near Campo de los Andes,

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Safety Conference Calendar

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