Tuesday Nov 12, 2024

UKFSC NEWS

The latest news from the flight safety world

Issue #01

In This Edition

Back to Contents List

UK CAA SKYWISE

Helicopter Off Airfield Operating Site Procedures CAP 3043

The purpose of the document is described as:

‘Alongside the evolution of Air Ops Regulation from purely national legislation, through Joint Aviation Authorities Operations (JAA Ops) and EASA to the UK Regulation currently in force, the CAA has provided additional guidance to operators in the form of Civil Aviation Publications (CAPs), some of which have now been withdrawn.

The aim of this publication is to collate relevant information from previously published or withdrawn CAPs to ensure that all operators and pilots-in command have access to guidance on regulation and best practice when using Off Airfield operating sites. This CAP therefore provides guidance and CAA policy on regulation, preparation of landing site information, permissions and procedures.

There is limited regulation and acceptable means of compliance in force for the use of Off Airfield operating sites by night. Therefore, both commercial and private operators are reminded that they own the risk associated with conducting safe operations into adequate sites with adequate lighting and should use any guidance in this CAP accordingly.’

CONFIDENTIAL HUMAN FACTORS INCIDENT REPORTING PROGRAMME

CH!RP Air Transport FEEDBACK Edition 152

ATFB 152 October 2024

The final report from Steve Forward, CHIRP Director Aviation before he leaves for new horizons. In signing off Steve describes the work of striving to continuously improve safety as like Sisyphus the legendary King of Corinth who was condemned eternally to repeatedly roll a heavy rock up a hill in Hades only to have it always escape him and roll down again as he neared the top.

He concludes his final report: - ‘This edition’s reports collectively underscore a fundamental truth about aviation: human factors is a critical element of safety. Whether it’s managing fatigue, improving communication, or balancing operational pressures, human performance needs to be at the heart of decision-making processes. As the industry moves forward, there is an urgent need for operators to consider not just what is legally permissible, but what is humanly sustainable.

Only by addressing the human factors at play can we hope to enhance safety in aviation so I wish my successor every good fortune in continuing CHIRP’s relentless efforts to improve safety by highlighting aviation human factors safety concerns to those in a position to resolve them and enact changes.’

In response to a ‘degree of uncertainty about who makes the decision about whether airspace is safe to fly in’ a note from DfT is included describing the risk assessment process.

There is also a link to a new video describing what CHIRP does and how it works. **CHIRP video.**

Steve has done a fine job with CHIRP balancing confidentiality with report investigation to get to the issues and resolutions. We will miss him and wish him well for the future.

Aircraft Registration Markings

The CAA issued Safety Notice 2024/008 in response to seeing an increasing number of aircraft with non-compliant aircraft registration markings.
View SN-2024/008

Cranfield Open Day 16th November 2024

Cranfield University is holding an in-person Open Day for prospective students at their Cranfield campus in the UK.
More Information and Registration

People in the Centre of Aviation Safety

The 12th Safety Forum is scheduled for June 5–6, 2025, at EUROCONTROL headquarters in Brussels. Organized by FSF, EUROCONTROL and the ERA. Call for presentations here.

Back to Contents List

SKYBRARY

The October 2024 edition of SKYlight

Carbon Monoxide - the 'Silent Killer'

Carbon monoxide (CO) is a highly poisonous gas and exposure can quickly lead to short-term symptoms, long-term health issues, and even death. Prolonged and repeat exposures at lower concentrations can lead to the same consequences.

ACAS RAs During Parallel Approaches

ACAS logic is very complex because it needs to balance between minimizing nuisance alerts (which could lead to warnings being neglected) and activating when there is a danger of collision.

Pilot and ATC Fatigue - SKYclip

A short animation focusing on Pilot and Controller Fatigue.

High Energy Fire HEF

A high-energy fire, as defined by the U.S. Federal Aviation Administration (FAA), is a fire involving a battery other energy storage device that has components or materials with the potential to release a significant amount of additional energy that would further fuel the fire. This results in a heat release and rate of heat release that is higher that a typical Class A fire.

Factory Acceptance Test FAT

A Factory acceptance test (FAT) is a systematic and thorough evaluation process that occurs at a supplier's facility and performed by the supplier's employees, before a product is delivered to the customer.

EUROCONTROL WEBINAR

Supporting Human-AI Teaming: What Questions Should We Be Asking?

26 November 14:00-15:30 CET

Dr. Barry Kirwan, Safety Research Manager

Details of the webinar and speaker can be found **here**.

Whether you consider AI to be hype, just more automation, a global panacea, or a threat to our jobs or even society as a whole, it is coming, and it is evolving rapidly. This webinar starts by reviewing the parallel history of both AI and Human Factors, until recently distinct disciplines, but now necessary co-partners

if we want AI to deliver on its promises, and people to be empowered rather than diminished. Two types of AI (Machine Learning and Generative AI) are outlined before considering eight critical Human Factors-AI Partnership areas, and what we need to know for each of them. Examples will be given from cockpit and air traffic research use cases in the ongoing EU-sponsored HAIKU project.

Link to the **registration page**.

UK CAA SKYWISE

Garmin Emergency Autoland

Safety Notice SN-2024/09

Garmin has developed an Emergency Autoland (EAL) system that attempts to save an aircraft that might otherwise be lost through pilot incapacitation. It is designed to activate manually or automatically, to assist in the event of incapacitation.

Automatic EAL activation events include cabin depressurization, unstable flight, and inactivity of the pilot for a length of time. Once activated, the system attempts to identify a suitable destination aerodrome and autonomously flies the aircraft to an approach and landing while broadcasting on RTF.

It has been fitted to more than 800 new aircraft as of June 2024.

The purpose of this Safety Notice is to inform airspace users and air traffic services (ATS) staff of EAL and highlight considerations in the event of activation.

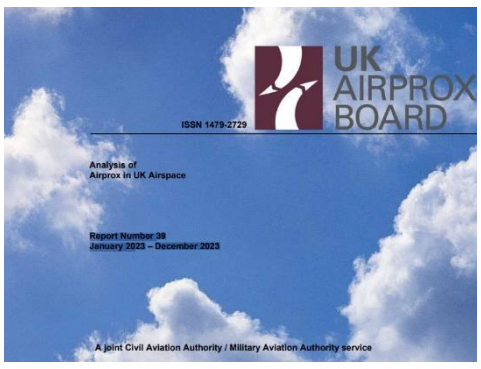
Back to Contents List

UK AIRPROX BOARD

UKAB Director's Annual Report 2023

Report Number 39

January 2023 – December 2023



The UK Airprox Board (UKAB) assessed 270 Airprox that were reported in the calendar year 2023, of which 186 were piloted aircraft-to-aircraft events with 84 involving UA/Other. These figures are more in line with historical norms and have not grown at the rate of the previous 2 years; in fact, the 2023 totals are slightly lower than those for 2022 and only around 9% higher than the 2021 figures.

This operating environment continues to be Class G airspace below an altitude of 3000ft. For aircraft-to-aircraft events, 93% occurred in class G airspace and 77% took place at or below 3000ft, so it is here where efforts should be concentrated most on improving matters. With the backdrop of an increase in RPAS BVLOS operations outside segregated airspace on the horizon, this becomes even more important because an already highly-populated sector of UK airspace will include new users in the near future.

The report highlights situational awareness as a factor, that adoption of a common standard of electronic conspicuity would go a long way to mitigate.

The September 2024 Airprox Report is now available

September 2024 Report

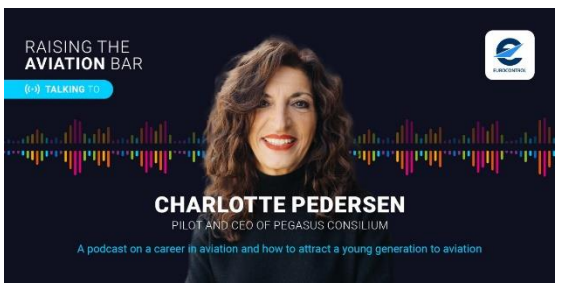
In September 22 airprox reports were assessed. One was risk A, 7 risk B, 12 risk C, 0 risk D and 2 risk E.

EUROCONTROL

Talking to Charlotte Pedersen

Raising the Aviation Bar Podcast

In the latest EUROCONTROL Raising the Aviation Bar podcast, pioneering helicopter pilot, CEO and diversity champion Charlotte Pedersen provides insights into a life-long career in aviation, and what it takes to attract a young generation to aviation.



Photograph from the AAIB report.

AIR ACCIDENTS INVESTIGATION BRANCH

AAIB Report Boeing 737 Lateral Runway Excursion

Leeds Bradford Airport, 20 October 2023

"The report synopsis states: 'The After touching down at Leeds Bradford Airport (LBA) in stormy weather, the aircraft began to yaw left of the runway centreline. When the pilot flying increased the right rudder input to correct the deviation, both pilots reported feeling a significant judder from the nose gear. This prompted the pilot flying to reduce the right rudder input and, although there were repeated brief right pedal inputs, the aircraft continued to deviate from the centreline and left the runway. The aircraft sustained minor damage and there were no injuries.

The investigation found that one of the aircraft's nosewheel bearings had suffered a catastrophic failure, likely during the rollout at LBA. The resultant juddering was unexpected, and the crew were uncertain as to its impact. However, the investigation found that there was in fact no mechanical impediment to the use of additional rudder and braking to prevent the runway excursion." There are no recommendations.

Download report.

Back to Contents List

ARAB REPUBLIC OF EGYPT
MINISTRY OF CIVIL AVIATION
EGYPTIAN AIRCRAFT ACCIDENT
INVESTIGATION DIRECTORATE

جمهورية مصر العربية
وزارة الطيران المدنى
الادارة المركزية لحوادث الطيران

Final Report

EgyptAir A320 Aircraft crash in the Mediterranean, registered SU-GCC, flight number MSR804, from Charles De-Gaulle Airport, Paris to Cairo International Airport, on 19/05/2016

EgyptAir A320 Accident Report Published

Following an onboard fire, the aircraft impacted the Mediterranean in 2016

The report concludes that the fire onboard the aircraft was started by explosives in the forward galley behind the flight deck and propagated to the flight deck where Oxygen flow enhanced the fire. The BEA of France disagree with this conclusion. They prefer the scenario that Oxygen ignited in the flight deck but concede that the source of ignition is inconclusive.

The report recommends researching the possibility of preserving the anti-hijack camera (outside the cockpit) recordings for accident investigations. It recommends a study of cockpit firefighting techniques including the use of Halon extinguishers. The fourth recommendation is a review of the oxygen emergency knob design.

UK CAA SKYWISE

Airspace Modernisation: Consultation on a proposed UK Airspace Design Service

The Department for Transport and the UK Civil Aviation Authority have launched a consultation on plans to create a UK Airspace Design Service (UKADS).

UKADS would be a single guiding mind to coordinate and sponsor future airspace changes to deliver the holistic, modernised airspace design envisaged by our Airspace Modernisation Strategy. The consultation also proposes to reform the funding of airspace change proposals by creating a new UK Airspace Design Charge.

Visit the **consultation webpage** to give us your views before 17 December 2024.

SW2024/295

UK CAA SKYWISE

Regulatory Sandbox for Hydrogen as an Aviation Fuel

The Civil Aviation Authority is inviting industry, academia, And organisations to join its Regulatory Sandbox to test Hydrogen technologies that support the use of hydrogen as an aviation fuel.

For more details read CAP3046:
Regulatory Sandbox for Hydrogen as an Aviation Fuel.

SW2024/305