



UK Flight Safety Committee

UKFSC News #10

14 Jan 2025



A320/C525 Loss of Separation & TCAS

BUREAU D'ENQUÊTE TECHNIQUE SUR LES ACCIDENTS ET INCIDENTS D'AVIATION CIVILE MAROCAIN



Bird Strike: Guidance for Controllers

SKYBRARY



Webinar: Advancing Aviation Safety: Integrating Mental Health into Operational Excellence

FLIGHT SAFETY FOUNDATION



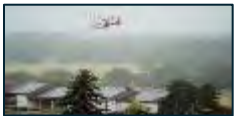
ICAO explained Video Series

ICAO



Volunteers Wanted for Evacuation Experiment

CRANFIELD UNIVERSITY



What are Helicopter Point in Space (PinS) Procedures?

PILOTS WHO ASK WHY



Cabin Crew Injured During Turn-around

AIR ACCIDENTS INVESTIGATION BRANCH



Piper Cub 'Spun' by Jet Efflux

AIR ACCIDENT INVESTIGATION BRANCH



Airworthiness Directive Boeing 767-200/300/300F to Prevent Main Landing Gear Collapse

FEDERAL AVIATION ADMINISTRATION



Distraction and Interruptions in General Aviation Operations

CIVIL AVIATION AUTHORITY SAFETY SENSE



FAA Recommends Angle of Attack Indicators for GA Aircraft

FEDERAL AVIATION ADMINISTRATION



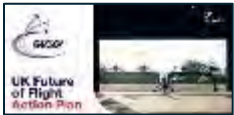
Blown Tire Imbalance Vibration That Caused the Left Main Landing Gear to Collapse

TRANSPORTATION SAFETY BOARD OF CANADA



Cancelled Take-off Clearance & High-Speed RTO

AIRCRAFT ACCIDENT INVESTIGATION AUTHORITY OF THE BAHAMAS



Future of Flight Action Plan

DEPARTMENT FOR TRANSPORT



Air Operations Regulations – General Update to Helicopter Offshore Operations Part I

UK CAA SKYWISE



Notification of Intention to Surrender the Type Certificate for the HS 748

UK CAA SKYWISE



Deviation: Flight Crew Alerting

UK CAA SKYWISE



Heathrow Airport: Outcome Based Regulation Mid-Term Review Proposal

UK CAA SKYWISE



Ground Handling Regulation

CIVIL AVIATION AUTHORITY



Winter Flying – General Aviation

CIVIL AVIATION AUTHORITY SAFETY SENSE



2026-2050 Strategic Plan

ICAO



SafeCargo for Shippers & E-Commerce

FEDERAL AVIATION ADMINISTRATION



Recent Accidents & Incidents from the Air Safety Network

FSF AIR SAFETY NETWORK



Safety Conference Calendar **I New**

UKFSC



[Back to Contents List](#)

SKYBRARY

Bird Strike: Guidance for Controllers

‘This article provides guidance for controllers on what to expect from an aircraft experiencing the effects of a bird strike. It includes some of the considerations which will enable the controller, not only to provide as much support as possible to the aircraft concerned but, to also maintain the safety of other aircraft in the vicinity. It also speaks to concepts of bird monitoring and control and to service provision in general.’

[Learn more](#)

New articles

Ramp Event Decision Aid (REDA)

‘The Ramp Event Decision Aid (REDA) tool is a structured process used to investigate events caused by ramp worker performance. [Learn more.](#)

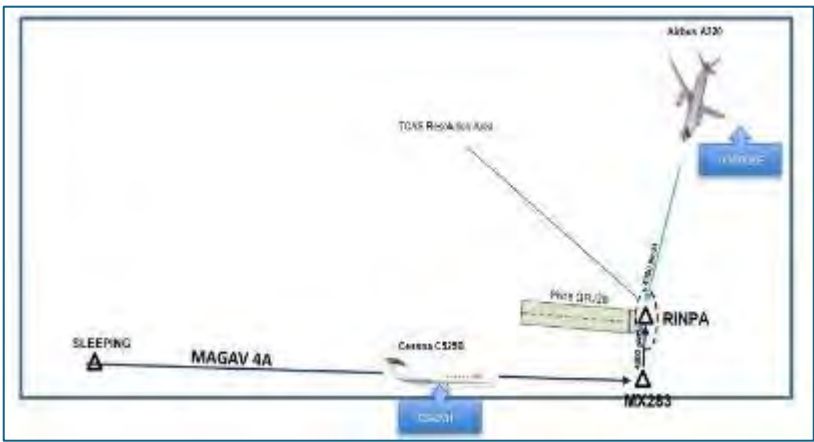
Megacryometeor

‘A megacryometeor is a very large chunk of ice which, despite sharing many textural, hydro-chemical, and isotopic features found in large hailstones, is formed under unusual atmospheric conditions which clearly differ from those of the cumulonimbus cloud scenario (i.e clear sky conditions). They are sometimes called huge hailstones, but unlike hailstones do not need to form under thunderstorm conditions.’ [Learn more.](#)

Safety Function Maps (SAFMAPs)

‘SAFMAPs (safety function maps) are barrier models based on structured documentation of the available defences against particular unwanted accident outcomes (e.g. midair collision). These barriers are either part of the ATM system (ground and/or airborne component) or can impact the safety performance of ATM or aircraft navigation.’

[Learn more.](#)



BUREAU D'ENQUÊTE TECHNIQUE SUR LES ACCIDENTS ET INCIDENTS D'AVIATION CIVILE MAROCAIN

A320/C525 Loss of Separation & TCAS

On November 18th, 2022, at 16:47 UTC, during the approach phase to Marrakech Menara Airport (GMMX), in Morocco, two aircraft experienced a loss of separation.

The Cessna C525B aircraft, was flying from Marrakech-Mogador Airport (GMMI) to Marrakech-Menara Airport (GMMX). The A320 aircraft was flying from London Gatwick Airport (EGKK) to Marrakech-Menara Airport (GMMX).

The A320 was cleared by the Marrakech radar approach controller high speed towards point RINPA then a straight-in approach on runway 28, and to descend to an altitude of 4,300 feet. The C525 was cleared, via the standard instrument arrival “STAR MAGAV 4A”, then point IAF (Initial Approach Fix) MX283, and to descend to an altitude of 4,300 feet while passing point “RINPA” towards the final of runway RWY 28.

Prior to the loss of separation, a Minimum Safe Altitude Warning was triggered for both aircraft that the controller dismissed as spurious.

When the horizontal separation was 8.1nm and less than 1000’ vertically a Short-Term Conflict Alert (STCA) activated. The controller and supervisor took no action to remedy the situation.

One minute after the STCA activation the A320 reported to the Approach controller

that it had a TCAS RA, the controller instructed it to contact the Tower. The A320 crew rejected this instruction, replying that it had a TCAS RA. The C5252 then reported a TCAS RA.

The A320 requested a go-around and was cleared to FL60.

The report records the minimum separation as 1.3nm horizontal and less than 600 feet vertical.

The investigation determined that the event was due to inadequate management of air traffic control services at GMMX. The non-compliance with the procedure for vertical and horizontal separation of aircraft in flight and the lack of reaction of the controllers to the radar alarms and respective loss of situational awareness were the identified factors.

Five (5) safety recommendations were issued to the ANSP:

- Simulation training sessions on the management of atypical situations;
- ICAO language skills of ATC;
- Effective supervision of the activities;
- Raise ATC awareness with regard to the management of TCAS;
- Establish an environmental recording and communication system at air traffic controllers’ workstations

[Final report.](#)

ICAO

ICAO explained Video Series

On the 80th anniversary of ICAO they launch a video series of their origins, mission, and work.

[First episode of ICAO Explained.](#)

FLIGHT SAFETY FOUNDATION

Webinar: Advancing Aviation Safety: Integrating Mental Health into Operational Excellence

DATE: February 18, 2025
TIME: 11:00 a.m. EST
FEE: Free!
[Reserve your spot](#)

CRANFIELD UNIVERSITY

Volunteers Wanted for Evacuation Experiment

Help shape the future of aviation safety – take part in an upcoming evacuation experiment.



[Volunteer here.](#)



[Back to Contents List](#)



By schreiberVIS- Adobe.com

PILOTS WHO ASK WHY

What are Helicopter Point in Space (PinS) Procedures?

‘So many helicopter accidents still happen because of weather related threats and decision making. Part of the issue is that the majority of Instrument Flight Rules (IFR) infrastructure across the globe is designed with fixed wing aircraft in mind. But now, helicopter Point in Space (PinS) Procedures are here to change that!’

[Read the full article here.](#)



Markus Mainka - stock.adobe.com

AIR ACCIDENTS INVESTIGATION BRANCH

Cabin Crew Injured During Turn-around

‘During the aircraft turn-around, a member of cabin crew was removing the bin liner from the metal galley bin when they were distracted by a flight dispatcher handing them a document. The metal bin dropped onto their foot causing a bone fracture. The cabin crew member did not depart on the subsequent flight and received medical attention. To prevent reoccurrence, the operator is going to advise its cabin crew to use the galley trolley bins, instead of the galley fixed bin.’

[AAIB report](#)



AIR ACCIDENT INVESTIGATION BRANCH

Piper Cub ‘Spun’ by Jet Efflux

‘G-BBLH, a Piper J3C-65 ‘Cub’I, was being taxied behind M-SFPL, a Bombardier Global 6000 (G6000) that was parked on an adjacent apron with engines running. G-BBLH was caught in the G6000’s jet efflux and “aggressively” spun round resulting in damage to the Cub’s left wingtip. The conditions for this accident were created when M-SFPL was parked perpendicular to the apron edge for engine start rather than in alignment with yellow ground markings. Had any of the pilots involved been aware of the risk posed at that time to G-BBLH by M-SFPL’s jet efflux the confliction could likely have been avoided by mutual coordination over the radio.

The maintenance organisation responsible for movements on the apron undertook safety action to remind their operations team of the requirement to align aircraft with the apron ground markings prior to engine start.’ [AAIB Report.](#)



FEDERAL AVIATION ADMINISTRATION

Airworthiness Directive Boeing 767-200/300/300F to Prevent Main Landing Gear Collapse

This AD was prompted by a report of a main landing gear (MLG) collapse event following maintenance where a grinder was operating outside of its input parameters, resulting in possible heat damage to the outer cylinder of the MLG. The FAA is issuing this AD to address any heat damage to the outer cylinder of the landing gear. The unsafe condition, if not addressed, could result in the inability of a principal structural element to sustain limit load, gear collapse resulting in loss of control of the airplane, and potential for off-runway excursion.

[Airworthiness Directive effective 12th February 2025.](#)

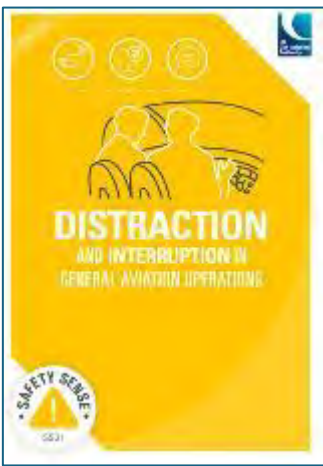


[Back to Contents List](#)

CIVIL AVIATION AUTHORITY SAFETY SENSE

Distraction and Interruptions in General Aviation Operations

Distraction and interruption are unavoidable aspects of flying that require consideration and mitigation. Many occurrences, serious incidents or accidents have been caused by apparently trivial distractions or interruptions, with examples including loss of control, collisions, aircraft configuration errors or airspace infringements. In most cases, the attention of the pilot or crew was diverted from the primary task of flying and navigating the aircraft. With the right strategies and self-discipline in place, it is possible to be more aware of the dangers and reduce the risk to your flying.



[Safety Sense Leaflet 3 I](#)

FEDERAL AVIATION ADMINISTRATION

FAA Recommends Angle of Attack Indicators for GA Aircraft

Special Airworthiness Information Bulletin 2024-07, issued 26/12/2024 provides information to help general aviation aircraft owners and operators understand the importance and safety benefits of angle of attack (AOA) alerting systems on aircraft type certificated under title 14, Code of Federal Regulations (14 CFR) part 23 and operating under 14 CFR parts 121, 135, or 91. Increasing awareness of the benefits of these alerting systems may reduce the risk for loss-of-control (LOC) incidents and accidents.

Special Airworthiness Information Bulletin SUBJ: STALL WARNING SYSTEM, Angle of Attack Alerting Systems



Photo by Jeffry S.S.

TRANSPORTATION SAFETY BOARD OF CANADA

Blown Tire Imbalance Produced a Vibration That Caused the Left Main Landing Gear to Collapse

On 28 December 2024, a De Havilland DHC-8-402 aircraft operated by PAL Airlines Ltd. on behalf of Air Canada Express, departed from St. John's International Airport (CYYT), Newfoundland and Labrador, on a flight to Halifax Stanfield International Airport (CYHZ), Nova Scotia.

During takeoff from CYYT, the left outboard tire failed, leaving fragments on the runway. Neither the blown tire condition nor the tire debris on the runway in St. John's was noticed during the flight, and the aircraft continued to its destination.

After touchdown on Runway 23 at CYHZ, the blown tire imbalance produced a vibration that caused the left main landing gear stabilizer brace to become unlocked and allowed the left main landing gear to collapse. As the landing gear collapsed, the left propeller contacted the runway surface, resulting in a fire in the left engine. The crew then activated the engine's extinguisher system.

The 73 passengers and 4 crew members on board were evacuated with no injuries reported. The TSB is investigating.

TSB Statement.



[Back to Contents List](#)



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AIRCRAFT ACCIDENT INVESTIGATION AUTHORITY OF THE BAHAMAS

Cancelled Take-off Clearance & High-Speed RTO

On 8th February 2024, simultaneous runway operations were being conducted at Nassau, Bahamas (MYNN) on runway 14 and runway 10. At 1:27 pm local a Beechcraft King Air 200 departed runway 14, and at 1:30 pm an Embraer E175 departed from 14.

At approximately 1:29 pm local time a Cessna Citation 680A, while on final approach for landing on runway 10, executed a go around after the aerodrome controller did not issue a final clearance to land on runway 10 after the pilot advised that they were unable to comply with the aerodrome request to land and hold short (LAHSO) of runway 14.

The next aircraft in sequence for landing runway 10, a Bombardier CRJ200, subsequently executed a go around at approximately 1:31 pm as the controller had not issued a landing clearance at the point of reaching the missed approach point.

At approximately 1:31 pm a Boeing 737-900ER was cleared for immediate take-off from runway 14. A King Air 200 was on short final for landing runway 14 at a distance of approximately less than 3 NM. The controller quickly had to issue a cancel takeoff clearance instruction a few seconds later as the CRJ200 was manoeuvring through the potential flight path of the B737.

The pilot in command of the B737, who was the pilot flying, advised that they had already applied takeoff thrust and the aircraft reached approximately 90 knots before they had to abort the takeoff.

The AAIA determined the probable cause of this occurrence to be the deterioration of separation minima between aircraft operating within the Nassau Control Zone which necessitated a cancelled takeoff clearance to the B737 on takeoff roll.

Contributing factors include:

- Inefficient intra-facility coordination.
- Inefficient supervision within controlled environment.

The report examined the human factors elements, concluding that the complex operations may have overwhelmed the aerodrome controller, having to incorporate into sequencing, two additional aircraft as B737 was instructed to position for a departure from runway 14 while a King Air 200 was on short final for runway 14.

The report issued five recommendations, one to CAA-B and four to Bahamas Air Navigation Services Authority (BANSA).

DEPARTMENT FOR TRANSPORT

Future of Flight Action Plan

The Department for Transport [Future Flight Action Plan](#) sets ambitious targets for Advanced Air Mobility in the UK.

- Beyond Visual Line of Sight (BVLOS) commercial Uncrewed Aircraft Systems (UAS) as ‘routine’ by 2027.
- Commercial cargo and passenger electric, Vertical Take-Off and Landing vehicles (eVTOLs) (air taxis) to be ‘routine’ by 2028.
- Autonomous eVTOL flight operations demonstrated by 2030, with a path to sustainable commercial activity operations.

Combined with an Airspace Modernisation Strategy (AMS) for the safe integration of all future airspace users alongside existing users.



Captain Fahad Ibne Masood writing in Advanced Air Mobility international, provides an analysis of the Royal Aeronautical Society, Pilotless Summit, held in 2024, in an article, [Critical Analysis of Pilotless Summit 2024](#)

The article examines many of the challenges and hurdles to overcome on the journey to autonomous aviation and unmanned flying taxis.



[Back to Contents List](#)

UK CAA SKYWISE

Air Operations Regulations – General Update to Helicopter Offshore Operations Part I

The CAA is proposing to perform a general update to the Air Operating Regulations for offshore helicopters (Subpart K: Helicopter Offshore Operations) comprising a number of elements.

This consultation relates to the following three elements which involve changes to the Implementing Rules:

- Upgrade of survivability material
- Incorporation of Safety Directive SD-2022/001 - Offshore Helicopter Helideck Operations
- Addition of a requirement for the provision and use of an Aircraft Collision Avoidance System (ACAS)

[The CAA invite stakeholders to give their views.](#)
SW2025/002

UK CAA SKYWISE

Heathrow Airport: Outcome Based Regulation Mid-Term Review Proposal

We have published our Initial Proposals for the CAA’s [mid-term review of the Outcome Based Regulation scheme](#) for Heathrow Airport Ltd and are asking for stakeholder views. Published [Grant Thornton’s mid-term review targets study](#).
SW2025/004

CIVIL AVIATION AUTHORITY SAFETY SENSE

Winter Flying – General Aviation

‘Winter may bring different weather challenges and rewards for GA flying. Colder temperatures and more precipitation bring icing, snow and fog. Weather systems such as depressions will bring low cloud, rain and high winds. But winter can also be a time of stable conditions – crisp mornings, clear skies and good visibility.’

[Safety Sense Leaflet 03](#)



ICAO

2026-2050 Strategic Plan

The International Civil Aviation Organization has launched its [2026-2050 Strategic Plan](#) for safe, secure, and sustainable global aviation.

‘Ensure continuous protection for air passengers and cargo, the general public and staff from all safety risks and from security threats posed by any act of unlawful interference. Achieve zero fatalities resulting from aviation accidents or incidents.’



UK CAA SKYWISE

Notification of Intention to Surrender the Type Certificate for the HS 748

CAP 3037

The UK CAA is issuing a Notification of Intention to Surrender the Type Certificate for the HS 748 (EASA.A.397 Issue 2).

Any potential TC transferees or affected parties should respond to the UK CAA by February 8 2025.

[The CAA invite stakeholders to give their views.](#)
SW2025/003

UK CAA SKYWISE

Deviation: Flight Crew Alerting

The UK CAA is consulting on a deviation request in relation to flight crew alerting applicable to CS-25 Large Aeroplanes.

The online consultation includes consultation paper UK.DEV.F.0001, which sets out the full detail of the issue, and mitigating factors.

The CAA invite stakeholders [to give their views](#), the consultation will close 24 January 2025.
SW2025/005

CIVIL AVIATION AUTHORITY

Ground Handling Regulation

The UK CAA is developing new regulation for ground handling based on ICAO Standards and Recommended Practices (SARPS) which will be applicable by November 2026.

Ground handling is currently one of the few remaining industry sectors which remains largely unregulated and currently there is limited oversight carried out by the UK CAA.

View a recording of a recent [webinar on Ground Handling regulations](#) hosted in September 2024 by the UK CAA with speakers from DfT and the HSE.

Sign up to receive [email notifications](#) from the CAA.

FEDERAL AVIATION ADMINISTRATION



SafeCargo for Shippers & E-Commerce

‘Air transportation is the catalyst for the quick and efficient delivery of goods. Express and expedited shipping options mean a shipment is more likely to end up on an aircraft. In addition, the expansion of e-commerce has made buying and selling dangerous goods quicker and easier than ever. With these lower barriers to entry and a resulting increase in new entrants to the marketplace, cargo safety is imperative.’

[SafeCargo for Shippers & E-Commerce](#)



[Back to Contents List](#)

Recent Accidents & Incidents from the Air Safety Network Wikibase

Date	Type	Event	Location
06-Jan-25	A320	A cargo container was blown into the aircraft during a storm	Jeddah
11-Jan-25	King Air 350	Runway excursion landing	Ribeirão Cascalheira
09-Jan-25	B737-8	A catering truck hit the winglet.	Miami
08-Jan-25	B737-7	Nosewheel unexpectedly collapsed on gate	Brussel
08-Jan-25	B737-8	hit the tail of a B787-10 during taxi	Chicago
09-Jan-25	B737-8	Punctured tyre(s) while landing	Tokyo
08-Jan-25	B737-8	Taxiway excursion. Taxied by mechanics.	Anchorage
10-Jan-25	B757-3	Engine failure/fire on take-off, RTO, evacuation.	Atlanta
11-Jan-25	B767-2	Emergency landing. Low hydraulic fluid level	Caspian Sea
08-Jan-25	B787-10	Hit by a taxiing B737-8	Chicago
12-Jan-25	CRJ-550	Emergency descent and diversion due, FL400 loss of cabin pressure	Akron, OH
10-Jan-25	DHC-8-3	ATB due to incomplete retraction of the landing gear	Yakutsk
08-Jan-25	DHC-8-4	ATB due to a hydraulic system malfunction.	Yuzhno
09-Jan-25	CL-415	Firefighting mission struck small civilian drone, small hole in the left wing	Santa Monica, CA
07-Jan-25	C208	Float equipped, crashed during a take-off attempt	Rottnest Island
08-Jan-25	C402C	CFIT	Urrao, Antioquia
09-Jan-25	C525	Runway overrun	Ubatuba
08-Jan-25	C525B	Ex 10 months maintenance, reported total electrical failure, diversion	Avalon
09-Jan-25	E170SU	ATB, partial failure of both braking systems	Yamalo-Nenets
12-Jan-25	PA-44	Gear-up landing on runway	Essex County
06-Jan-25	PA-46	During landing, landing gear collapsed.	Amarillo
09-Jan-25	R44	substantial damage in a forced landing following a loss of engine power	Innisfail
10-Jan-25	S-61N	Forced landing, repaired, resumed flight, crashed due technical issues.	Sèdjè-Dénou



[Back to Contents List](#)

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
2025	Feb	18 th	FSF	Advancing Aviation Safety: Integrating Mental Health into Operational Excellence	Online New	Webinar
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	