



UK Flight Safety Committee

UKFSC News #01

24 Dec 2024



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CONFIDENTIAL HUMAN FACTORS INCIDENT REPORTING PROGRAMME



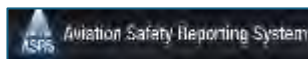
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SKYBRARY

Effectively Implemented Flight Data Analysis Programs Can Promote Behavioural Change and Adherence to SOPs

On 22 May 2020, an aircraft made an extremely high speed unstabilised ILS approach to runway 25L at Karachi and did not extend the landing gear for touchdown. It continued along the runway resting on both engines before getting airborne again with the crew announcing their intention to make another approach. Unfortunately, both engines failed due to the damage sustained and the aircraft crashed in a residential area near the airport and was destroyed by impact forces and a post-crash fire. 97 of the 99 occupants died and four persons on the ground were injured with one subsequently dying.

[Final Report](#)



Photo from AAIB Pakistan Report

Related articles

- [Stabilised Approach](#)
- [Crew Resource Management \(CRM\)](#)
- [Energy Management During Approach](#)



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TRANSPORT SAFETY INVESTIGATION BUREAU MINISTRY OF TRANSPORT SINGAPORE

Runway Incursion at Changi Airport 5 February 2024

SYNOPSIS

‘On 5 February 2024, a Boeing 787-9 (Aircraft A) landed on Runway 02C of Changi Airport at 0435 hrs. While Aircraft A was vacating the runway via Rapid Exit Taxiway (RET) T6, the Runway Controller (RWC) issued a landing clearance to another Boeing 787-9 (Aircraft B), in anticipation that Aircraft A would have soon vacated via RET T6 onto Taxiway T and be clear of the runway strip.

However, Aircraft A had not yet managed to vacate RET T6 when Aircraft B was about to land.

Although RET T6 was still occupied by Aircraft A, the RWC nevertheless did not cancel the landing clearance nor instruct Aircraft B to go around as the RWC saw that Aircraft B was already over the threshold of the runway and believed that it would be safer for Aircraft B to continue landing instead of going around. Aircraft B landed and passed a distance behind Aircraft A and exited the runway via another RET.

The Transport Safety Investigation Bureau of Singapore classified this runway incursion as an incident.’

CONCLUSIONS

‘The RWC’s issuance of landing clearance to Aircraft B was in line with the ATSP’s procedures.

The RWC did not cancel the landing clearance for Aircraft B despite the runway incursion. This was not in line with the ATSM procedures.

SAFETY ACTIONS

‘Between 6 and 9 Feb 24, the ATSP conducted briefing sessions for all its air traffic controllers to:

- review the occurrence and share the lessons learnt; and
- remind them to instruct a landing aircraft to go around whenever there is doubt as to whether the preceding landing aircraft had fully vacated the runway.’

SAFETY RECOMMENDATIONS

In view of the safety actions taken by the ATSP, no safety recommendation is proposed.

[Final Report.](#)

CAA ON AIR

AI in Aerospace - The CAA’s Response

Automation and autonomy already play a key role in many aspects of aerospace, including autopilot and air traffic management, but the future is enabled by artificial intelligence (AI), and has the potential to impact every part of the aerospace sector.

[Listen here.](#)

CHIRP

CHIRP Drone/UAS FEEDBACK Edition 12

Diverse use-cases involve different aircraft variants that perform very different functions. All of them bring along different human/computer system interface risks to the party. A couple of good examples are described in [this edition](#) of Drone FEEDBACK.

EUROCONTROL

Call for Articles Hindsight 37

The theme of HindSight 37 will be MENTAL HEALTH IN AVIATION... AND BEYOND.

Articles and short contributions to be submitted by Friday 2 May 2025. Please contact: steven.shorrock@eurocontrol.int



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FLIGHT SAFETY FOUNDATION

Learning From All Operations – Case Study: Departing and Arriving Aircraft Spacing

‘This [case study](#) describes the approach undertaken by ENAIRE, the Spanish air navigation service provider (ANSP) to address a specific safety issue by collecting and analysing data from all operations. This initiative was triggered by runway incursion incidents during mixed-mode runway operations, specifically focusing on the spacing between arriving and previously departing aircraft.

The focus of this case study is the analysis of distributions of times/distances between arrival aircraft passing the runway threshold and key moments of the preceding departure aircraft’s take-off and initial climb. This represents an example of the expanded use of system data beyond the historical focus of safety management systems (SMS) on ‘exceedance events.’



NASA CALLBACK



Issue 539 Everyday Heroes

‘Aviation heroes can be found in every aviation working group. Most, however, may seldom experience a situation that taxes their ultimate capability. Whether aviation is a vocation or avocation and you are a professional or enthusiast, excellence, dedication, exceptional performance, and professionalism are often exhibited during flight operations. Heroes are made the instant one reaches deeper into oneself than previously done or thought possible to unleash superior performance and professional grit needed in the moment.

[With this issue](#), ASRS offers a group of reports that extol excellence, exceptional performance, and professionalism.’ Examples from Engineering, ATC, Cabin Crew, ATC, Pilots and Dispatchers.

FEDERAL AVIATION ADMINISTRATION



Laser Safety

The FAA report that in recent weeks, pilots flying in New Jersey reported almost 300% more laser incidents than during the same period last year. They are promoting their [‘Lose the Laser’](#) campaign.



The website includes a number of [videos](#) including [this video](#) where a suspect pointing a laser at a helicopter is arrested by police on the ground.

UNIVERSITY OF LIMERICK

Study: The associations between personality traits and human error predisposition

The University of Limerick are inviting participation in a survey investigating the relationship between personality traits and safety attitudes in aviation maintenance.

This study is designed to examine the relationship between personality traits and predisposition for human error.

You must be a mechanic or technician or engineer in aviation maintenance, have work experience, and 18 years of age or older.

Your participation will take no longer than 15 minutes. It is completely anonymous. [Survey Link.](#)

EASA

**Conversation Aviation
#03 2024**



This edition covers the following topics:

- Foreword from IATA's Global Director of Safety, Mark Searle
- The Importance of Storytelling to Bring Your Management System to Life
- Talking about Winter Safety
- What happens to your occurrence reports
- Winter Ops from the Flight Deck
- Safe on the stairs
- Preparing for Ground Winter Operations
- Glide interception from above
- Human Vulnerability in Take-off Performance Calculation and Insertion
- Loading Challenges during Winter
- The Untold Importance of Airfield Ground Lighting Competence
- Cabin Doors and Inadvertent Slide Activation
- Safety on the Ramp
- Management of Repetitive Defects

Download [Edition 3-2024 of the Conversation Aviation Magazine.](#)



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UK CAA SKYWISE

**Pre-Display Season Symposium – Defence Academy Shrivenham
18 - 19 March 2025**

The 2025 Pre-Display Season Symposium will be held at the Defence Academy Shrivenham on 18 and 19 March 2025.

Please apply via the [booking form on the CAA website](#). The closing date for applications to attend is Friday 7 March 2025.

SW2024/347

UK CAA SKYWISE

Application Form Submission Service

A new digital process for managing Part 66 Aircraft Maintenance Licences via the CAA Customer Portal went live on 19 November. The previous PDF and online applications forms (SRG1014) have been withdrawn. The new online form can be used for the issue, amendment, renewal, or replacement of Part 66 licences and to track those applications. For more information regarding the new process, please refer [to our website](#).

SW2024/349

UK AIRPROX BOARD

Airprox Insight – Is ‘Far Enough’ Fair Enough?

The November edition of INSIGHT looks at an Airprox involving a Cessna 172 and a Grumman AA-5 in the vicinity of Tilbury.

The article discusses the various sources of information available that can alert pilots to the presence of another aircraft, and possible actions that can be taken to maintain or increase separation. It also highlights how to distinguish between a converging and an overtaking situation.

[INSIGHT November 2024](#)



Photo from Avherald.com

AIRBUS

Severe Weather Encounter, Dual Engine Flameout
27th October, 2022 (Airbus Safety First Article – December 2024)

“Event Description

Diversion to alternate airport

An A320 aircraft equipped with CFM56-5B engines was approaching its destination airport. Due to adverse weather conditions, the flight crew decided to divert to an alternate airport, where they performed a safe landing at 18:40 local time. After a three-hour stopover, the aircraft departed the diversion airport at 21:51 local time, heading towards its initial destination.

Weather avoidance and storm encounter

During the night flight, persistent adverse weather remained along their route. ① The flight crew requested a northward deviation to avoid storm cells that they detected on their weather radar. ② The aircraft was cruising at FL 240 with autopilot and auto-thrust ON when the flight crew executed a 90° left turn toward their final destination.

Severe storm and dual engine flameout

③ Shortly after the turn, the aircraft encountered severe turbulence and hail. Loud impact noises were heard, and both the left and right windscreen sustained damage. Several ECAM alerts were triggered, including ANTI ICE R WINDSHIELD, ANTI ICE L WINDSHIELD, ENG 1 STALL, NAV RA 2 FAULT.

④ The autopilot and auto-thrust disconnected, and within one second, the cockpit went dark. Flight recorder data is not available for the following 2 min and 46 s due to an EMER ELEC configuration. ⑤ During this time, the thrust levers were moved to TOGA position.

Both engines had flamed out combined with an unreliable airspeed indication. The flight crew switched the APU to ON.

⑥ When the APU came online, electrical power was restored. The aircraft pitch was -3.5°, corresponding to the pitch provided in the QRH to reach the optimum windmill relight speed. The speed, which was unreliable, was 232 kt indicated on the captain PFD and the aircraft altitude was 18 100 ft (5 900 ft lost from cruise altitude). The aircraft was in ALTERNATE flight control law and thrust levers remained in the TOGA position.

⑦ One windmilling relight attempt of ENG 2 was recorded, then ⑧ the flight crew switched APU BLEED ON and performed several simultaneous attempts (both ENG Master switches ON at the same time) of starter-assisted engine relight with the thrust levers still in the TOGA position. ⑨ The flight crew eventually set the thrust levers to IDLE and both master levers OFF before performing a successful ENG1 starter-assisted relight with ENG 2 master switch left to the OFF position. The altitude was 9 100 ft, representing a loss of 14 900 ft from the cruise altitude. The flight crew then tried to re-light engine #2 twice, but both attempts were unsuccessful.

Safe landing with single engine, unreliable airspeed and ALTERNATE law

The aircraft emerged from the storm and continued to the destination airport. ⑩ The flight crew performed a safe landing with a single engine operative, ALTERNATE flight control law, unreliable airspeed indication, and significantly damaged windshields impairing visibility.”

[Airbus Safety First Article](#)



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Markus Mainka - stock.adobe.com

GERMAN FEDERAL BUREAU OF AIRCRAFT ACCIDENT INVESTIGATION

A300 Tail Strike on Go-around from Bounced Landing

Leipzig on Feb 9th 2024

What happened

“The approach was flown manually and the engine thrust levers were controlled manually. During the approach, the landing checklist was completed and at 1,000 ft, the co-pilot, as Pilot Flying (PF), determined the approach as stabilised. The PIC confirmed it and the approach was continued. As the runway was reached, the co-pilot initiated the flare of the airplane and attempted to align it with the runway from a crosswind approach.

At 1754:31 hrs, the airplane touched down for the first time. It lifted off again, rolled right and at 1754:34 hrs, touched down again. At 1754:37 hrs, both pilots almost simultaneously said “go-around” and the PIC intervened in the steering. From 1754:38 hrs on, engine thrust increased again. The PIC performed the go-around and acted as PF until the landing at 1812 hrs on runway 26R.

During the aborted landing, a tailstrike occurred where the aft, lower fuselage structure and the surface of runway 26L were damaged.”

“The aircraft manufacturer analysed the FDR data. In conclusion, the manufacturer referred to the following Operational Considerations: Close to the ground, it is important to control the pitch attitude so that it does not further increase beyond the critical angle. As previously described, a continuous nose-up order applied on control column (maintained in nose-up position during the second bounce) participated to an increase of the pitch angle (up to +13.7°) close to the ground and led to a tail strike.”

Safety Actions

“Due to several tailstrikes in February 2024, among other things, the freight operator has taken measures. An internal Safety Alert “Tail Strike Avoidance” and safety recommendations were distributed to all flight crew members.” The recommendations included briefing for bounced landing, the role of the PM, recovery and handling considerations, particularly in pitch in the event of a bounced landing and/or a go-around after runway contact. A full list of safety actions and the OEM guidance reference is in the [Final Report](#).

UK CAA SKYWISE

Aerodrome Innovation Trials Airside

Aviation innovation trials of new technologies or procedures are crucial for the future safe growth of the industry. When conducted in an airside environment, trials often introduce additional hazards and/or require CAA approved alternative means of compliance.

To ensure safety and regulatory adherence, in addition to any permissions the operators or service providers conducting the trial may require from the CAA, all airside trials at certified and licensed aerodromes require the aerodrome operators to obtain prior CAA approval through the [CAP791 process](#). [CAPI 168](#) offers further guidance, including examples of changes that require prior approval via the CAP791 process. If you are unclear whether prior CAA approval is needed, consult with your aerodrome inspector. **SW2024/351**

UK CAA SKYWISE

Operations Manuals for Aircraft Operators With And Without Approval To Carry Dangerous Goods As Cargo

The [following examples of templates](#) of Operations Manuals for aircraft operators with and without approval to carry dangerous goods as cargo have been updated in line with changes to the 2025-2026 Edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air. Operators should use the template that is appropriate to their operation and complete it according to their company's procedures, instructions and policies.

A Notice of Proposed Amendment using form SRG 1832 should then be completed and submitted through the CAA Customer Portal. Aircraft operators must obtain approval from the assigned Dangerous Goods Inspector prior to carrying dangerous goods.

[Templates for dangerous goods operations](#) for UK aircraft operators. **SW2024/352**



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UK CAA SKYWISE

ORS9 CAA Decision No.41

General Aviation, Part-ML: [Decision enabling approved maintenance organisations](#) to use maintained parts which have been released by EASA approved maintenance organisations on an EASA Form I.

[ORS9 - CAA Decision No.41](#)
SW2024/354

UK CAA SKYWISE

ORS9 CAA Decision No.42

[Correcting cross-references to associated assimilated law](#) and removing actions that are no longer appropriate since EU Exit in AMC/GM to UK Regulations 2017/373, 965/2012 and 1178/2011.

[ORS9 CAA Decision No.42](#)
SW2024/355

UK CAA SKYWISE

ORS9 CAA Decision No.43

[Adopting Certification Specifications](#) - UK Reg (EU) 748/2012

The CAA has decided that certain CS published by EASA, and listed in ORS9 No 36 Schedule I, may be used to meet the requirements of UK Reg (EU) No 748/2012.

Adoption of up-to-date versions of these internationally harmonised CS will enable British businesses to design Products, Parts and Appliances to the latest standards.

The full set of revised CS are published on the CAA UK Regulations website.

[ORS9 CAA Decision No.43](#)
SW2024/357

UK CAA SKYWISE

ORS9 CAA Decision No.44

The CAA has decided to revoke several AltMoC for UK Regulation (EU) No 1178/2011 and UK Regulation (EU) 2015/340, previously accepted by the CAA, as they have been subsequently adopted as UK AMC.

[ORS9 CAA Decision No.44](#)
SW2024/358

UK CAA SKYWISE

ORS9 CAA Decision No.45

AMC/GM to the Air Operations Regulation (EU) 965/2012
This update is regarding the following definitions:

- Aircraft tracking system – aeroplanes,
- Location of an Aircraft in Distress - aeroplanes,
- Emergency Locator Transmitter (ELT),
- Flight over water & survival equipment helicopters,
- Life rafts, survival ELTs, and survival equipment on extended overwater flights,
- Flight Data Monitoring (FDM) Programme

[ORS9 CAA Decision No.45](#)
SW2024/359

UK CAA SKYWISE

Guidance on Suspect Unapproved Parts

CAP 3037 - Part I45 Guidance for developing a receiving & inspection system for aircraft parts and materials has been updated to include information on Suspect Unapproved Parts.

[CAP3037](#)
SW2024/360

UK CAA SKYWISE

Restricted Airspace (Temporary) – New Year Celebrations, London – 31 December 2024 – 1 January 2025

Restriction of Flying Regulations in London for New Year celebrations on 31 December 2024 and 1 January 2025. Details by NOTAM and in AIC M 163/2024 on the NATS website.

SW2024/361

CAA PUBLICATION SERVICE

ORS4 No.1616: Exemption to Enable Use of the 2025-2026 Edition of the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air

Exemption from The Air Navigation (Dangerous Goods) Regulations 2002, to exempt from compliance with Edition 2023-2024 of the Technical Instructions provided the relevant person complies with the Edition 2025-2026 of the Technical Instructions.

[View ORS4 No.1616](#)

CAA PUBLICATION SERVICE

EASA EAD 2024-0251-E: Schempp-Hirth Flugzeugbau GmbH Ventus-3M powered sailplanes: Fuel – Wing Fuel Tank Hose – Inspections / Replacement: Placards And Markings – Installation

EASA Emergency Airworthiness Directive

[View EASA EAD 2024-0251-E](#)

CAA PUBLICATION SERVICE

MPD 2024-003: Pegasus Sport Aviation Ltd Quik, QuikR, Quik GTR, GT450 and Quantum microlights: Engine Ignition – Starter Inhibitor Switch – Modification

Engine Ignition – Starter Inhibitor Switch – Modification

[MANDATORY PERMIT DIRECTIVE Number: 2024-003](#)



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DIRECCIÓN TÉCNICA DE INVESTIGACIÓN DE ACCIDENTES

Viva Colombia A320 Landed with 282kg Fuel

17th October 2022

On October 17, 2022, A320, flight 8332 departed from Cali to Riohacha, Colombia. During the descent, the controller reported that RCH, the airport closed due to a storm. The crew elected entered a hold at 18,000 feet. The three nearest airports on the Caribbean coast, Santa Marta (SMR), Barranquilla (BAQ) and Cartagena (CTG) were experiencing deteriorating weather. The crew decided to proceed to José María Córdoba de Rionegro (SKRG). On the approach to SKRG, a hailstorm prevented an immediate approach. At 18:23 UTC the approach controller declared that SKRG was closed due to weather over the field. At 18:26, the crew of flight 8332 declared minimum fuel. At 18:31, an emergency was declared, MAYDAY - MAYDAY FUEL. The crew requested direct to Montería where they landed at 19:07. The flight lasted 03:40 hours. According to the FDA, the aircraft landed with 282 kg of fuel.

PROBABLE CAUSE:

- Dynamic development of adverse weather conditions that caused the closure of the destination airport (SKRH) and the closure of the aerodrome selected as an alternate aerodrome (SKRG).

CONTRIBUTING FACTORS:

- Lack of up-to-date meteorological information sources to provide a detailed analysis of convective evolution in real time.
- Dynamic development of adverse meteorological conditions that affected other aerodromes close to the flight that could have been considered as a possible alternate aerodrome for flight 8332.
- Hinderances to making timely decisions by the crew and the Office. The ACARS communications system presented intermitten- cies in communications between the crew members and the company's base of operations; messages transmitted in both direc- tions, disconcertingly, were backed up in the system and not received in a timely manner.

SUMMARY OF SAFETY RECOMMENDATIONS

To the Operator:

- Brief Operations and Dispatch on the report findings and improve the availability, distribution and analysis of surface weather and synoptic charts to enhance the planning and monitoring of flights'
- Remind flight crew of procedures and duties to follow for the preservation of CVR records when an event occurs during flight.
- Review the Operator's flight crew CRM concepts. Emphasis should be placed on the optimal use of all available resources; hu- man resources, communications and teamwork among others, in order to achieve efficiency and increase safety in air operations.
- Review the criteria for the selection of alternate aerodromes to the destination, clarifying the requirements for Dispatch and/or in decision making for flight crew. In addition, the inclusion of a second alternate aerodrome in the OFP must be evaluated as standard company procedure, when the destination airports do not have weather forecasts at the time of dispatch.
- Review the criteria for classifying airports by risks in relation to Santa Marta (SKSM). It is recommended to review the classifica- tion of SKSM airport according to the table of classification parameters, according to the risks. Runway Length, Runway Width, Topography, Meteorology, and Flight Procedures navigation. It should probably be considered "HIGH RISK (3) Airport Special."

To the ANSP:

- Review the Radar Control Centre (ACC MED) in Rionegro, Antioquia, in order to carry out necessary actions to provide tools that facilitate the visual presentation of meteorological satellite images in real time, on radar screens in ATC working positionS.
- Study the feasibility of designing and publishing an instrument approach procedure (IAC) for Runway 19 of the José María Cór- doba International Airport (SKRG) in Rionegro, Antioquia. Include an evaluation to move the threshold of Runway 19.

To the Aviation Authority:

- Make this Research Report known to the commercial air transport operators and ATS service providers, so that they apply the recommendations to improve the Systems of Operational Safety Management.

[Final Report in Spanish](#)



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CORRECTIVE ACTION PLAN BY THE OPERATOR

- Verify ACARS coverage in order to establish continuous, reliable and timely communication between the different actors, to minimize interference in the communications.
- Evaluate the possibility of including autonomous messages from aircraft regarding fuel and position to obtain effective, fast, reliable and timely information in real time without the need for interaction between the two parties.
- Eliminate subjectivity in manuals where such words are found: and, and/or, may, could, may be, is recommended or suggested.
- Give scope to the concept “additional fuel” and the conditions for its use, to avoid misinterpretations when applying it.
- Implement in the LOFT a scenario equivalent to the event that occurred aimed at the flight crews, to develop competencies.
- Analyze the improving the coverage of VHF communications in order to optimize the interaction between the different actors.
- Review what the manuals in order to: - Improve the criteria for the selection of alternate aerodrome airports to the destination.
- Design a policy for selecting destination airports when the flight has started, for quick, safe and effective decision-making.
- A Checklist for Dispatch/crew interaction in communications and to improve decision making in the event of urgency.
- Strengthen the training of Dispatchers in human factors, so that relevant topics are included such as: - Situational alert - Decision making Note: for the construction of this training, it is recommended to use ICAO guidance documents 9995 and 9386.
- Study the possibility of including the second alternate aerodrome as a standard company procedure, to mitigate the impact when the destination airports do not have weather forecasts at the time of Dispatch.
- Through the DIACC, request the inclusion of SPECI in real time for the systems that feed the ACARS database.

Recent Accidents & Incidents from the Air Safety Network Wikibase

Date	Type	Event	Location
23-Dec-24	A220	FL400, cabin smoke, EMC descent, diversion, Evac on RW	NE of Graz
16-Dec-24	A321	Catering trolley injured passenger, diverted, pax to hospital	over Pará
16-Dec-24	Amazon MK30	Two Amazon drones. NTSB: Power system component failure	Pendleton UAS Range
16-Dec-24	Amazon MK30	Two Amazon drones. NTSB: Power system component failure	Pendleton UAS Range
22-Dec-24	ATR 72-600	Nose gear collapse on landing	Belfast City Airport
21-Dec-24	C90B King Air	Wing tip struck a parked C90B while taxiing	Honolulu
19-Dec-24	B737-8	RW excursion, RW25, LDA 1981m	Molde-Årø Airport
17-Dec-24	B737-8	ATB due tyre debris on RW	Cochin Airport
16-Dec-24	B737-8	Cabin crew fell from door prior to departure	East Midlands Airport
18-Dec-24	B757-2	ATB, FL350, loss of cabin pressure, EMC descent.	South Carolina
22-Dec-24	B787-8	ATB, lightning strike	SE of Brussels
21-Dec-24	B787-8	ATB due unable to connect autopilot	Moscow (Domodedovo)
19-Dec-24	B787-8	FL370, engine oil issue, diversion	NE of Asuncion
18-Dec-24	BD100 Challenger 300	RW Excursion, overrun on landing, LDA1690m	near San Fernando
20-Dec-24	CRJ-200ER	FL270, autopilot failed, diversion	Khanty-Mansi
17-Dec-24	DHC-8-402Q	ATB, pressurisation issue	30 km north of Khabarovsk
22-Dec-24	BN-2B-26 Islander	CFIT on approach	32 nm NE of Nadzab
22-Dec-24	Cirrus SF50 Vision	Lateral RW excursion on landing	Amaro State Airport
16-Dec-24	AS 350B	CFIT	near Potrero, CA
22-Dec-24	EC135	Crashed on take-off from hospital in poor visibility	Muğla
22-Dec-24	G-1159B	Crashed on a makeshift strip, suspected drug smuggling	Toledo District
17-Dec-24	Let L-410	ATB, landing gear failed to retract	near Petropavlovsk-Kamchatsky
18-Dec-24	L-100-30 Hercules	Landing accident. NTSB: "system/component failure (non-power): aircraft structural failure."	Anchorage Airport
16-Dec-24	MD 600N	Cockpit fire, EMC landing	Richardson, TX
21-Dec-24	R22 Beta II	Crashed & rolled over near runway	Springfield-Downtown
20-Dec-24	Sikorsky CH-53E	Engine fire, forced landing	Pemberton, CA



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Safety Conference Calendar

Year	Month	Day(s)	Org	Event	Location	Notes
2024	Nov	20 th	RIN	3rd Annual UK PNT Leadership Seminar	The Royal Society, London	GNSS Spoofing – RH to attend and report to SIE
2024	Dec	3 rd – 4 th	ERA	Joint Safety & Operations Group meeting	EASA HQ, Cologne	
2024	Dec	4 th	UKFSC	469 th SIE	Aviation House, Gatwick	
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	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	34 th 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	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	Nov	4 th – 6 th	FSF	78th annual 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	