

















UK Flight Safety Committee

# UKFSC News #008

31 Dec 2024

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SKYBRARY

Another Vehicle  
Runway Incursion and  
Driver Non-  
Compliance With  
Instructions

[B737 / Vehicle, Toronto,  
Cananda, 2022](#)

On 15 October 2022 an airport authority vehicle entered an active runway without clearance with an aircraft on short final which was instructed to and completed a go around. The experienced driver involved had correctly read back a clearance to remain at the holding point on reaching it but did not stop and it was found the insufficiently obvious nature of the installed signage was contributory. Drivers were found to have routinely crossed active runways to save time instead of using the available perimeter road as per the airport authority directives.

[Incident Report](#)



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Related articles

- [Runway Crossing Incursions](#)
- [Vehicle Driver Airside Safety Check List](#)
- [Runway Holding Point Lighting](#)



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PORTUGUESE SAFETY INVESTIGATION AUTHORITY (GPIAAF)

A321 Uncommanded Engine  
Shutdown in Cruise

SYNOPSIS

‘At 17:06:03 a peak in the acceleration data traces (moderate turbulence) was recorded with vertical (VertG: -0.316), lateral (LatG: -0.086) and longitudinal (LonG: -0.109) axes.’

‘Subsequently, at 17:06:05 the captain, the saw a fault message on the ECAM ENG2 SHUTDOWN.’

‘Seconds later and with the co-pilot in the cockpit executing his duties, at 17:06:31, the crew declared emergency to ATC and started to descend to FL220. During the descent, the applicable ECAM actions and procedures were carried out and, because there was no indication of any structural failure, two attempts were made to relight engine #2, both of which proved unsuccessful.’

‘The flight diverted to Barcelona. After parking the flight crew observed that the engine #2 Fire Push-Button Switch (PB-SW) had disengaged (popped-out).’

CAUSE

‘The investigation points to the failure of the PB-SW retaining pin as the most likely cause for the uncommanded in-flight shutdown of engine #2.

CONTRIBUTING FACTORS

- Improper handling of the panel with probable drop prior to June 2013, causing internal damage to the fire PB-SW retaining pin.
- Improper panel repair process carried out by the OEM, after damage due to probable drop, by not detecting or foreseeing in the applicable manuals, possible damage.
- Design of the switch retaining system without redundancy and with manufacturing tolerances that allowed a small deformation of the pin (bent by <6°) to create conditions for its release from the retaining clasp,
- Combination of flight conditions with instantaneous vertical and lateral acceleration (turbulence), releasing the damaged pin.

SAFETY ACTIONS

The actions by the operator, OEM and Airbus are detailed in the report.

[Download GPIAAF investigation report.](#)

There was one recommendation to the regulator relating to the certification standard.

CAA PUBLICATIONS

EASA EAD 2024-0252-E:  
Airbus Helicopters E:  
I 75B; Fuselage – Pylon  
Reinforcement Fittings –  
Inspection

EASA Emergency Airworthiness Directive

[View EASA EAD 2024-0252-E](#)

EUROCONTROL

Aviation Sustainability  
Briefing

Articles on reaching the EU objective of reaching climate neutrality by 2050 and ICAO’s goal for international aviation of net-zero carbon emissions by 2050. Including the Eurocontrol vision to have 36 to 68% of intra-EU flights operated by hydrogen-powered and electric flights by 2050.

[Aviation Sustainability Briefing Issue 10](#)

CAA SKYWISE

Restricted Airspace  
Various locations –  
23 Dec 2024 - 23 Mar 2025  
DRONE ONLY

Restriction of Flying Regulations for drones and Remotely Piloted Aircraft Systems only at I I Ministry of Defence locations between 23 Dec 2024 and 23 March 2025. Details by NOTAM and in a [Briefing Sheet](#) on the NATS website.  
**SW2024/362**



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EASA

ESPN-R Helicopter Hoist Pilot Training Guide

‘The European Safety Promotion Network – Rotorcraft (ESPN-R) is a collaboration between EASA, National Authorities, and the Rotorcraft Community, which works together to provide non-binding best practice information to support safe operations.’

‘Helicopter Hoist Operations (HHOs) are considered as a full crew mission concept where responsibilities and leadership change within the crew throughout the completion of the mission. During the flight, pilots, hoist operators, rescuers, medical personnel and other human external cargo (HEC) are identified as a group of interdependent individuals working together to complete a specific task.’

[ESPN-R Helicopter Hoist Pilot Training Guide](#)



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CAA SKYWISE

Public Consultation on proposed changes to UK Reg (EU) No. 2017/373, Annex III, Subpart A, ATM/ANS. OR.A. 065 Occurrence reporting

The UK Civil Aviation Authority is [proposing changes to Assimilated Regulation \(EU\) No. 2017/373](#) (The Air Traffic Common Requirements Implementing Regulation), Annex III, Subpart A, ATM/ANS.OR.A.065 Occurrence reporting as we have determined that further information is required to provide clarity to stakeholders on how they should demonstrate compliance.

The CAA invite stakeholders to [give their views](#), responses are requested by 24 February 2025.

SW2024/363



Photos from NTSB report

NATIONAL TRANSPORTATION SAFETY BOARD

Departing Aircraft Collided with Landing Aircraft on Intersecting Runway

‘October 24, 2023, 15:20 central daylight time, a Raytheon Hawker 850XP, N269AA, was taking off on runway 22 when its left wing collided with the vertical stabilizer of a Textron Aviation (Cessna) Citation Mustang, N510HM, that was landing on runway 13R at William P. Hobby Airport (HOU), Houston, Texas. Day visual meteorological conditions prevailed at the time of the accident.’



‘HOU has intersecting runways, and the local controller had instructed the crew of N269AA to line up and wait (LUAW) on runway 22. The crew of N269AA said in a post-accident interview that they believed they heard that they were cleared for takeoff when they took off. The collision between the two airplanes occurred at the intersection of the two runways, see above image.’

‘The flight crew from N269AA stated in their post-accident interview they had a rudder bias alert, and a pitch trim alert which they had to resolve as they were in the takeoff roll. Both crew members in N269AA said that they did not see the Citation Mustang until about 1 second prior to impact and described the feeling of the impact as a “thud.”’ They did not respond to ATC instructions to stop the take-off. The take-off was continued and the aircraft successfully returned to the airfield.

Download [NTSB Preliminary report](#). The investigation is ongoing.





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**NATIONAL TRANSPORTATION SAFETY BOARD**

# Ramp Agent Ingested into ERJ 170 No. 1 Engine

December 31, 2022

**What happened**

‘Shortly after arriving at the gate, the captain saw a “FAIL” symbol on his engine display, felt the airplane shake violently, and noticed that the left engine had shut down. The flight crew subsequently determined that one of the ramp agents had been ingested into the No. 1 engine.’

‘The investigation evaluated the accident ramp agent’s training and American Eagle’s procedures, her medical conditions and toxicology results, and her judgment. In addition, the investigation considered the result of the company’s drug and alcohol use policy and the benefit of classifying ramp personnel as a safety-sensitive position regarding federal drug and alcohol testing requirements.’

‘The accident ramp agent’s behavior at the time of the accident demonstrated that her judgment was deficient. Given her identified medical and toxicological cognitive risk factors, the ramp agent’s deficient judgment was likely due to cognitive impairment. The extent to which individual cognitive risk factors, such as the ramp agent’s multiple sclerosis and cannabis use, contributed to this impairment could not be determined based on the available evidence.’

**Probable Cause and Findings**

‘The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The ramp agent’s cognitive impairment, which resulted in her (1) inconsistent behavior with trained procedures and pre-landing briefings, (2) presence on the left side of the airplane while the left engine was still operating, and (3) subsequent ingestion into the engine.’

The report noted that: ‘The Department of Transportation does not consider ramp personnel positions to be safety sensitive, so the company was not required to provide mandatory drug and alcohol training and perform required drug and alcohol testing, including random testing on its ramp personnel. If these positions had been classified as safety sensitive, the accident ramp agent would have been subject to federally required drug testing, and the company might have been able to detect the accident ramp agent’s use of cannabis and take appropriate action in response, including removing her from safety-sensitive functions.’

[Final Report.](#)

**ICAO**

## ICAO Safety Report 2024



The ICAO Safety Report, 2024, published in September, reviewed 2023, reporting one fatal accident in Nepal, where both engines were feathered on the approach. One other aircraft was destroyed resulting from a loss of control on ground (LOC-G) accident.

Twenty-four accidents were caused by turbulence, eight airplanes sustained substantial damage from accidents related to Abnormal Runway Contact (ARC) and the other accident causes making up the top 5 causing substantial damage to aircraft were Ground Collision (7); System/Component Failure or Malfunction (Non Powerplant) (7), and Ground Handling (RAMP) (5).

This contrasts with the data in the IATA Safety Report, due to differences in definitions, which listed the top 5 accident categories in 2023 as:

Landing Gear (9), Ground Damage (5), Tail Strike (5), Hard Landing (4), Runway Excursion (2).

Between the two reports, Abnormal Runway Contact, Ground Damage/Collisions and Technical Failure/Malfunction stand out. Anecdotally 2024 may show that these three remain prevalent.

[ICAO Safety Report 2024.](#)

[IATA Safety Report Overview.](#)



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**BUREAU D'ENQUÊTES ET D'ANALYSES**

# B737-8 Hard Landing & Nosewheel Tyre Separation

Nantes, 1<sup>st</sup> October 2022

The First Officer was PF, line training with an instructor, following a 3-month break from flying. The approach to Runway 21 is an offset non precision approach. The Initial part of the runway is not level but is initially downhill and then uphill in the area where the aircraft is below 50 feet and flaring to land. The PF mentioned concerns about judging the flare in the briefing that the instructor did not pick up. The Instructor operated frequently from Nantes, familiarity that may have led to an underestimation of the difficulty that the sloping runway posed to those less familiar. Nantes is Category B airport in the company OM-C.

The weather was 250/10G17 4800 OVC/600. MDA 530'. The PF elected to disengage the autopilot around 2000', whereas the BEA notes that the FCTM would recommend using automation to reduce workload until VMC. At 1 NM from the MAPT and at an altitude of about 800 ft, the first officer turned left to intercept the runway centreline. The approach was stabilized and the airspeed remained close to the reference approach speed.

After crossing the threshold of runway 21, the aircraft first flew over the descending section. At a height of between 40 and 30 ft, the first officer began to pitch up the control column to round out, without reducing thrust, but this action was insufficient to change the aircraft's attitude. The aircraft then began to fly over the ascending portion of the runway. Between the "thirty" and "ten" calls, spaced one second apart and representing about 80 m of flight, the co-pilot applied a sharp, fast, nose-up action to the control column, pulling it at more than three-quarters of the travel, before placing the thrust levers to IDLE. At the same time, the instructor most likely became aware of the delay in the start of the flare and, by reflex, announced "attention" to the co-pilot. These straightforward, rapid actions at low altitudes above the rising portion of the runway did not reduce the aircraft's energy prior to contact.

The influence of the runway characteristics, descending and then ascending, on the pitch announcements of the synthetic voice did not assist the first officer in initiating the flare and thrust reduction early enough given the upward slope before the bump. The instructor also did not consider regaining control during the flare and most likely did not have time to do so.

The main gear touch down on the uphill portion of the runway was harsh with a recorded load factor of 2.95 g, at a sink rate of approximately 12 ft/s. Spoilers deployed and then the plane bounced. The force of the impact on landing and the bounce surprised both crew members. The instructor reflexively applied a sharp nose-down action to the control column to the nose-down stop, which resulted in a rapid decrease in the aircraft's attitude. The nose gear and right main gear touched down on the runway simultaneously. Under the violence of the impact suffered by the nose gear, both tires were ejected, the aircraft continued the landing by taxiing on the rims. The aircraft suffered significant damage to the nose leg mounting and debris damage to the fuselage and engines.

**SAFETY ACTIONS BY THE OPERATOR**

- Remove complex airport destinations from co-pilots line training;
- Adapt the PF/PM distribution between the co-pilot and the instructor according to the destination and degree of difficulty;
- Standardized landing technique instruction;
- Training on what to do in the event of a bounced landing;
- Information for instructors on taking control as a formalised in-flight protocol;
- Training in the awareness of the risk of hard landing in relation to the tail strike risk.

**RECOMMENDATION TO THE AERODROME OPERATOR**

Publish more detailed information about Nantes to improve operators understanding of the challenges presented by the approach and Runway topography; the airport operator, in coordination with the AIS, include in the AIP the identified idiosyncrasies.

[Final Report in French](#)



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Recent Accidents & Incidents from the Air Safety Network Wikibase

Date	Type	Event	Location
<a href="#">25-Dec-24</a>	A22 Foxbat	Light a/c modified as unmanned attack a/c shot down by Russian defences	Near Grozny
<a href="#">25-Dec-24</a>	A22 Foxbat	Light a/c modified as unmanned attack a/c shot down by Russian defences	Near Grozny
<a href="#">23-Dec-24</a>	A220	FL400, cabin smoke, EMC DST, diverted.	NE of Graz
<a href="#">26-Dec-24</a>	A320	ATB. Electrical failure, lost RTF, Blue Hyd, engine shutdown, Squawk 7700.	Brasília Airport
<a href="#">23-Dec-24</a>	A320	ATB. FL380, windscreen cracked.	over western Poland
<a href="#">22-Dec-24</a>	A320	ATB. Burning smell in cabin.	over northern Indiana
<a href="#">22-Dec-24</a>	ATR 72-600	Nose landing gear collapse during landing	Belfast City Airport
<a href="#">21-Dec-24</a>	C90B King Air	Taxiing, right wing struck a parked C90 King Air N902TS	Honolulu, HI
<a href="#">27-Dec-24</a>	E90 King Air	Mechanical issues, main landing gear collapse during an emergency landing	Pucallpa
<a href="#">29-Dec-24</a>	Bell 407GX	Crashed after hitting electric wires	Chixoy River
<a href="#">18-Dec-24</a>	B737-8	ATB. Burning smell in cockpit.	over Erie, PA
<a href="#">26-Dec-24</a>	B737-9	Severe turbulence. Crew and one passenger received medical attention.	near Las Vegas, NV
<a href="#">19-Dec-24</a>	B737-8	Runway excursion after landing on runway 25	Molde-Årø Airport
<a href="#">29-Dec-24</a>	B737-8	Gear-up landing. Overran and collided with ILS loc antenna and a wall.	Muan Airport
<a href="#">28-Dec-24</a>	B737-8	Hydraulic issue, diverted, lateral runway excursion.	Oslo
<a href="#">29-Dec-24</a>	B767-3	ATB. RH landing gear did not retract.	SE of Moscow
<a href="#">24-Dec-24</a>	B777-3	Taxiway excursion.	Kinshasa Airport
<a href="#">22-Dec-24</a>	B787-8	ATB. Lightning strike.	SE of Brussels
<a href="#">21-Dec-24</a>	B787-8	ATB.Autopilot would not engage.	Moscow
<a href="#">19-Dec-24</a>	B787-8	FL370. Engine oil issue. Diverted.	NE of Asuncion
<a href="#">20-Dec-24</a>	CRJ-200ER	FL270.Autopilot failure. Diverted.	Khanty-Mansi
<a href="#">28-Dec-24</a>	DHC-8-402Q	Gear collapse on landing.	Halifax Airport
<a href="#">27-Dec-24</a>	DHC-8-402Q	Lateral runway excursion on landing.	Bacolod Airport
<a href="#">26-Dec-24</a>	DHC-8-402Q	Hard landing, go around, second landing ok.	Broken Hill, NSW
<a href="#">22-Dec-24</a>	BN-2B-26r	CFIT.	32 nm NE of Nadzab
<a href="#">28-Dec-24</a>	C402C	Lateral runway excursion on landing.	Medellín
<a href="#">22-Dec-24</a>	C680A Citation	RH wing tip struck by airport bus.	Tripoli-Mitiga Airport
<a href="#">22-Dec-24</a>	Cirrus SF50	Lateral runway excursion on landing.	Comte.
<a href="#">24-Dec-24</a>	EMB-202A	Crashed while crop spraying	near Loreto, MA
<a href="#">25-Dec-24</a>	ERJ-190AR	Diverted to Aktau after 2 unsuccessful approaches to Grozny in fog. Loss of control due to due to "physical and technical external interference" (Azerbaijan CAA).	5 km NW of Aktau
<a href="#">29-Dec-24</a>	AS 350B3e	Bird strike, emergency landing.	near Banepa
<a href="#">22-Dec-24</a>	EC135 P2+	Crashed taking off from hospital ground level helipad in poor visibility	Muğla
<a href="#">21-Dec-24</a>	GA-8 Airvan	Runway excursion on landing.	Yasawa Island Airport
<a href="#">22-Dec-24</a>	G-1159B	Found burned out on makeshift strip in Belize, suspected drug smuggling.	Toledo
<a href="#">24-Dec-24</a>	Hawker 800XP	ATB. Smoke in cockpit.	Teterboro Airport
<a href="#">27-Dec-24</a>	Il-62MGr	ATB. Depressurisation at FL160.	near Bolshaya
<a href="#">21-Dec-24</a>	UAS (multiple)	Several small drones collided and fell into a crowd during a holiday drone light show.A 7-year-old boy sustained serious injuries.	Lake Eola, Orlando





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Safety Conference Calendar

Year	Month	Day(s)	Org	Event	Location	Notes
2025	Feb	4 <sup>th</sup> 5 <sup>th</sup>	EASA	<a href="#">EASA Fatigue Risk Management Conference</a>	AESA, Spain	Hybrid meeting
2025	Mar	11 <sup>th</sup> 12 <sup>th</sup>	NTSB	<a href="#">Automation In Transportation: Lessons For Safe Implementation</a>	Washington DC	In person meeting
2025	Mar	12 <sup>th</sup>	UKFSC	470 <sup>th</sup> SIE	TBC	
2025	Mar	TBC	Airbus	Airbus Safety Conference	TBC	
2025	Mar	17 <sup>th</sup> – 19 <sup>th</sup>	FRMS Forum	<a href="#">FRMS Forum Annual Conference</a>	Santiago, Chile	New
2025	Mar	19 <sup>th</sup> – 20 <sup>th</sup>	RAeS	<a href="#">RAeS Flight Operations Conference 2025: Single Pilot Operations - Logical Progression or a Step Too Far?</a>	Hamilton Place, London	
2025	Mar	24 <sup>th</sup> – 28 <sup>th</sup>	CANSO	<a href="#">Global Safety Conference</a>	Christchurch, New Zealand	
2025	Mar Apr	31 <sup>st</sup> – 1 <sup>st</sup>	IATA	<a href="#">34<sup>th</sup> Safety Issue Review Meeting</a>	Montreal, Canada	
2025	Mar Apr	31 <sup>st</sup> – 2 <sup>nd</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	Apr	2 <sup>nd</sup> – 3 <sup>rd</sup>	ERA	<a href="#">Safety Group</a>	TBC	
2025	Apr	7 <sup>th</sup> – 9 <sup>th</sup>	ACSF	<a href="#">ACSF Safety Symposium</a>	Embry Riddle, Daytona Beach, FL	Business aviation New
2025	Apr	7 <sup>th</sup> – 9 <sup>th</sup>	FoF	<a href="#">Flight Operations Forum Norway 2025 – Communicate for Safety</a>	Oslo airport	New
2025	Apr	28 <sup>th</sup> -30 <sup>th</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	May	6 <sup>th</sup> – 7 <sup>th</sup>	FSF	<a href="#">70th Business Aviation Safety Summit</a>	Charlotte, North Carolina	
2025	Jun	5 <sup>th</sup> – 6 <sup>th</sup>	FSF	<a href="#">Safety Forum 2025 Theme: People in the Centre of Aviation Safety</a>	Eurocontrol, Brussels	
2025	Jun	24 <sup>th</sup>	UKFSC	471 <sup>st</sup> SIE	TBC	
2025	Aug	18 <sup>th</sup> – 20 <sup>th</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	Sep	10 <sup>th</sup>	UKFSC	472 <sup>nd</sup> SIE	TBC	
2025	Sep	15 <sup>th</sup> – 17 <sup>th</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	Oct	6 <sup>th</sup> – 7 <sup>th</sup>	SAE	<a href="#">Defence Aviation Safety Conference</a>	London	
2025	Oct	14 <sup>th</sup> -16 <sup>th</sup>	IATA	<a href="#">World Safety and Operations Conference</a>	Xiamen, China	New
2025	Nov	4 <sup>th</sup> – 6 <sup>th</sup>	FSF	<a href="#">78th International Aviation Safety Summit</a>	Lisbon, Portugal	
2025	Nov	10 <sup>th</sup> – 12 <sup>th</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	Dec	2 <sup>nd</sup>	UKFSC	473 <sup>rd</sup> SIE	TBC	





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23 JANUARY 2025

**Civil-Military ATM Cooperation Workshop**

EUROCONTROL Brussels HQ

[Register today](#)



29-30 JANUARY 2025

**EUROCONTROL Network Manager User Forum 2025**

EUROCONTROL Brussels HQ

[Register today](#)



18-20 MARCH 2025

**Flight Dispatcher Days**

EUROCONTROL Brussels HQ

[Pre-register](#)



22-23 APRIL 2025

**FLY AI Forum 2025**

EUROCONTROL Brussels HQ

[Register](#)



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Registrations opening soon

30 JANUARY 2025

U-AGREE Workshop

EUROCONTROL Brussels HQ

8-10 APRIL 2025

25<sup>th</sup> ICNS Conference

EUROCONTROL Brussels HQ

20-22 MAY 2025

Air Transportation Information Exchange Conference (ATIEC) 2025

EUROCONTROL and FAA event taking place in George Mason University's Mason Square-Van Metre Hall, Arlington, Virginia

5-6 JUNE 2025

Safety Forum 2025

EUROCONTROL Brussels HQ

11-12 JUNE 2025

Civil-Military Aviation Summit

EUROCONTROL Brussels HQ