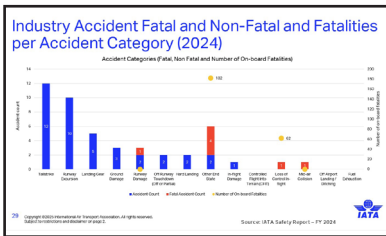




UK Flight Safety Committee

UKFSC News #17

04 Mar 2025



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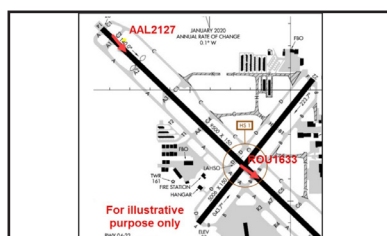
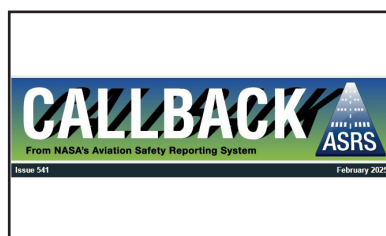
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SKYBRARY

Bird/Wildlife Strike Remains A Significant Threat To Operations Into Smaller Infrequently Used Airports In Southern Africa.

Image from official report



On 3 January 2022, the right propeller of a BAe Jetstream 41 was hit by a very large bird during its landing roll at Venetia Mine. The impact caused overload fracture and separation of one of its blades with debris then penetrating and damaging an unoccupied part of the passenger cabin as well as significant secondary damage to the right engine. The accident was attributed to the absence of wildlife management at the licensed but not regularly manned airport.

[Skybrary JS41, Venetia Mine South Africa, 2022](#)

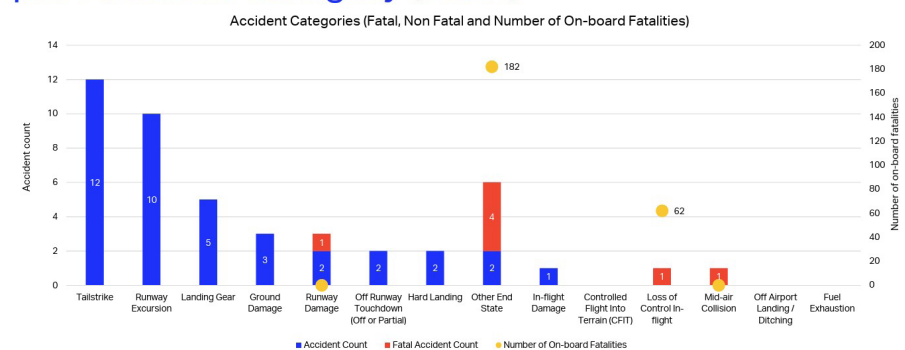
Related Links

[Non Avian Wildlife Hazards to Aircraft](#)

[Airport Bird Hazard Management](#)

[Operators Checklist for Bird Strike Hazard Management](#)

Industry Accident Fatal and Non-Fatal and Fatalities per Accident Category (2024)



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Source: IATA Safety Report – FY 2024



INTERNATIONAL AIR TRANSPORT ASSOCIATION

IATA Annual Safety Report

IATA'S safety report analyses 2024 accidents. The chart above shows the majority of accidents were categorised on or around the runway and on the ground. Tail strike accidents have doubled in number compared with 2023 and there are five times more Runway Excursion accidents than 2023. (Note: these numbers only refer to accidents that meet the IATA criteria of a fatal injury and/or \$1 million or 10% of the hull value in damage).

Fatal accident categories in 2024 were: Other End State; Loss of Control In-Flight; Runway Damage and Mid-Air Collision.

The fatal 'Other End State' accident is the Jeju Air B737 about which there is insufficient information for a classification. The fatal Loss of Control accident is the Voepass ATR72.

The accident categories in 2024, listed by the frequency of non-fatal accidents, were:

- Tail Strike (12)
- Runway Excursion (10)
- Landing Gear (5)

- Ground Damage (3)
- Runway Damage (2)
- Off Runway Touchdown (2)
- Hard Landing (2)
- Other End State (2)
- In-flight Damage (1)

Only 57% of accidents in 2018 to 2023 have had a final report published.

These accidents are excluded from IATA data as they are security related:

Jul: A CRJ-200 crashed on take-off in Nepal. **Oct:** An IL-76 accident in Sudan. **Dec:** A ERJ-190 accident in Kazakhstan, claimed 38 lives.

Highlighting the risk factors associated with civilian flights operating to, from, or in the vicinity of conflict zones.

[Safety Report Executive Summary](#)

[IATA 2024 Full Year Accident Update](#)

[Interactive Safety Report](#)

[Recommendations for Accident Prevention](#)

NATS ALTITUDE

NATS Altitude 39 - Cleared for Green: The Future of Sustainable Aviation

"The race to net-zero aviation is on, and the stakes couldn't be higher. In this month's Altitude we're taking you inside the cutting edge of sustainable flight." [NATS Altitude 39](#)

FLIGHT SAFETY FOUNDATION

Safety Under Pressure: How The Industry Must Respond

Wednesday, 12 Mar, 11:00 - 12:00 ET

Industry safety experts discuss the Foundation's 2024 Safety Report and the safety issues facing the industry in 2025. [Webinar Registration](#)

CIVIL AVIATION AUTHORITY

HELI TRAINING COM - Winter 2024 / 2025

News and advice for helicopter training professionals.

[Download HELI TRAINING COM PDF](#)



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AIR ACCIDENT INVESTIGATION BRANCH

ATR 72 Continued Approach in Fog, Guernsey

“On approach to Runway 27 at Guernsey Airport, the crew of LY-JUP continued to descend below the approach ban altitude despite the reported Runway Visual Range (RVR) being below that required. After passing through approach minima, and at around 70 ft agl, a go-around was initiated. After the power levers were advanced the aircraft remained between 61 and 78 ft agl for 15 seconds before a climb was established. The flight diverted to Southampton Airport where it landed without further incident.

Although both crew members were aware of the approach ban, it was not discussed before or during the approach. As the aircraft passed the decision altitude for the approach, there was confusion and miscommunication between the crew which resulted in the aircraft remaining more or less level with the gear down.

The operator has taken a number of safety actions to improve the selection and training of crews as well as to introduce a Flight Data Monitoring (FDM) programme.

Conclusion

The flight continued the descent below the approach ban altitude whilst on an approach to Runway 27 at Guernsey Airport despite not having the required RVR. The commander may have been reverting to a previous understanding of the regulations, and this was not challenged by the co-pilot at any point. When the aircraft passed the approach minima, confusion and miscommunication between the crew resulted in a go-around being called and selected, but the pitch remained

at around that required for level flight. The aircraft flew over the airfield between 61 – 78 ft agl for 15 seconds before interventions from both crew members resulted in a climb. The flight was diverted to Southampton Airport where it landed without further incident.

Safety Actions by the Operator

- Implemented an FDM programme which will enable the early identification of issues and help prevent future occurrences via preventive actions whenever negative trend is identified.
- Revised and enhanced the recruitment process in regard to the psychological assessment of pilots.
- Revised and amended simulator profiles to require co-pilots to actively challenge commanders’ decisions when deviations, errors or violations are noticed.
- Issued guidance to instructors in training and checking activities on areas of emphasis aimed at improving crew coordination and collaboration.
- Provided guidance for instructors to increase the written feedback provided to trainees after a training or checking activity.
- Conducted an internal assessment of adding the category of ‘communications’ as a standalone NOTEC assessment area.”

AAIB Report

HONEYWELL

Future of Aviation Runway Safety Webinar

THURSDAY 6TH MARCH 2025
10:00 AM – 11:00 AM EST

Join Honeywell, FlightGlobal and a panel of experts for the first in a series of four “Future of Aviation” webinars. This webinar will focus on runway safety and our experts will discuss: the growing attention on runway safety and its importance, the role onboard and on-ground technologies can play, and the collaboration and innovation required to continue making progress.

Register

CAA PUBLICATIONS

ORS4 No.1622: Carriage of Airborne Collision Avoidance System by Historic or ex-Military Aeroplanes

Exemption for certain categories of Annex I aircraft from the ANO requirement to carry Airborne Collision Avoidance System equipment.

View ORS4 No.1622

CAA PUBLICATIONS

ORS4 No.1621: The Carriage of Electroshock Weapons by Police Officers on Board an Aircraft

General Approval, Permission and Exemption authorising police officers to carry electroshock weapons when flying as passengers on an aircraft, other than an aircraft operated by a POAC.

View ORS4 No.1621

UK AIRPROX BOARD

When is an ATZ not an ATZ?

The [January edition of INSIGHT](#) looks at an Airprox involving a Beechcraft Bonanza and a launching glider in the Wattisham ATZ. Focussing on pre-flight preparation, understanding the airspace on or near the route and the importance of in-flight communication.



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Photo By icholakov Stock.adobe.com



NATIONAL TRANSPORTATION SAFETY BOARD

Learjet Runway Excursion

“While in cruise flight approaching the descent for landing, the crew received automated weather information that was about an hour old that reported wind from the northeast. The crew selected the precision approach to the airport, which landed toward the southeast. Unknown to the crew, the wind had shifted from the northeast to a tailwind from the northwest and had increased in velocity with gusts. They did not request current weather during the descent, and no weather information was provided by the tower controller.

Recorded data for the approach revealed that the airplane had a 15-knot tailwind and a descent rate that exceeded 2,000 ft/min about 10 seconds before the landing which exceeded the company’s general operation manual’s criteria for a stabilized approach. The descent rate reduced to 1,000 ft/min about 3 seconds before touchdown. Data showed the airplane touched down at 124 knots about halfway down runway 13, which was wet, with about 2,600 ft remaining. The captain applied the brakes and reported that they were unresponsive. The airplane overran the runway and traveled into a grass field. The nose landing gear separated from the airplane, resulting in substantial damage to the fuselage.

Probable Cause

The captain’s failure to perform a go-around following an unstable approach while landing with a gusty tailwind, which resulted in the airplane touching down long on the wet runway with insufficient distance to stop. Contributing to the accident was the crew’s unawareness of the prevailing winds and first officer’s decision to not call a go-around.

The Problem

Failing to establish and maintain a stabilized approach, or continuing an unstabilized approach, could lead to landing too fast or too far down the runway, potentially resulting in a runway excursion, loss of control, or collision with terrain. Regardless of the type of aircraft, the level of pilot experience, or whether the flight is being conducted under

instrument flight rules or visual flight rules, a stabilized approach is key to maintaining control of the aircraft and ensuring a safe landing.

What can you do?

Follow SOPs and industry best practices for stabilized approach criteria, including a normal glidepath, specified airspeed and descent rate, landing configuration (flaps, gear, etc.), appropriate power setting, landing checklists, and a heading that ensures only small changes are necessary to maintain runway alignment. Guidance indicates that, in most cases, the approach should be stabilized by 1,000 ft in instrument conditions or 500 ft in visual conditions. If the approach becomes unstabilized at any time after that, go around.

Practice go-arounds and missed approaches so that you are comfortable with the procedures when needed. Remember to establish personal minimums for all types of operations, including go-arounds and missed approaches.

Use effective single-pilot resource management or crew resource management. A stabilized approach begins with an effective approach briefing. Ensure that you understand critical aspects of the approach, such as the minimum safe altitude, hazards, approach conditions, and missed approach procedures.

Do not allow perceived operational pressures (for example, from air traffic controllers, passengers, etc.), continuation bias, or last-minute runway changes to influence your decision to execute a go-around; if your approach is not stabilized, go around.

Never attempt to “save” an unstabilized approach. If the approach becomes unstabilized, conduct an immediate go-around. Remember, when two pilots are on duty, either crew member may call for a go-around at any time.”

[NTSB Safety Alert 077 Stabilized Approaches Lead to Safe Landings](#)

[NTSB Accident Report](#)



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Image By Markus Mainka Stock.Adobe.com

TRANSPORTATION SAFETY BOARD OF CANADA

A350 Tail Strike On Go-Around

TSB interim statement: “On 21 January 2024, the Air France Airbus A350-900 aircraft was landing at Toronto. The flight was a training flight for the first officer. He was the pilot flying and occupied the right seat. The captain was the pilot monitoring and occupied the left seat.

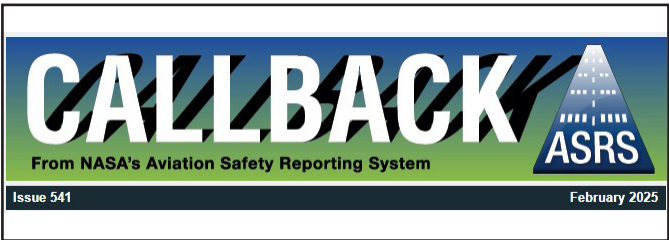
During the landing on Runway 24L, the pilot monitoring called for a go-around as the aircraft main landing gear touched down, and the pilot flying started to set the thrust reversers to reverse idle. Within seconds, the go-around command was repeated. The pilot flying complied with the command and pushed the thrust levers to the take-off/go-around detent. The aircraft became airborne at low speed and the aircraft’s pitch was increased while both pilots concentrated on conducting the go-around. A tail strike occurred. The flight crew were unaware of the tail strike, proceeded with the go-around, and completed a second approach to the same runway without further incident. There were no injuries. There was structural damage to lower aft section of the fuselage and tail cone area. Repairs were conducted at CYYZ until 10 June 2024. The aircraft was then flown to LFPG and later to a maintenance facility in Toulouse, France. It was returned to service in October 2024.

Safety action taken by stakeholders as of 16 January 2025

Airbus amended the A350 Flight Crew Training Manual (FCTM) and proposed recurrent training dedicated to conducting a go-around near the ground. It also modified the cockpit warnings and alerts to inhibit warnings if a go-around is initiated near the ground with transient ground contact, while keeping this alert available for touch-and-go manoeuvres.

Air France incorporated balked-landing exercises during line-oriented and recurrent training for all A330 and A350 pilots and, as time permitted, for A320 pilots in remedial training. It also incorporated balked-landing exercises for B777 and B787 pilots during their line-oriented training and for A220 and A320 pilots undergoing recurrent training. In addition, Air France created a video demonstrating a balked landing on the A350 aircraft for annual e-learning training and published a company note for the A330 and A350 fleet regarding the procedure to follow when conducting a go-around near the ground. The company note provides guidance on arrival briefings, pitch and speed control, and changes that were made to the Airbus A350 FCTM.”

The [TSB investigation](#) is ongoing.



NASA CALLBACK

Issue 541 Controller Assistance and Kudos for...

Air Traffic Controllers are central pillars to flight safety as well as to efficient aircraft movement. To these ends, Controllers and pilots work hand-in-hand, as they must. The list of services that Controllers provide and tasks they perform is impressive and vast, and just as varied. Excellent communication skills, concentration, and decision making, stability, quick thinking, focus, and analytical processing might describe some typical character traits. Adaptability, creativity, and innovation are others that can be important in situations where book answers may be incomplete.

From a pilot’s point of view, a Controller controls, advises, and assists. He or she is a great asset and another independent mind and set of senses to help guarantee smooth flow and mitigate the threat of collisions.

[CALLBACK ISSUE 541](#)

DEPARTMENT FOR TRANSPORT

Aviation Safety Industry Engagement Forum

Statutory Instrument updates before parliament include, cost sharing rules, GA licensing, prohibition of faster than sound flight over land and new regulation for aviation organisations concerning information security systems.

ISMS will be in the regulations in Q2 2025, for implementation in 2026-2027. The goal is to improve cyber incident reporting and resilience.

The Air Safety List of countries and airlines who cannot fly planes to, from or in the UK is updated quarterly. Plans for enhanced public communications about carriers on the better inform the public on their travel choices.

The CAA briefed on work to open more pathways to a career in Engineering, including apprenticeships, licence conversion and military to civil transfers.



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NATIONAL TRANSPORTATION SAFETY BOARD

Piggy Back Go-around

Air Canada Rouge (ROUI633) and American Airlines (AAL2172) were in Sarasota-Bradenton International Airport airspace. Only one controller was on duty in the tower. AAL2172, 12 miles from SRQ, was cleared to land on Runway 14. Three minutes later, ROUI633 was cleared for takeoff on the same runway, with AAL2172 on a 3-mile final. The controller then turned away to handle other tasks. When AAL2172 was on a 2.5-mile final, ROUI633 had not started its takeoff. The controller updated the ATIS. AAL2172 initiated a go-around at the runway threshold as

ROUI633 began climbing. AAL2172 was instructed to turn right to heading 270.

NTSB Probable Cause: -The local controller’s failure to prioritize and properly monitor the runway and airport environment along with his erroneous assumption that ROU 1633 would depart from runway 14 before AAL2172 arrived to land on the same runway, which resulted in a loss of separation between both airplanes.

[NTSB Report.](#)

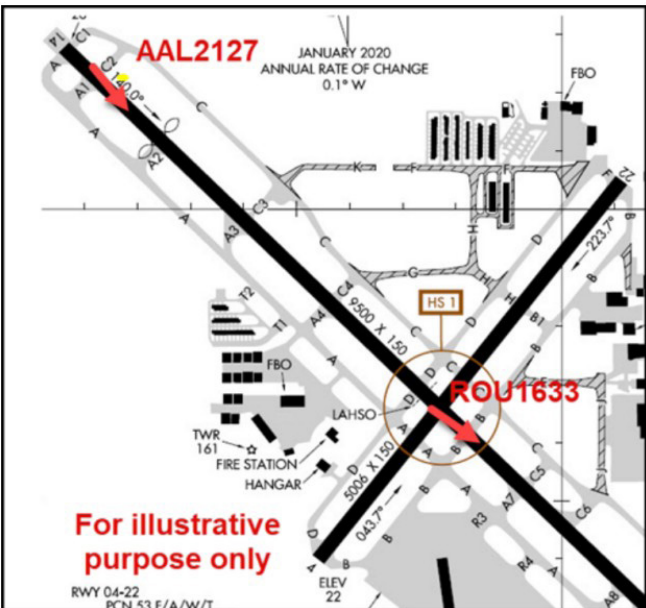


Image from the NTSB report



By MKPhoto Stock.adobe.com

NATIONAL TRANSPORTATION SAFETY BOARD

B737-9 Wheel Fire Following Rejected Take-off

The original dispatch flight plan was calculated using 29C, but the temperature had since risen to 31C.

After removing 1000lbs of freight the aircraft was still overweight. The crew decided that, instead of offloading 8 passengers 1000 lbs of extra fuel onboard could be burned off with an extended taxi. The flight crew reported performing a “long slow” taxi to the runway with the power elevated while applying additional braking. The B737 had no brake temperature monitoring to inform the flight crew of brake temperatures.

The captain was pilot flying and when the aircraft did not accelerate normally rejected the takeoff. The tower notified the flight crew that there was smoke and fire.

The flight crew had no indication of fire in the cockpit. The ARFF fought the fire by releasing fire retardant on both main gear.

No. 1 and 2 tyres had deflated. No. 3 and 4 tyres had separated. Tyre fragments had impacted the airframe. No. 3 wheel assembly scraped the runway, No. 4 wheel assembly was ground down and number 2 engine nacelle had scraped the runway.

NTSB Probable Cause

Overheated brakes due to the extended taxi at a higher power setting in an attempt to burn off fuel to achieve the proper takeoff weight that resulted in a wheel fire during takeoff.

[NTSB Report.](#)

CAA SKYWISE

Reminder: Conversion of Balloon Licences and Ratings

From the 30 September 2025, pilots must hold a UK Part-BFCL BPL if they wish to fly Part-21 balloons. Until then, pilots may continue to fly on their UK ANO licence(s) (and for those who have already converted, their Part-BFCL licence).

Balloon pilots will need to apply to the CAA to convert their current UK ANO licences to a UK Part-BFCL BPL, should they wish to continue flying Part 21 balloons from 30 Sept 2025.

[CAA Balloon Web Page.](#)

[Read more at SW2025/034](#)



Photo by LimeSky Stock.adobe.com

OPS GROUP

Greece Runway Closures for Construction

Several airports in Greece have runway closures throughout March.

Watch out for daily closures and most have reduced runway lengths (in some cases down to 1400-1500 metres) which will make them unusable for certain aircraft.

[Read more.](#)



Contents

Recent Accidents & Incidents from the Air Safety Network Wikibase

Date	Type	Event	Location
02-Mar-25	A220	ATB reported fumes in the flight deck and cabin.	Boston
25-Feb-25	A320	Diverted, failure of the no.2 engine on departure	Westchester County
25-Feb-25	AN26	Experienced a technical malfunction and crashed shortly after take-off	Wadi Sayyidna
25-Feb-25	B200	Declared emergency, NLG issue. NLG collapsed landing.	Sherbrooke
27-Feb-25	Bell 505	Reason of the crash is not yet known.	Ignacio Pesqueira
24-Feb-25	B717	ATB and evacuation, cabin reportedly filled with smoke.	Atlanta
27-Feb-25	B737-800	ATB, suffered a loss of cabin pressure, EMC descent.	Myanmar
23-Feb-25	B737-800	ATB, bird strike on departure.	Brasília
24-Feb-25	B737-800	30 minutes from landing, power bank battery began emitting smoke in overhead bin. Flight attendants contained the situation.	Bangkok
25-Feb-25	B737-800	Go-around, about to touch down on runway 31C when the Challenger 350 crossed runway 31C while taxiing on runway 04L.	Chicago-Midway
01-Mar-25	B737-800	ATB. Failure of autopilot, captain's comms and FMS.	Astrakhan
25-Feb-25	B737-800	ATB, suffered loud abnormal noise and vibration from an engine just after take-off	Busan/Gimhae
01-Mar-25	B767-300	ATB, suffered a no.2 engine fire after take-off	Newark-Liberty
27-Feb-25	B777-F	Boeing 777-F & A330-343 were involved in a loss of separation event during departure due differing climb rates not anticipated by ATC.	Hong Kong
02-Mar-25	CRJ200	Diverted, encountered severe turbulence, injuring at least 5 occupants	E of Dallas, TX
25-Feb-25	DA42	Gear up landing	Lanseria
02-Mar-25	EMB505	Hard landing with all tyres blown after needing to make an emergency landing due to a loss of power.	Lufkin Angelina
24-Feb-25	EC135	Ambulance flight crashed under unknown circumstances in a wooded area	Wilmington, NC
27-Feb-25	R44	Crashed under unknown circumstances	W of Uvalde



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Safety Conference Calendar

Year	Month	Day(s)	Org	Event	Location	Notes
2025	Feb	18th	FSF	Advancing Aviation Safety: Integrating Mental Health into Operational Excellence	Online	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	17 th – 20 th	Airbus	29 th Airbus Safety Conference	Amsterdam	
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, NZ	
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	Sep/Oct	29 th – 4 th	ISASI	ISASI 2025 - Soaring to New Heights:A World of Innovation	Denver, Colorado	
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	Nov	11 th – 13 th	Bombardier	29th Bombardier Safety Standdown	Wichita, Kansas	
2025	Dec	2 nd	UKFSC	473 rd SIE	TBC	