



UK Flight Safety Committee

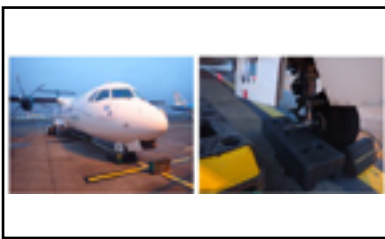
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07Apr 2025



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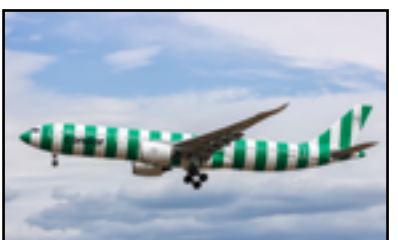
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SKYBRARY

Interim Report into February 2025 crash landing at Toronto has been published

On 17 February 2025 a CRJ-900LR on the final stage of approach to Toronto International touched down at a very high rate of descent on the right main landing gear which collapsed inwards. The right wing broke from the fuselage which then rolled inverted, detaching the tailplane, and slid for some distance before stopping, complicating the subsequent evacuation. A fuel-fed fire immediately ignited around the right wing/fuselage attachment point but all 80 occupants escaped, almost all using just two exits. There were only two serious injuries and 19 minor injuries.

[Learn more.](#)

Related articles

[Post-Crash Fires](#)

[Emergency Evacuation on Land](#)

[Pilot Handling Skills](#)



Image from the AAIB report.

AIR ACCIDENT INVESTIGATION BRANCH

ATR 72 Nose Leg Gear Detached

Synopsis

Whilst taking off from Edinburgh Airport the right wheel from the nose leg gear detached from the aircraft. The detachment was not observed by the airfield operations department and the flight crew were unaware of the loss of the wheel. They continued the flight and landed at Belfast City Airport without any abnormal indications or adverse aircraft performance.

The wheel was first noticed missing as the aircraft taxied onto stand at Belfast. A failure of the wheel axle caused by bearing overhear was identified as the cause of the wheel detachment. A number of potential contributing factors were identified, but the cause of the bearing overhear could not be positively determined.

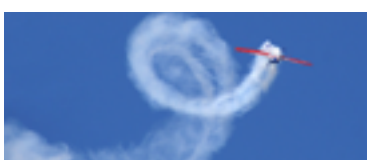
Conclusion

The right NLG wheel detached from the aircraft on takeoff due to a failure of the axle onto which the wheel was located. The axle failed due to a fracture caused by overhear of the bearings in the wheel. Whilst the root cause of the failure could not be positively determined, factors were identified that could have contributed to the bearing overhear resulting from non-conformances with approved maintenance procedures. The manufacturer highlighted the importance of adherence to aircraft and component maintenance manuals.

[AAIB Report.](#)

CHIRP

GA Feedback - March 2025



When the Holes in the Cheese Align.
Dusting off the flying gloves in preparation for Spring.

[Read More](#)

CAA

AIRPROX and Mandatory Occurrence Reporting

Clarification on the actions required by an ANSP/Aerodrome, when in receipt of a request from the UK Airprox Board (UKAB) for information relating to an AIRPROX.

[Airprox Investigation & Regulations](#)

ACRON AVIATION

Acron Aviation



Long time UKFSC member L3Harris Commercial Aviation Services has been rebranded Acron Aviation under new ownership.



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NATIONAL TRANSPORTATION SAFETY BOARD

Injuries From Abrupt Response to TCAS RA

United Airlines (UA) flight 2428 received a traffic alert and collision avoidance system (TCAS) resolution advisory (RA) while descending to flight level FL310 when enroute to San Francisco International Airport (SFO), San Francisco, California. Two passengers were seriously injured, and two cabin crewmembers sustained minor injuries as a result of the aircraft response to the TCAS alert. The flight was a regularly scheduled domestic passenger flight from Newark Liberty International Airport (EWR), Newark, New Jersey to SFO.

UA2428 was instructed by air traffic control to descend and maintain FL310 for their arrival into SFO. About 500 ft above level off at FL310, the crew received a TCAS traffic alert “traffic, traffic” for an aircraft crossing 1,500 feet below to which, the first officer, as pilot flying, reduced vertical speed on the mode control panel in response. A TCAS RA then immediately annunciated for the same traffic. The pilot flying responded by disengaging the autopilot and auto throttle and pitched the aircraft up following the pitch guidance on the primary flight display. Flight data show pitch increased by about 3° over 1 second and the aircraft descent arrested. Vertical acceleration ranged from 2.3 to 0.6 (g) over 2 seconds during the maneuver.

The seatbelt sign had been turned on in the cabin shortly prior to the TCAS annunciation, however passengers still remained in the lavatories at the time of the maneuver. Two flight attendants were in the forward galley cleaning in preparation for the initial descent announcement. These two flight attendants fell to the floor during the maneuver and sustained minor injuries. There were two passengers in the aft lavatories at the time of the maneuver.

One passenger flew upwards and landed forward fracturing the L2 spinal vertebrae. The other passenger was exiting the lavatory when he flew upwards and landed on his leg resulting in a fractured ankle.

Following the event, the aircraft landed uneventfully. Paramedics met the aircraft at the gate and transported the passengers to the hospital for treatment.

Probable Cause and Findings

The National Transportation Safety Board determined the probable cause to be:

The abrupt pitch control input by the flight crew in response to a TCAS resolution advisory resulted in two serious passenger injuries.

NTSB Report

CAA PUBLICATION

ORS4 No.1626: General Approval for Leasing Agreements Entered into by a UK Air Carrier

General Approval to enable UK Air Carriers to enter into leasing agreements of United Kingdom registered aircraft or an aircraft from a Community Air Carrier when the aircraft is registered in the EEA or Switzerland. Removal of conditions in Annex A that created unintended restrictions. Clarification of the 3 day limit being a total of 3 calendar days in any 12 consecutive months replacing ORS4 I595.

[View ORS4 No.1626](#) & [View ORS4 No.1625](#) for Wet Lease-in Agreements in Exceptional Circumstances.



Contents



NTSB

Explosion and Loss of Control

The flight aimed to transport fuel and propane tanks using an airplane powered by four radial engines. Three minutes after takeoff, the pilots reported a fire onboard and attempted to return to the airport. Eyewitnesses and surveillance footage showed the No. 1 engine not running, emitting white smoke, and then flames, followed by an explosion. The plane entered an uncontrolled descent and crashed.

Maintenance records revealed the No. 1 engine had been replaced a week prior. The outboard left fuel tank, near the No. 1 engine, had a persistent leak that was not fully repaired. Fuel had been dripping into the wing space behind the engine for days. Examination of the wreckage found an AN-8 hose burned from its fitting and an improperly installed B-nut in the propeller feathering system, which likely sprayed high-pressure oil onto the hot exhaust, causing the initial fire.

The National Transportation Safety Board (NTSB) concluded that the probable causes were the undetermined loss of power in the No. 1 engine and the incorrect installation of the B-nut, which led to oil spraying onto the exhaust. The leaking fuel ignited, causing an explosion that separated the aileron bell housing, leading to loss of control and the crash.

Contributing factors included the improperly repaired fuel leak and the subsequent explosion. The accident resulted in the pilots’ inability to control the airplane, leading to its impact with the terrain.

[NTSB Report](#)



PILOTS WHO ASK WHY

10 Lessons I Learnt the Hard Way From 7 Years as a HEMS Pilot

After 7 years of being a HEMS pilot, I can safely say I’ve made more mistakes and errors than I can count. Some were small and forgettable. Others? They really stuck with me.

They taught me lessons the hard way – through stress, hindsight, debriefings, and moments where I realised just how much I didn’t know (and still don’t!).

Over the years, I’ve kept a pilot decision journal, where I reflect on the good AND the bad I’ve noticed that most of the ‘bad’ can be summarised in 10 main lessons that I’ve learnt the hard way.

[Learn more.](#)



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Image from the MAK report



INTERSTATE AVIATION COMMITTEE
Hard Landing and Fire

On March 29, 2025, the MAK released their final report on the RRJ-95B accident. The primary cause was uncoordinated control inputs by the pilot in command (PIC) during landing, resulting in multiple hard touchdowns that exceeded the aircraft’s structural limits, leading to airframe destruction, fuel spillage, and fire.

Contributing factors included ineffective training programs for handling the aircraft in Direct Mode, insufficient monitoring of pilot skills, and failure to identify and address biases in piloting techniques. The aircraft’s operational documentation lacked clarity on landing procedures, and the crew did not comply with regulations regarding thunderstorm activity, leading to lightning strikes and system failures.

The PIC experienced high emotional stress due to the emergency, affecting his decision-making and readiness for a go-around. Psychological traits and insufficient training in human factors and threat management further hindered the crew’s performance. Incorrect assessment of windshear warnings and deviations from the glideslope also contributed to the accident.

The crew failed to deploy speedbrakes manually, and the thrust reverser activation after the first bounce negated the possibility of a go-around. The fire, caused by fuel spillage from damaged wing tanks and landing gear, led to the fatalities due to burns and fume inhalation.

Factors increasing the severity included running engines not shut down in a timely fashion, large fuel spillage exposed to exhaust streams, inability to evacuate through rear exits, flashover effect in the rear cabin, passenger panic, and efforts to retrieve carry-on luggage during evacuation.

[Final Report](#)



CAA

CAA Downwash Report CAP 3075

[CAP3075 Protecting the Future: Trials and Simulation of Downwash and Outwash for Helicopters and Powered Lift Aircraft](#) presents the results of the results of the Research Assessment of Transitory Helicopter Downwash (RATHD) project. Research carried out by the Flight Operations department of the UK Civil Aviation Authority to expand knowledge of downwash and outwash at helicopter operating sites.

CAP3075 also provides initial verification and validation of downwash simulations for eVTOL aircraft, called for in CAP2576.

[CAP 3075](#)

CAA

TRAINING COM (Spring) 2025 April Update

News and advice for the training professional.

[Download Training Com Spring 2025 PDF](#)

CAA

ORS4 No.1623: The Requirement to Carry Automatic Direction-Finding Equipment in Specified Circumstances

Describes the powers of the Authority to exempt certain categories of aircraft from the requirement to carry Automatic Direction-Finding Equipment

[View ORS4 No.1623](#)

AHRTAG

The Transition to True North in Air Navigation from the Avionics Perspective [Read More](#)



Contents



BFU

Severe Turbulence

The aircraft took off at Frankfurt and landed at Mauritius. While the aircraft was in Seychelles airspace, at Flight Level (FL) 390, it encountered turbulence. Six passengers suffered severe, 15 passengers and one cabin crew member minor injuries, which were treated at hospital. The accident which occurred in cruise flight during significant turbulences is due to the following direct causes:

- The weather radar captured a bank of clouds which was displayed in green on the Navigation Display. The bank of clouds included an upwind and downwind region, which could not be recognised in its intensity by the flight crew and generated severe turbulence over a period of 10 s.
- The initiated change of heading about 20 NM ahead of the bank of clouds occurred too late so that the aircraft entered the top layer of clouds.
- Some passengers not wearing their seat belts, suffered injuries, some of them serious.

The investigation identified contributory factors:

- According to the co-pilots’ statements the weather radar was set to the All WX mode and did not display turbulence on the ND.
- Due to the dynamic growth of the cloud area, its actual extent was only recognised shortly before entering the bank of clouds.
- The Initial Safety & Emergency Procedures Training the operator had conducted for flight and cabin crew members showed deficits in handling on-board systems, especially the on-board communications system.

The report included several recommendations focussing on crew training and operational support.

BFU Report

EASA SAFETY INFORMATION BULLETIN 2018-12R1

Post De-Icing/Anti-Icing Checks



A 2028 SIB Revised on 4th April 2025. There have been several incidents where the associated notification or investigation narrative refers to evidence of improper ground de-icing of the incident aircraft. In particular, investigation report 2017:10e refers

to inadequate post de-icing/anti-icing checks.

Commission Regulation (EU) No 965/2012, specifically implementing rule CAT.OP.MPA.250, requires commercial air transport (CAT) operators to “establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aircraft are necessary to allow the safe operation of the aircraft”. The same provisions are also required through SPO.OP.175 and NCC.OP.185, applicable to “commercial operations other than commercial air transport” and “non-commercial operations with complex motor-powered aircraft”, respectively.

SIB No.: 2018-12R1

CAA SKYWISE

CAPI926 - UK Guidance for Operators/Pilots RNAV Substitution

CAPI926: UK Guidance for Operators/Pilots RNAV Substitution has been updated to:

- remain harmonised with ICAO Doc 8168;
- highlight operational considerations due to the UK’s DVOR Rationalisation programme.
- ensure continued industry focus on the risks associated with the loss of GNSS capability.



[Contents](#)



Trainee Reviews

'Excellent Course'

'Would recommend'

'Valuable insights'

'Five Stars!'

'A must for anyone in safety'



Gatwick

FSO COURSE

2025

28 - 30 Apr
7 - 9 Jul
18 - 20 Aug
15 - 17 Sep
10 -12 Nov

[More information & book](#)

UKFSC

FSO Course

Feedback from the first sitting of the new FSO course. Spaces available. [Book here.](#)



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Recent Accidents & Incidents from the Air Safety Network Wikibase Page 1 of 2

Date	Type	Event	Location
31-Mar-25	A319	RW EXC. Overran runway on second approach in poor vis.	Chapecó Air- port
24-Mar-25	A319	Diverted due engine failure.	over northern Nevada
31-Mar-25	A320	ATB due bird strike.	Guayaquil
31-Mar-25	A320	Struck by a sweeper truck while parked	Paris-Orly
29-Mar-25	A320	Diverted after one of the two pilots became ill.	near Barcelona
29-Mar-25	A320	ATB, Mayday, due to problems with cabin pressurization.	Saratov
26-Mar-25	A320	ATB, engine issue on departure.	Kuala Lumpur
24-Mar-25	A320	Declared an emergency on approach, a flight crew member medical issue.	Palma
02-Apr-25	A320	Diverted, after an electrical problem and cockpit smoke.	Ajaccio
28-Mar-25	A320	Bird strike on final.	Tampa
25-Mar-25	A320	ATB due engine issues.	SE of Los An- geles, CA
25-Mar-25	A321	Diverted due a suspicious smell, like burning electronic devices.	near Venezia
26-Mar-25	AN12	During landing the left main landing gear collapsed and lateral runway excursion.	Novy Urengoy
24-Mar-25	ATR42	Long landing, emergency brakes, tire burst, and aircraft stopped in the runway safety area.	Shimla Airport
01-Apr-25	ATR72	Evacuated on runway after false fire warning.	Mytilene
25-Mar-25	Osprey	Precautionary landing due to engine trouble.	Matsumoto Airport
03-Apr-25	B737 MAX 9	Suffered a blown tire during take-off, continued to destination.	Atlanta
02-Apr-25	B737 MAX 9	Substantial damage to the underside of the fuselage and left engine, It is unclear if the damage occurred during take-off or landing.	Mexico City
03-Apr-25	B737-700	Diverted due fire in cabin.	over Virginia
29-Mar-25	B737-700	Struck a kite on approach.	Washing- ton-Ronald Reagan
31-Mar-25	B737-800	Bird strike, diverted.	Mediterranean Sea
02-Apr-25	B737-800	ATB after the crew reported fumes in the flight deck.	Portland
02-Apr-25	B737-800	ATB, due to the shutdown of the hydraulic pump of system A due to overheating and loss of hydraulic fluid.	Khvalynsk, Saratov region
25-Mar-25	B737-800	Incorrect surface. Cleared to land on runway 18R but landed on runway 18L.	Busan-Gimhae (Pusan)
27-Mar-25	B737-800	Destroyed by fire during fighting at Khartoum.	Khartoum-Civ- il Airport (KRT/HSSS)
24-Mar-25	B767-200	Cabin pressure issue, emergency descent and diverted.	over northern Missouri
26-Mar-25	B767-300	ATB, after a left engine failure during climb.	near London Heathrow
02-Apr-25	F18	Blew a tire upon landing	Lakeland Linder



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Recent Accidents & Incidents from the Air Safety Network Wikibase Page 2 of 2

Date	Type	Event	Location
29-Mar-25	KC135	Suffered an engine flameout during take-off	Atlanta
26-Mar-25	CRJ200	Diverted, speed and altitude sensors failed during the flight.	Irkutsk Airport
24-Mar-25	CRJ200	A left-wing strike while landing.	John-stown-Cam-bria
01-Apr-25	CRJ900	Reported smoke in the cockpit during taxiing to the gate, evacuated on ramp via slides.	Augusta
01-Apr-25	DHC8	ATB and nose gear-up landing.	Mogadishu
30-Mar-25	DHC8	Tyre failure on take-off, continued.	Jaipur Airport
24-Mar-25	DHC8	ATB, due to depressurization.	Yuzhno-Sakha-linsk
26-Mar-25	FALCON 20	On a routine target towing exercise, lost the target.	Near Newquay
25-Mar-25	ALPHA JET	Midair.	near Saint-Di-zier
25-Mar-25	APLPHA JET	Midair.	near Saint-Di-zier
28-Mar-25	ERJ175	In cruise when a crack developed in the captain’s windscreen.	Fredericton
30-Mar-25	Enstrom	Lost all engine power followed by an autorotation.	Escondido, CA
29-Mar-25	AS350B	Crashed in the interior of the state while searching for Ingrid Vitoria, 13, who had been kidnapped.	Bahia
25-Mar-25	Hiller	Conducting aerial spraying when it ran out of fuel. Autorotation and crashed in a field.	Ruston, LA
25-Mar-25	F35B	Diverted, technical issue.	near Kōchi Airport
30-Mar-25	MD600	Crashed near Monte Blanco	near Monte Blanco
25-Mar-25	Mi8	Snow removal equipment damaged the blades	Khalaktyrka
29-Mar-25	R22	During aerial mustering operations, the helicopter collided with a fence and became partially submerged in floodwater.	Roma Aero-drome
25-Mar-25	R44	Rolled over during take-off from the ramp	Lea County
02-Apr-25	Jaguar	Crashed after a technical malfunction.	Suvarda
26-Mar-25	S76	Crashed while fighting wildfires	Gyoan-ri



Contents

Safety Conference Calendar

Year	Month	Day(s)	Org	Event	Location	Notes
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	EASA	Summer Safety Webinar	Online	
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	May	22 nd – 23 rd	EASA	PNT Resilience Workshop	Cologne	
2025	Jun	5 th – 6 th	FSF	Safety Forum 2025 Theme: People in the Centre of Aviation Safety	Eurocontrol, Brussels	
2025	Jun	10 th - 12 th	EASA	EASA-FAA International Aviation Safety Conference	Cologne	On site
2025	Jun	25 th - 26 th	EASA	Part-IS Implementation Workshop	Cologne	Hybrid
2025	Jun	24 th	UKFSC	471 st SIE	TBC	
2025	Aug	18 th – 20 th	UKFSC	FSO Course	Gatwick	
2025	Aug	27 th – 28 th	EASA	Artificial Intelligence in Aviation	Cologne	Hybrid
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	