



UK Flight Safety Committee

UKFSC News #20

25 Mar 2025



TSB CANADA
CRJ Overturned on Landing



SKYBRARY
Inadvertent Spoilers



EASA
Workshop HEMS Pilots over 60



FSF
Webinar AI & Data



ERA
ERA Magazine



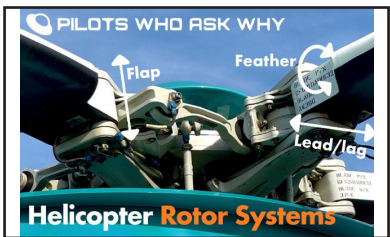
NTSB
Midway Runway Incursion



CAA PUBLICATION
Bell 505 EAD



ANSV
Ground Collision Malpensa



PILOTS WHO ASK WHY
Rotor Systems



CIAIAC
A319 & B777 Loss of Separation



HK CAD
New Rules Power Banks in Cabin



EASA
Webinar Runway Micro Texture



NTSB
B787 IRU Failure & Altitude Excursion



EASA SIB 2025-01
SAF Risks



CAA SKYWISE
CAA Appointed to Oversee Drone Standards



FSF
Recent Accidents from the Air Safety Network



UKFSC
Safety Conference Calendar

Contents



SKYBRARY

Inadvertent Extension Of Lift Dump Spoilers By The Flight Crew While Performing The Before Landing Checklist

On 17 August 2023, a privately operated aircraft on final approach to Subang suddenly departed controlled flight in benign weather conditions and crashed. The aircraft was destroyed by the impact and post crash fire and the eight occupants and two persons on the ground were killed. Control of the aircraft was lost after the aircraft lift dump spoilers were inadvertently deployed. The context for this inappropriate action was found to have been deviations from standard operating procedures, inadequate pilot training, regulatory grey areas and deficiencies in communication and decision-making between the two pilots during the flight.

[Learn more.](#)

Related articles

[Spoilers And Speedbrakes](#)

[Checklists - Purpose and Use](#)

[Safety Oversight](#)



TRANSPORTATION SAFETY BOARD OF CANADA

CRJ Overturned Landing at Toronto

On 17 February 2025, the CRJ-900LR, Endeavor Air flight EDV4819 during landing on Runway 23 at Toronto, the aircraft impacted the runway, the right wing detached, and a fire ensued. The aircraft overturned and slid down the runway inverted, coming to rest near the intersection of Runway 23 and Runway 15L. Aircraft rescue and fire fighting responded, and all passengers and crew evacuated.

At 1412:01, the aircraft descended through 500 feet AGL with an indicated airspeed of 150 knots, ground speed of 121 knots, and engine thrust at 64% NI. The rate of descent was 720 fpm. The autopilot was disconnected at 1412:06. By 1412:26, the aircraft was at 175 feet AGL, airspeed 144 knots, ground speed 121 knots, and descent rate 672 fpm. At 1412:30, descending through 153 feet AGL, airspeed increased to 154 knots due to a wind gust, and thrust was reduced from 64% to 43% NI.

At 1412:40, 50 feet AGL, airspeed was 145 knots, ground speed 112 knots, and descent rate 1114 fpm. The EGPWS alerted “fifty” and “sink rate” due to high descent rate. At 1412:42, 1.6 seconds before touchdown, airspeed was 136 knots, ground speed 111 knots, descent rate 1072 fpm, and bank angle 5.9° right. Less than 1 second before touchdown, airspeed was 134 knots, ground speed 111 knots, bank angle 7.1° right, pitch attitude 1° nose up, and descent rate 1110 fpm.

At 1412:43.6, the right main landing gear (MLG) contacted the runway with a 7.5° right bank, 1° nose-up pitch, and 3g vertical acceleration, descent rate 1098 fpm. The right MLG fractured, wing root broke, wing detached, releasing jet fuel which caught fire. The aircraft slid, rolled inverted, and came to rest off the runway. 21 of the 80 occupants were injured, 2 seriously.

[TSB Preliminary Report.](#)

EASA

Workshop on training & checking of helicopter pilots over 60 years performing single-pilot HEMS operations

By invitation.

Contact

olga.rando@easa.europa.eu

FLIGHT SAFETY FOUNDATION

How AI and Data-Driven Safety Can Change Aviation Safety

April 2 | 11 A.M. - NOON ET

FREE webinar into the evolving landscape of safety data sharing, AI applications, and the critical next steps for the industry. [Register](#)

EUROPEAN REGIONAL AIRLINE ASSOCIATION

ERA's Regional International magazine, March-April 2025

The March-April 2025 issue of ERA's Regional International magazine has been published and can be read online here:

[Regional International Mar-Apr 2025](#)

Contents



NATIONAL TRANSPORTATION SAFETY BOARD

Runway Incursion and Go-around, Chicago, Midway

On February 25, 2025, about 0848 CST, Flexjet flight 560 a Bombardier Challenger 350 CL-35, and Southwest Airlines flight 2504 (SWA2504), a Boeing 737-800, were involved in a runway incursion that resulted in SWA2504 performing a go-around at Chicago Midway.

SWA2504 initiated the go-around while LXJ560 was crossing runway 31C. As LXJ560 cleared the active runway, SWA2504 passed less than 200 ft behind it.

The flight crew of SWA2504 was cleared for an ILS approach to runway 31C at MDW in VMC. The captain was the pilot flying (PF) and the first officer (FO) was the pilot monitoring (PM). They contacted the MDW tower at RUNTS and received clearance to land on runway 31C. The approach was uneventful, with the autopilot engaged until 500 ft AGL. Both pilots visually surveyed the airport and saw a GA aircraft taxiing perpendicular to their runway, assuming it would hold short. At 100 ft AGL, the FO realized the GA aircraft was crossing runway 31C and called for a go-around, which the captain executed smoothly.

The flight crew of LXJ560 was scheduled to depart MDW at 8:46 am. They completed pre-flight duties, embarked a passenger, started engines, and completed checklists. They requested taxi instructions from MDW ground control but found the initial response confusing. They were cleared to taxi to runway 22L via F taxiway and hold short of 4L.

After clarification, they were given a new route: taxiway A to F, holding short of runway 04L/22R. On taxiway F, ground control instructed them to turn left onto runway 04L, cross runway 31L, and hold short of runway 31C. The crew initially read back incorrectly but corrected it after reissue.

As LXJ560 turned onto runway 4L/22R, the sun impeded visibility. They stated that taxiway F and runway 13R/31L were in close proximity to each other and by the time the nosewheel had straightened out, they were likely halfway across runway 13R/31L. They further stated that runway 13R/31L appeared to have a very similar width to taxiways and that they had not recognized it as a runway.

The captain stated that as he approached runway 13C/31C he had thought it was runway 13R/31L. As they approached the runway intersection the crew stated they both looked to the left and to the right and did not observe the SWA airplane on final. Ground control instructed them to hold short, but the transmission was not acknowledged. They crossed runway 31C, were contacted by ground, and stopped the airplane.

Ground control requested they clear the runway safety area and hold short of taxiway H. After clearing, they were issued new taxi instructions and departed 25 minutes later.

NTSB Interim Report

CAA SAFETY NOTICE

Transport Canada EAD CF-2025-17: Bell Textron Canada Limited (Bell) model 505 helicopters: Equipment/Furnishings – Aft Moveable Ballast Box Assembly Door Hinge Failure

Transport Canada Emergency Airworthiness Directive

[View Transport Canada EAD CF-2025-17](#)

Contents



Photo from the NTSB report

ITALIAN CIVIL AVIATION SAFETY INVESTIGATION AUTHORITY ANSV

Cessna 560 XL, Collision with Vehicle, Malpensa Airport, September 5, 2019

ANSV published the final report 5 years and 6 months after the accident.

The accident occurred at night under light weather conditions with precipitation and wind. An airport ground handler was driving a tractor from stand 45I to retrieve a ladder for disembarking passengers from an aircraft at stand 45I. The operator traveled along a road parallel to taxiway “Y” and reached stand 495, which partially obscured his view of TWY “P” and its intersection with “Y”.

Security camera footage showed that the operator did not stop at the aircraft transit signal but turned right onto TWY “Y”. Meanwhile, aircraft OE-GES was taxiing towards the runway as directed by air traffic control. The aircraft and tractor saw each other only after turning right, but the aircraft did not slow down, likely due to not seeing the tractor or assuming priority. The driver attempted to avoid the collision but was unsuccessful.

The failure to stop may have been due to the operator’s

urgency to retrieve the ladder. Poor lighting and multiple light sources may have affected the operator’s perception of the aircraft’s lights.

The cause of the accident is attributable to the failure of the vehicle operator to comply with the procedures.

The following factors may have contributed significantly to the failure to comply with the signs.

- 1. The self-induced rush to find a suitable ladder for the safe disembarkation of a flight which had already arrived.
- 2. The lighting conditions in the accident area, which could have caused a non-optimal perception of the taxiing aircraft lights by the driver of the tractor.

The airport operator made infrastructure and operational procedure changes to mitigate the risk of future occurrences.

The report made no additional recommendations.

[Final report in Italian.](#)



PILOTS WHO ASK WHY

Helicopter Rotor Systems: What Every Pilot Needs to Know

Whether you’re flying a light two-bladed trainer or a multi-blade heavy-lifter, your rotor system plays a key role in how well it handles, responsiveness, potential design risks, and maintenance requirements.

Sometimes it’s easy to take the basics for granted, so today we go over:

- How pilot inputs are transferred to each blade
- The different types of rotor systems
- What the design differences are: the pros and the cons
- What mast bumping is, and why it can be a significant threat

How all of this affects you as a pilot?

[Learn more.](#)



Contents

Image by Fabian Holtappels Pixabay.com



CIVIL AVIATION ACCIDENT AND INCIDENT INVESTIGATION COMMISSION (CIAIAC)

Loss of Separation, TCAS RA, Barcelona

On Monday, 08 January 2024 at 11:33 UTC, a loss of separation occurred between an **Eurowings Airbus A-319** and an **Emirates Boeing 777** aircraft. Both aircraft were bound for and approaching Barcelona-El Prat Airport LEBL, within the Barcelona CTR airspace (control area). The aircraft came within 0.6 nautical miles of each other horizontally and 200 feet vertically. Both received TCAS advisories

The investigation has determined that the loss of separation between aircraft UAE256 and EWG3LR was caused by incorrect planning and execution of the approach sequence on the part of the TIW sector and inadequate conflict resolution on the part of the F24W sector. The following factors are thought to have contributed to the incident:

- Inadequate coordination between sectors TIW and T4W, resulting in an unnecessary change to the approach sequence.
- TIW sector planner physically intervened in the positions of other controllers, carrying out inadequate verbal coordination. • Inadequate management of the speeds, headings and altitudes of the traffic involved by the TIW sector.
- A lack of awareness in terms of the flight levels of the traffics involved on the part of the final sector, F24W, instructing the EWG3LR aircraft to descend to an unavailable level.
- The executive controller of the final sector was unaware of the loss of separation alerts, inadequately managed the flight parameters of the aircraft, and was unable to prevent the conflict.

Safety Actions

Send an investigation report to LECB TMA safety liaisons to share lessons learned among peers (Technical report IN-002/2024).

Send the investigation report to the Head of the SAFH Department for information and consideration of actions related to causal factors.

Send the investigation report to JIN LECB for information and consideration, including:

- Inclusion in annual incident training.
- Inclusion in training briefings to disseminate threat and error management in sequence handling using speed control during plan modifications and use of direct routes like BL439.
- Reinforcement of speed control, considering crew energy management during approach.
- Reinforcement of STOP DESCENT/LEVEL OFF IMMEDIATELY in recoveries.

Send the investigation report to JOPS TMA LECB for information and consideration.

Final Report

HONG KONG CIVIL AVIATION DEPT

Hong Kong CAD Bans Power Bank Use in Flight and Prohibits Stowage in Overhead Bins

On the 20th March Hong Kong Airlines flight HX115, an Airbus A320-232, diverted to Fuzhou, China, after a fire developed in an overhead luggage compartment.

The fire was contained by the cabin crew. A lithium battery of a portable charging device had suffered a thermal runaway.

On the 24th March HKCAD updated their requirements for local carriers passengers stowage and use of power banks.

According to the latest requirements, in addition to complying with the International Civil Aviation Organization’s relevant regulations on the carriage of items by passengers onboard, starting from April 7, local airlines should not allow their passengers to use power banks to charge other portable electronic devices and/ or recharge power banks during flight. Stowage of power banks in the overhead compartments is also prohibited with the same effective date.

HKSAR Press Release

EASA

Research project: Runway Micro Texture (RWYMT) | Final dissemination event

The Runway Micro Texture (RWYMT) project has now completed all activities and deliverables and will be presented during this event. Furthermore, other regulators, aerodrome operators, and manufacturers will also share their perspectives during this event.

Wet runways are a contributing factor to runway excursions. Micro-texture is one of the factors that contributes to braking action. However, there are currently no minimum requirements or established methods for determining and monitoring micro-texture characteristics. To address this gap, the RWYMT project was launched.

This online event will share the findings and next steps.

More information and registration.

Image from the preliminary report



Contents



By Christian Palent

NATIONAL TRANSPORTATION SAFETY BOARD

B787 IRU Failures & Altitude Excursions

On January 24, 2025, about 00:31 universal coordinated time (UTC), United Airlines (UAL) flight 613, a Boeing 787-8, experienced altitude excursions during cruise flight while transitioning over Cote d'Ivoire airspace at 36,000 feet. Of the 11 crew members and 243 passengers on board, one person sustained a serious injury and 15 people sustained minor injuries. The aircraft sustained minor damage. The flight was operating under the provisions of Title 14 Code of Federal Regulations Part 121 as a scheduled international passenger flight from Murtala Muhammed International Airport (LOS), Lagos, Nigeria, to Washington Dulles International Airport (IAD), Dulles, Virginia.

About 1 hour and 5 minutes prior to the event, inflight data showed a left inertial reference unit (IRU) failure. About 55 minutes later, the data indicated a right IRU failure. According to flight data recorder data, at 00:30:57, the autopilot disconnected automatically, the flight crew took

over manual control, and the master caution and master warning were recorded. Altitude excursions began at this time. Three seconds later, the autothrottle disconnected. At 00:31:14, a stick shaker activation was recorded. Twenty seconds later the autopilot was re-engaged for one second, then disconnected automatically again. At 00:40:30, the airplane started a right turn back toward Lagos. At 00:44:39, the autopilot was re-engaged and remained engaged until final approach into LOS.

Altitude excursions from 36,000 mean sea level (msl) feet lasted for about 12 minutes, reaching a maximum altitude of 36,203 and a minimum altitude of 35,577 feet msl. At the time of these altitude excursions, meal service was being conducted in the cabin and injuries resulted.

NTSB Interim Report

EASA SAFETY INFORMATION BULLETIN 2025-01

Risks Related to Out of Specification Aviation Turbine Fuels



Potential risks

With the growing adoption of SATF, there is an increased potential of receiving fuel or Synthetic Blending Components SBC, which does not meet quality criteria described above, due to the novelty and complexity of

SBC production, handling, and blending processes. The high prices of SBC, as compared to fossil jet fuel may attract fraudulent activities, further increasing the risk of out-of-specification fuel.

Out-of-specification fuel may impact aircraft performance and operational safety.

This SIB was published to raise awareness of the potential risks associated with SATF market expansion and to encourage proactive measures for fuel quality assurance all along the supply chain.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive(AD).

CAA SKYWISE

UK Civil Aviation Authority Appointed To Oversee Safety Standards For Drones

On Monday 17 March 2025, the Chancellor of the Exchequer, Rachel Reeves, named the UK Civil Aviation Authority (CAA) as the UK's drone Market Surveillance Authority (MSA).

More details here.



SW2025/049



Contents

Recent Accidents & Incidents from the Air Safety Network Wikibase

Date	Type	Event	Location
20-Mar-25	A320	Diverted due overhead locker fire from lithium battery of a portable charging device.	Hangzhou
16-Mar-25	A320	Runway incursion and go-around. Rolling to vacate the runway a following A320 over the threshold went around.	Palm Beach
19-Mar-25	A320	Bird strike at 4000’ on approach.	Chicago-Midway
18-Mar-25	ATR42	ATB, due lightning strike.	Yushima island,
19-Mar-25	Bell206	Crashed after striking power lines while conducting agricultural spray operations.	Dayton,WA
20-Mar-25	B737-800	Aborted take-off attempt from taxiway.ATC cancelled the take-off clearance.	Orlando
19-Mar-25	B737-800	Evacuation on arrival when a lithium-ion battery of a laptop suffered a thermal runaway.	Reno/Tahoe
18-Mar-25	B757-200	ATB, loss of oil pressure, No.1 engine shutdown.	Cam Ranh
16-Mar-25	B767-300	During departure, a part of an engine cowling separated from and came to rest on grass.	Miami
17-Mar-25	CRJ200	ATB due cracked windscreen at FL350.	Cheboksary
16-Mar-25	CRJ900	Left wing struck the ground on landing.A go-around was executed.	New York
17-Mar-25	BAe JS32	Impacted the sea shortly after take-off	Juan Manuel Gálvez
19-Mar-25	C550	The nose landing gear collapsed during landing.	Hilton Head
22-Mar-25	DHC5	Crashed southwest of Mogadishu	Mogadishu
18-Mar-25	DHC6	Hit an underwater sand bar on landing and overturned.	Soplin, Loreto
19-Mar-25	DHC8	GCOL, struck a building with the right-wing during taxi.	Sheridan
20-Mar-25	EC130	Swept away when an avalanche struck it while standing on the ground	Abisko National Park,
21-Mar-25	MD530F	Crashed in mountainous terrain	Peramagroon
18-Mar-25	Mi-8M	In the hover, one of the helicopter’s two engines failed.The aircraft landed hard.	Sovetsky
23-Mar-25	R22	Crashed on landing, suspected collision with utility pole and the electric power wires.	Shirotori-cho
19-Mar-25	SI00	Engine damaged during maintenance engine run due to a tool left in the engine.	Yekaterinburg



Contents

Safety Conference Calendar

Year	Month	Day(s)	Org	Event	Location	Notes
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	10th - 12th	EASA	EASA-FAA International Aviation Safety Conference	Cologne	On site
2025	Jun	25th - 26th	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	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	