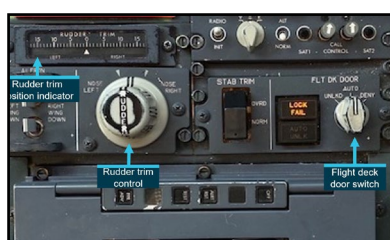




UK Flight Safety Committee

UKFSC News #29

17 June 2025



SKYBRARY

Positively identify the intended switch before activating



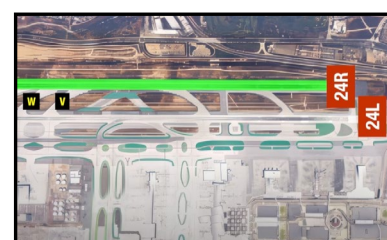
AAIB

Annual Safety Report 2024



EASA CZIB

Airspace of the Middle East (Iran, Iraq, Israel, Jordan and Lebanon)



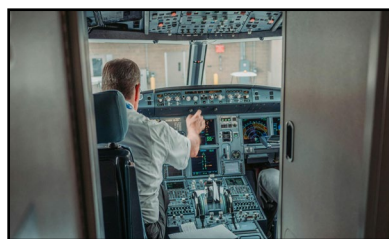
FAA VIDEO

Surface Safety Spotlight LAX



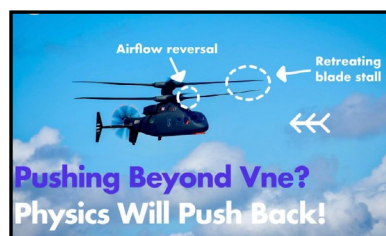
BLACKPOOL AIRPORT

Blackpool Runway 28 and Runway 10 Airspace Change Proposals



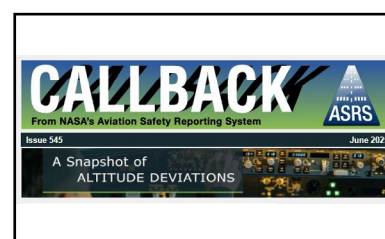
EASA CONSULTATION

Installed Physical Secondary Barrier



PILOTS WHO ASK WHY

Pushing Beyond Vne? Physics Will Push Back – Here's Why



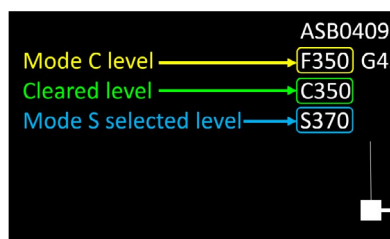
NASA CALLBACK 545

Altitude Deviations



CONSULTATION

TRA Near Gatwick Trial of AED Delivery by BVLOS Drone



SKYBRARY

Use of Selected Altitude by ATC



CAA PUBLICATION

EAD - BELL 429 Tail Rotor Blade Abrasion Strip Cracks



CAA SKYWISE

Notice of Scheduled Downtime - TASMAN System - 28-30 June



EASA

Halon-free Handheld Fire Extinguishers Installation



CAA PUBLICATION

ORS4 No.1627: Helicopter Terrain Awareness and Warning System



CAA SKYWISE

UKADS: NERL Licence – Initial proposals



CAA SAFETY NOTICE

Historic Aircraft Switches & Components



FSF

Recent Accidents from the Air Safety Network



UKFSC

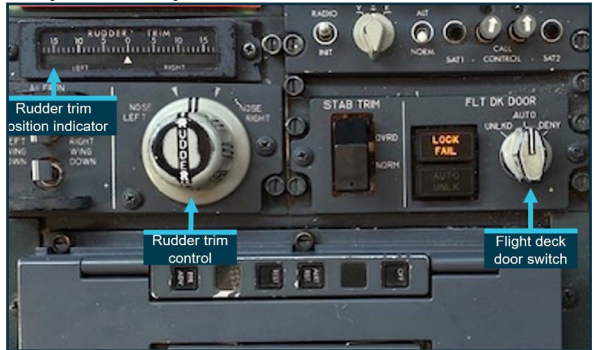
Safety Conference Calendar

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SKYBRARY

Positively Identify The Intended Switch Before Activating

On 6 September 2023, control of an aircraft was temporarily lost approaching cruise altitude when, on reaching to unlock the flight deck door after a cabin crew access request, the Captain operated the rudder trim



switch to its full travel. Neither pilot recognised the error and an EGPWS Alert followed as left bank increased towards its maximum autopilot-engaged limit of 42°. This prompted successful upset recovery action but the underlying cause was only recognised after the First Officer suggested checking the rudder trim position. Contrary to Company procedures, prior positive identification of the intended switch had not preceded activation.

[Learn More](#)

New articles

[Standard Operating Procedures \(SOPs\)](#)

[Trim Systems](#)

[Recovery from Unusual Aircraft Attitudes](#)



AAIB

Annual Safety Report

In 2024, the AAIB launched investigations into 32 commercial air transport events, most of which were serious incidents rather than accidents. Ten involved system or component failures, including some complex electrical malfunctions. Other events involved heavy landings, tail strikes, severe turbulence encounters, and ground collisions. There were three cases of loss of control in flight, two linked to autopilot mode mishandling.

Tragically, there were 10 fatal accidents in the UK, resulting in 11 fatalities, all within General Aviation. Loss of control in flight was the most common factor, though the specific circumstances varied widely. Other causes included abnormal runway contact, midair collision, and component failure.

Of the 20 Safety Recommendations issued in 2024, as of 23 January 2025, responses have been received for 16 Safety Recommendations. The AAIB response assessment has classified those responses as follows:

One was assessed as Adequate and is Closed.

- Seven were assessed as Adequate, with planned actions ongoing.
- Seven were assessed as Partially adequate, with planned actions ongoing
- One was assessed as Partially adequate but is Closed.
- Four were assessed as Awaiting response.

The report lists the safety actions taken by operators addressing issues, such as, ground damage, high intensity lighting, go-around and discontinued approach procedures, load shift, incorrect flap setting for take-off, incorrect take-off thrust setting, airside driving to prevent collision with aircraft, non-normal TRU events, electrical malfunction due to a wiring defect, probably caused by incorrect use of mechanical wire stripping tools, rudder stiffness due to corrosion and rudder damper incorrect fitting, uncommanded flap movement, helicopter CRM and automation management, downwash awareness, helicopter parking for visiting crew and water ingress into the pitch control.

[AAIB Annual Safety Review 2024](#)

EASA CZIB

[Airspace of the Middle East \(Iran, Iraq, Israel, Jordan and Lebanon\)](#)

[Conflict Zone Information Bulletins](#)

The issuance follows recent military developments in the region, including air strikes conducted by Israel and retaliatory actions taken by Iran.

[CZIB 2025-02](#)

FAA VIDEO

[Surface Safety Spotlight – Los Angeles International Airport \(LAX\)](#)

This short video highlights a runway incursion hazard and outlines recent taxiway changes and shares best practices to help mitigate this hazard.

[FAA YouTube Video](#)

BLACKPOOL AIRPORT

[Blackpool Runway 28 and Runway 10 Airspace Change Proposals](#)

[RNP Approach for RWY 10 & LNAV VNAV minima to RWY 28 RNP.](#)

- 10:00-12:00: Aviation stakeholders
- 14:00-16:00: Non-technical

For a MS Teams invite, email airspacechange@blackpoolairport.com



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Photo by David Guerrero: <https://www.pexels.com/>



EASA CONSULTATION

Installed Physical Secondary Barrier

To further address flight deck vulnerability when it is necessary to open the door, the USA has adopted amendments 14 CFR 25-150 and 121-389, requiring an Installed Physical Secondary Barrier (IPSB) meeting the design requirements included in new paragraph (4) of 14 CFR 25.795(a), to be installed on aeroplanes manufactured after August 25, 2025.

The IPSB installation requirements introduced in 14 CFR Part 25 and Part 121 have no equivalent in the EU regulatory system. EASA applicable regulation for commercial air transport operations does not require the installation of an IPSB on large aeroplanes.

However, for installations on large aeroplanes flown by operators required to comply directly with US 14 CFR Part 121 or by other operators that are voluntarily installing it, EASA proposes the introduction of the following special condition and the associated means of compliance to complement the applicable CS-25 certification specifications.

EASA Consultation



Image from Pilotswhoaskwhy.com

PILOTS WHO ASK WHY

Pushing Beyond Vne? Physics Will Push Back – Here’s Why

If you talk to someone with fixed wing experience about the effects of airspeed on a helicopter, you will get looked at like you’re from a different planet.

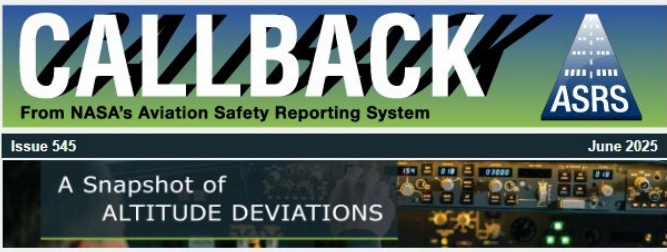
That’s because most fixed-wing aircraft are inherently stable. Helicopters? Not even close.

This means most answers to aerodynamics-related questions just create more questions.

Here’s the thing: airspeed doesn’t hit the whole rotor disc evenly. The faster you go, the weirder things get.

But why that number? Why is it 140 knots on one aircraft, 167 on another, and 120 on a third? Where does Vne come from, and what are the actual reasons we can’t go faster?

[Read more.](#)



NASA CALLBACK 545

A Snapshot of Altitude Deviations

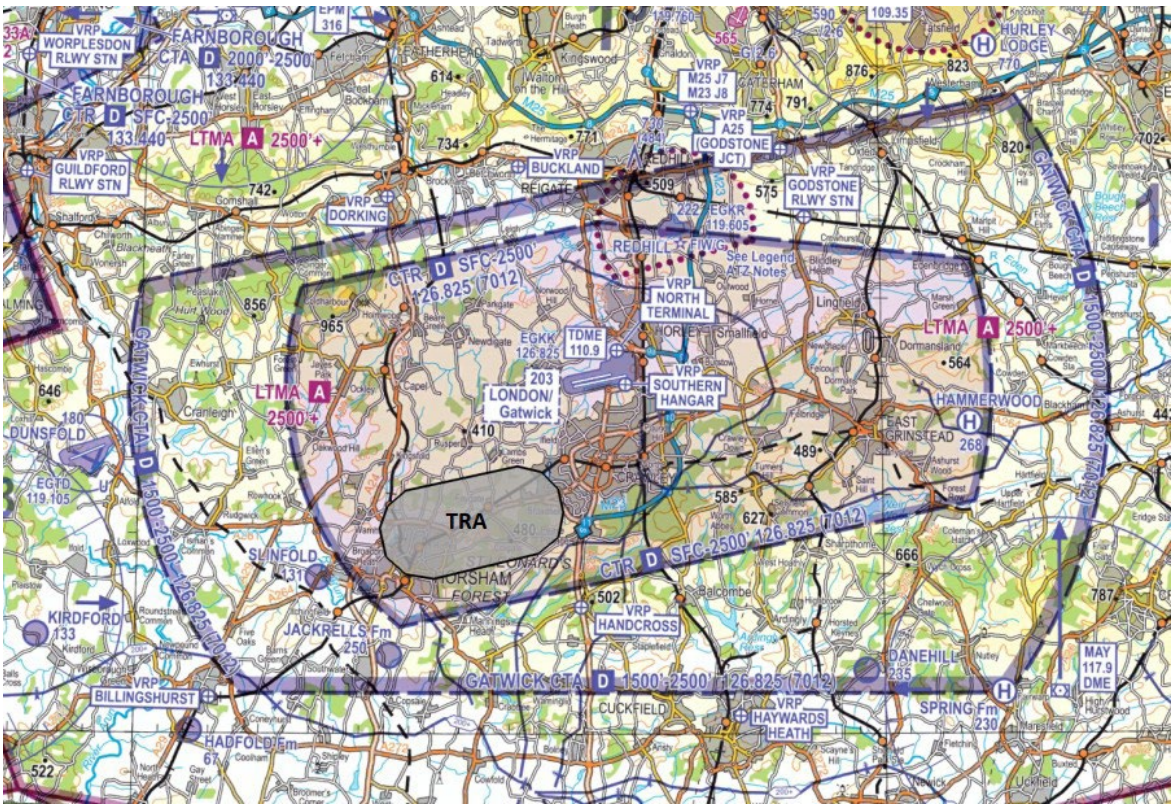
Assured vertical separation from terrain and other aircraft is one of the cornerstones upon which our national airspace system is built. For this reason, consistent and precise altitude control is critical to aviation safety. As important as adherence to an assigned altitude is, we humans stray from perfection for a variety of reasons and compliance is occasionally compromised. Once a deviation is recognized, prompt and accurate recovery to the correct altitude is essential.

This month, CALLBACK presents reports in which altitude deviations are triggered by multiple and varied issues. Seemingly minor errors in instrument settings, lapses in automation management, or a variety of human factors can have serious consequences, including terrain warnings, go-arounds, and ATC interventions. As you read these narratives, see if you can identify what the causes of the altitude deviations were, and witness how these crews recovered, utilizing their experience, knowledge, and diligent return to standard procedures.

[Callback 545](#)



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CONSULTATION

Project Lifeline - Establishing a Temporary Reserved Area (TRA) to Enable A Trial Of Delivery By Drone of Automated External Defibrillators (AEDs) - London Gatwick Area

Out-of-hospital cardiac arrest (OHCA) is a leading cause of death and permanent disability. More than 30,000 OHCA occur in the UK every year. Survival rates remain below 10% and over 80% of OHCA occur in the home.

OHCA survival decreases by 10% for every 1-minute delay to defibrillation, so the time to deliver AEDs is critical to successful patient outcomes. Drone delivery of AEDs can be significantly faster than ambulance delivery.

Purpose of the trial

Establishing the TRA in this ACP will facilitate trials of AED delivery by drone.

When the TRA is activated, The drone will operate Beyond Visual Line of Sight (BVLOS) and the trial is taking place as part of a CAA Sandbox (as described in CAP 2616) to support the development of BVLOS policy for integrated drone operations in the UK.

The trial purposes are to:

- Validate the adequacy of the “Detect and Avoid” solution for BVLOS operations.
- Compare the safety performance of different surveillance methods.

It will include a series of drone flights over an expected duration of 20 trial days.

Some trials will include helicopter flights operated by AACKSS that may enter the TRA in pre-planned manoeuvres. On each trial day, it is expected that about 4 drone flights may occur and no more than one helicopter flights operated by AACKSS.

ACP-2025-008, Project lifeline

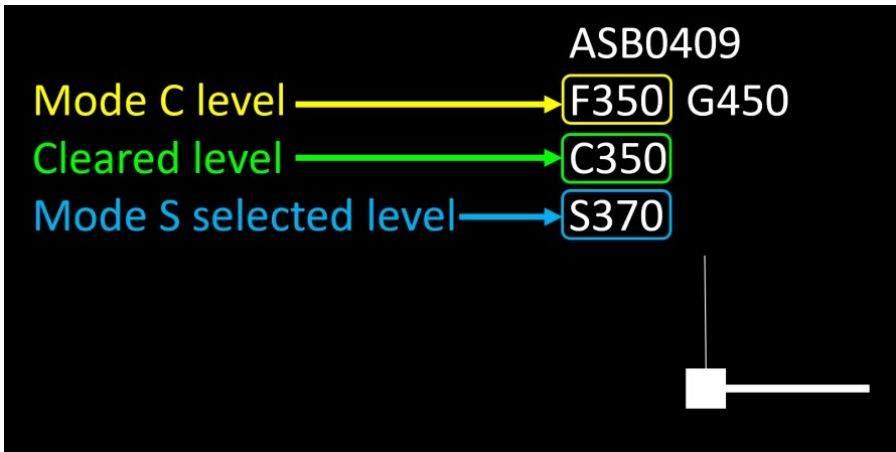
Clarifications: project-lifeline-acp@futureairspace.com

Responses: <https://forms.office.com/e/tu0NI7ZJ6B>

SKYBRARY

Use of Selected Altitude by ATC

Photo Copyright SKYbrary



Selected altitude is one of the downlink data items transmitted in Mode S enhanced surveillance.

Representation of selected altitude differs from one system to another but in most cases the data is shown in the track label (either as a separate field or hidden “under” another value, e.g. the cleared level but available by cycling between the two by e.g. the right mouse button). There is usually a warning (e.g. using a different colour) in case of mismatch between the cleared level and the selected altitude.

[Learn More](#)



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Image courtesy of www.bellflight.com Copyright 2025 Bell Textron Inc.

CAA PUBLICATION

Transport Canada EAD CF-2025-29: Bell Textron Canada Limited (Bell) model 429 helicopters, serial numbers 57001 and subsequent: Tail Rotor Blade Abrasion Strip Cracks

Transport Canada Emergency Airworthiness Directive

[View Transport Canada EAD CF-2025-29](#)

CAA PUBLICATION

ORS4 No.1627: Airbus Helicopters H145/H175 and Leonardo Helicopters AW139/I69/I89 Helicopter Offshore Operations – Helicopter Terrain Awareness and Warning System (HTAWS)

This exemption is granted to meet urgent operational needs to permit continued operation until 30 June 2027 while programmes for achieving full compliance are produced and agreed with the respective OEMs. It replaces Official Record Series 4 No. 1617.

[View ORS4 No.1627](#)



CAA SKYWISE

Image: NATS

UKADS: NERL Licence – Initial proposals

On 12 June the CAA published [CAP 312I](#), a consultation detailing our initial proposals for modifications to NATS (En Route) Plc’s (“NERL”) air traffic services licence obligations to support the implementation of DfT’s and CAA’s decision to create a new UK Airspace Design Service (see [CAP 3106](#) and associated policy papers published on 2 June 2025, all of which are available at www.caa.co.uk/ukads).

This consultation takes account of stakeholder [responses to the November 2024 Consultation](#). This consultation closes on 24 July 2025

CAA SKYWISE

Notice of Scheduled Downtime - TASMAN System - 28-30 June 2025

The CAA are upgrading TASMAN to introduce improved accessibility features and visual design.

The CAA e-exams and e-licensing service, will be offline from 28-30 June while the system is upgraded and will be available again from 1 July.

During the downtime:

Pre-booked PPL exams can be delivered in Quadrant on 28-29 June, with exam results available from 1 July.

Quadrant will not be available on 30 June 2025.

Urgent licensing applications can be made using the relevant forms on the CAA website.

All application policies and processes remain unchanged.

For more details see the short video guides below:

[The new TASMAN homepage](#)

[Using the TASMAN E-Licensing portal](#)

[Booking an exam using the TASMAN portal](#)

[SW2025/I37](#)

EASA

Halon-free Handheld Fire Extinguishers Installation

Notification of a Proposal to issue a Certification Memorandum. The purpose of this Certification Memorandum is to provide guidance on the certification of the installation of Halon-free handheld fire extinguishers on CS-23, CS-25, CS-27 and CS-29 aircraft.

Official comments to the proposed consultation paper are to be filed through the [EASA Comment-Response Tool \(CRT\)](#).

CAA SAFETY NOTICE

Maintenance of Historic Piston and Gas Turbine Airframe Fuel/Hydraulic System Switches and Components

This Safety Notice is to draw attention to the importance of monitoring and maintaining the airworthiness of ageing tertiary fuel and hydraulic system switches and components.

[SN 2025-009](#)

Contents

Recent Accidents & Incidents from the Air Safety Network Wikibase

Date	Type	Event	Location
12-Jun-25	A220	RWEXC after landing	Boston-Logan
09-Jun-25	A319	Emergency landing in Graz, smoke in the cabin.	Graz
09-Jun-25	A319	FL370 began descending to FL100. The crew declared an emergency, diverted to Houston	SE of Houston, TX
15-Jun-25	A320	ATB due bird strike on departure	Genève-Cointrin
14-Jun-25	A320	FL360, smell of smoke on board diverted to Izmir	Izmir
09-Jun-25	A320	RTO, no.1 engine fire or surge on take-off	Santiago-Arturo
14-Jun-25	A320	Tail strike during landing	Chennai
09-Jun-25	A321	Tail strike during landing	Charlotte-Douglas
15-Jun-25	Bell 407	CFIT, mountainside in poor visibility conditions	Rudraprayag
13-Jun-25	Bell 407	The helicopter was taking off from a platform outside a hangar, the main rotor struck the raised hangar door. https://youtu.be/xydjEvUSM?feature=shared	Skypark
10-Jun-25	B737-800	Pressurization issue at FL340, emergency descent, continued.	Elba Island
12-Jun-25	B737-800	Landed on runway 18L at PUS, while it was cleared to land on runway 18R. Second time at Busan in 3 months.	Busan-Gimhae
11-Jun-25	B737-800	Tipped backwards during unloading, causing the tail to contact the ground.	Haugesund
09-Jun-25	B737-900	Smoking brakes after landing ARFF extinguished flames on the gear.	Denver
12-Jun-25	B787-8	Crashed after take-off	Ahmedabad
10-Jun-25	DA42	RWEXC, touched down at with the left-hand main gear retracted and veered off the runway.	Khajuraho
11-Jun-25	EMB505	Loss of pressurization and descended to FL100, diverted.	Ringling, OK
15-Jun-25	AS355	Ditched into the water of a marina during take-off	Astir Marina
09-Jun-25	EC135	Landed in a field due to a vibration issue.	Jackson, MS
12-Jun-25	R66	Crashed on the runway	Destin Executive
10-Jun-25	R66	Mechanical failure and made a hard emergency landing	Guatemala City
11-Jun-25	SD360	Gear-up landing	Honolulu



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Safety Conference Calendar

Year	Month	Day(s)	Org	Event	Location	Notes
2025	Jun	5 th – 6 th	FSF	Safety Forum 2025 - People at the Centre	Eurocontrol, BRU	
2025	Jun	10th - 12th	EASA	EASA-FAA International Aviation Safety Conference	Cologne	On site
2025	Jun	17th	EASA	Ground Handling Implementation Webinar	Online	
2025	Jun	24th	EURO-CONTROL	Understanding culture and conversation	Webinar 1430-1630 CET	
2025	Jun	25th - 26th	EASA	Part-IS Implementation Workshop	Cologne	Hybrid
2025	Jun	24 th	UKFSC	471 st SIE	Dublin	
2025	Jul	7th - 9th	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	10th - 11th	AAPA	Asia Pacific Aviation Safety Seminar 2025	Manila	
2025	Sep	15 th – 17 th	UKFSC	FSO Course	Gatwick	
2025	Sep	17th - 18th	Acron	Acron Aviation Customer Safety Seminar	MBW, Weybridge	
2025	Sep	23rd	EASA	Ground Handling Implementation Webinar	Online	
2025	Sep/Oct	29 th – 4th	ISASI	ISASI 2025 - Soaring to New Heights: A World of Innovation	Denver, Colorado	
2025	Sep/Oct	30th - 1st	EASA	SAFE 360° Safety in Aviation Forum Europe	Cologne	
2025	Oct	6 th – 7 th	SAE	Defence Aviation Safety Conference	London	
2025	Oct	14th	EURO-CONTROL	Advancing Safety Management through pro-active weak signal detection	Webinar 1400-1530 CET	
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	29 th Bombardier Safety Standdown	Wichita, Kansas	
2025	Nov	19th	RIN	4th Annual UK PNT Leadership Seminar	London	
2025	Dec	2 nd	UKFSC	473 rd SIE	TBC	
2025	Dec	2nd	EASA	Ground Handling Implementation Webinar	Online	