

[Rotorway Executive 162F, G-JDHN Anniversary Statement](#)

News story

Loud noise from the engine, autorotation, rollover on touchdown near Ledbury, Herefordshire on 2 April 2021.



This statement provides an update on the ongoing AAIB investigation into an accident involving Rotorway Executive 162F, G-JDHN, near Ledbury, Herefordshire, on 2 April 2021.

The helicopter was in the cruise when the pilot heard a loud “bang”, which caused the aircraft to react in a way that the pilot did not understand. He commenced an autorotation and touched down in a field, but just before the helicopter stopped the left skid caught on uneven ground and the helicopter rolled onto its side. Both occupants vacated the helicopter having suffered minor injuries.

The investigation has identified small defects on the sealing of an exhaust valve which may have led to unburnt fuel igniting in the exhaust system. The final report into the accident is expected to be published in June 2022.

Published 1 April 2022

[Stafford, Crewe and Warrington overspeeding incidents](#)

News story

Preliminary examination into three overspeeding incidents at Stafford, Crewe and Warrington on 21 February 2022.



The west coast main line, Crewe

Three overspeeding incidents occurred on Monday 21 February involving blanket emergency speed restrictions (BESRs) that had been imposed on Network Rail managed infrastructure in north west England and Scotland on Sunday 20 February and Monday 21 February (during storm Franklin). After becoming aware of these incidents, RAIB gathered evidence from the railway industry and carried out a preliminary examination into the circumstances in which they occurred.

The two BESRs relevant to these incidents were:

- The North West 50 mph BESR which covered the whole of Network Rail's North West route, other than the section of the west coast main line between Penrith and Cove level crossing. This was notified to the train and freight operating companies at 11:49 hrs on Sunday 20 February by Network Rail and was in place between 00:01 hrs and 10:00 hrs on Monday 21 February.
- The Scotland 40 mph BESR which covered the section of Network Rail's Glasgow South Western line from Kilmarnock station to the route boundary. This was notified to the train and freight operating companies at 23:35 hrs on Sunday 20 February and was in place between 23:35 hrs on Sunday 20 February and 09:00 hrs on Monday 21 February.

The key features of the three incidents are summarised below:

1. At approximately 02:53 hrs on 21 February, train 1M11, the 23:15 hrs Caledonian sleeper from Glasgow Central to Euston, was observed by the signaller at Carlisle passing Harrison's sidings (approximately 10 miles south of Penrith) at 67 mph while the North West 50 mph BESR was in place. GBRf, who supplied the locomotive and driver, had previously acknowledged receiving the BESR. The driver involved booked on remotely and didn't receive information about the BESR on the NW route (although

he was informed by GSM-R of all relevant BESRs that had been imposed in Scotland). This meant that the driver was therefore unaware of the BESR when the overspeed took place.

2. At approximately 07:44 hrs on 21 February, the driver of train 1S36, the 06:15 hrs Avanti West Coast service from Birmingham New Street to Edinburgh, was examining the line at Dallam (just north of Warrington) following a report of plastic sheeting on the overhead line equipment. While this was taking place, the Avanti West Coast controller asked the train manager if the driver was aware of the North West 50 mph BESR in force at the time. The driver confirmed that he was not. The train had previously reached speeds of up to 125 mph throughout its journey from Wolverhampton to Warrington. Avanti West Coast had used its late notice procedure to inform drivers of the BESR when they booked on for duty. However, the late notice received by the driver only showed one BESR in England, covering the route from Penrith to Cove Level crossing. This was the converse of the actual BESR that Network Rail had imposed, which included the whole of the west coast main line in the NW route except for Penrith to Cove Level crossing. This again meant that the driver was unaware of the BESR when the overspeed took place.

3. At approximately 09:03 hrs on 21 February, train 1L95, the 07:09 hrs Scotrail service from Glasgow Central to Carlisle via Kilmarnock, travelled through an area where a 50 mph BESR was in force at the normal linespeed of 70 mph. The driver had been correctly advised when booking on of the existence of a BESR, which covered the whole section of line from Kilmarnock to the boundary with the North West route, near Gretna, and which was due to expire at 09:00 hrs. The driver observed the BESR until 09:03 hrs when he was just south of Sanquhar, at which point he accelerated to linespeed (70 mph). However, an extension to the BESR covering the section of the route between Sanquhar and Thornhill had issued at 09:05 hrs, effective until 12:30 hrs. The driver was unaware of the extension at the time it was implemented, and was therefore also unaware of the BESR, when the overspeed took place.

The incidents show examples of three different mechanisms which resulted in the intent of the BESR not being met, and in trains potentially travelling too fast for the prevailing conditions. These incidents also highlight different issues surrounding the communication of BESRs to drivers, including a potential for error where BESRs are introduced in a pre-planned manner but without supporting GSM-R broadcasts being made to drivers.

We have reviewed the findings of this preliminary examination and have decided not to carry out any further investigation of the incidents. RAIB has previously made recommendations in [RAIB report 08/2021](#) 'Trains overspeeding between Laurencekirk and Portlethen', published on 4 December 2021, which covers topics which are relevant to the above three incidents. The first recommendation seeks an improvement to the BESR notices provided to drivers and the second seeks a review of the methods used to implement blanket

emergency speed restrictions. The learning points cover the importance of drivers being aware of information contained in late notices, and the need for safety critical communications to provide clear and unambiguous information.

We have written to the Office of Rail and Road (ORR) and sent copies of the letter to the train and freight operating companies and Network Rail, to alert ORR and the railway industry to the incidents and the circumstances surrounding them.

RAIB is aware that there is currently an industry initiative responding to the recommendations made in the Laurencekirk and Portlethen investigation report, and we hope that these incidents will inform the industry's response to these recommendations, particularly around how drivers who book on remotely are informed about BESRs in the absence of GSM-R notification.

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[MAIB safety digest 1/2022 published](#)

News story

Read our latest collection of lessons learned from marine accidents.



A new collection of cases (volume 1 of 2022) detailing accidents involving vessels from the merchant, fishing and recreational sectors is now available to download [here](#).

Published 1 April 2022

[Fire Industry Association A0 surrenders Ofqual recognition](#)

News story

Qualifications offered by FIA A0 no longer recognised by us.



[Fire Industry Association Awarding Organisation](#) informed Ofqual on 23 October 2020 of its intention to surrender recognition for commercial reasons and, as a result, stop operating as an awarding organisation.

The surrender took effect as of 1 April 2022. From this date, no qualifications offered by Fire Industry Association Awarding Organisation are regulated by Ofqual.

Fire Industry Association Awarding Organisation previously had 6 regulated qualifications and issued 1044 certificates in the last full academic year. We understand no learners are negatively impacted by this surrender.

When awarding organisations are considering surrendering their recognition, we stand ready to discuss the options for proceeding while ensuring learners are protected.

A full list of currently recognised awarding organisations and regulated qualifications can be found on the [Register of Regulated Qualifications](#).

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[Updated qualification and top-up](#)

training introduced for close protection sector

The Security Industry Authority (SIA) has today (1 April) introduced an updated close protection qualification for new applicants into the sector.

The updated qualification features four new units covering:

- bespoke physical intervention skills
- knowledge of door supervisor responsibilities (including protecting vulnerable people)
- legislation, threat and risk management
- personal skills, surveillance awareness, search procedures, foot drills, venue security, journey management reconnaissance and preparing and carrying out a close protection assignment

The existing units which cover the theoretical and practical aspects of working as a close protection operative have been refreshed.

The SIA also announced the introduction of top-up training for close protection operatives who apply to renew their SIA licence from 1 October 2022.

These changes, which are based on the views of expert stakeholders reflect extensive research and discussion with the industry.

The top-up training will be available from 1 July 2022. The new top-up qualification will include physical intervention skills, safety-critical content and terror threat awareness. Operatives must make sure that their first aid qualification has at least one year to run before they take the top-up training.

Throughout the SIA's engagement with the private security industry, concerns were raised that skills fade over time. The introduction of top-up training will help to ensure that all operatives have the knowledge and skills to deal with common risks, especially in safety-critical areas. The top-up requirements will only affect existing licence holders when they come to renew their licence after 1 October 2022. This means that these changes for existing licence holders will roll out over the course of the next three years.

Steve McCormick, the SIA's Director of Licensing and Standards said:

A key element of the SIA's role as the regulator is to work with the industry to protect the public and raise standards in private security. The new requirements will help to achieve this by ensuring that Close Protection operatives have the most up-to-date skills to keep themselves, their clients, and the public safe.

Rick Mounfield, Chief Executive of The Security Institute, and a member of the project board that helped direct the project also commented.

Mr Mounfield said:

The career path for close protection officers is often difficult. Contracts can be fractious, and competition is fierce. Those that professionally develop beyond the basic requirements, have always stood out from the crowd. This SIA requirement to upskill is an important evolution in the sector and those that are true professionals will welcome it. It raises the bar for all but still leaves space for enhanced professional development by choice. These enhancements are not exhaustive, but they are implemented with the collective feedback from the industry leaders and close protection officers who chose to participate in the consultation. I applaud the SIA for engaging with and listening to the experts that they regulate.

You can [read Rick Mounfield's blog](#) about what the new changes mean for close protection operatives.

You can read the SIA's '[Changes to the training you need for an SIA licence](#)' page for more details.

Further information:

- The Security Industry Authority is the organisation responsible for regulating the private security industry in the United Kingdom, reporting to the Home Secretary under the terms of the [Private Security Industry Act 2001](#). Our main duties are: the compulsory licensing of individuals undertaking designated activities; and managing the voluntary Approved Contractor Scheme.
- For further information about the Security Industry Authority visit www.gov.uk/sia. The SIA is also on [Facebook](#) (Security Industry Authority), [LinkedIn](#) and [Twitter](#) (SIAuk).