FORMAL REPORT CORRECTION

Aircraft Type and Registration:	Eurocopter (Deutschland) EC135 T2+, G-SPAO
Date & Time (UTC):	29 November 2013 at 2222 hrs
Location:	Glasgow City Centre, Scotland
Information Source:	Formal Investigation

AAIB Aircraft Accident Report 3/2015 refers

The report published on 23 October 2015 stated on page 28, second paragraph:

> In May 2014, GCH moved to a new location at Linthouse Road, Govan, about 1.5 nm east of Stobcross Quay. All distances in this report, based on GCH, are measured from its location at the time of the accident.

It should have stated:

> In May 2014, GCH moved to a new location at Linthouse Road, Govan, about 1.5 nm **west** of Stobcross Quay. All distances in this report, based on GCH, are measured from its location at the time of the accident.

On page 75, fourth paragraph, it stated:

> This is likely to be the point at which the systems supplied by the Avionic Shed Bus 1, including the radio altimeter and landing light, were lost.

It should have stated:

> This is likely to be the point at which the systems supplied by the Avionic Shed Bus 1, including the radio altimeter and **steerable** landing light, were lost.

On page 75, fifth paragraph, it stated:

> Without the RADALT, the pilot did not have accurate height information. Also, he did not have the benefit of a landing light to improve the visual cues.

It should have stated:

> Without the RADALT, the pilot did not have accurate height information. Also, he did not have the benefit of a **steerable** landing light to improve the visual cues.

On page 81, second paragraph, it stated:

> In this case, there was limited time for the pilot to take his hand off the collective, locate the correct guarded switch at the rear of the overhead panel and move it, to re-activate the RADALT and landing light.

It should have stated:

> In this case, there was limited time for the pilot to take his hand off the collective, locate the correct guarded switch at the rear of the overhead panel and move it, to re-activate the RADALT and **steerable** landing light.

On page 81, fourth paragraph, it stated:

> This would be difficult to judge at night without the aid of a RADALT and landing light, and could result in a flare recovery being initiated at a different height.

It should have stated:

> This would be difficult to judge at night without the aid of a RADALT and **steerable** landing light, and could result in a flare recovery being initiated at a different height.

On page 81, sixth paragraph, it stated:

> The RADALT and the landing light are optional equipment and are not standard on the EC135 helicopter. However, a RADALT is required for UK police night flying operations, in accordance with Civil Aviation Publication (CAP) 612, *Police Air Operations Manual*, Part 1. In the event of an autorotation at night, if the shed bus switch is not changed from NORM to EMERG, a pilot will not have accurate height information on which to judge the flare and landing. Also, he will not have the benefit of the landing light to enhance the visual cues.

It should have stated:

> The RADALT and the **steerable** landing light are optional equipment and are not standard on the EC135 helicopter. However, a RADALT is required for UK police night flying operations, in accordance with Civil Aviation Publication (CAP) 612, *Police Air Operations Manual*, Part 1. In the event of an autorotation at night, if the shed bus switch is not changed from NORM to EMERG, a pilot will not have accurate height information on which to judge the flare and landing. Also, he will not have the benefit of the **steerable** landing light to enhance the visual cues.

On page 94 it stated:

> 14. The radio altimeter and the landing light ceased to be powered following the second engine flameout.
>
> 15. The SHED BUS switch was not selected to EMERG, to repower the radio altimeter and landing light.

It should have stated:

14. The radio altimeter and the **steerable** landing light ceased to be powered following the second engine flameout.

15. The SHED BUS switch was not selected to EMERG, to repower the radio altimeter and **steerable** landing light.