



UK Flight Safety Committee

# UKFSC News #35

05 Aug 2025



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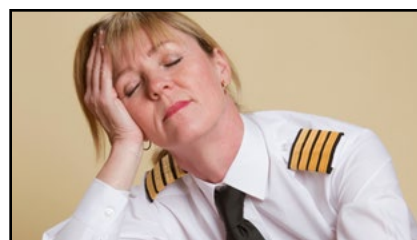
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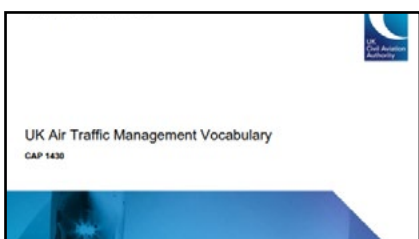
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## BEA INVESTIGATION

Airbus Aircraft Equipped  
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## ANAC EAD

ERJ 190 Engine Feed  
Check Valve Inspections /  
Functional Test



## FSF ASN

Recent Accidents &  
Serious Incidents



## UKFSC

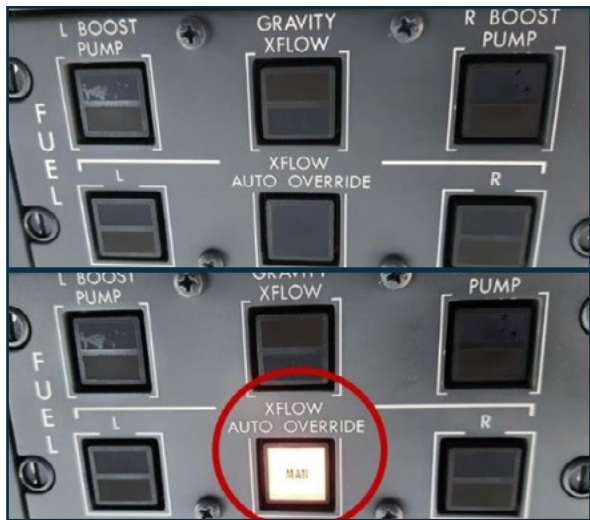
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### SKYBRARY

## Overhead Panel Mis-Selection is a Bigger Problem at Night Than in Daylight

On 29 November 2021, a crew which had just taken off from San Diego at night were presented with a fuel imbalance indication. The imbalance slowly increased until, once level at FL340, a further annunciation indicated that the maximum permitted



Photos from the official report

imbalance had been reached. Actioning the corresponding checklist did not resolve the problem so procedurally recommended shutdown of the low fuel side engine was performed followed by a MAYDAY diversion to Los Angeles. The imbalance was attributed to inadvertent crew selection of 'gravity crossflow' prior to takeoff instead of the immediately adjacent 'crossflow auto override'.

[Learn More](#)

### Related Articles

[Aircraft Fuel Systems](#)

[Fuel In-Flight Management Abnormal Diversion](#)



By Adam Khan

### AIR ACCIDENT INVESTIGATION UNIT IRELAND

## A321 Neo Tail Strike Landing

On 30 August 2023, an Airbus A321 Neo approached runway 01R at Washington Dulles. It was stable through the 1000' and 500' gates and the surface wind 310/15G19kt. The aircraft was a quarter dot above the glideslope at 120' and the FO acting as PF, applied a nose-down input to correct the path, which, combined with a loss of headwind, led to a rate of descent of -976fpm. At 50' the captain called 'pitch' and at 40' a pitch up input reduced the rate of descent to 150fpm. The aircraft touched down with a +1.6 G vertical load factor and at a pitch angle of + 7.5°. Only one of the three Spoiler Elevator Computers (SEC) sensed both main gear on the ground the consequence of which was partial deployment of 3 out of 5 spoilers on each wing. This also inhibited the ground spoiler compensation, which would have initiated an automatic nose-down elevator order. The aircraft bounced to three feet.

During the bounce, possibly due to startle reflex, the pitch angle increased beyond the tailstrike limit (9.7°) to 10.1 degrees, resulting in a tailstrike on the second touchdown. The 'Pitch, Pitch' warning activated but did not annunciate because the 'Retard, Retard' call out took priority. The Commander took control and initiated a go-around. The tailstrike checklist was not actioned because the crew was unaware of the strike. Cabin crew were also not trained to recognise or report such events. Two cabin crew members reported minor injuries, and the aircraft sustained substantial damage to the aft fuselage.

The operator introduced tailstrike awareness and identification training for cabin crew. Enhanced simulator training for pilots, with tailstrike awareness, go-arounds near the ground, aircraft mishandling and recovery, updated descent preparation guidance to include variant-specific tailstrike awareness and activated auto-callouts and Pitch Limit Indicators across the A320 fleet.

Airbus will change the system logic to enhance spoiler compensation even when only partial SEC validation occurs. [AAIU Report](#).

### HEATHROW

## London Heathrow Third Runway

The proposal for the expansion of Heathrow airport can be found [here](#).

A website dedicated to the expansion of Heathrow with more information on the proposal, including images of the proposed new runway layout,

[Expanding Heathrow](#)

### EASA

## Conflict Zone Information Bulletins **UPDATED**

EASA has updated the following conflict zone advisories: Afghanistan, Ukraine, Russian Federation, Sudan and Iran.

[CZIBs](#)

### FAA ROTORCRAFT COLLECTIVE

## PEDs Can Cause Deadly Distractions

Using a portable electronic device while flying can be distracting. Non-essential usage adds risk to your flight.

[Watch YouTube Video](#)



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UK AIRPROX BOARD

AIRPROX Insight

In this edition a PA28 flew beneath a glider.  
“There were two cables attached to the glider at the time the PA-28 passed below it — one for the launch and one to retrieve the cable back to the launch point when it was on the ground.

It’s a salutary lesson that flight in the vicinity of glider sites needs to be carefully thought through during pre-flight planning. Of course, gliding sites are, usually, in Class G airspace and do not have any ‘protection’ around them (such as an ATZ), so there is definitely no requirement to avoid them.

However, flying close to a glider site increases the likelihood of encountering gliders, and transiting below the maximum winch-launch altitude adds a further hazard – the cable (or, in this case, cables).

Read more: [AIRPROX Insight June 2025](#)

UK AIRPROX BOARD

AIRPROXInsight

DIRECTOR UKAB'S MONTHLY UPDATE

June 2025

AIRPROX OF THE MONTH

Watch out for the wire

Cables worked well in bringing down aircraft during the wars, so why would you fly near them?

Way back in February 2023 I wrote an [Airprox report](#) highlighting, among other things, the risks involved in flying over a glider site that conducts winch-launching (most do) below the maximum winch launch height.

That newsletter was followed by a CAA podcast on the subject and advice to pilots on the CAA's website regarding flight in the vicinity of gliding sites: [https://www.caa.co.uk/glider-sites/](#).

Since then we have seen fewer reports of such direct overflights, but they do still happen. Take this event, [Airprox 2025011](#), which I can honestly say is one of the most alarming I have come across in 12 years of working for the UK Airprox Board.

It involved an SZD-61 Junior glider and a PA-28 over the Long Mynd gliding site. The glider was winch-launching and had a nose-up attitude of about 45°, restricting the pilot's ability to lookout in all directions. What's more, the launch phase is a particularly busy time for any pilot, so they were also concentrating on that.

The PA-28 pilot was approaching the area from the north-west at an altitude of about 3000ft and was receiving a Basic Service from Shawbury Zone, however, the glider was not equipped with a transponder and actually didn't show at all on radar until about 5-10 seconds before the closest point of approach between the two, so there was no opportunity for the Shawbury controller to warn the PA-28 pilot about the glider.

The Piper pilot had an electronic conspicuity device that could have detected the FLARM-equipped glider, but it seems that there was no alert from that device to warn of the glider's proximity, the FLARM on the glider would not have detected anything emitting from the PA-28, so there was no warning to the glider pilot of its presence either.

Worryingly, the last line of defence – see and avoid – didn't work either because neither pilot sighted the other aircraft at the time. This Airprox was reported by the glider pilot after they had been told what had been seen by the launch crew on the ground.

The closest the aircraft actually were to each other was recorded as about 400ft vertically, with the PA-28 below the glider, and 0.15 miles horizontally.

The reason I find this Airprox so alarming is not just because the aircraft got particularly close, but because there were two cables attached to the glider at the time the PA-28 passed below it — one for the launch and one to retrieve the cable back to the launch point when it was on the ground.

It's a salutary lesson that flight in the vicinity of glider sites needs to be carefully thought through during pre-flight planning. Of course, gliding sites are, usually, in Class G airspace and do not have any 'protection' around them (such as an ATZ), so there is definitely no requirement to avoid them. However, flying close to a glider site increases the likelihood of encountering gliders, and transiting below the maximum winch-launch altitude adds a further hazard – the cable (or, in this case, cables).

On the CAA 1:500,000 and 1:250,000 VFR charts glider sites are depicted by a 'G' symbol surrounded by a circle of 1nm radius. The circle does not signify any airspace associated with the site – it is simply there to draw attention to the presence of it. If the symbol is accompanied by a number in the bottom right-hand corner, this signifies that winch-launching takes place and the maximum altitude of the winch-launch – simply put, the potential height of the cable at the top of the launch, plus the airfield elevation.

This information is also available on most aircraft navigation applications (e.g. SkyDemon, ForeFlight etc) but often the information needs to be selected to be displayed. This is why pre-flight planning is so important, because if the site isn't displayed to us in flight then how are we supposed to remember that it's there? It follows, then, that if we're using apps for our route planning, we also need to be cautious about what is, and is not, displayed to us.



Photo by Robert

NTSB

Ground Collision Cessna 560 & Vehicle

The flight crew of the business jet was taxiing from the ramp to the runway at night after receiving their departure clearance. As they transitioned from the ramp area to the taxiway, they were crossing a non-licensed vehicle roadway (NLVR). A vehicle traveling along the NLVR collided with the nose of the airplane, substantially damaging the forward portion of the fuselage. The driver of the vehicle stated that she was aware of the signage requiring vehicles to yield to aircraft, and that when she didn't see an aircraft as she approached the intersection, she continued to drive. She further described that it was dark and raining, but not foggy, and that it was difficult to see. She did not realize that the vehicle had struck the airplane until after the collision, and when she looked back after coming to a stop, she saw the airplane and its illuminated wingtip lights. She further stated that she had not anticipated encountering an airplane at that time of the morning, had become complacent, and that she should have been more observant.

Probable Cause and Findings

The vehicle driver’s inadequate visual lookout while driving on a non-licensed vehicle roadway in restricted visibility conditions, which resulted in a collision with a taxiing airplane.

NTSB Report

CAA SKYWISE

UK Wake Turbulence Categorisation Database

The CAA has published an amended version of its Wake Turbulence categorisation database. The database should be used by ATC service providers in conjunction with the wake turbulence categories in Appendix B to the MATS Part I (CAP 493) to determine the required wake turbulence separation.

Version 7 of the database is effective on publication and can be found on our [UK Wake Turbulence categories webpage](#).

[SW2025/237](#)

EASA



Annual Safety Recommendations Review 2025

The 2025 edition of the Annual Safety Recommendation Review provides an overview of the activities carried out in 2024 by the European Union Aviation Safety Agency (EASA) in response to safety recommendations, as well as a comparison with historical data. This review also highlights a range of safety issues and safety improvement actions that will be of interest to the European aviation community and the wider public.

EASA ASRR 2025

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INTERNATIONAL ASSOCIATION OF OIL AND GAS PRODUCERS

Offshore Helidecks and Facilities

This Report forms part of IOGP’s Oil and Gas Aviation Recommended Practices (OGARP). The OGARP, developed in collaboration between oil and gas companies, aviation industry associations, and aircraft operators, provides a framework for effective management of key material risks to the safety of personnel. This Report, covering the operation of offshore commercial helicopter operations, covers five subject areas: design, maintenance, operations, personnel and contracting. These are further divided into sections covering the main activities associated with the delivery of aviation services to include technical elements. Each element is presented with a Title, Purpose, Expectations, and Recommended Processes and Practices. A “responsible party” for each element is identified.

Summary of significant changes from the previous version:

- Helideck inspection reports to be retained by the owner of the installation.
- Greater detail on the positioning and orientation of helidecks.
- A recommendation that helideck cameras are able to be viewed remotely from control rooms/radio rooms/bridges.
- A recommendation that modifications to helidecks are made to the latest requirements.
- A recommendation that weather information for NUIs may be provided by suitably equipped installations if they are within 10 miles of the installation.
- A recommendation that passenger baggage is confirmed not to contain prohibited items.
- Safety briefings are conducted in the primary language of the region and in dual languages where necessary.
- A recommendation that recurrent training includes participation in helideck ERPs.

- A recommendation that cargo manifests identify Dangerous Goods.
- Corrections to the recommended sizes of lettering on helidecks and maximum height of equipment on the helideck at the Sizes/Dimensions in Appendix A.

Offshore Helidecks & Facilities



Photo: Panam



EASA COMMUNITY

Not Just Fatigue - Operationally Ready and Fit for Duty

‘Imagine Football Teams not Caring About their Players’ Fitness. Imagine that Real Madrid decide not to care about the preparation of their start striker Kylian Mbappe. They don’t care how much sleep he had the night before, or whether he’s rested properly since the last game. They don’t care what he’s eaten before the match, how he’s been looking after his physical and mental fitness or what he’s been doing in the hours before the game. Get out there Kylian and just do the best you can.

Such a situation is impossible to consider. Football teams want their whole team to be able to perform like finely tuned machines, so they have the best chances of success. The same is true of us here at Safewings, and this is particularly relevant as we approach the busy summer season.’ [Read More.](#)



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Photo by eqroy

BUREAU D'ENQUETES ET D'ANALYSES

ATR 72 Hard Landing

On 4 April 2022, an ATR72-212A operated by Air Tahiti experienced a hard landing at Hiva-Oa-Atuona (French Polynesia). The crew chose to land on runway 20 due to wind conditions, but encountered severe turbulence and wind shear during final approach. The aircraft touched down hard, bounced and initiated a go-around. A pitch disconnect occurred due to simultaneous and opposing control inputs from the captain and first officer, leading to a temporary loss of coordinated control.

Contributing Factors

Contributing factors to the event were: a lack of reliable weather data, making it difficult for the crew to choose the safest runway; continuation of the approach despite not meeting stabilisation criteria in turbulence, exacerbated by Air Tahiti’s criteria, that did not adequately account for steep approaches; a sudden shift from headwind to tailwind at 90 ft, causing a rapid loss of airspeed and increased descent rate and simultaneous control inputs. The captain’s pitch-up input, unannounced, conflicted with the first officer’s pitch-down input, triggering a pitch disconnect.

Safety Actions and Recommendations

In response to the event ATR incorporated “dual input” scenarios into type rating and command training programmes and planned updates to Operational Suitability Data (OSD) to include pitch uncoupling and prevention techniques.

Air Tahiti revised training to address steep approach stabilisation and dual input scenarios. Planned updates to operational manuals to better reflect approach-specific risks. The Polynesian Civil Aviation Directorate signed a service agreement with Météo-France for improved meteorological services at Nuku-Hiva.Plans to upgrade Hiva-Oa to service level N3 and improve AFIS and lighting systems. SEAC/PF added meteorological service issues to its local safety plan.

The BEA recommended improved meteorological services and that in the interim, DAC must ensure crews are aware that local weather data may be unreliable.

[BEA Report.](#)

CAA SKYWISE

CAP I430 – UK Air Traffic Management Vocabulary Edition 5

CAP I430 UK Air Traffic Management Vocabulary Edition 5 is now available at [www.caa.co.uk/capI430](http://www.caa.co.uk/capI430). The effective date is 30 September 2025.

[SW2025/235](#)

CAA SKYWISE

UAS Operations at Test Sites

The UK CAA has published [CAP3145 UAS Operations at Test Sites – Policy Concept](#), which outlines the framework for becoming a CAA Recognised Test Site and the process for UAS operators to obtain Operational Authorisations (OAs) at those sites.

The policy, based on UK SORA and utilising the standard UKSAS platform, aims to streamline authorisations for [specific category UAS test operations](#). By reducing repeated site assessments, it significantly lowers the administrative burden on both operators and the CAA, while supporting the growth of safe, efficient UAS testing activity across the UK.

[SW2025/233](#)

CAA SKYWISE

Cost Sharing Flights - Guidance Updated

Recent amendments to the UK Air Operations Regulations (Regulation No 965/2012) regarding Cost Sharing rules will come into force on the 1st of October.

[The CAA has published new information and guidance on their website](#), ahead of the amended rules coming into force. [SW2025/232](#)

FAA NPRM AIRWORTHINESS DIRECTIVE

B787 RAT Incorrect Titanium

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing 787-9 and 787-10 airplanes. This proposed AD was prompted by reports of multiple supplier notices of escapement (NOEs) indicating that ram air turbine (RAT) forward fittings were possibly manufactured with an incorrect titanium alloy material. The FAA is proposing this AD to address the unsafe condition on these products.

[Docket Number: FAA-2025-1361](#)



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Photo By hectorchristiaen



Photo By russell102



Photo By Toni

BUREAU D'ENQUETES ET D'ANALYSES

Airbus Aircraft Equipped with the DRAIMS System - Three Incident Investigations Ongoing

1. EI-NSF (Aer Lingus A320neo) – 20 September 2024

En route from Dublin to Bordeaux, the aircraft experienced a failure of the DRAIMS system. This led to loss of transponder and ACAS and degraded radio communication. The aircraft disappeared from radar and radio contact for several minutes. A loss of separation occurred with another aircraft, with 3.2 NM horizontal and 175 ft vertical separation. The crew re-established contact via emergency frequency 121.5 MHz and landed safely.

2. PH-YHA (Transavia A321neo) – 13 January 2025

En route from Granada to Amsterdam, the aircraft suffered repeated DRAIMS failures. Transponder codes changed erratically, Mode C was intermittently lost, and audio failed on the co-pilot’s side. The crew could not change radio frequencies and declared “PAN PAN”. Diverted to Bordeaux, where they landed using degraded navigation modes (TRK and FPA). On the return flight, the transponder malfunction persisted, and the aircraft was grounded.

3. PH-YHC (Transavia A321neo) – 29 April 2025

En route from Alicante to Amsterdam, the aircraft experienced DRAIMS-related failures. Transponder and radio issues led to loss of radar contact and inability to communicate effectively. The aircraft was refused entry into multiple airspaces and had to perform 360° turns to avoid conflicts. A near miss occurred with another aircraft

with 3.9 NM horizontal and 1400 ft vertical separation. The aircraft was accepted by Amsterdam and landed safely.

Safety Issues Identified

- 1. DRAIMS System Vulnerability - A failure in the Audio Management Unit (AMU) component can cause erratic behaviour across multiple systems. Failures are unpredictable and evolve during flight, affecting safety-critical functions.
- 2. Loss of Safety Barriers: These incidents show that DRAIMS failures can compromise all safety barriers against mid-air collisions. TCAS and ATC safety nets become unavailable when transponders fail or switch to standby.
- 3. Inadequate Procedures: Existing procedures do not cover simultaneous radio and transponder failures. Controllers are not trained to handle dual failures in simulator exercises. Crew procedures rely on temporary bulletins (OEBs) until permanent fixes are implemented.
- 4. Emergency Frequency Limitations: Some control centres lacked transmission capability on 121.5 MHz.
- 5. Reliance on Flightradar24: Controllers used Flightradar24 during the EI-NSF incident, but its extrapolated data was misleading and did not reflect the aircraft’s actual position.
- 6. Military Coordination: Military units can assist using primary radar and interception, but require explicit requests from civil controllers.

BEA Preliminary Report.

ANAC EMERGENCY AIRWORTHINESS DIRECTIVE

ERJ 190 Engine Feed Check Valve - Inspections / Functional Test

A failure of the Engine Feed Check Valve has been identified following an occurrence in which the messages FUEL FEED FAULT and ENG FUEL LO PRESS were displayed on the Crew Alerting System (CAS), indicating a failure in the main engine fuel feed system. These valves are part of the fuel system of Embraer ERJ190-300 and ERJ190-400 aircraft.

EAD No: E2025-07-03RI



Contents

Recent Accidents & Incidents from the Air Safety Network Wikibase

| Date      | Type      | Event                                                                                                                   | Location      |
|-----------|-----------|-------------------------------------------------------------------------------------------------------------------------|---------------|
| 31-Jul-25 | A320      | On take-off roll a bird struck the F/O's windscreen post, continued.                                                    | San Antonio   |
| 03-Aug-25 | A321      | ATB, bird strike on departure.                                                                                          | Madrid        |
| 30-Jul-25 | A320      | On approach to San Jose when it suffered a birdstrike.                                                                  | San Jose-Juan |
| 30-Jul-25 | A330-900  | Diverted, FL370 encountered severe turbulence. Multiple occupants were injured. Large altitude variations reported.     | Aspen         |
| 03-Aug-25 | ATR 72    | The nose gear collapsed while preparing for departure.                                                                  | Gran Canaria  |
| 02-Aug-25 | ATR 72    | RTO, hit a dog during take-off.                                                                                         | Cox's Bazar   |
| 01-Aug-25 | B737-800  | Experienced a no.2 engine fire warning. The crew decided to continue.                                                   | Rotterdam     |
| 30-Jul-25 | B737-800  | Birdstrike on rotation at Berlin. The aircraft continued.                                                               | Berlin        |
| 01-Aug-25 | Bell 206B | Crashed during aerial spraying.                                                                                         | London, ON    |
| 27-Jul-25 | Bell 206B | The helicopter struck power lines, damaging the main rotor blades and tail boom.                                        | North Bend    |
| 31-Jul-25 | Bell 47G  | Crashed in a hay field due to fuel exhaustion.                                                                          | Belle Plaine  |
| 29-Jul-25 | B737 MAX8 | During take-off a bird hit the captain's main windscreen.                                                               | Kastrup       |
| 28-Jul-25 | B737-800  | ATB due a failure in the pressurization system causing a loss in cabin pressure.                                        | Hidalgo       |
| 28-Jul-25 | B737-800  | CFU-BHX. Diverted to East Midlands Airport (EMA) with a punctured tyre.                                                 | East Midlands |
| 30-Jul-25 | B777-200  | ATB, experienced smoke in the cabin after departure.                                                                    | Near London   |
| 29-Jul-25 | B777-300  | After landing, stopped on a taxiway and an evacuation was carried out. Smoke was observed coming from the landing gear. | Antalya       |
| 28-Jul-25 | C525A     | Struck a bird when landing.                                                                                             | McGhee Tyson  |
| 30-Jul-25 | AS350B    | Fighting a forest fire, contacted a tree when landing.                                                                  | São Jorge     |
| 29-Jul-25 | EC135     | Crashed into the Mulde river while conducting military low flying training, including flying under bridges and cables.  | Grimma        |
| 30-Jul-25 | H 850XP   | Lost a tyre and suffered a left main gear collapse upon landing.                                                        | Toronto       |
| 31-Jul-25 | Phenom    | TWYEXC, taxiing from hangar to the run-up area when it left the taxiway into the grass, reporting no brakes.            | Dallas Love   |



Contents

Safety Conference Calendar

| Year | Month   | Day(s)                              | Org          | Event                                                                | Location              | Notes  |
|------|---------|-------------------------------------|--------------|----------------------------------------------------------------------|-----------------------|--------|
| 2025 | Jul/Aug | 30th - 1st                          | NTSB         | Investigative Hearing Washington DC Mid Air                          | Online                |        |
| 2025 | Aug     | 27 <sup>th</sup> – 28 <sup>th</sup> | EASA         | Artificial Intelligence in Aviation                                  | Cologne               | Hybrid |
| 2025 | Sep     | 10 <sup>th</sup>                    | UKFSC        | 472 <sup>nd</sup> SIE                                                | Online                |        |
| 2025 | Sep     | 10th - 11th                         | AAPA         | Asia Pacific Aviation Safety Seminar 2025                            | Manila                |        |
| 2025 | Sep     | 15 <sup>th</sup> – 17 <sup>th</sup> | 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     | 23rd-24th                           | EURO-CONTROL | Just Culture Conference                                              | Ljubljana             |        |
| 2025 | Sep     | 25th                                | CAA          | Ground Handling Regulation Workshops                                 | London                |        |
| 2025 | Sep/Oct | 29 <sup>th</sup> – 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 <sup>th</sup> – 7 <sup>th</sup>   | SAE          | Defence Aviation Safety Conference                                   | London                |        |
| 2025 | Oct     | 8th                                 | RAeS         | RAeS Mental Health in Aerospace Awareness Event                      | RAeS HQ, London       |        |
| 2025 | Oct     | 14th                                | EURO-CONTROL | Advancing Safety Management through pro-active weak signal detection | Webinar 1400-1530 CET |        |
| 2025 | Oct     | 14 <sup>th</sup> -16 <sup>th</sup>  | IATA         | World Safety and Operations Conference                               | Xiamen, China         |        |
| 2025 | Oct     | 22nd                                | Met Off      | 2025 Met Office Aviation User Forum                                  | Met Office, Exeter    |        |
| 2025 | Oct     | 23rd                                | CAA          | Ground Handling Regulation Workshops                                 | Edinburgh             |        |
| 2025 | Oct     | 28th                                | EASA         | Ramp (SAFA/SACA) Inspection Forum 2025                               | Brussels              |        |
| 2025 | Nov     | 4 <sup>th</sup> – 6 <sup>th</sup>   | FSF          | 78th International Aviation Safety Summit                            | Lisbon, Portugal      |        |
| 2025 | Nov     | 6th                                 | BHA          | BHA Annual Safety Day info@britishhelicopteras-sociation.org         | Cranfield University  |        |
| 2025 | Nov     | 10 <sup>th</sup> – 12 <sup>th</sup> | UKFSC        | FSO Course                                                           | Gatwick               |        |
| 2025 | Nov     | 11 <sup>th</sup> – 13 <sup>th</sup> | Bombardier   | 29 <sup>th</sup> Bombardier Safety Standdown                         | Wichita, Kansas       |        |
| 2025 | Nov     | 12th - 13th                         | EASA         | EASA Annual Safety Conference 2025                                   | Copenhagen            |        |
| 2025 | Nov     | 17th -20th                          | EASA         | Rotorcraft Symposium and European Rotors 2025                        | Cologne               |        |
| 2025 | Nov     | 19th                                | RIN          | 4th Annual UK PNT Leadership Seminar                                 | London                |        |
| 2025 | Nov     | 27th                                | CAA          | Ground Handling Regulation Workshops                                 | Manchester            |        |
| 2025 | Dec     | 2nd                                 | UKFSC        | 473rd SIE                                                            | Online                |        |
| 2025 | Dec     | 2nd                                 | EASA         | Ground Handling Implementation Webinar                               | Online                |        |