



UK Flight Safety Committee

UKFSC News #36

27 Aug 2025



SKYBRARY

Rejected Landing After
Thrust Reversers



CINS

E190-200LR Take-off
Runway Overrun



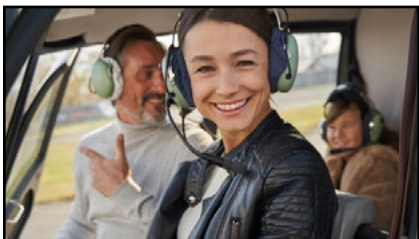
EMIRATES

Using Power Banks
Onboard Banned



UK CAA

Consultation on Conflict
Zone SRAs



CHIRP

General Aviation Feedback
105



FAA / FORBES

Lithium Battery Fires
Increasing Frequency



AIC PNG

DHC 6 Runway Excursion



UK CAA

Annual Safety Review 2024



PILOTS WHO ASK WHY

Lithium Ion Battery Fires



ATSB

Fokker 100 Unstable
Approach



NTSB

Honda Jet HA420 Runway
Excursion on Landing



TSIB SINGAPORE

Runway Incursion



CAA SKYWISE

Airspace Safety: Restricted
Area (Temporary), RA(T)



CAA SKYWISE

Policy For Changes To UK
Ground Navigation Aids



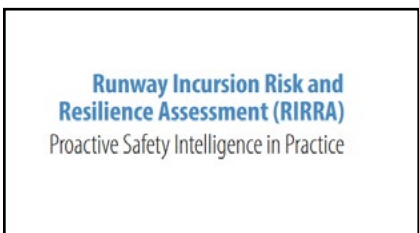
CAA SKYWISE

Article 71 (Exemptions)
Consultation



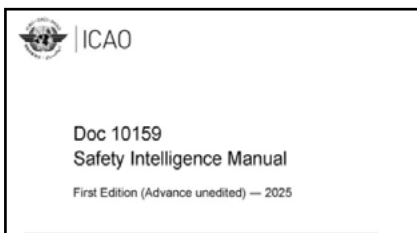
NTSB

B767 APU Doors
Separation from Aircraft



FSF

Runway Incursion Risk &
Resilience Assessment



ICAO

DOC 10159 - Safety
Intelligence Manual



FSF ASN

Recent Accidents &
Serious Incidents



UKFSC

Safety Conference
Calendar **2 NEW**

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SKYBRARY

Another Case Of A Rejected Landing After Thrust Reverser Deployment

On 29 April 2023, the flight crew of an aircraft did not complete the intended touchdown at Abu Dhabi from the flare to land and initiation of a go-around resulted in a tail strike due to high pitch control input whilst the airspeed was still low and the configuration not correct. Confusion by both pilots as



Photos from the official report

to the aircraft air/ground status after touchdown was a contributory factor and involved significant dual sidestick input with no transfer of control. Once established in the climb, the remainder of the subsequent circuit to land was completed without further event.

[Learn More](#)

Related Articles

[Rejected Landings](#)

[Tail Strike](#)

[Pilot Flying \(PF\) and Pilot Monitoring \(PM\)](#)



By Robert Stock.adobe.com

TRAFFIC ACCIDENT RESEARCH CENTER OF SERBIA

Embraer E190-200LR Runway Overrun on Take-off

On 18 February 2024, an Embraer E190-200LR aircraft operated by Marathon Airlines SA on behalf of Air Serbia attempted takeoff from Belgrade. During takeoff from intersection D5 of runway 30L, the aircraft collided with airport infrastructure, including approach lights and the Far Field Monitor (FFM) antenna. Despite significant damage, the aircraft managed to return and land.

The crew was cleared to taxi to intersection D6, but mistakenly entered the runway via D5. The captain and first officer used different configurations and thrust settings in their performance calculations. The Actual Takeoff Weight used in calculations did not match the Load Sheet, and FLEX thrust was used instead of TOGA. The captain exerted pressure on the first officer and dismissed air traffic control’s recommendation to return to D6. There was a lack of standard departure briefing and poor adherence to standard operating procedures. The aircraft struck multiple airport structures, causing damage to the fuselage, left wing, air conditioning system, and landing gear.

There were several safety lessons from this incident. Deviating from assigned taxi routes and takeoff points can compromise safety. Visual confirmation and cross-checking are essential.

Crew members must use consistent data and verify against official documentation (e.g., Load Sheet). Discrepancies can lead to misjudged takeoff capabilities.

Effective communication and mutual respect between captain and first officer are critical. Hierarchical pressure undermines safety.

The airport’s emergency procedures were activated appropriately, but the report highlights criteria for activating isolated parking. The incident exposed the vulnerability the ILS. The collision downgraded the ILS category to CAT I.

[Preliminary Report](#)

EMIRATES

Emirates Makes Changes To Safety Rules For Customer Usage Of Power Banks Onboard

Using any kind of power bank is prohibited onboard Emirates’ flights, effective from 1 October 2025.

[More Details.](#)

UK CAA

Consultation – Safety Risk Assessment of Flying Over Or Near A Conflict Zone

Proposal to adopt amendment 44 to Annex 6, Part I, International Commercial Air Transport – Aeroplanes.

[Give Your View - Closes 24/10/2025](#)

CHIRP

General Aviation Feedback 105

Good Ideas Shared,VFR Moving Map Devices, Inside the Envelope – Or So I Thought, Yellow is not Mellow, Sleaf / Wickenby radio interference, Parachute drop conflict & Paramotor display over populated area.

[GAFB 105](#)



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FAA / FORBES

Lithium Battery Fires Increasing Frequency

Forbes report that “the [FAA’s lithium-battery-incident tracker](#) reports 46 lithium-fire incidents on planes this year through Aug. 15—averaging about 1.4 per week.”

“In addition, 22 anonymous safety reports concerning lithium batteries were filed between January and May 2025, according to a review by Forbes of NASA’s Aviation Safety Reporting System (ASRS), a program.”

“This year, nearly a dozen airlines—mainly based in Asia—have made policy changes regarding lithium battery-powered portable chargers on planes, while Southwest Airlines is the only U.S. carrier to have done so.”

Southwest policy is: *When a portable charger/power bank is used during a flight, it must be out of any baggage and remain in plain sight. Do not charge devices in the overhead bin.*



Image by Taka

Forbes Report



Photo from the official report

PAPUA NEW GUINEA ACCIDENT INVESTIGATION COMMISSION

DHC 6 Runway Excursion

On 6 February 2025, a De Havilland DHC-6-400 experienced a runway excursion during landing at Kerema Airport, PNG. The aircraft veered off Runway 14 and impacted a drainage ditch. There were no injuries, but the aircraft sustained substantial damage.

A right cross-tailwind and damp grass surface reduced traction and directional control. The PIC’s foot became lodged between the rudder and brake pedals, impairing braking. Uncoordinated control inputs from both pilots (asymmetric thrust and abrupt rudder use) worsened the situation. Poor communication and unclear control authority during the landing roll degraded situational awareness. The crew changed assigned flying roles without notifying the Chief Pilot, and the co-pilot was dual-rostered for both operational flying and a proficiency check on the same day. The report recommends:

Implement a structured CRM and Aeronautical Decision Making (ADM) training programme using a blended learning approach.

Introduce targeted CRM reinforcement initiatives to improve cockpit coordination during critical flight phases. Establish clear guidelines for crew assignments on check and training flights, ensuring roles are communicated and any changes are documented and shared.

AIC PNG Report

CAA SKYWISE

Publication of 2024 Annual Safety Review

The CAA Annual Safety Review 2024 is a summary of serious incidents and accidents that have been reported to the CAA.

In 2024 scheduled commercial air transport recorded 4 accidents and 18 serious incidents, half the number in 2019 with similar traffic levels. Non scheduled commercial air transport recorded 3 serious incidents up from zero in 2019.

Airports, ANSPs and vertical take-off and landing statistics also show similar improvements compared to 2019.

CAA Annual Safety Review 2024



PILOTS WHO ASK WHY

In-flight Lithium-Ion Battery Fires: Are you Prepared?

Have a guess within a few seconds: How many lithium-ion batteries do you think are on board during your typical flight?

We asked same question in our HEMS AWI69.

The answer? More than 30. On a typical airline flight it’ll be hundreds, if not thousands.

[Read More](#)



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Photos from the official report

AUSTRALIAN TRANSPORT SAFETY BUREAU

Fokker 100 Unstable Approach

On 29 April 2025, Alliance Airlines flight QQ 3811, operated by a Fokker 100 aircraft (registration VH-FKF), was conducting a scheduled passenger flight from West Musgrave Airport to Perth Airport. During the visual approach to runway 03, the aircraft was aligned with the runway about 4 NM from the threshold. However, at 1,000 ft radio altitude, the aircraft exceeded the stabilised approach speed criteria, but a go-around was not initiated. The aircraft landed uneventfully at 15:39 local time.

Lessons Learned

1. Misinterpretation of Stabilisation Height

The pilot flying incorrectly assessed the stabilisation height as 500 ft instead of the correct 1,000 ft, leading to inadequate energy management during approach.

2. Monitoring and Communication Breakdown

The pilot monitoring did not call out the unstable approach at 1,000 ft, possibly due to workload, late checks, and a belief that the airspeed was reducing.

3. Altimeter Setting Error

The captain failed to switch the altimeter from standard pressure to QNH, causing a 300 ft discrepancy between

the left and right altimeters. This error went undetected during two subsequent checks.

4. Pressure from ATC Speed Instructions

ATC cancelled speed restrictions during the STAR, which subtly pressured the crew to maintain higher speeds, complicating the approach stabilisation.

Safety Actions

Alliance Airlines reviewed the flight data and initially found no exceedances. However, after further analysis, they acknowledged that the speed exceedance at 1,000 ft was not momentary and required attention.

The airline committed to update manuals to resolve conflicting guidance on stabilisation heights and procedures.

While no formal recommendations were issued, the report emphasised: Ensuring flight crews have a shared understanding of stabilised approach criteria. Enhancing monitoring and cross-checking practices. Aligning operational manuals and notices to avoid conflicting procedures. Using descent planning and configuration timing to meet stabilised approach criteria.

ATSB Report

NTSB

Honda Jet HA420 Runway Excursion on Landing



The pilot reported that although the wind was high and forecast for a crosswind, he believed he could complete the flight before the wind changed. He stated that the wind at the destination did change, but he continued the landing. The landing was successful, but the airplane was hit by several crosswind gusts and the airplane became uncontrollable. The airplane did a 360° turn on the runway and was headed off the left side of the runway before control was regained. The airplane traveled across the grass and came to rest on the west taxiway. The airplane sustained substantial damage to the right wing. Reported wind about the time of the accident was from 270° at 19 kts gusting to 36 kts. The NTSB determined the probable cause to be the pilot’s failure to maintain directional control during a gusty crosswind landing. [NTSB Report](#).



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Photo By Lukas Wunderlich

TRANSPORT SAFETY INVESTIGATION BUREAU SINGAPORE

Runway Incursion

On 28 August 2024, at Changi Airport, a runway incursion occurred when a Boeing 777-300ER (Aircraft B) landed on Runway 20R while an Airbus A320-200neo (Aircraft A) was still vacating the runway and had not yet cleared the runway strip. Air Traffic Control (ATC) issued a go-around instruction to Aircraft B when it was just 76 ft above ground level, but the crew did not respond and continued to land.

Lessons Learned

1. Missed Go-Around Instruction

The flight crew of Aircraft B likely missed the go-around instruction due:

- o High workload during final approach.
- o Simultaneous EGPWS aural callouts.
- o Similar call signs between Aircraft A and B.
- o Possible auditory masking or misidentification of the transmission.

2. ATC Risk Management

The Runway Controller (RWC) followed procedures but delayed issuing the go-around instruction in hopes Aircraft A would vacate in time. This reduced the window for Aircraft B to respond effectively.

3. Procedural Gaps

The investigation found no documented safety assessment by the Air Traffic Services Provider (ATSP) regarding the hazard of pilots not hearing or responding to go-around instructions.

The ATSP issued reminders to ATC staff to act decisively on potential loss of separation. Incorporated the hazard of missed go-around instructions into recurrent training. Initiated a safety review of operational procedures.

The operator reminded pilots to remain vigilant and aware of the possibility of low-level go-around instructions.

No formal safety recommendations were issued, as both the ATSP and the operator had already taken appropriate safety actions

[TSIB Report.](#)

CAA SKYWISE

Airspace Safety: Restricted Area (Temporary) or RA(T)

Any airspace infringement brings with it a risk of airborne conflict. This risk may be higher within a RA(T) due to the nature of operations and limited barriers available to mitigate airborne conflict.

In 2024 there were 10 RA(T) infringements; to the end July 2025 the number has already reached 15.

To prevent Airspace Infringements of a RA(T), pilots are encouraged to carry out detailed pre-flight planning to include:

- NOTAM briefing using the NATS Internet Briefing System at [NATS Aeronautical Information Service \(AIS\) Website](#)
- Reference to the AIC or Briefing Sheet referred to in the NOTAM at [NATS AIS](#)
- Call the NATS AIS Information Line prior to flight on 08085-354802 or +44(0)1489-887515.
- Use a VFR Moving Map and apply the [Take 2 guidance](#).

SW2025/272

CAA SKYWISE

Policy For Changes To The UK Ground Navigation Infrastructure

The Policy Statement document, has been updated to provide a clearer understanding of the requirements and procedures applicable, when changing or permanently removing a UK ground-based navigation aid.

This gives oversight to the CAA given the challenges facing space based navigation.

Read [SARG Policy 134: Policy for the Removal of NAV Aids](#)

SW2025/279

CAA SKYWISE

Article 71 of Basic Regulation Consultation

The CAA is consulting on an amendment to Article 71 of UK Regulation (EU) 2018/1139 (the UK Basic Regulation), on flexibility provisions (Ed: Exemptions), to widen its scope and align more with the similar provision in Air Navigation Order (2016).

[Stakeholders may give their views here.](#)

SW2025/284



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Photo By Najeeb

NTSB

B767 APU Doors Separation from Aircraft

On 17 June 2024, Cargojet Airways B767, departed Cincinnati for Vancouver. While climbing through 13,000 feet near Milan, Indiana, the flight crew heard a loud bang, followed by airframe vibrations and a FIRE/OVERHEAT SYS alert on the EICAS. Additional alerts indicated faults in both APU fire loops.

The crew levelled off at 17,000 feet, reduced speed, and later climbed to FL240 after vibrations initially stabilised. However, as vibrations intensified again, they requested a return to CVG. The aircraft landed uneventfully.

Post-flight inspection revealed that the auxiliary power unit (APU) access doors had separated from the aircraft, causing substantial damage to the lower surfaces of both elevators .

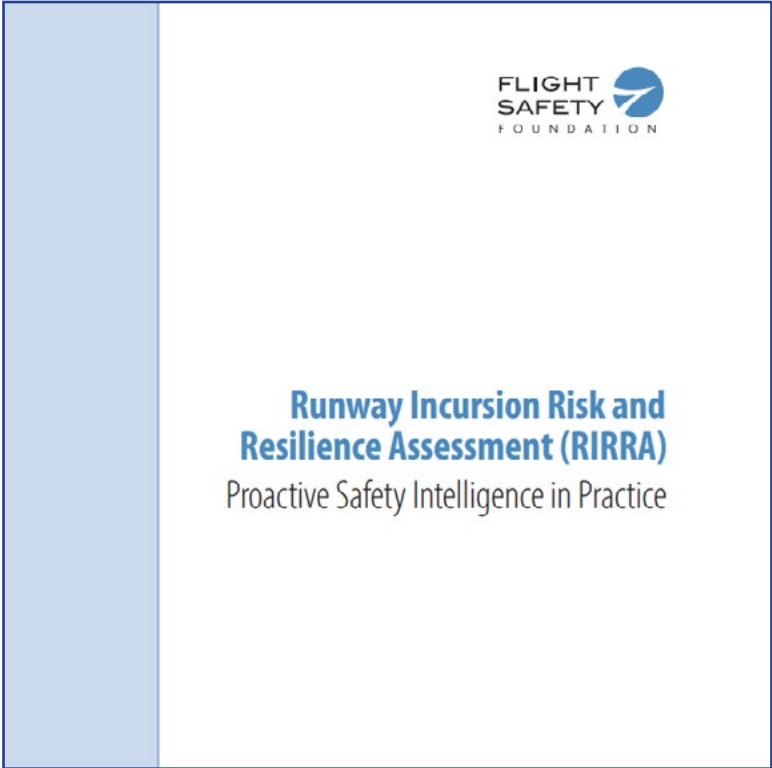
The left-hand APU door was recovered and examined; the right-hand door and its latch hooks were not recovered.

Damage to the recovered door sections suggested that one or more latches were not fully engaged prior to departure.

Maintenance records showed that the APU oil level had been checked during service inspections on 15–17 June, requiring the doors to be opened and closed.

The technician reported that the doors appeared latched and secure during the pre-departure check.

The probable cause was one or more latches were not fully re-engaged after a service check which resulted in the auxiliary power unit (APU) doors separating from the aircraft during climb out. [NTSB Report](#).



FLIGHT SAFETY FOUNDATION

Runway Incursion Risk & Resilience Assessment

The Runway Incursion Risk and Resilience Assessment (RIRRA) is a structured, scenario-based methodology developed within the framework of GAPPRI. It enables aerodrome-level risk and resilience assessments through a modular suite of tools — the RIRRA Canvas, RIRRA Index, and RIRRA Shift — supporting reactive, proactive, and predictive safety management. RIRRA transforms operational insight into actionable intelligence, helping organizations identify and prioritize runway incursion risk scenarios; understand local operational pressures and safety barrier effectiveness; quantify changes in risk and resilience over time or under future conditions; and, support safety management system functions, oversight, and strategic planning.

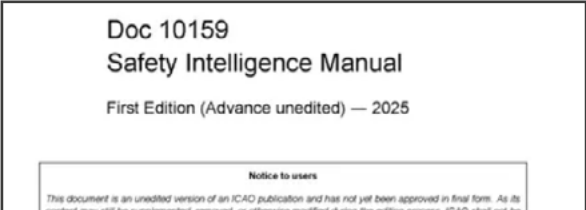
This document introduces the RIRRA concept and methodology, outlining the three tools used across reactive, proactive, and predictive applications. It also provides case studies that demonstrate how these tools are applied in practice. [Click here to download the document](#).

FSF RIRRA

ICAO

DOC 10159 - Safety Intelligence Manual

This manual provides enhanced guidance to support the provisions in Annex 19 – Chapter 5. It contains guidance on the collection, processing and analysis of safety data and safety information to support the development of safety intelligence, as well as content related to the sharing and exchange of safety information and safety intelligence. This manual also complements the Safety Management Manual (Doc 9859).



The ICAO eLibrary, [free to access DOC 10159 - Safety Intelligence Manual](#) available.

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Recent Accidents & Incidents from the Air Safety Network Wikibase. **Page 1 of 3.**

Date	Type	Event	Location
14-Aug-25	A319	RWEXC, touched down in the grass short of runway 20L and hit a light.	Nashville
15-Aug-25	A320	GCOL, G-EZUN turned from taxiway V7 onto taxiway VC2. G-EZWH following on V7 continued, the left-hand wing tip struck the right-hand wing tip fence of G-EZUN.	Manchester
14-Aug-25	A320	Diverted, smoke in the cabin while en-route	Cantabrian Sea
10-Aug-25	A320	Diverted, smoke in the cabin.	Gulf of Taranto
06-Aug-25	A320	RTO after sustaining a bird strike.	Pune-Lohegaon
15-Aug-25	A320	GCOL, G-EZUN turned from taxiway V7 onto taxiway VC2. G-EZWH following on V7 continued, the left-hand wing tip struck the right-hand wing tip fence of G-EZUN.	Manchester
24-Aug-25	A320	ATB, compressor stalls on one of the engines during departure	Perth
13-Aug-25	A320	Diverted, failure of engine no.2 after departure	Islip-Long Island
06-Aug-25	A320	ATB, bird strike on departure	Skopje
24-Aug-25	A320	ATB, due to a engine failure 8 minutes after take-off.	Trabzon
16-Aug-25	A320	GCOL, ingested a ground air-conditioning hose in engine no.I while preparing for departure.	Charlotte
07-Aug-25	A321	Diverted, traces of smoke found in one of the baggage compartments.	Volgograd
24-Aug-25	A321	Diverted, when the battery of a passenger’s device suffered a thermal runaway.	Winchester, MD
16-Aug-25	A321	Tail strike, while executing a low-altitude go-around on runway 27.	Mumbai
05-Aug-25	A350-900	GCOL, towing when the wing of the aircraft hit the hangar door.	Helsinki
18-Aug-25	AN24	RWEXC During take-off due technical problems in the aircraft’s braking system.	Tyumen Roschino
10-Aug-25	AN24	ATB, due to a technical malfunction.	Chita-Kadala
24-Aug-25	AS350B	Contacted the water of a pond and crashed while attempting to fill the Bambi bucket to fight a fire.	Rosporden
05-Aug-25	AS350B	Crash in Valle Nevado.	Valle Nevado
20-Aug-25	AS350B	The FAA reported that the pilot was outside of the helicopter when the long line became entangled in the rotor and it rolled down the mountain.	Skwentna
08-Aug-25	AS350B	The helicopter struck a pole on landing.	Medical Heliport
05-Aug-25	AS350B	Made a heavy landing after impacting a cable in Val Sarentino.	Val Sarentino
15-Aug-25	AS350B	Crashed in shallow water while fighting fire at Long Lake	Long Lake
12-Mar-00	ATR72	GCOL, impacted a ground power unit when taxiing on the apron	Helsinki
05-Aug-25	AWI09	Precautionary landing on an open field	Oyama town
06-Aug-25	B200 KA	ARC, right main landing gear collapse at BHX.	Birmingham



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Recent Accidents & Incidents from the Air Safety Network Wikibase. **Page 2 of 3.**

Date	Type	Event	Location
05-Aug-25	B300 KA	Destroyed when it impacted terrain during a landing attempt on runway 36	Chinle
13-Aug-25	B737 MAX	Hit by a large bird when it climbed through 4500 feet. Continued. Leading edge flap broken and detached on arrival.	Madrid
23-Aug-25	B737-300	Diverted, cabin pressurization issues.	WNW of Al Najaf
19-Aug-25	B737-800	On approach to Austin when the left-hand wing flap became dislodged.	Austin–Bergstrom
10-Aug-25	B737-800	Diverted, after the battery of a passenger’s wireless headset suffered a thermal runaway.	En-route GZT-IST
11-Aug-25	B737-800	ATB following an engine failure.	Faro
10-Aug-25	B737-800	GCOL, Ambulift hit the right winglet of the aircraft during pushback.	Madeira
13-Aug-25	B737-800	Loss of cabin pressure while en-route at FL370, carried out an emergency descent to FL090 and continued.	Port Macquarie
13-Aug-25	B747-8F	Suffered an engine pod strike during a night-time landing on runway 05L	Taipei-Taiwan
10-Aug-25	B757-200	GCOL, clipped a wing of A350-94I N569DZ during pushback.	Atlanta
16-Aug-25	B757-300	Diverted, engine surges immediately after take-off.	Kerkyra
10-Aug-25	B777-200	Bird strike upon landing at runway 08R	Paris-CDG
06-Aug-25	B777-300ER	En-route, when the lithium battery of a passenger’s power bank inside a bag suffered a thermal runaway. Smoke developed in the cabin while cabin crew contained it.	En-route
07-Aug-25	B777-300ER	ATB, cabin pressurisation issues after climbing through an altitude of 12000 feet.	NW of Taipei
15-Aug-25	B787-9	Engine failure and diverted to Urumqi.	Urumqi (URC)
15-Aug-25	BN2A	ATB, after the pilot shut down one of the two engines.	W of Bonaire
22-Aug-25	C90 KA	ATB due gear issues, landed gear up on runway 29	Manaus
23-Aug-25	CH 53E	Destroyed in a fire at Marine Corps Air Ground Combat Center	Twenty-Nine Palms
17-Aug-25	CITATION 525	The aircraft struck multiple birds on landing leaving dents on the left wing.	Harrisburg Skyport
20-Aug-25	CITATION 560	ATB, struck a bird on take-off from runway 06.	Fort Dodge Airport
07-Aug-25	CITATION 560	Took off from runway 14 at Wilson Airport. About five minutes later, the aircraft entered a high rate of descent and impacted terrain about 22 km northeast of the airport.	Mwihoko
04-Aug-25	CITATION 750	GCOL, taxiing on taxiway C at Charlotte, when the left wingtip struck the right-side elevator of a Cessna 750 Citation X, N998CX, that was holding short of runway 36R.	Charlotte
11-Aug-25	DHC-6	ARC, sustained substantial damage when it was involved in a landing accident	San Clemente
09-Aug-25	DHC-6	RWEXC, veered off the runway after landing	Grand Canyon
20-Aug-25	DHC-8	RWINC, landed before the runway inspection vehicle had cleared the runway.	Wakkanai-Hokkaido
12-Aug-25	EC135	An LPR air ambulance helicopter struck bird(s) while attending to a motorcycle accident	Rybnik

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Recent Accidents & Incidents from the Air Safety Network Wikibase. **Page 3 of 3.**

Date	Type	Event	Location
12-Aug-25	EC635	The helicopter had a technical malfunction and made a forced landing in a car park.	Karbala
12-Aug-25	F15	Substantial damage when the back seater accidentally ejected from the jet while taxiing.	Westfield-Barnes
04-Aug-25	F15	Made an emergency landing with a missing right main wheel	Okinawa
20-Aug-25	F18	Crashed off the coast of Virginia. The pilot ejected and was rescued	Virginia
21-Aug-25	F18	Crashed on take-off. Both pilot and co-pilot ejected and survived.	Pahang
03-Aug-25	F90 KA	ARC, a nose landing gear collapse during landing.	Fayetteville
04-Aug-25	Fokker 50	Diverted, an engine failure while en-route.	Panama
05-Aug-25	G450	The aircraft struck a deer while landing on runway 24.	Westhampton Beach
22-Aug-25	G550	The aircraft struck a bird, causing a cracked windshield.	Farmingdale
07-Aug-25	Hughes 369D	Crashed after the tail struck power lines attempting to attach a safety marker (orange ball) to one of the power lines.	West Alton
15-Aug-25	Mil Mi-171	Crashed under unknown circumstances in an area that has suffered major flooding.	Bajaur
16-Aug-25	Mil Mi-8	In Kyrgyzstan, a military helicopter made a hard landing during a rescue operation in the mountains.	Jengish Chokusu
07-Aug-25	Mit F-2A	Crashed on a training flight, the pilot ejected.	Hyakuri Air Base
03-Aug-25	R22	Impacted terrain immediately after take-off for unknown reasons.	Taylor Municipal
25-Aug-25	R44	Crashed onto a hedge side of A3020 road near Shanklin, Isle of Wight.	Shanklin
18-Aug-25	R44	Clipped a light pole and came to rest on its left side during take-off	Skagit Regional
16-Aug-25	R44	Loss of engine power, ditching in the sea near La Barceloneta, Spain.	La Barceloneta
08-Aug-25	R44	The pilot of a private helicopter suffered a heart attack but managed to make an emergency landing and requested medical assistance.	Krashennikov
03-Aug-25	R44	The helicopter impacted terrain under unknown circumstances.	Clarkston, MT
23-Aug-25	Rockwell Com	Crashed under unknown circumstances	Marcella
19-Aug-25	Saab 340B+	ATB, a fire warning no. 1 engine. The crew shut down the engine and returned.	Sunshine Coast
18-Aug-25	Saab 340B+	The cockpit window cracked, and the crew subsequently made a precautionary descent to 10,000 ft.	Oakey, QLD
23-Aug-25	Shrike Commander	A double engine failure (due to fuel starvation?) when approaching George Airport (GRJ/FAGG) and made an emergency landing in a field	S of Thembalethu
21-Aug-25	Super Galaxy	ATB, due to the loss of number 1 engine shortly after departure.	Ocean City, NJ
21-Aug-25	UH-60	A Colombian National Police Sikorsky UH-60 Black Hawk was downed by a drone carrying explosives according to press reports.	Los Toros



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Safety Conference Calendar

Year	Month	Day(s)	Org	Event	Location	Notes
2025	Aug	27 th – 28 th	EASA	Artificial Intelligence in Aviation	Cologne	Hybrid
2025	Sep	9 th	FSF	Safety At Scale: How New Entrants Are Finding Success With SMS	Webinar 1000-1100 EDT	NEW
2025	Sep	10 th	UKFSC	472 nd SIE	Online	
2025	Sep	10 th - 11 th	AAPA	Asia Pacific Aviation Safety Seminar 2025	Manila	
2025	Sep	15 th – 17 th	UKFSC	FSO Course	Gatwick	
2025	Sep	17 th - 18 th	Acron	Acron Aviation Customer Safety Seminar	MBW, Weybridge	
2025	Sep	23 rd	EASA	Ground Handling Implementation Webinar	Online	
2025	Sep	23 rd -24 th	EURO-CONTROL	Just Culture Conference	Ljubljana	
2025	Sep	25 th	CAA	Ground Handling Regulation Workshops	London	
2025	Sep/Oct	29 th – 4 th	ISASI	ISASI 2025 - Soaring to New Heights: A World of Innovation	Denver, Colorado	
2025	Sep/Oct	30 th - 1 st	EASA	SAFE 360° Safety in Aviation Forum Europe	Cologne	
2025	Oct	6 th – 7 th	SAE	Defence Aviation Safety Conference	London	
2025	Oct	8 th	RAeS	RAeS Mental Health in Aerospace Awareness Event	RAeS HQ, London	
2025	Oct	14 th	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	Oct	22 nd	Met Off	2025 Met Office Aviation User Forum	Met Office, Exeter	
2025	Oct	23 rd	CAA	Ground Handling Regulation Workshops	Edinburgh	
2025	Oct	28 th	EASA	Ramp (SAFA/SACA) Inspection Forum 2025	Brussels	
2025	Nov	4 th – 6 th	FSF	78th International Aviation Safety Summit	Lisbon, Portugal	
2025	Nov	6 th	BHA	BHA Annual Safety Day info@britishhelicopteras-association.org	Cranfield University	
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	12 th - 13 th	EASA	EASA Annual Safety Conference 2025	Copenhagen	
2025	Nov	17 th -20 th	EASA	Rotorcraft Symposium and European Rotors 2025	Cologne	
2025	Nov	19 th	RIN	4th Annual UK PNT Leadership Seminar	London	
2025	Nov	27 th	CAA	Ground Handling Regulation Workshops	Manchester	
2025	Dec	2 nd	UKFSC	473 rd SIE	Online	
2025	Dec	2 nd	EASA	Ground Handling Implementation Webinar	Online	
2026	Feb	25 th - 26 th	DISPAX	Unruly Airline Passenger Management & Restraint	Lisbon, Portugal	NEW