

Annual Safety Review 2025

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Definitions

Occurrence¹

Occurrence means any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person and includes in particular an accident or serious incident.

For the purposes of this Annual Safety Review (ASR), occurrences comprise Mandatory Occurrence Reports (MORs) and Voluntary Occurrence Reports (VORs) submitted to the UK Civil Aviation Authority (UK CAA) in accordance with UK Regulation (EU) No 376/2014 (the UK Mandatory Occurrence Reporting Regulation).

Accident²

An occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

a) a person is fatally or seriously injured as a result of:

- being in the aircraft, or
- direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
- direct exposure to jet blast,

except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

b) the aircraft sustains damage or structural failure which:

- adversely affects the structural strength, performance or flight characteristics of the aircraft, and
- would normally require major repair or replacement of the affected component,

except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windcreens, the aircraft skin (such as small

¹ UK Regulation No 376/2014 (the UK Mandatory Occurrence Reporting Regulation)

² ICAO Annex 13, Aircraft Accident and Incident Investigation

dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or

c) the aircraft is missing or is completely inaccessible.

An injury resulting in death within thirty days of the date of the accident is classified, as a fatal injury.

If the fatality occurs to persons outside the aircraft, then these are treated as third party fatalities and are not always reportable to the UK CAA. Occupational health and safety related occurrences are reported to and investigated by the Health and Safety Executive (HSE).

Serious Incident²

An incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down.

The difference between an accident and a serious incident lies only in the result.

Serious Injury²

An injury which is sustained by a person in an accident and which:

- a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- d) involves injury to any internal organ; or
- e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
- f) involves verified exposure to infectious substances or injurious radiation.

² ICAO Annex 13, Aircraft Accident and Incident Investigation

Types of Flight

Business Aviation

Business aviation, also sometimes called corporate aviation, is generally defined as the use of any general aviation (GA) aircraft for a business purpose. Business aviation is considered a subset of the larger general aviation, which encompasses all civil aviation activity except commercial airlines.

Commercial Air Transport

An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

Offshore operation

Helicopter operations which routinely have a substantial proportion of the flight conducted over sea areas to or from offshore locations. Such operations include, but are not limited to, support of offshore oil, gas and mineral exploitation and sea-pilot transfer.

General Aviation

An aircraft operation other than a commercial air transport operation or an aerial work operation.

Military operations

Flights conducted by UK or other state military services. This is not overseen by the UK CAA.

Acronyms and Abbreviations

AAIB	Air Accident Investigations Branch
AAM	Advanced Air Mobility
AOC	Air Operators Certificate
ASR	Annual Safety Review
ATM	Air Traffic Management
ATS	Air Traffic Services
CAT	Commercial Air Transport
FOIA	Freedom of Information Act
GNSS	Global Navigation Satellite System
HEMS	Helicopter Emergency Medical Services
HSE	Health and Safety Executive
RPAS	Remotely Piloted Aircraft System
RSMS	Regulatory Safety Management System
SAR	Search and Rescue
SMS	Safety Management System
SPI	Safety Performance Indicator
SSP	State Safety Programme
VTOL	Vertical Take-Off & Landing
eVTOL	Electric Vertical Take-Off & Landing
UK CAA	United Kingdom Civil Aviation Authority

Introduction

This Annual Safety Review (ASR) for the United Kingdom (UK) has been compiled by the Safety Intelligence Team of the UK CAA. It presents statistics on accidents and serious incidents involving UK civil aviation for 2025 and compares them with previous years. The statistics also include, where applicable, the number of fatalities and serious injuries.

The data are subject to change as ongoing investigations are completed. This review is based on occurrence data collected in accordance with UK Regulation (EU) No 376/2014 (the UK Mandatory Occurrence Reporting Regulation). Data includes occurrences reported to the UK CAA that took place within and outside the UK, involving UK-registered aircraft and non-UK operators in UK airspace.

UK airspace and UK airlines are among the safest in the world. For passengers on a UK scheduled airline there have been no fatal accidents for over 35 years. However, fatalities still do occur in the UK aviation system. The UK CAA is not complacent; the Government remains committed, through the UK state safety system, to maintaining and improving the high safety standards in aviation.

Use of Occurrence Reports

The sole objective of occurrence reporting is the prevention of accidents and incidents and not the attribution of blame or liability.

Occurrence data provides regulators and industry stakeholders with a focused overview of safety performance across the UK aviation sector. It highlights key incident trends, systemic risks and the effectiveness of existing mitigations. The objective is to support evidence based decision-making, enable proactive risk management and foster close collaboration between regulatory bodies and industry. By drawing on the latest data and shared insights, this approach contributes to shaping a regulatory environment that is both safety centric and innovation ready.

In 2025, the UK CAA received reports relating to over 62,000 unique occurrences, of which 232 (0.4%) were categorised as accidents or serious incidents.

Approximately 85% of these involved a general aviation (GA) aircraft or a remotely piloted aircraft system (RPAS).

Fatalities remain rare: only 0.02% of all reports in 2025 resulted in fatal injuries. These predominantly involved GA aircraft; a single occurrence involved a non-UK registered aircraft operating in the UK.

Overall reporting of occurrences increased by 3.6% compared to 2024.

Global Navigation Satellite System (GNSS) interference was again most reported in 2025 (over 26% of all reports). The UK CAA published a Safety Notice³ in April last year on the topic to raise awareness, to advise Operators who may be impacted by the loss or degradation of GNSS signals, to update the affected areas and to include the newest information.

Internally, the UK CAA performs statistical analysis primarily to support the UK's State Safety Programme (SSP) and to inform regulatory oversight, interventions, policy decisions and safety promotion activities. More specifically, the UK CAA performs:

- descriptive analysis of event types and occurrence categories by aviation sector, in support of risk based oversight
- specific risk analysis in support of the Regulatory Safety Management System (RSMS)
- monitoring of Safety Performance Indicators (SPIs) to identify trends and inform safety risk management

³ Global Navigation Satellite System Radio Frequency Interference Leading to Navigation/Surveillance Degradation SN-2025/006

(UK CAA website: <https://www.caa.co.uk/data-and-publications/publications/documents/content/sn-2025006/>)

The UK CAA also responds to external occurrence data requests submitted through SRG1605 and SRG1604 forms, as well as requests made under the Freedom of Information Act (FOIA). Safety information is shared solely for the purpose of maintaining and improving aviation safety.

In 2025, the most common data requests related to disruptive passengers, airspace infringements, RPAS incidents and lithium batteries. Requests are received predominantly from industry organisations, research institutions, government departments, journalists, and the wider public.

Aviation organisations request this data to enhance their operational safety picture and strengthen their Safety Management Systems, particularly in areas where emerging safety trends exist but limited information is available.

Similarly, military aviation organisations request data on specific aspects of civil aviation, such as laser interference or certain aircraft types.

The UK CAA also publishes a number of reports each year using the aviation safety data it collects. Areas covered include:

- [Birdstrike data](#)
- [Laser incidents](#)

Finally, analysis of safety occurrences, including investigation findings from severe events that identify causal and root factors, informs the development of bespoke safety promotion materials published by the UK CAA. These communications aim to raise awareness of key safety risks, seasonal hazards, high-severity occurrences and safe practices. In 2025, a range of targeted content and campaigns were published to support these objectives and promote greater safety awareness and behavioural change across the aviation community. Examples included:

- [Pilot Health and Performance Safety Sense Leaflet](#) – aimed at private pilots and includes guidance on the health risks associated with flying and how to stay healthy as a pilot
- Drone user safety awareness – the UK CAA continued its extensive drone safety education and awareness campaign aimed at drone users. This included attending exhibitions and events with an education stand, use of social media to push advice and information and extensive media campaigns to promote safety messages and the change to UK drone rules on 1 January 2026
- Dangerous Goods – one of the UK's top focus areas underpinned by occurrence data is fire caused by faulty or damaged lithium batteries. One mitigation is passengers carrying key devices such as power banks and vapes in the cabin, rather than checked baggage. The UK CAA ran an extensive public awareness campaign throughout 2026 to educate passengers on both the risks and how to pack devices. This included extensive national TV and radio coverage, social media, digital advertising at airports and transport infrastructure and coordination with industry. For

consistency across the industry the campaign brand was based on the work undertaken by the Australian Civil Aviation Safety Authority and had also since been used by EU nations. As a result of the UK work, millions of passengers will have seen targeted educational information

- [Safety Notices](#) – issued to industry in response to specific safety issues identified through occurrence data, such as guidance on pitot tube blockage events caused by solitary bee activity
- Airspace infringements – one cause of occurrences linked to the risk of mid-air collision is airspace infringement incidents. During the year the UK CAA continued to use the [Airspace and Safety Initiative](#) brand and channels to promote awareness of incidents and safety education to pilots

Handling, processing and investigation of occurrence reports sometimes involve different business areas within the UK CAA who may have an interest in the event from different perspectives, such as aircraft type, location, or the type of event. For the purposes of this review, individual occurrences may be featured in more than one business area.

The analysis of data presented in this review may differ from reports published by other organisations or regulators. This is a result of different data collection methods, query criteria and analysis used to interpret the data. The review includes year on year updates to datasets previously published by the UK CAA. Each report provides a distinct perspective and contributes to the wider evidence base used to understand and improve aviation safety performance.

Aerodromes

This section includes accidents and serious incidents with an aerodrome involvement at UK certified and licensed aerodromes, involving civil aircraft. Lists of the aerodromes that hold a [UK Certificate](#) or a [UK License](#) are available on the UK CAA's website.

An aerodrome occurrence may be described as those involving an aerodrome's infrastructure, or personnel working at the aerodrome (including those who may be employed by a third party such as a ground handler or an airline). Events such as technical malfunctions experienced by aircraft are only included if there are factors directly related to the aerodrome that influence the outcome of the occurrence. Security events are not covered by this review; therefore, events such as bomb threats and stowaways have been excluded. The involvement of an aerodrome in an occurrence does not imply that the aerodrome was at fault or the cause of the occurrence.

The types of occurrences which may be classed as related to aerodromes include runway excursion, runway incursion, abnormal runway contact, loss of control on the ground, ground collision, collision with an obstacle during take-off and landing and ramp/ground handling.

In 2025, there were 27 aerodrome related occurrences classed as an accident or serious incident. 18 were accidents and 9 were serious incidents. The main occurrence types reported in 2025 were abnormal runway contact, loss of control on the ground, ground collisions and ground handling occurrences.

The number of accidents related to aerodromes increased to 18 in 2025, compared with 12 in 2024 and an average of 16 between 2020-2024. The number of serious incidents related to aerodromes decreased to 9 in 2025 from 10 in 2024 and remained below the 2020-2024 average of 12.

Two separate serious injury accidents were reported to the UK CAA in 2025. One involved a member of pushback crew injured during pushback at Birmingham Airport.⁴ The other involved a student pilot who was seriously injured during a runway excursion at Blackbushe Airport.⁵ The previous accident resulting in a serious injury occurred in 2024.

Between 2020 and 2024, there were no fatal accidents at UK certified or licensed aerodromes. In July 2025, there was one fatal accident, this occurred at London Southend Airport and resulted in four fatalities.⁶ If an injury or fatality occurred to persons outside the

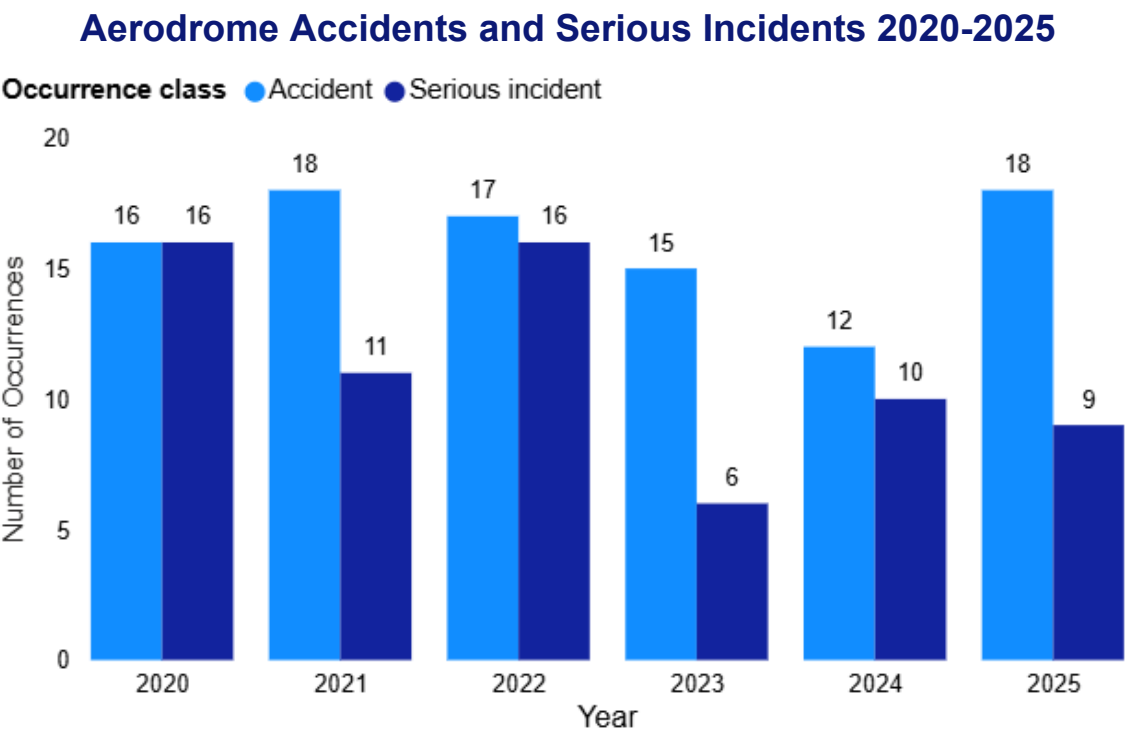
⁴ AAIB investigation ongoing (AAIB website accessed 30th June 2026: <https://www.gov.uk/government/publications/aaib-current-field-investigations/air-accidents-investigation-branch-current-field-investigations>)

⁵ AAIB investigation complete (AAIB website accessed 18th June 2026: https://assets.publishing.service.gov.uk/media/698303d68c1e89ed1e91bbfe/Sonaca_200_G-LKDM_02-26.pdf)

⁶ AAIB investigation ongoing (AAIB website accessed 30th June 2026: <https://www.gov.uk/government/publications/aaib-current-field-investigations/air-accidents-investigation-branch-current-field-investigations>)

aircraft, then these are treated as third party injuries or fatalities and are not always reportable to the UK CAA. Occupational health and safety related occurrences are reported to and investigated by the Health and Safety Executive (HSE).

The graph below provides a visual representation of accidents and serious incidents related to aerodromes in the UK in the years between 2020 and 2025.



Year	Reported Accidents	Reported Serious Incidents
2020	16	16
2021	18	11
2022	17	16

Year	Reported Accidents	Reported Serious Incidents
2023	15	6
2024	12	10
2025	18	9

Air Traffic Management (ATM)/Air Navigation Services (ANS)

This section includes accidents and serious incidents with an ATM/ANS involvement that occurred within UK airspace. The involvement of ATM/ANS in an occurrence does not imply that ATM/ANS were at fault or the cause of the occurrence.

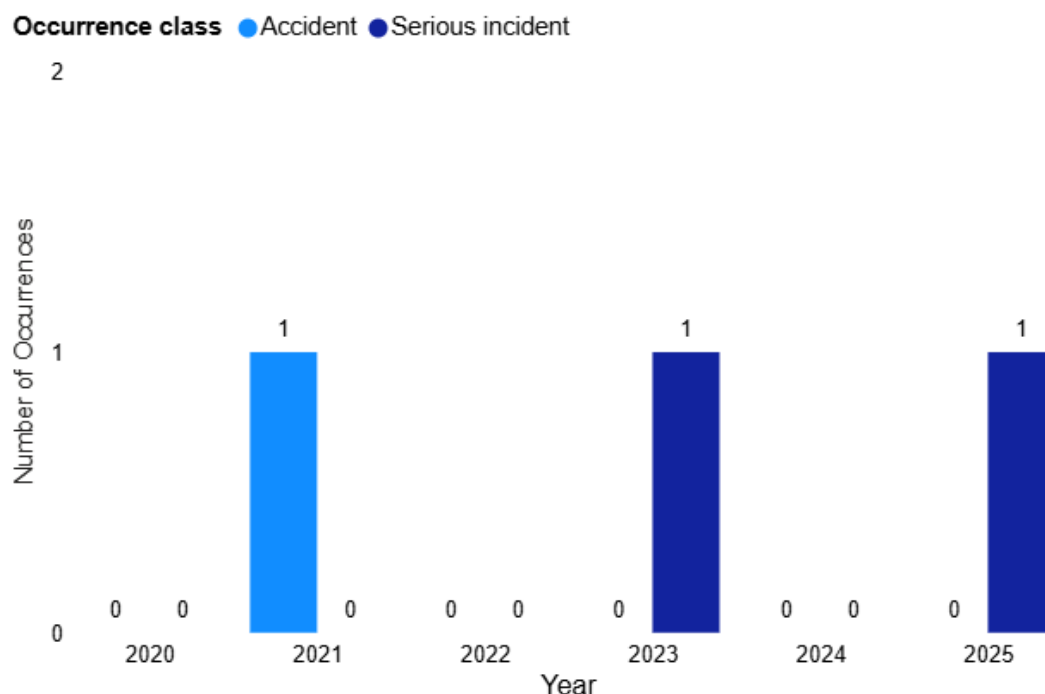
The types of reports which may be classed as related to ATM/ANS include airborne conflict, losses of separation, airspace infringements, air traffic control engineering problems and difficulties with communication.

One serious incident with ATM/ANS involvement occurred in 2025. An aircraft landed at Manchester Airport below final reserve fuel after three windshear go-arounds and a diversion.⁷

There were no occurrences involving fatalities or serious injuries reported under ATM/ANS in 2025, the last fatal accident with ATM/ANS involvement occurred in 2021.

The graph below provides a visual representation of accidents and serious incidents related to the provision of ATM/ANS in the UK in the years between 2020 and 2025.

ATM/ANS Accidents and Serious Incidents 2020-2025



⁷ AAIB investigation ongoing (AAIB website accessed 30th June 2026: <https://www.gov.uk/government/publications/aaib-current-field-investigations/air-accidents-investigation-branch-current-field-investigations>)

Year	Reported Accidents	Reported Serious Incidents
2020	0	0
2021	1	0
2022	0	0
2023	0	1
2024	0	0
2025	0	1

General Aviation (GA)

The UK GA sector covers around 17,000 aircraft (mainly with a maximum take-off mass below 5,700 kg), including specialist activities such as pilot training, balloon operations, gliding, ex-military aircraft operations, parachuting and air displays. Overall, while the risk associated with GA is greater than commercial aviation, the safety level of GA in the UK is still acceptable given the nature of activity undertaken.

The UK CAA's GA teams exist to help people avoid potential harm when they encounter GA and the teams are committed to delivering protection now and in the future as effectively and efficiently as possible. The teams are responsible for safety promotion activities aimed at the GA industry including:

- podcasts
- safety animations
- a variety of safety publications, including the Skyway Code and the series of Safety Sense Leaflets
- webinars
- attending GA community events

At the time of writing, owners and operators of around 10,600 UK registered GA aircraft⁸ have reported a little over 636,000 flying hours in 2025. This reflects an overall downward trend of reported flying hours since 2017.

In 2025, the UK CAA received over 2,300 occurrence reports that involved a GA aircraft. This is slightly higher than in previous years and above the 10-year average (2015-2024) of 1,990 reports. Of these reports, 7% were classified as accidents or serious incidents, while 1% resulted in fatal or serious injuries to persons on board. GA occurrence reports account for approximately 4% of all occurrences reported to the UK CAA.

Many of these accidents and serious incidents are investigated by the Air Accidents Investigation Branch (AAIB), with some investigations still ongoing.⁹

There were 158 reported accidents and serious incidents involving GA aircraft in 2025, of which 83% resulted in no injuries. Although the number of accidents and serious incidents was well below the 10-year average, the rate of 24 per 100,000 reported hours flown remained slightly above the 10-year average of 22 per 100,000. Ten accidents resulted in fatal injuries to 13 people (this number of fatalities is above the past 10-year average of 11).

⁸ UK aircraft register (UK CAA website: <https://www.caa.co.uk/aircraft-register/g-info/search-g-info/>)

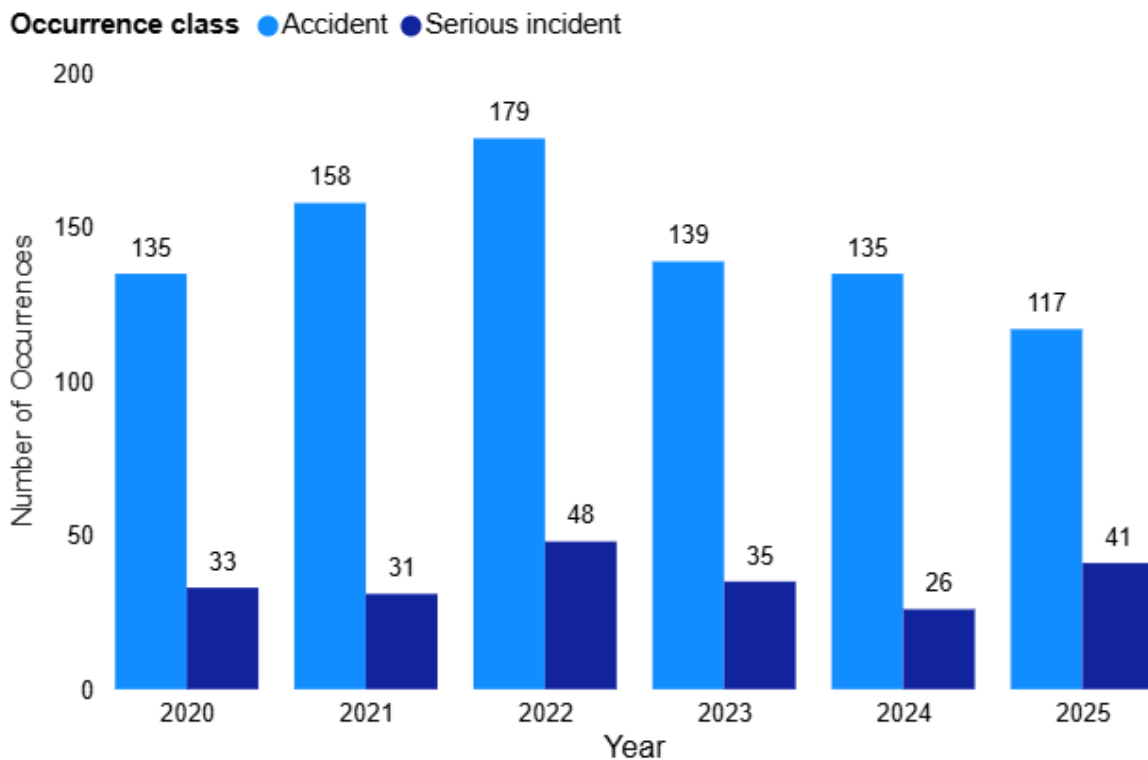
⁹ AAIB investigation ongoing (AAIB website accessed 15th June 2026: <https://www.gov.uk/government/publications/aaib-current-field-investigations/air-accidents-investigation-branch-current-field-investigations>)

There were 11 reportable accidents that resulted in serious injuries to 14 people.

Reportable accidents and serious incidents in 2025 (and long-term) can be largely divided into two categories: those contributed by pilot performance (such as insufficient preparation for a flight and poor aircraft handling during critical phases of flight, especially landing) and those related to technical malfunctions (such as engine failure) during flight.

The graph below provides a visual representation of reportable accidents and serious incidents involving general aviation aircraft in the years between 2020 and 2025.

GA Accidents and Serious Incidents 2020-2025



Year	Reported Accidents	Reported Serious Incidents
2020	135	33
2021	158	31

Year	Reported Accidents	Reported Serious Incidents
2022	179	48
2023	139	35
2024	135	26
2025	117	41

Non-Scheduled Commercial Air Transport (CAT)

Non-scheduled fixed-wing CAT covers a variety of related flight operations, including various corporate flights, air taxi and aerial works. Commercial rotorcraft operations are covered in a later section.

The main difference from the scheduled sector is that aircraft in the non-scheduled area are often smaller with fewer or no passengers and they do not operate to a set timetable.

The safety issues of these operations are often similar to the ones in scheduled operations but with a different variety of aircraft types and locations that they operate to/from.

The UK non-scheduled CAT sector involves close to 20 operators with approximately 22,000 flights in 2025.

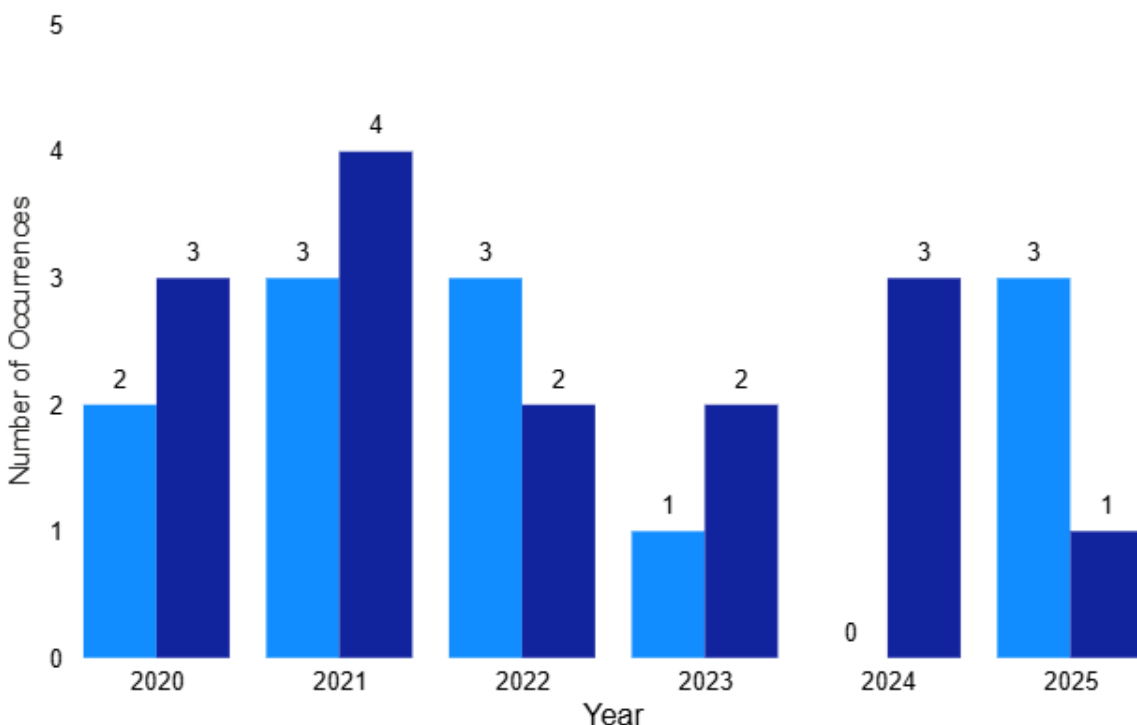
In 2025, there were three accidents and one serious incident. There have been no fatal or serious injury accidents in the past five years.

The serious incident involved failure of the main and emergency oxygen system in a single-seat jet trainer. The accidents involved a landing gear collapse, a hard landing and debris from an aircraft damaging a house.

The graph below provides a visual representation of reportable accidents and serious incidents for non-scheduled CAT in the years between 2020 and 2025.

Non-Scheduled CAT Accidents and Serious Incidents 2020-2025

Occurrence class ● Accident ● Serious incident



Year	Reported Accidents	Reported Serious Incidents
2020	2	3
2021	3	4
2022	3	2
2023	1	2
2024	0	3
2025	3	1

Non-UK Operators in UK Airspace

This section covers accidents and serious incidents involving non-UK operated aircraft (anything conducted on an operator not registered in the UK) within UK airspace (including Isle of Man and the Channel Islands). This section also includes multiple sectors such as General Aviation (GA) and Business Aviation as well as Commercial Air Transport (CAT).

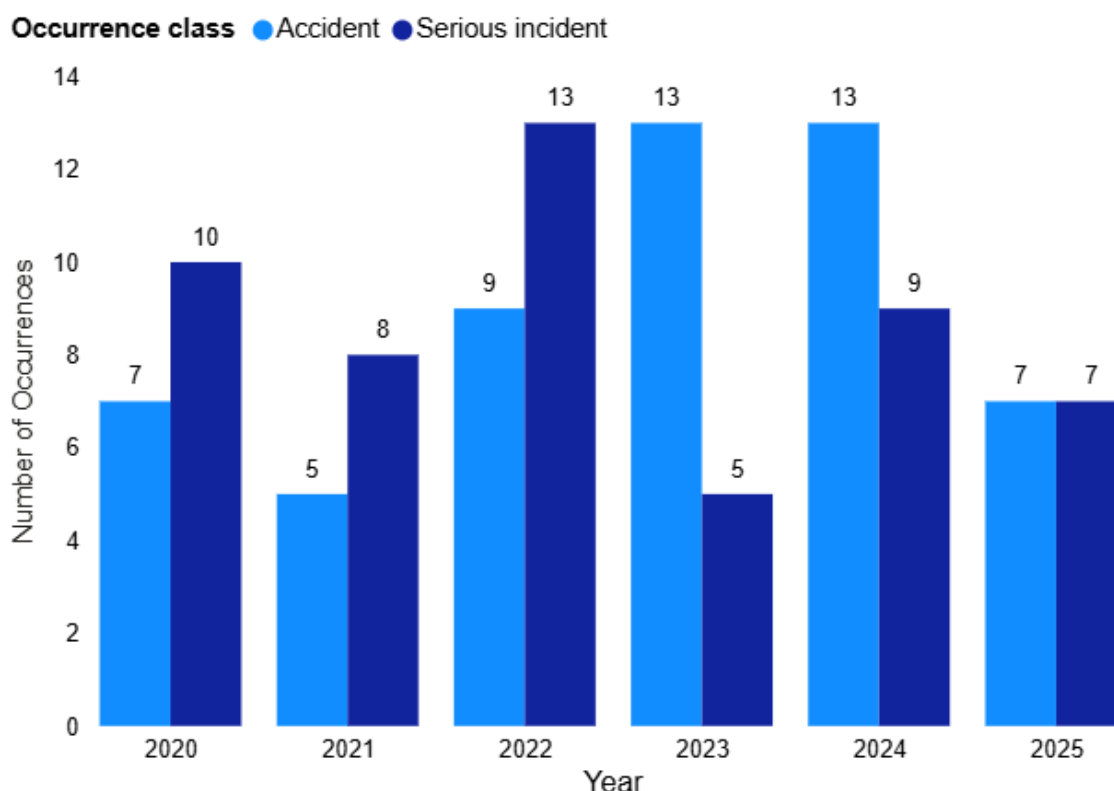
In 2025, 43% (6) of accidents and serious incidents were reported as abnormal runway contact events. These were predominantly [4 of the 6] landing gear collapses suffered on light aircraft types (General Aviation sector). Loss of control in-flight and ground safety were other common areas reported in 2025.

Of the 7 accidents reported in 2025, 1 resulted in 4 fatalities, involving a general aviation type aircraft. The AAIB is currently investigating the fatal accident. It involved a Dutch registered Beech BE20 – shortly after take-off the aircraft entered a left turn and took a steep descent striking the ground. The aircraft was on a positioning flight back to its base.

One serious injury was sustained in 2025 to a member of ground crew during the pushback of a commercial aircraft.

The graph below provides a visual representation of accidents and serious incidents involving non-UK aircraft in UK in the years between 2020 and 2025.

Non-UK in UK Accidents and Serious Incidents 2020-2025



Year	Reported Accidents	Reported Serious Incidents
2020	7	10
2021	5	8
2022	9	13
2023	13	5
2024	13	9
2025	7	7

Remotely Piloted Aircraft Systems (RPAS)

The number of registered drone users with the UK CAA continues to grow as unmanned aircraft are used across both recreational and commercial contexts. Alongside this growth, regulatory requirements include operator registration, remote pilot competency and the use of defined operational categories.

Class-marked drones (UK0–UK6) have been introduced, with associated operating limitations within the Open category. The Drone and Model Aircraft Code provide safety guidance for flying in Open category subcategories (A1 and A3)¹⁰, while more complex or higher risk operations are conducted within the Specific category under operational authorisations.

There are approximately 950,000 active registered drone flyers and operators (31.9% increase year on year)¹¹, which consists of:

- Approximately 621,000 active Flyer IDs
- Approximately 330,000 active Operator IDs

The UK CAA received 206 MORs from RPAS operators in 2025, a 9% decrease from the 226 received in 2024. There were 39 accidents and serious incidents involving RPAS during 2025, which is a 35% decrease compared to 2024.

In 2025, 44% (17) of accidents and serious incidents were contributed to by loss of control in flight, making it the most commonly reported event in connection to accidents. System or component failure was the second most frequently reported accident in 2025, contributing to 35% of incidents.

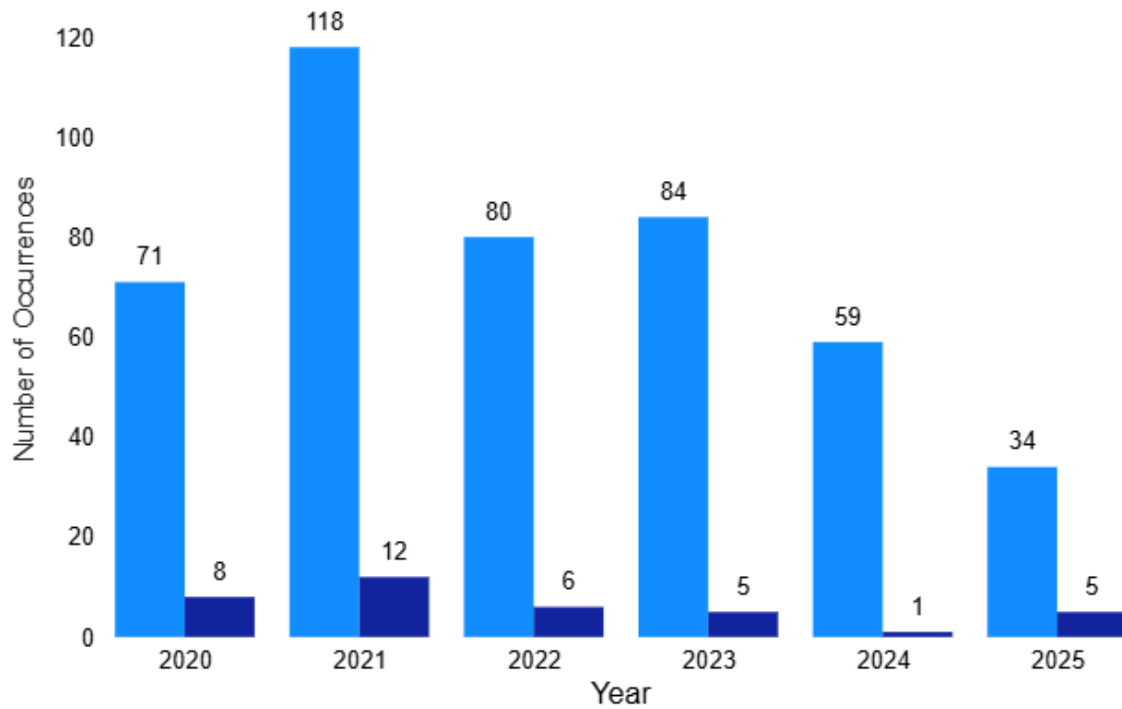
The graph below provides a visual representation of accidents and serious incidents related to RPAS in the UK in the years between 2020 and 2025.

¹⁰ Drone and Model Aircraft Code (UK CAA website: <https://www.caa.co.uk/drones/open-category/drone-code/>)

¹¹ UK CAA Drone & Model Aircraft Registration and Education Scheme (DMARES) database as on 30th of May 2026

RPAS Accidents and Serious Incidents 2020-2025

Occurrence class ● Accident ● Serious incident



Year	Reported Accidents	Reported Serious Incidents
2020	71	8
2021	118	12
2022	80	6
2023	84	5

Year	Reported Accidents	Reported Serious Incidents
2024	59	1
2025	34	5

Scheduled Commercial Air Transport (CAT)

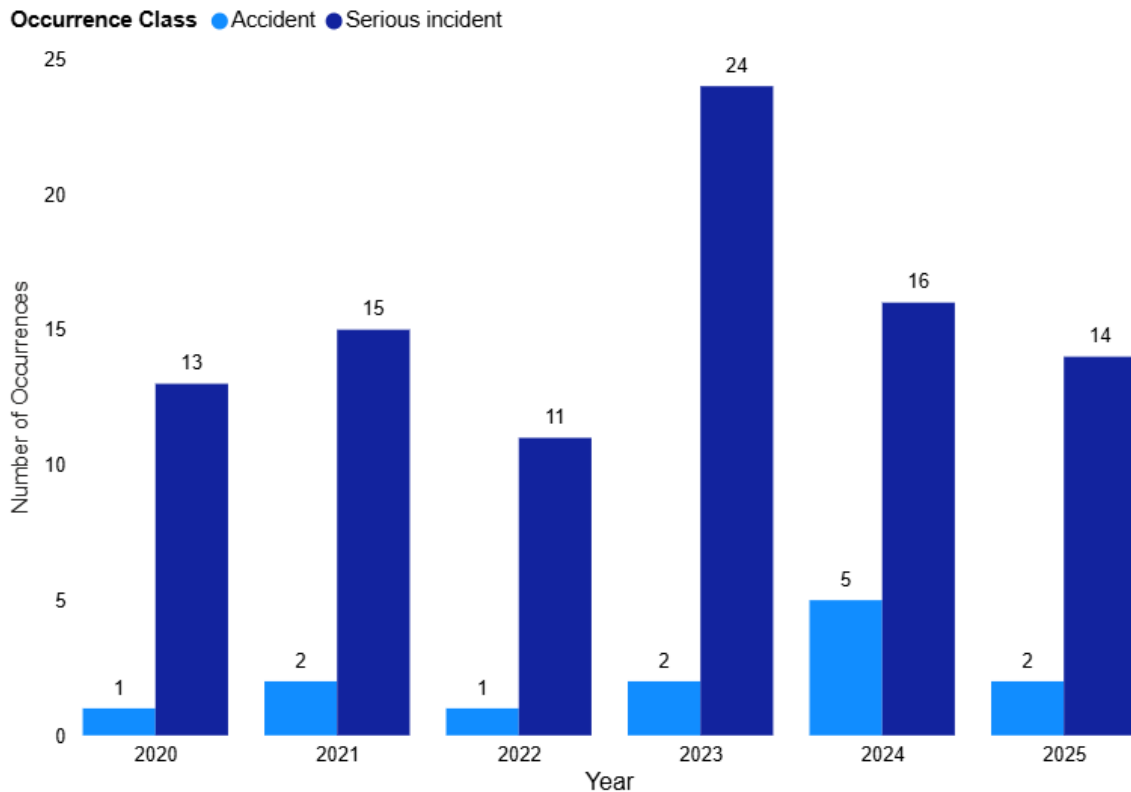
Scheduled CAT accounts for the majority of passenger and cargo flights in the UK. This sector consists of 20 airlines operating in over 840 large fixed-wing aircraft and is the most common way the public interact with the aviation system.

In 2025, this sector flew over 133 million passengers on over 900 thousand flights. This is an increase on 2024, where there were 128 million passengers carried on 880 thousand flights (an increase of nearly 5 million passengers).

There were 2 accidents and 14 serious incidents in 2025. One of these accidents resulted in serious injuries to 3 passengers as they evacuated the aircraft at Palma de Mallorca after engine overheat warnings. Technical malfunctions of the aircraft were the most commonly identified cause of serious incidents in 2025, aligning with previous years' data. Technical malfunctions accounted for 9 of the serious incidents, with the others involving loss of separation, tail-strike, two take-off performance calculations and a GPWS warning.

The graph below provides a visual representation of accidents and serious incidents for scheduled CAT in the years between 2020 and 2025.

Scheduled CAT Accidents and Serious Incidents 2020-2025



Year	Reported Accidents	Reported Serious Incidents
2020	1	13
2021	2	15
2022	1	11
2023	2	24
2024	5	16
2025	2	14

Vertical Take-Off & Landing (VTOL)

The United Kingdom's Vertical Take-Off and Landing (VTOL) sector continues to evolve at pace, characterised by rapid technological advancement, diversification of operations and the emergence of new market entrants. This dynamism reinforces the importance of a robust, forward-looking safety framework that can adapt to both established aviation practices and novel operational paradigms.

The UK's conventional VTOL activity remains substantial and operationally critical. Approximately 50 onshore helicopter operators hold an Air Operator Certificate (AOC), collectively operating around 100 aircraft engaged in commercial and specialist roles, including Helicopter Emergency Medical Services (HEMS) and Search and Rescue (SAR). Offshore operations, vital to the energy sector, are supported by a further ~100 helicopters across five operators.

In 2025, within the onshore helicopter sector, there was one accident and two serious incidents. The accident is related to a helicopter experiencing sudden vibration resulting in one of the rotor blades becoming detached. One of the serious incidents happened during taxi when the tail rotor drive shaft fairing detached impacting the tail rotor. The other serious incident occurred during landing when the helicopter rolled onto its side hitting its tail, landing gear skid and the main rotor blades.

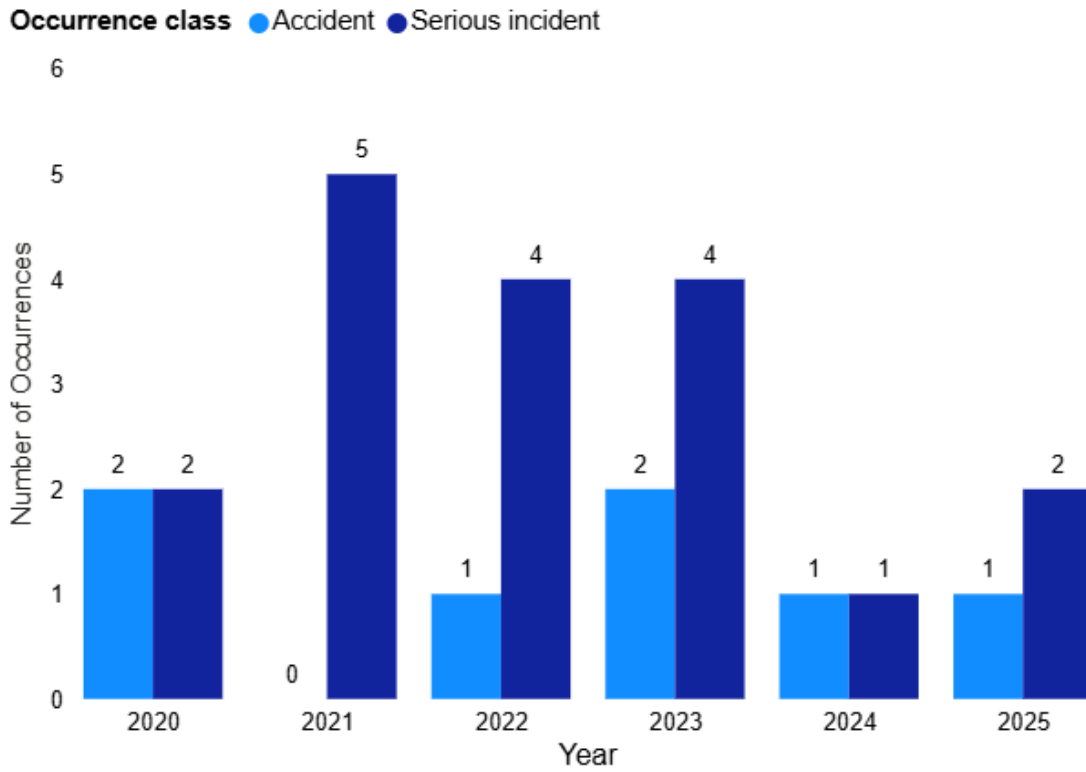
In 2025, there were no incidents within the offshore helicopter sector. Within the VTOL sector there were no fatalities for 2025.

In terms of main causes for accidents and serious incidents in 2025, these were related to non-powerplant system/component failure/malfunction and powerplant system/component failure/malfunction.

In 2025, the distribution of serious incidents between onshore and offshore sectors involved two for onshore and none for offshore – this is a slight increase in the numbers when comparing 2025 against 2024.

The two following graphs provide a visual representation of accidents and serious helicopter incidents (onshore and offshore) in the years between 2020 and 2025.

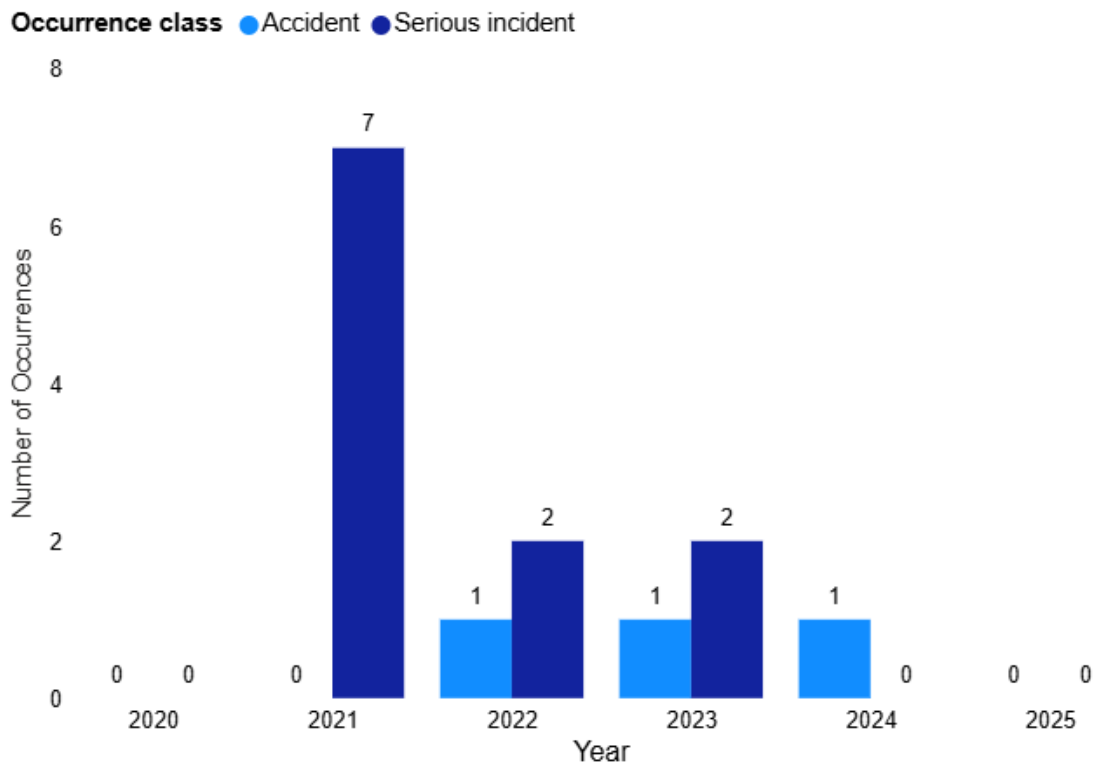
Onshore VTOL Accidents and Serious Incidents 2020-2025



Year	Reported Accidents	Reported Serious Incidents
2020	2	2
2021	0	5
2022	1	4
2023	2	4

Year	Reported Accidents	Reported Serious Incidents
2024	1	1
2025	1	2

Offshore VTOL Accidents and Serious Incidents 2020-2025



Year	Reported Accidents	Reported Serious Incidents
2020	0	0

Year	Reported Accidents	Reported Serious Incidents
2021	0	7
2022	1	2
2023	1	2
2024	1	0
2025	0	0