

UK Report to CIMP 2025

The UK CAA General Aviation (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 CAA's GA Unit exists to help people avoid potential harm when they encounter GA, and their team is committed to delivering protection now and in the future as effectively and efficiently as possible. The unit is 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 this CAA report (August 2025), owners and operators of around 10,600 UK registered GA aircraft have reported close to 600,000 hours of flying in 2024. This reflects a shallow downward trend of reported flying hours over a seven year period (since 2017).

In 2024, the CAA received over 2,200 occurrence reports that involved a GA aircraft, of which 7% were classified as accidents or serious incidents and 1% resulted in fatal or serious injuries to persons on board. GA occurrence reports make 3.6% of all occurrences reported to UK CAA.

Many of the accidents and serious incidents are reported to and investigated by the Air Accidents Investigation Branch (AAIB) and some are still under investigation.

There were 158 accidents and serious incidents involving GA aircraft in 2024, of which 83% resulted in no injuries. The number of accidents and serious incidents were well below the past 10-year average (202), with a rate of 27 per 100,000 reported hours flown.

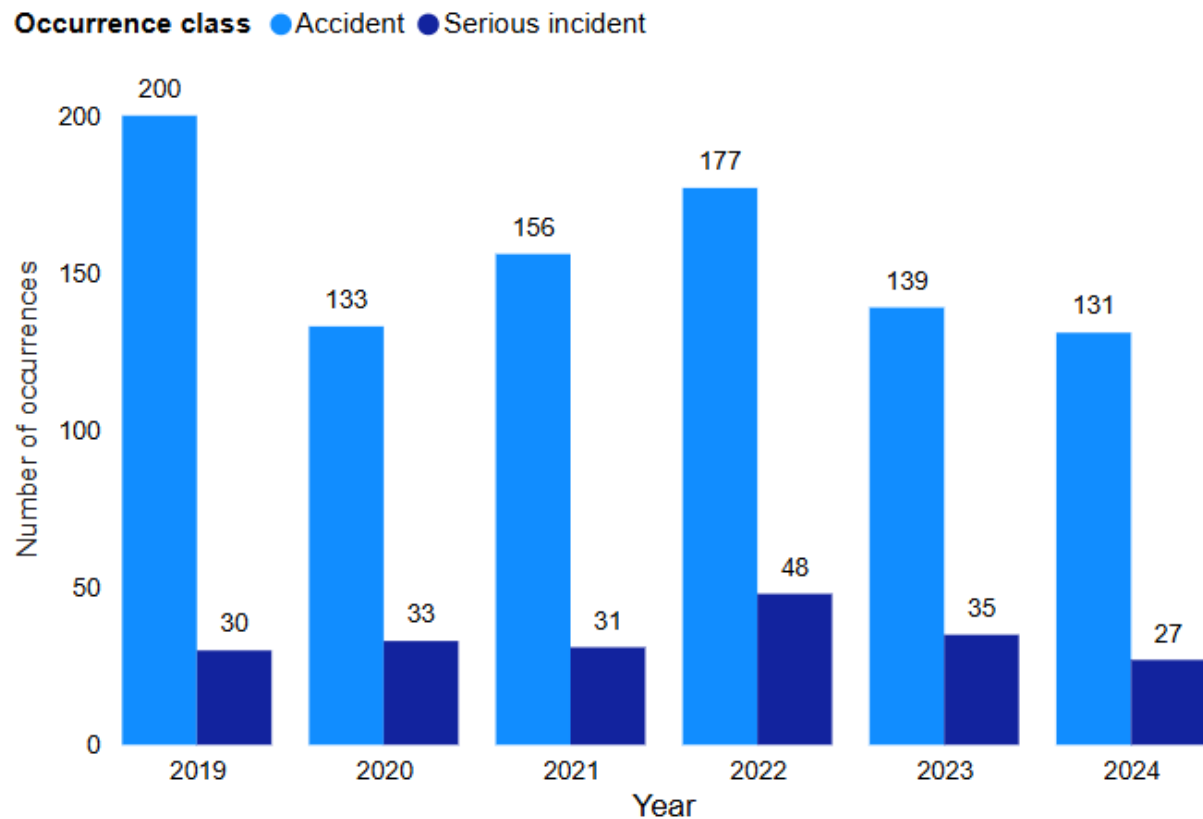
Eight accidents resulted in fatal injuries to nine people (this number of fatalities is below past 10-year average of 14).

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

Reportable accidents and serious incidents in 2024 (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) 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 2019 and 2024.

GA Accidents and Serious Incidents 2019-2024



The UK CAA have this year completed a consultation on their PMD after they found 4% (note ONLY 4%) of 800 PMD holders that were reviewed should not be self-declaring for various reasons. As a result of the consultation, they have presently decided to continue with the PMD but make pilots more aware of their obligation to assess their fitness at regular intervals which will include more guidance form the CAA. Their full proposal is awaited.