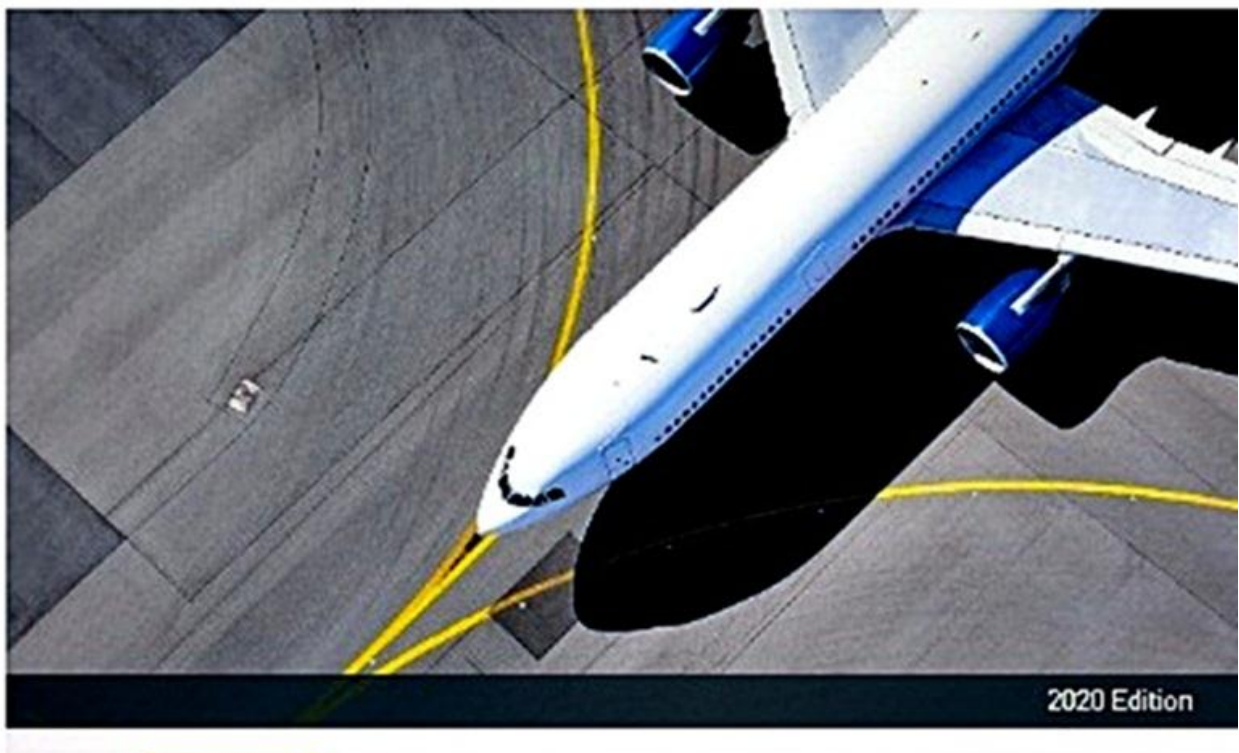




ICAO

SAFETY

## Safety Report



## Executive Summary

Yearly accident statistics indicate an increase in both the total number of accidents as well as the global accident rate in 2019. From 2018 to 2019, there was a 16 per cent increase in the total number of accidents, as reported by States. The global accident rate of 2.9 accidents per million departures also increased by 12 per cent from the 2018 rate of 2.6 accidents per million departures. The accidents used for these statistics were reviewed and validated by the ICAO Safety Indicators Study Group (SISG), and involved scheduled commercial operations of aircraft with a certified maximum take-off weight (MTOW) of over 5 700 kg as defined in ICAO Annex 13 — *Aircraft Accident and Incident Investigation*.

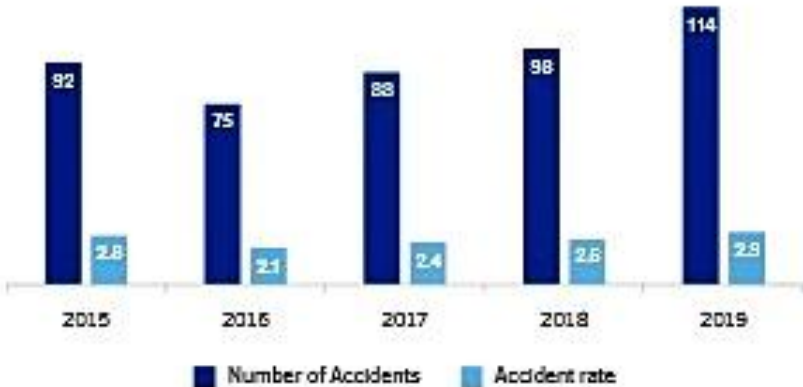


Chart 1. Accident records: 2015–2019 scheduled commercial operations

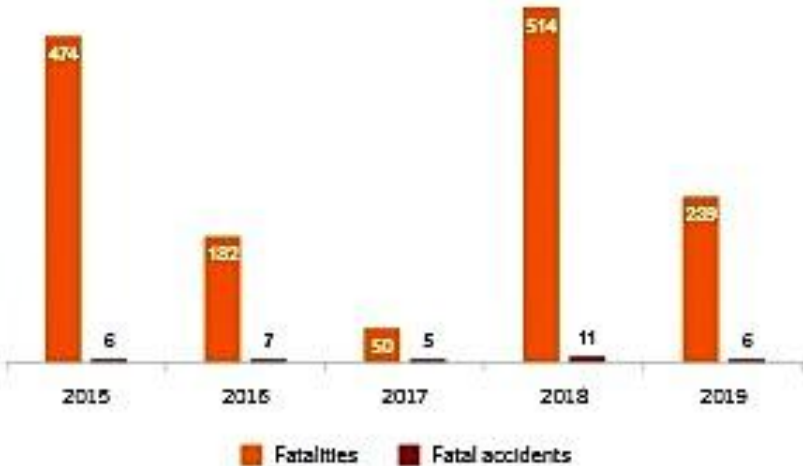


Chart 2. Fatal accident records: 2015–2019 scheduled commercial operations

# Executive Summary

In 2019, scheduled commercial air transport accidents resulted in 239 fatalities representing a significant decrease from 514 in 2018. The number of fatal accidents also decreased from 11 in 2018 to six in 2019. Figure 1 shows the number of fatal accidents by ICAO RASG region.



Figure 1. Number of fatal accidents by RASG region

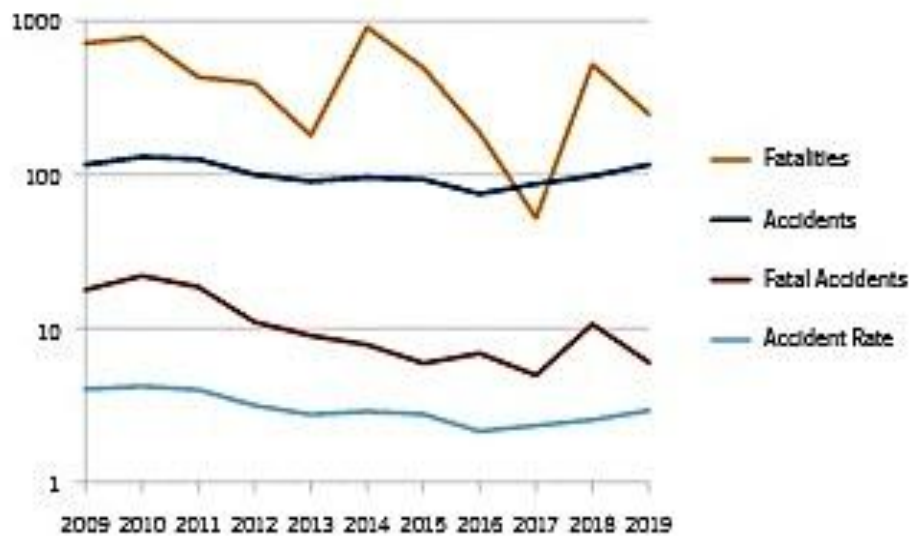


Chart 3. Historical safety trends for scheduled commercial operations

## Executive Summary

The 40th Session of the ICAO Assembly was convened in Montréal from 24 September to 4 October 2019, during which it agreed on resolution A40-1: ICAO global planning for safety and air navigation, endorsing the 2020–2022 edition of *Global Aviation Safety Plan (GASP, Doc 10004)*. The Assembly also agreed to the following safety-related resolutions:

- A40-2: Protection of accident and incident investigation records;
- A40-3: Protection of safety data and safety information collected for maintaining or improving safety and of flight recorder recordings in normal operations;
- A40-5: Regional implementation support mechanisms; and
- A40-6: Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets.

The third High-level Safety Conference (HLSC 2021), which has been tentatively scheduled a year ahead of the 41st Session of the ICAO Assembly, will provide a forum for technical discussions to formulate a set of high-level recommendations and decisions on main safety issues as well as selected air navigation matters. These recommendations will be taken into consideration for the preparation of the Business Plan and Budget to be presented to the 41st Assembly.

The 2020–2022 edition of the GASP presents a series of goals, targets and indicators to support its vision, which is to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030 and beyond, and its mission, which is to continue to enhance aviation safety performance internationally by providing a collaborative framework for States, regions and industry.

The purpose of the GASP is to continuously reduce fatalities and the risk of fatalities. To do so, it presents five high-risk categories of occurrence (HRCs) all States need to address, namely: controlled flight into terrain (CFIT), loss of control in-flight (LOC-I), runway excursion (RE), runway incursion (RI) and mid-air collision (MAC). Through the GASP, ICAO provides safety enhancement initiatives (SEIs) to continuously reduce operational safety risks and implement regional and industry safety risk management activities to address the HRCs.

ICAO is committed to improving aviation safety and fostering cooperation and communication among stakeholders. ICAO works closely with established regional entities, such as regional aviation safety groups (RASGs), regional safety oversight organizations (RSCOs), cooperative development of operational safety and continuing airworthiness programmes (COSCAPs) and regional accident and incident investigation organizations (RAIOs), to identify hazards and mitigate regional operational safety risks.

The ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) determines States' capabilities for safety oversight by assessing and monitoring the effective implementation (EI) of the critical elements (CEs) of a safety oversight system. The global average EI increased from 67.43 per cent in 2018 to 68.83 percent in 2019, with 46 per cent of States having achieved the 2022 target of 75 per cent EI, as established in the 2020–2022 edition of the GASP. In 2019, ten ICAO Member States had a total of six Significant Safety Concerns (SSCs) in the areas of Personnel Licensing, Aircraft Operations and Air Navigation Services. As of December 2019, three State safety programme implementation assessments (SSPIAs) were conducted for three States.

## Executive Summary

Toward the end of 2019, the coronavirus disease (COVID-19) pandemic began gaining momentum and created a situation that would be very disruptive for the aviation industry. ICAO responded with the timely development of guidance material, practical checklists and tools to support States in the implementation of contingency arrangements to reduce the risks of the spread of COVID-19 and to restart the aviation system from the crisis.

In response to existing and emerging trends, ICAO is working in partnership with the international aviation community to achieve future safety improvements, with an emphasis on improving safety performance through standardization, monitoring and implementation. The 2020 edition of the Safety Report, as usual, provides a high-level summary of ICAO's achievements to enhance aviation safety in 2019 and updates key safety performance indicators with reference to the 2015–2019 time period. In addition, it includes some initiatives to support States for managing safety risks during the COVID-19 pandemic.



----- End of Executive Summary -----