Executive Summary

Yearly accident statistics indicate an increase in both the total number of accidents as well as the global accident rate in 2018. From 2017 to 2018, there was an 11 per cent increase in the total number of accidents, as reported by States. The global accident rate of 2.6 accidents per million departures also increased by 8 per cent from the 2017 rate of 2.4 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 showing accident records from 2014 to 2018.](chart.png)
In 2018 scheduled commercial air transport accidents resulted in 514 fatalities representing a significant increase from 50 in 2017, the safest year ever on the record of aviation. The number of fatal accidents also increased from five in 2017 to 11 in 2018, and was distributed across ICAO RASG regions as shown in Map 1.

ICAO continues to focus on its safety priorities which include Runway Safety (RS), Controlled Flight into Terrain (CFIT) and Loss of Control In-Flight (LOC-I) as identified in the 2017–2019 edition of the GASP. One important new safety initiative under Runway Safety is the development and implementation of the Global Reporting Format (GRF) for runway surface conditions to help mitigate the risk of runway excursion.

In 2018, the Thirteenth Air Navigation Conference (AN-Conf/13) was held in Montréal, and was attended by 1,022 Delegates nominated by 116 ICAO Member States and 37 international organizations, as well as by advisers and others. The AN-Conf/13 made 34 recommendations under Committee A (Air Navigation Capacity and Efficiency) and 18 recommendations under Committee B (Safety) on matters related to its agenda. The follow-up on AN-Conf/13
Map 1: Number of Fatal Accidents in each RASG Region

Chart 3: Historical Trends for Scheduled Commercial Operations
recommendations will involve considerable work by ICAO to further enhance aviation safety.

The 2020–2022 draft edition of the GASP was also discussed and reviewed during the AN-Cons/13 and will be endorsed by the 40th Session of ICAO Assembly in September 2019. This edition of the plan identifies five high-risk categories (HRCs) of occurrences including LOC-I, CFT, runway excursion (RE), runway incursion (RI) and mid-air collision (MAC).

ICAO is committed to improving aviation safety and enabling seamless cooperation and communication among stakeholders. As such, continuous collaboration takes place with established regional bodies/organizations, such as Regional Aviation Safety Groups (RASGs), Regional Safety Oversight Organizations (FSOs) and Regional Accident and Incident Investigation Organizations (RAIs), to promote and develop capacity building and the implementation support necessary to address emerging safety issues.

The ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) determines States’ capabilities for safety oversight using a risk-based approach in assessing and monitoring the effective implementation (EI) of the Critical Elements (CEs) of a safety oversight system. The global average EI increased from 65.5 per cent in 2017 to 67.43 per cent in 2018, with 72.43 per cent of States having achieved the target of 60 per cent EI, as suggested by the 2017–2019 edition of the GASP. In 2018, four ICAO Member States had a total of four Significant Safety Concerns (SSCs) in the areas of Air Navigation Services and Aircraft Operations.

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 2019 edition of the Safety Report, as usual, provides a high-level summary of ICAO’s achievements to enhance aviation safety in 2018 and updates key safety performance indicators with reference to the 2014–2018 time period. Also included is an overview of some technological and/or regulatory breakthroughs of the aviation industry over the past 75 years. Appendix 3 of this report presents articles that shed light on challenges States and the aviation industry are currently facing, in addition to facts about aviation safety in various technical domains.