

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

*Kuala Lumpur, Malaysia
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AGENDA ITEM 3: AVIATION SAFETY

ANNUAL SAFETY REVIEW

(Presented by India)

INFORMATION PAPER

SUMMARY

- ICAO Annex 19 requires that States shall establish safety performance indicators, supported by qualitative means as needed, and safety performance targets where appropriate, to measure and monitor the safety performance of the State's civil aviation system and the progress towards achieving its safety objectives. It further recommends that States should ensure that the means of safety performance measurement established by service providers consider the safety performance measurement and monitoring at the State level, where appropriate.
- Accordingly, since year 2015 India has National Aviation Safety Plan in place consisting of safety performance indicators, targets and safety enhancement initiatives.
- The performance of Safety Performance Indicators and its corresponding targets is evaluated and published as Annual Safety Review.

ANNUAL SAFETY REVIEW

1. INTRODUCTION

1.1 State Safety Programme (SSP) – India, provides a framework to meet the safety management provisions contained in ICAO Annex 19 and to progressively improve safety performance across all applicable aviation service providers.

1.2 ICAO Annex 19 requires that States shall establish safety performance indicators, supported by qualitative means as needed, and safety performance targets where appropriate, to measure and monitor the safety performance of the State's civil aviation system and the progress towards achieving its safety objectives.

1.3 In compliance with ICAO Annex 19 standards, guidance provided in ICAO DOC 9859, Global Aviation Safety Plan and the State Safety Programme-India, based on the analysis of the aggregate safety data, DGCA-India has identified Eight National High Risk Categories of Occurrences (Operational safety risk) along with associated performance indicators, safety objectives and the safety action plan to meet the objectives.

1.4 ICAO Annex 19, further recommends that States should ensure that the means of safety performance measurement established by service providers consider the safety performance measurement and monitoring at the State level, where appropriate. In accordance with the procedure established and based on the analysis of the aggregate safety data, the performance of the National High Risk Categories of Occurrences (Operational safety risk) and associated safety performance indicators has been assessed. This has given input for identifying the areas of greater concern, adjust the safety action plan and the targets.

1.5 Goal 4 of ICAO Global Aviation Safety Plan 2026-2028 focuses on strengthening collaboration at the regional and national levels to address safety issues.

1.6 Annual Safety Review 2025 is attached as appendix to this paper. It presents the analysis of the aggregate safety data derived from the DGCA database, and external sources such as ICAO iSTARS, official websites of Accident Investigation Authorities of different countries and stakeholders.

2. DISCUSSION

2.1 Acceptable Level of Safety Performance:

2.1.1 The NASP 2024-2028 defines the Acceptable Level of Safety Performance for aviation in India as under:

- a) Enhancement of Safety Oversight capability to achieve at least 90 % effective implementation
- b) Effective implementation of SPIs and achievement of SPTs
- c) No fatal Accident in commercial aircraft operation

2.2 National High Risk Categories of Occurrences (N-HRCs):

2.2.1 The eight National High Risk Categories of Occurrences (N-HRCs) established taking into consideration the Global Aviation Safety Plan, Regional Aviation Safety Plan, and our own experience, supported by data from the State Safety Database, are as follows:

- a) Mid Air Collision
- b) Controlled Flight into Terrain
- c) Runway Excursions
- d) Wildlife (Bird/Animal) Strikes
- e) Loss of Control in-flight
- f) Runway Incursion

- g) Ramp Safety
- h) Deficient Maintenance

2.3 Performance Evaluation of National High Risk Categories of Occurrences (N-HRCs):

- a) CFIT (Controlled Flight Into Terrain) related safety performance indicators have met the target.
- b) SPI related to Runway excursion “The number of unstabilised approaches that continue to land per ten thousand approaches” and “number of runway excursion have shown continuous reduction and have achieved the target.”
- c) The SPI “Number of Runway Incursion by Wildlife at all Indian Airport per 10000 movements” pertaining to “Wildlife Strikes” N-HRC has not met the target, however percentage of wildlife strike resulting in damage to the aircraft has shown decreasing trend.
- d) N-HRC for 'Loss of Control in-flight' has met the target.
- e) The number of runway incursion by aircraft per ten thousand movements have breached the target, however number of runway incursion by vehicle and person have met the target. Analysis in Chapter 7 has shown that the “Failure to obtain clearance to enter runway by pilot” is the main contributory factor in runway incursions.
- f) The SPI “Incident involving component/system failures per ten thousand flight hours” has met the target however “Number of maintenance error per ten thousand flight hour” has breached the target.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the information contained in this Paper; and
- b) encourage States to share information on safety risks and NASP SPIs.

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