



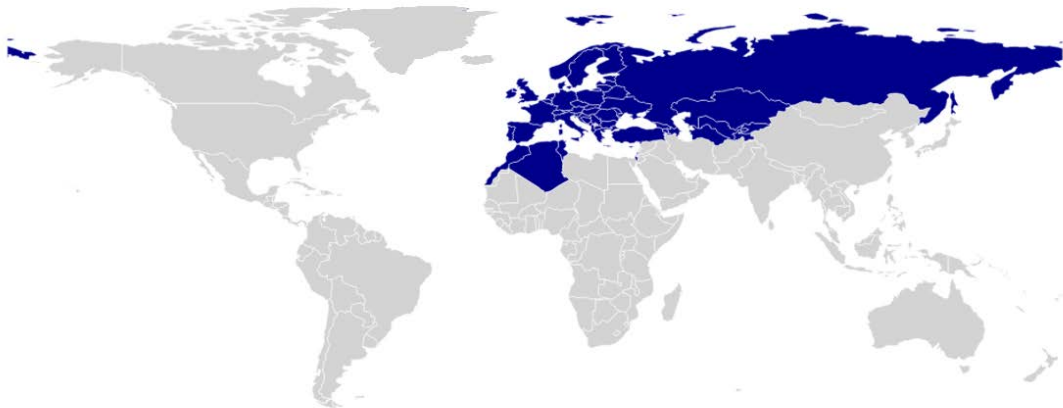
ICAO

SAFETY

EUROPEAN AVIATION SYSTEMS PLANNING GROUP

EUR 2024 Annual Safety Report

2024 Edition



European and North
Atlantic Office

The Annual Safety Report and other EASPG related documentation can be downloaded at:

<https://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx>

Introduction

Aligned with the 2023-2024 edition of the *Global Aviation Safety Plan* (GASP, Doc 10004), the European Regional Aviation Safety Plan (EUR RASP) outlines strategic direction for the management of aviation safety in the EUR Region. The EUR RASP 2023-2025 provides a summary of the regional initiatives to address the high-risk categories of occurrences (HRCs) set out in the GASP, while supporting the achievement of the GASP goals and EUR RASP targets summarized below:

GASP Goals	EUR RASP Targets (2024-2025)
Goal 1: Achieve a continuous reduction of operational safety risks	1.1 – EUR States to maintain a decreasing trend of regional accident rate
Goal 2: Strengthen States' safety oversight capabilities	2.1 – EUR States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: 75% by 2024; 85% by 2026 and 95% by 2030
Goal 3: Implement effective State safety programmes (SSPs)	3.1 - By 2023, all EUR States to implement the foundation of an SSP 3.2 - By 2024, all EUR States to publish a National Aviation Safety Plan (NASP) 3.3 All States to work towards an effective SSP as follows: a) by 2025 – Present b) by 2028 - Present and effective
Goal 4: Increase collaboration at the regional level	4.1 - By 2023, EUR States that do not expect to meet GASP Goals 2 and 3, to seek assistance to strengthen their safety oversight capabilities or facilitate SSP implementation 4.3 - By 2025, all States to contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to their respective regional aviation safety group (<i>for EUR, EASPG RESG</i>)
Goal 5: Expand the use of industry programmes and safety information sharing networks by service providers	5.1 - Maintain an increasing trend in EUR industry's contribution in safety information sharing networks, including harmonized SPIs as part of their safety management system (SMS), to EUR States and EUR region to assist in the development of national and regional aviation safety plans
Goal 6: Ensure the appropriate infrastructure is available to support safe operations	6.1 - By 2025, maintain an increasing trend of EUR States with air navigation and aerodrome infrastructure that meets relevant ICAO Standards

This ICAO EUR 2024 Annual Safety Report (EUR 2024 ASR) presents a series of Safety Performance Indicators (SPI) for 2024, including metrics such as the number of fatalities, accident rate, effective implementation of the safety oversight system and implementation of State Safety Programmes (SSPs). These metrics aim to measure the EUR Region's progress towards the EUR RASP targets and ultimately towards the GASP goals 1 to 6.

Accident statistics and analysis

In 2024, the number of accidents involving scheduled commercial operations with aircraft of maximum mass of over 5700 kg and occurring in one of the 55 States in the EUR Region has increased in 2024 compared to 2023. 22 of such accidents occurred in 2024. 3 of them were fatal. This resulted in a regional accident rate of 2.46 accidents per million departures, up 73.39% from the previous year's rate of 1.42 accidents per million departures.

Accidents 2024	Accident Rate 2024	Fatal Accidents 2024	Fatal Accident Rate 2024	Fatalities 2024	Accidents related to HRCs
22 ↑	2.46 ↑	3 ↑	0.34 ↑	40 ↑	4.55% ↑
12 in 2023	1.42 in 2023	0 in 2023	0.00 in 2023	0 in 2023	0.00% in 2023



The vision of the Global Aviation Safety Plan (GASP) and of the EUR RASP is to achieve and maintain the goal of zero fatalities in commercial operations. Five high-risk categories of occurrences (HRCs) need to be addressed to mitigate the risk of fatalities: controlled flight into terrain (CFIT), loss of control in-flight (LOC-I), runway excursion (RE), runway incursion (RI) and mid-air collision (MAC). For States in the EUR Region, HRCs represent 4.76% of all accident categories for accidents involving scheduled commercial operations with aircraft of maximum mass of over 5700 kg. This is an increase from the 0.00% in 2023.

The list of accidents in the EUR Region in 2024, as validated by ICAO Occurrence Validation Study Group (OVSG) is as follows:

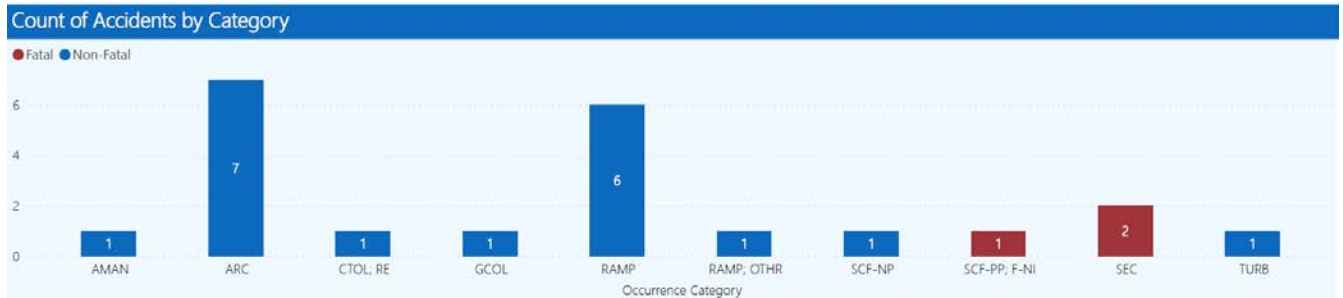
Date of Occurrence	State Of Occurrence	Registration	Aircraft Type	Phase Of Flight	Fatalities	Occurrence Category	OccCat (others)
17-Jan-24	Germany	D-AICP	AIRBUS A320-200	Unknown		RAMP	
9-Feb-24	Germany	D-AZMO	AIRBUS A300-600	Landing		ARC	
18-Feb-24	Serbia	OY-GDC	EMBRAER ERJ-195LR	take off		CTOL	RE
20-May-24	Germany	D-ABOB	BOEING 757-300	taxi		AMAN	
26-May-24	Türkiye	A7-BHM	BOEING 787-9	en-route		TURB	
29-May-24	Netherlands	PH-EZL	EMBRAER ERJ-190	push back	1	SEC ¹	
27-Jun-24	Germany	ES-MBC	AIRBUS A320-200	Landing		ARC	
14-Jul-24	Spain	9H-VDS	AIRBUS A320-200	Tow		RAMP	
18-Aug-24	Russian Federation	RA-73659	BOEING 737-800	landing		ARC	
21-Aug-24	United Kingdom	9H-QAA	BOEING 737-800	push back		RAMP	
24-Aug-24	Spain	D-ABOL	BOEING 737-500	standing		RAMP	OTHR
11-Sep-24	France	C-GTSJ; F-HHUG	AIRBUS A330-200; AIRBUS A330-900	taxi		GCOL	
15-Sep-24	Greece	OY-TCG	AIRBUS A321-200	landing		ARC	
24-Sep-24	Belgium	OO-SNF	AIRBUS A320-200	landing		ARC	
1-Oct-24	Italy	EI-IGI	BOEING 737 Max 8	landing		SCF-NP	
18-Oct-24	Ireland	TC-LTL	AIRBUS A321-200	Landing		ARC	

¹ According to the official position of the Netherlands the suicide was a self-inflicted, without any safety or security aspects therefore the Netherlands is not supporting to include the event into safety statistics and the report."

ICAO EUR 2024 ANNUAL SAFETY REPORT

Date of Occurrence	State Of Occurrence	Registration	Aircraft Type	Phase Of Flight	Fatalities	Occurrence Category	OccCat (others)
12-Nov-24	Finland	OH-ATM	ATR ATR72-500	Standing		RAMP	
21-Nov-24	Switzerland	HB-JCH	AIRBUS A220-300	push back		RAMP	
02-Dec-24	Sweden	LN-RKM	AIRBUS A330-300	take off		ARC	
16-Dec-24	United Kingdom	G-TAWB	BOEING 737-800	push back		RAMP	
23-Dec-24	Austria	HB-JCD	AIRBUS A220-300	en-route	1	SCF-PP	F-NI
25-Dec-24	Kazakhstan	4K-AZ65	EMBRAER ERJ-190AR	landing	38	SEC	

The breakdown of the 2024 accidents by Occurrence Categories can be found in the figure below:



Legend:

Occurrence Category	Occurrence Category Name	Occurrence Category Description
AMAN	Abrupt manoeuvre	The intentional abrupt maneuvering of the aircraft by the flight crew.
ARC	Abnormal Runway Contact	Any landing or takeoff involving abnormal runway or landing surface contact
CTOL	Collision with obstacle(s) during take-off and landing	Collision with obstacle(s), during take-off or landing whilst airborne.
F-NI	Fire/smoke (non-impact)	Fire or smoke in or on the aircraft, in flight or on the ground, which is not the result of impact.
GCOL	Ground Collision	Collision while taxiing to or from a runway in use.
OTHR	Other	Any occurrence not covered under another category.
RAMP	Ground Handling	Occurrences during (or as a result of) ground handling operations.
RE	Runway Excursion	A veer off or overrun off the runway surface.
SCF-NP	System/Component Failure Or Malfunction (Non-Powerplant)	Failure or malfunction of an aircraft system or component other than the powerplant.
SCF-PP	Powerplant failure or malfunction	Failure or malfunction of an aircraft system or component - related to the powerplant.
SEC	Security related	Criminal/Security acts which result in accidents or incidents (per International Civil Aviation Organization [ICAO] Annex 13).
TURB	Turbulence encounter	In-flight turbulence encounter
WSTRW	Wind Shear Or Thunderstorm	Flight into wind shear or thunderstorm.

Annex 13 — Aircraft Accident and Incident Investigation requires that the State of Occurrence forward a notification of an accident to ICAO when the aircraft involved is of maximum mass of over 2 250 kg or is a turbojet-powered aeroplane. The data for 2024 cannot be provided in this report since it was not fully available and could not be validated.



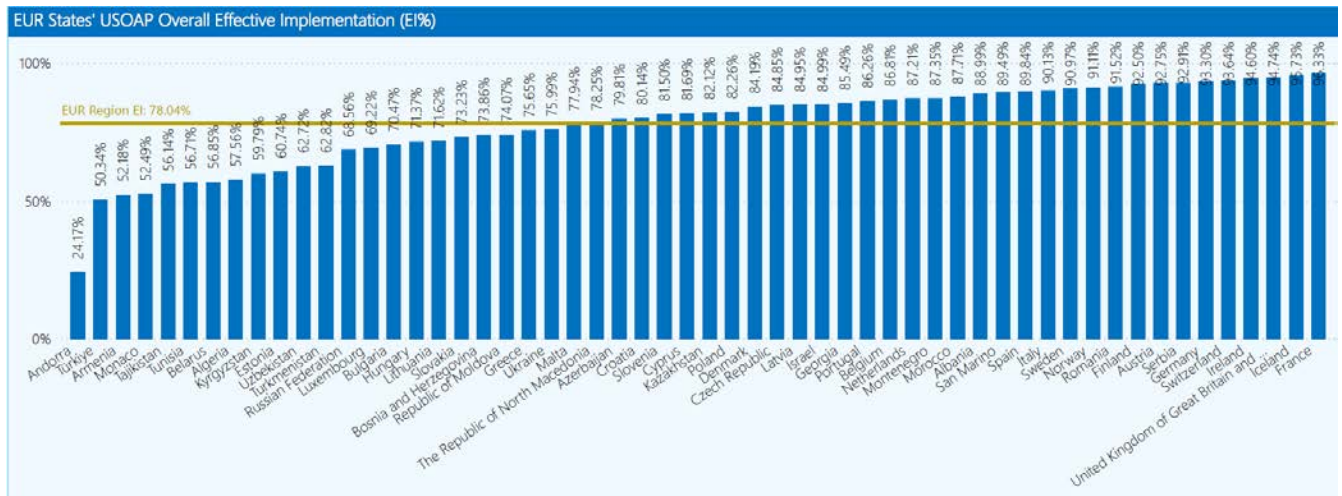
OACI

ICAO EUR 2024 ANNUAL SAFETY REPORT

States' safety oversight capabilities

The Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) results show an average Effective Implementation (EI) score for States in the EUR Region of 78.04%, down from the 2023 value of 78.50%. USOAP CMA results also show that 63.64% of the States in the EUR Region have already achieved the target of 75% EI by 2025

EUR USOAP EI Score	EUR States with EI > 75	EUR States with EI > 85	EUR States with EI > 95
78.04%	35 (63.64%)	21 (38%)	1 (2%)
78.50% in 2023	(36 (65.5%) in 2023)	(20 (36.4%) in 2023)	Same as 2023



The USOAP CMA measures the effective implementation of a State's safety oversight system. In 2024, 6 USOAP-CMA related activities were completed in 5 States of the EUR Region.

State	Type of USOAP Activity	Dates	Status
Albania	ICVM	11 to 19 Dec 2024	Completed
Algeria	Audit	16 to 28 Jan 2024	Postponed to 2025 ³
Armenia	Audit	24 Jan to 5 Feb 2024	Completed
	ICVM	12 to 16 Aug 2024	Completed
Hungary	Audit	6 to 18 Nov 2024	Completed
Morocco	Off-site validation ⁴	Oct 2024	Completed
Türkiye	Audit	4 to 16 Sep 2024	Completed

A Significant Safety Concern (SSC) occurs when the State allows the holder of an authorization or approval to exercise the privileges attached to it, although the minimum requirements established by the State and by the Standards set forth in the Annexes to the Convention are not met, resulting in an immediate safety risk to international civil aviation. In 2024 there was 1 unresolved SSC within EUR Region, as follows:

State	Airworthiness
Russian Federation	X

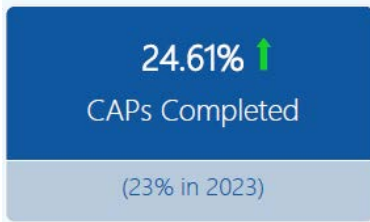


The GASP and the EUR RASP call for States to improve their score for the Effective Implementation (EI) of the Critical Elements (CEs) of the State's safety oversight system, with a particular focus on the priority PQs. Priority PQs are defined as a subset of protocol questions (PQ) that, if found not satisfactory, may indicate a lack of capability by a State to identify and/or resolve operational safety and fundamental accident investigation deficiencies effectively. The level of implementation of priority PQs by EUR States is 64.20%.



When deficiencies in the form of non-satisfactory PQs have been identified a State's safety oversight system, Corrective Action Plans (CAP) should be submitted by States to ICAO, with specific actions and estimated implementation dates to correct the deficiencies identified.

Initial proposed CAPs and subsequent CAP updates should meet the following six criteria:



- **Relevant**—CAPs should address the issues and requirements related to the finding and corresponding PQ and Critical Element (CE).
- **Comprehensive** — CAPs should be complete; including all elements or aspects associated with the finding.
- **Detailed** — CAPs should be laid out in a step-by-step approach, as required, to outline the implementation process.
- **Specific** — CAPs should identify who will do what, when, in coordination with the responsible office or entity.
- **Realistic** — CAPs should be realistic in terms of contents and implementation timelines.
- **Consistent** -- CAPs should be consistent in relation to other CAPs and with the State self-assessment.

For the EUR Region, 79.36% of required CAPs have been submitted to ICAO and 24.61% have been reported as completed.

Implementation of State safety programmes

A State safety programme (SSP) is an integrated set of regulations and activities aimed at improving safety. The “Foundation of an SSP” refers to a subset of the Universal Safety Oversight Audit Programme (USOAP) protocol questions (PQs) that have been identified as fundamental for the sustainable implementation of a full SSP. EUR States have on average implemented 79.25% of these SSP foundational PQs. 20 of EUR States, 36.36%, have implemented at least 90% of the foundation of an SSP.

SSP EI above 90%	SSP EI Average	SMS Implemented	NASP Issued
20 (36%) 	79.25% 	49 (89%) 	37 (67%) 
19 (35%) in 2023	80.93% in 2023	45 (82%) in 2023	33 (60%) in 2023

SSP foundational PQs are grouped into subject areas derived from Annex 19. The level of implementation of these SSP subject areas for States in the EUR region is as follows:



Effective SSPs include the implementation of SMS by service providers within individual States. In the EUR Region, States require that service providers implement an SMS, as part as their safety management system obligations defined in Annex 19. Compared to 2023 (when data was derived from EFOD) the data in this report is based on information collected from the EUR RASP 2024 Survey. Good progress is demonstrated with 49 (89%) of EUR States reporting that they require all applicable service providers under their authority to implement an SMS.

Every State should develop a national aviation safety plan (NASP), in line with the GASP goals, targets and global high-risk categories of occurrences (G-HRCs). The NASP is the means to demonstrate commitment to the implementation of activities for improvement of safety in the State. 37 (67%) of the 55 EUR States have issued a NASP.

Air navigation and aerodrome infrastructure

GASP Goal 6 focuses on the need to ensure that appropriate infrastructure is available to support safe operations, while the EUR RASP calls for all States to implement the air navigation and airport core infrastructure. The Basic Building Blocks (BBB) are a baseline defined by the basic services agreed by the States under the Convention on International Civil Aviation, so that international civil aviation may be developed in a safe and orderly manner. The BBB framework describes the backbone of any robust air navigation system by defining the essential air navigation services to be provided for international civil aviation according to ICAO SARPs and Procedures for Air Navigation Services (PANS).

BBB Implementation Level	No Deficiency	States with No A or U DEF
78.57% ↓	8 (15%)	29 (53%)
79.8% in 2023	Same as in 2023	Same as in 2023

The level of provision of essential air navigation services (BBBs) and the capability to oversee them, measured by the effective implementation of the USOAP PQs linked to the BBBs is 78.57% for EUR States. The relationship between the BBBs and USOAP PQs is available at <https://www4.icao.int/ganportal/bbbsusoapmapping>.

An Air Navigation Deficiency is a situation when a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO SARPs, or Procedures for Air Navigation Services (PANS) and which has a negative impact on safety, regularity and/or efficiency of international civil aviation. In the EUR Region, 29 (53%) States have no air navigation deficiency classified as having implications with air navigation safety, while 8 (15%) States have no air navigation deficiency against the EUR air navigation plan. As of April 2025, 6 (six) deficiencies having a direct impact on safety, requiring immediate corrective actions, were identified in the EUR region. An additional 40 deficiencies classified as having top priority requirements necessary for air navigation safety were identified, and 37 with intermediate requirements necessary for air navigation regularity and efficiency.

