



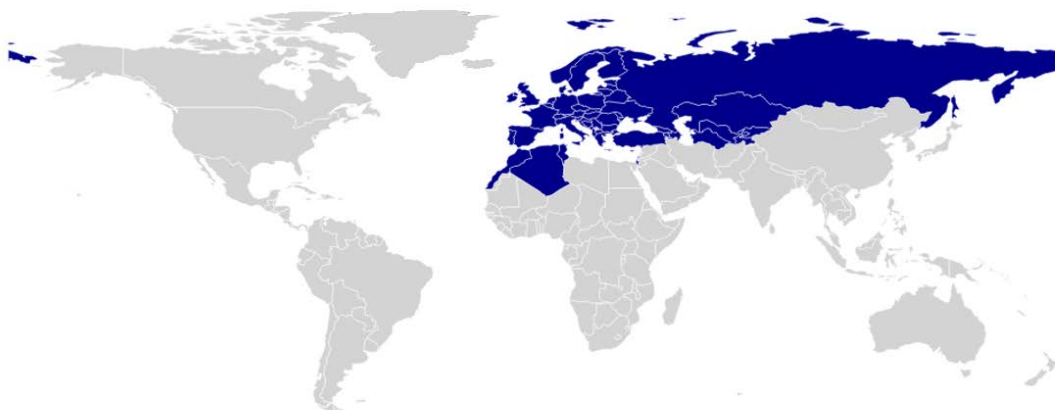
ICAO

SAFETY

EUROPEAN AVIATION SYSTEMS PLANNING GROUP

EUR 2025 Annual Safety Report

2025 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-Documents.aspx>

Introduction

Aligned with the 2023-2025 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 (2023-2025)
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 2025 Annual Safety Report (EUR 2025 ASR) presents a series of Safety Performance Indicators (SPI) for 2025, 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

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 2025 compared to 2024. 25 of such accidents occurred in 2025. 1 of them was fatal. This resulted in a regional accident rate of 2.70 accidents per million departures, up 9.85% from the previous year's rate of 2.46 accidents per million departures.

Accidents 2025	Accident Rate 2025	Fatal Accidents 2025	Fatal Accident Rate 2025	Fatalities 2025	Accidents related to HRCs
25	2.70	1	0.11	48	8.00%
22 in 2024	2.46 in 2024	3 in 2024	0.34 in 2024	40 in 2024	4.55% in 2024



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 8% 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 figure in 2024 (4.55%).

The list of accidents involving scheduled commercial operations with aircraft of maximum mass of over 5700 kg in the EUR Region in 2025, 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)
5-Jan-2025	Germany	I-ADJR	EMBRAER 195LR	standing		RAMP	
9-Jan-2025	Denmark	SE-RPU	BOEING 737 800	taxi		GCOL	
5-Feb-2025	United Kingdom	G-TUMP	Boeing 737-8	en-route		BIRD	
22-Mar-2025	Italy	EI-EBC	Boeing 737-800	standing		RAMP	
24-Mar-2025	Italy	EI-DPI	Boeing 737-800	standing		RAMP	
14-Apr-2025	Algeria	7T-VKK	BOEING 737 800	en-route		TURB	
15-Apr-2025	United Kingdom	G-PEMB	ATR 72-600 (72-212A)	landing		ARC	
11-May-2025	Czech Republic	TC-LSL	AIRBUS A321 200N 271NX	landing		ARC	
30-May-2025	Spain	EC-JFG	Airbus A-320-214	en-route		TURB	
4-Jun-2025	Germany	EI-EKN	Boeing 737-8AS (WL)	en-route		TURB	
10-Jun-2025	Belgium	SE-RST	EMBRAER 195LR	approach		TURB	
18-Jun-2025	Sweden	SE-RRF	BOEING 737 800	en-route		MAC	AMAN
27-Jun-2025	Russia	RA-73256; RA-73498	Boeing 737-800; Boeing 737	taxi; taxi		GCOL	
5-Jul-2025	Spain	G-RUKN	Boeing 737-8AS	standing		EVAC	
7-Jul-2025	Poland	9H-PEB	Airbus A321-200	en-route		WSTRW	
10-Jul-2025	Italy	EI-EFE	Boeing 737-800	standing		RAMP	
24-Jul-2025	Russia	RA-47315	Antonov An-24RV	approach	48	CFIT	
16-Aug-2025	Finland	OH-ATE	ATR ATR72 200 212A	taxi		LOC-G	GCOL
20-Aug-2025	France	F-HBNJ	AIRBUS A320	en-route		TURB	



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Date of Occurrence	State Of Occurrence	Registration	Aircraft Type	Phase Of Flight	Fatalities	Occurrence Category	OccCat (others)
11-Sep-2025	Czech Republic	G-XLRA	AIRBUS A321 200N 271N	landing		ARC	
24-Sep-2025	Russia	RA89112; B-1098	SSJ 100; A330	taxi		GCOL	
12-Oct-2025	Poland	EI-ILN	BOEING, 737-8200	taxi		EVAC	
24-Oct-2025	United Kingdom	OO-SSF	AIRBUS A319 100 111	push back		RAMP	
8-Dec-2025	United Kingdom	G-JZHT	Boeing 737-8MG (WL)	standing		RAMP	
28-Dec-2025	France	EI-HGO	BOEING 737 8-200	en-route		TURB	

Since this edition of the report the EASPG Regional Expert Safety Group (RESG) has agreed to include the data for accidents involving non-scheduled commercial operations with aircraft of maximum mass of over 5700 kg in the EUR Region as validated by ICAO Occurrence Validation Study Group (OVSG). For 2025 the corresponding list is as follows:

Date of Occurrence	State Of Occurrence	Registration	Aircraft Type	Phase Of Flight	Fatalities	Occurrence Category	OccCat (others)
26-Mar-2025	Russia	RA-11371	Antonov An-12BK	landing		SCF-NP	
15-May-2025	Greece	SP-ESG	BOEING 737 800 8Q8	landing		SCF-NP	
12-Oct-2025	United Kingdom	D-AEAG	AIRBUS A300 600 B4 622RF	landing		ARC	
25-Oct-2025	Belgium	4X-IAJ	BOEING 767 300 300F	standing		SCF-NP	
23-Dec-2025	Türkiye	9H-DFS	Dassault Falcon 50	en-route	8	UNK	

The breakdown of the 2025 accidents by Occurrence Categories (scheduled commercial operations with aircraft of maximum mass of over 5700 kg) can be found in the figure below:



Legend:

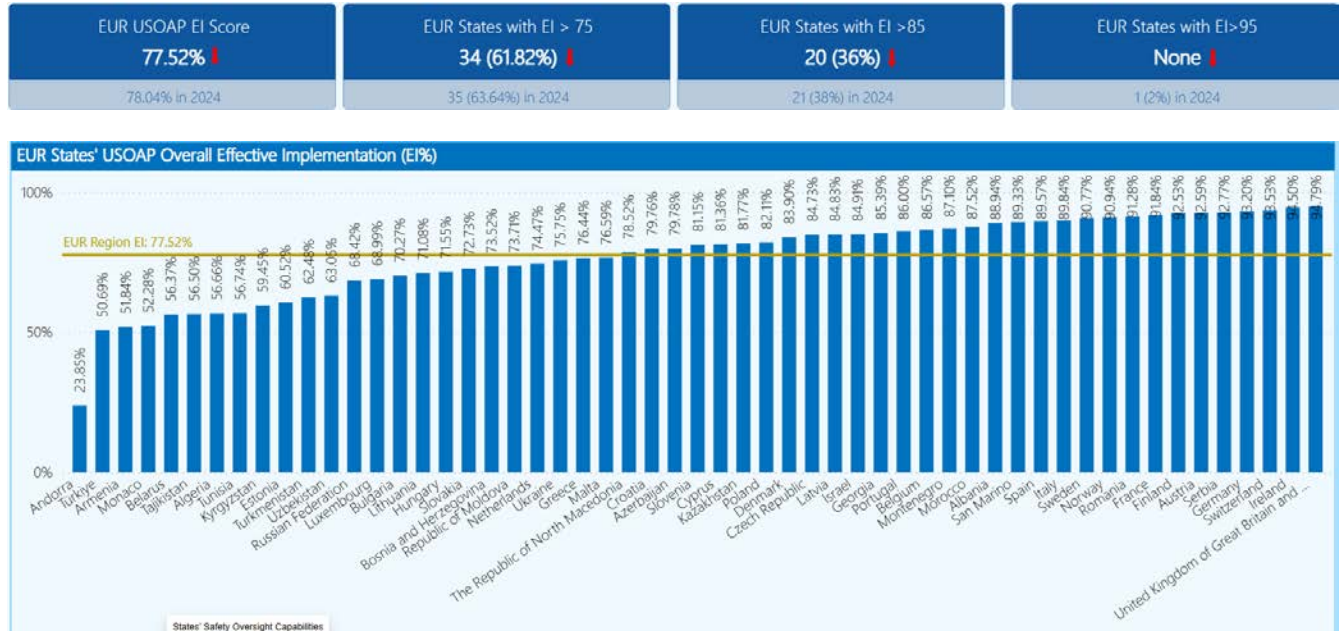
Occurrence Category	Occurrence Category Name	Occurrence Category Description
AMAN	Abrupt manoeuvre	The intentional abrupt maneuvering of the aircraft by the flight crew.
ARC	Abnormal Runway Contact	Any landing or takeoff involving abnormal runway or landing surface contact
BIRD	Birdstrike	Occurrences involving collisions / near collisions with birds
CFIT	Controlled flight into or toward terrain	Inflight collision or near collision with terrain, water, or obstacle without indication of loss of control
EVAC	Evacuation	Occurrence where either; (a) person(s) are injured during an evacuation; (b) an unnecessary evacuation was performed; (c) evacuation equipment failed to perform as required; or (d) the evacuation contributed to the severity of the occurrence
GCOL	Ground Collision	Collision while taxiing to or from a runway in use.
LOC-G	Loss of control - ground	Loss of aircraft control while the aircraft is on the ground
MAC	Airprox/ ACAS alert/ loss of separation/ (near) midair collisions	Airprox, ACAS alerts, loss of separation as well as near collisions or collisions between aircraft in flight
RAMP	Ground Handling	Occurrences during (or as a result of) ground handling operations.
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 2025 cannot be provided in this report since it was not fully available.



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 77.52%, down from the 2024 value of 78.04%. USOAP CMA results also show that 61.82% of the States in the EUR Region have achieved the target of 75% EI.



The USOAP CMA measures the effective implementation of a State's safety oversight system. In 2025, 5 USOAP-CMA related activities were completed in 5 States of the EUR Region¹.

State	Type of USOAP Activity	Dates	Status
Algeria	Audit	11 to 23 Feb 2025	Completed
France	Audit	19 Nov to 2 Dec 2025	Completed
Greece	Audit ²	10 to 19 Dec 2025	Completed
Malta	Audit	29 Oct to 10 Nov 2025	Completed
Netherlands	Audit	14 to 27 May 2025	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 2025 there was 1 unresolved SSC within EUR Region, as follows:

State	Airworthiness
Russian Federation	✗

¹ In addition USOAP CMA audit was conducted for the European Union Aviation Safety Agency (EASA), 17 Feb to 19 Mar 2025

² The scope of the audit included only aircraft accident and incident investigation (AIG).



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 64.78%.



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.

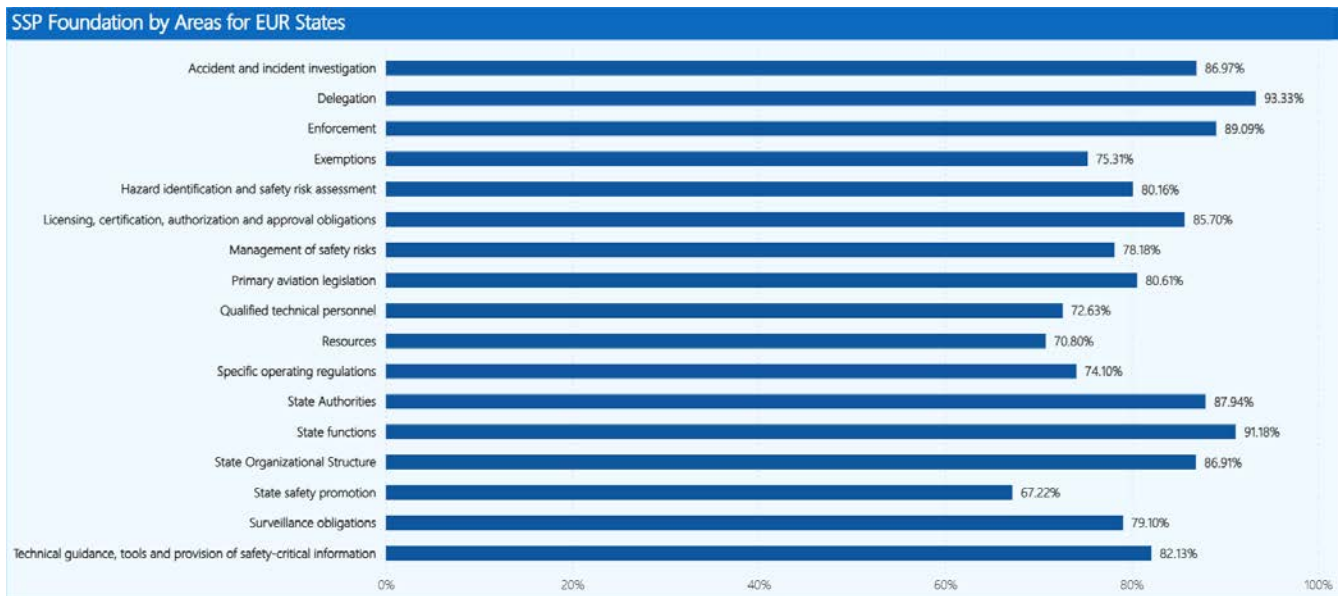
For the EUR Region, 82.68% of required CAPs have been submitted to ICAO and 27.64% have been reported as completed.

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 79.63% 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% 20 (36%) ↔ Same as in 2024	SSP EI Average 79.69% ↓ 80.39% in 2024	SMS Implemented 49 (89%) ↔ Same as in 2024	NASP Issued 41 (75%) ↑ 37 (67%) in 2024
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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 of their safety management system obligations defined in Annex 19. 49 (89%) of EUR States have reported 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). NASP is the means to demonstrate commitment to the implementation of activities for improvement of safety in the State. 41 (75%) of the 55 EUR States have issued a NASP by end of 2025.

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 against	States with No A or U DEF
78.12% ↓	10 (18.18%) ↑	32 (58.18%) ↑
(78.57% in 2024)	8 (15%) in 2024	29 (53%) in 2024

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 78.12% for EUR States. The relationship between the BBBs and USOAP PQs is available at <https://ganportal.icao.int/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, 32 (58.18%) States have no air navigation deficiency classified as having implications with air navigation safety, while 10 (18.18%) 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 33 deficiencies classified as having top priority requirements necessary for air navigation safety were identified, and 36 with intermediate requirements necessary for air navigation regularity and efficiency.

