

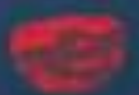
8th SAFETY ENHANCEMENT IMPLEMENTATION GROUP (SEIG/8)



Accident Investigation Final Reports

21-22 October 2026

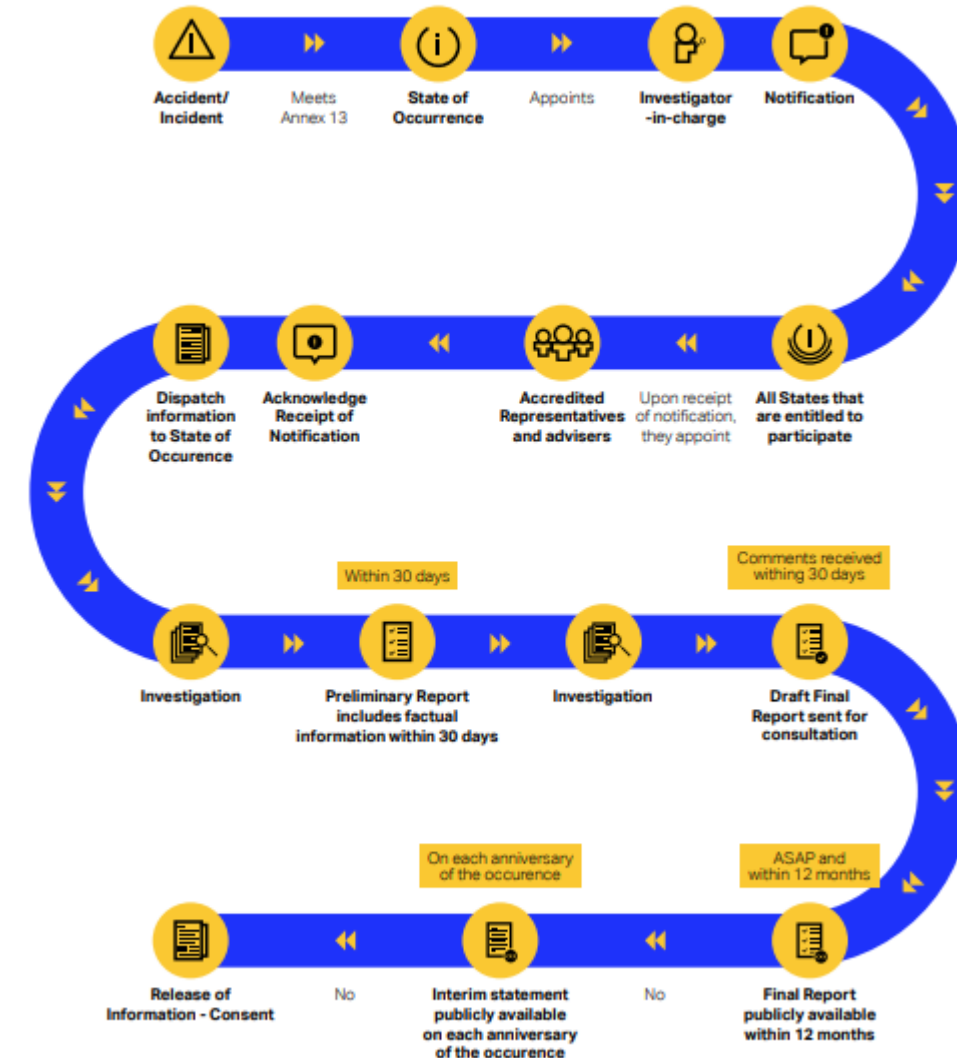
Muscat-Sultanate of Oman



ICAO Annex 13 at a Glance

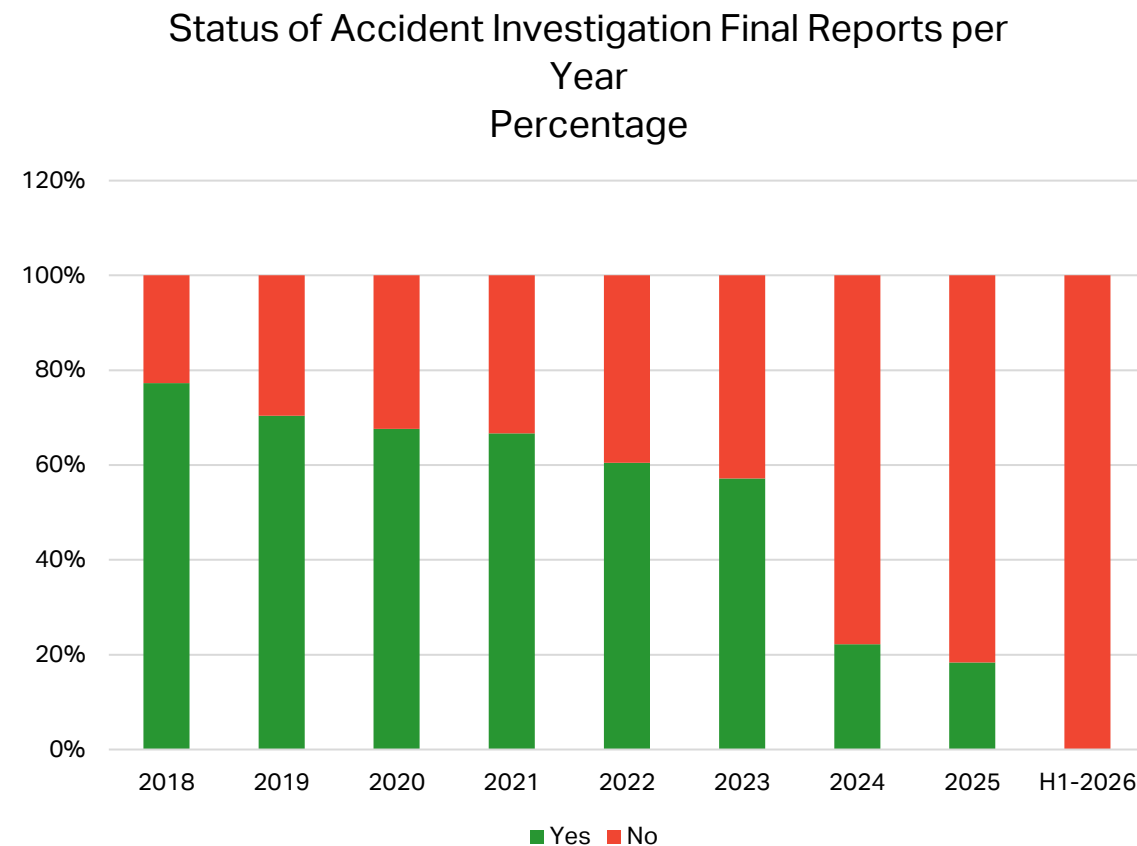
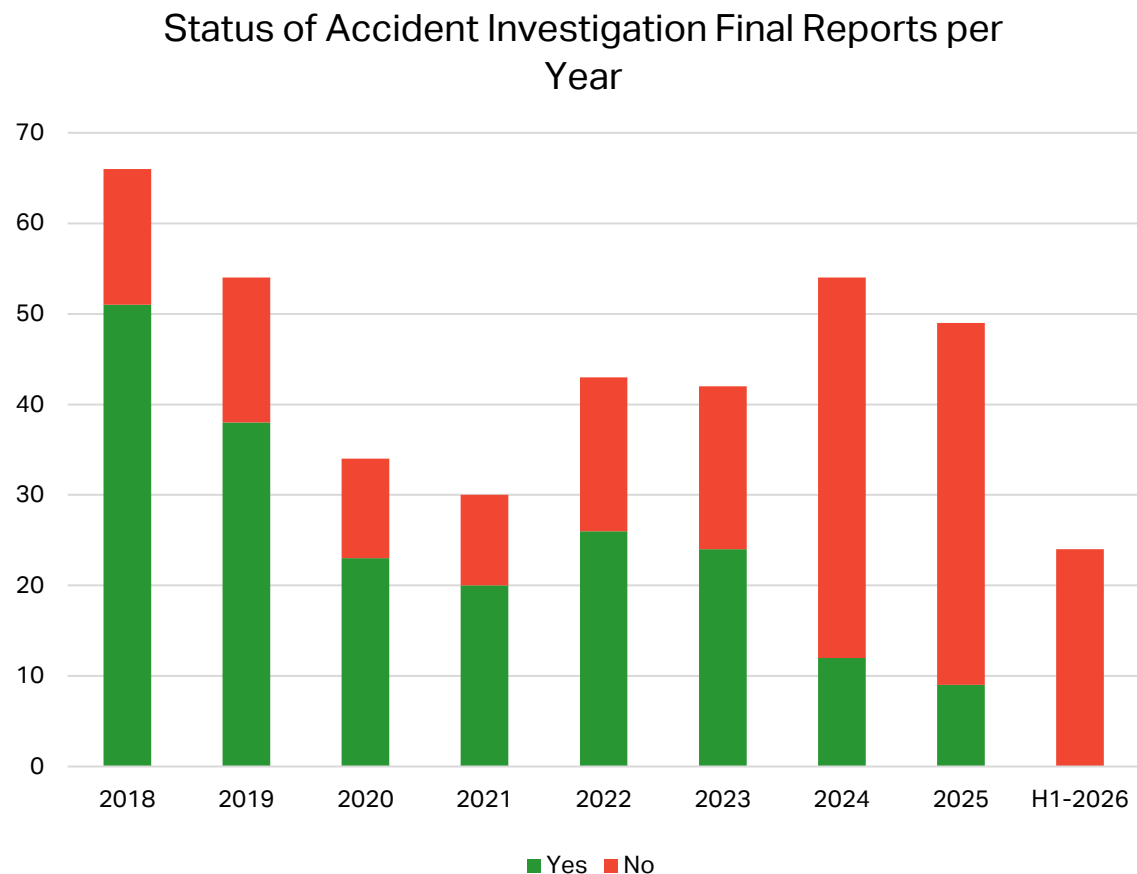
- Delays, incomplete findings, or the absence of published accident investigation reports deprive the industry of critical safety insights. These insights are essential for preventing future occurrences and strengthening global aviation safety.
- IATA's review of investigations conducted between 2020 and 2024 shows that only 52% of the 203 accidents in that period had completed reports. Because investigations often take more than a year to finalize, a five-year dataset ending in 2024 provides a reliable picture of global performance. Still, a completion rate of 52% remains far from satisfactory.

ICAO Annex 13 at a Glance



Status of Accident Investigation Final Reports

2018 – H1 2026 (396 accidents)

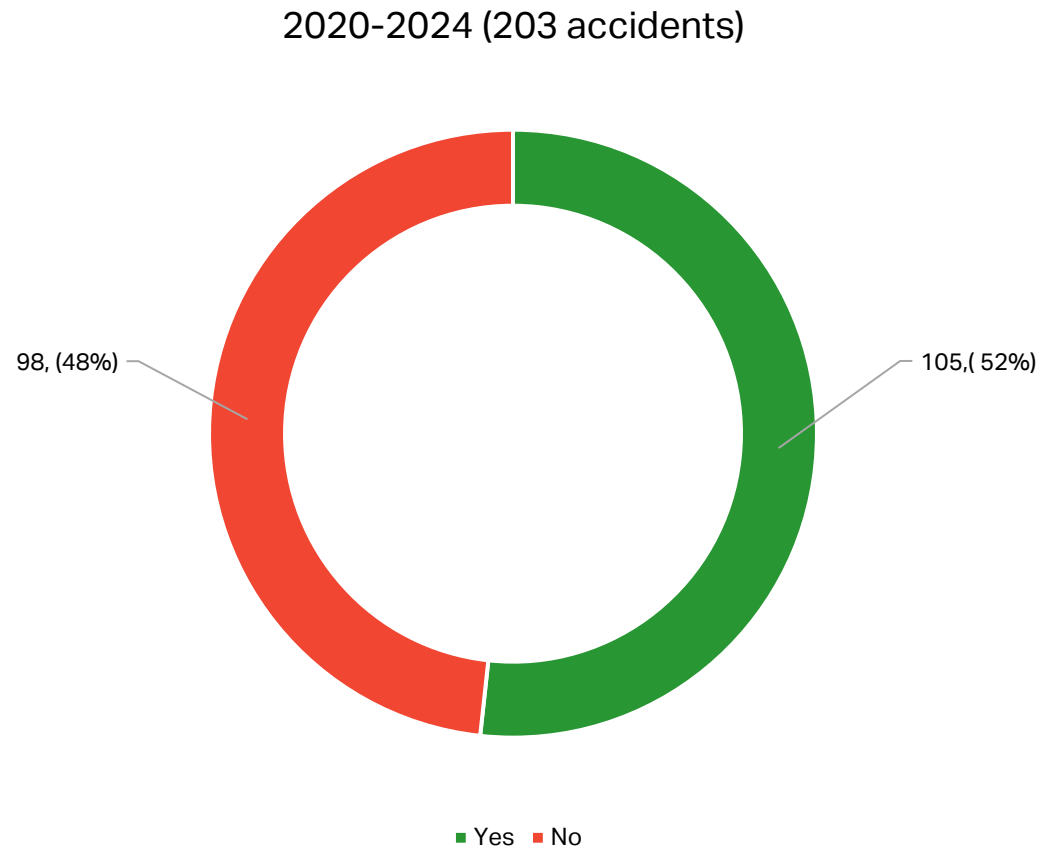


Data as of 5 August 2026

Including two accident investigations halted or suspended

Patterns and Progress of Accident Investigation Final Reports

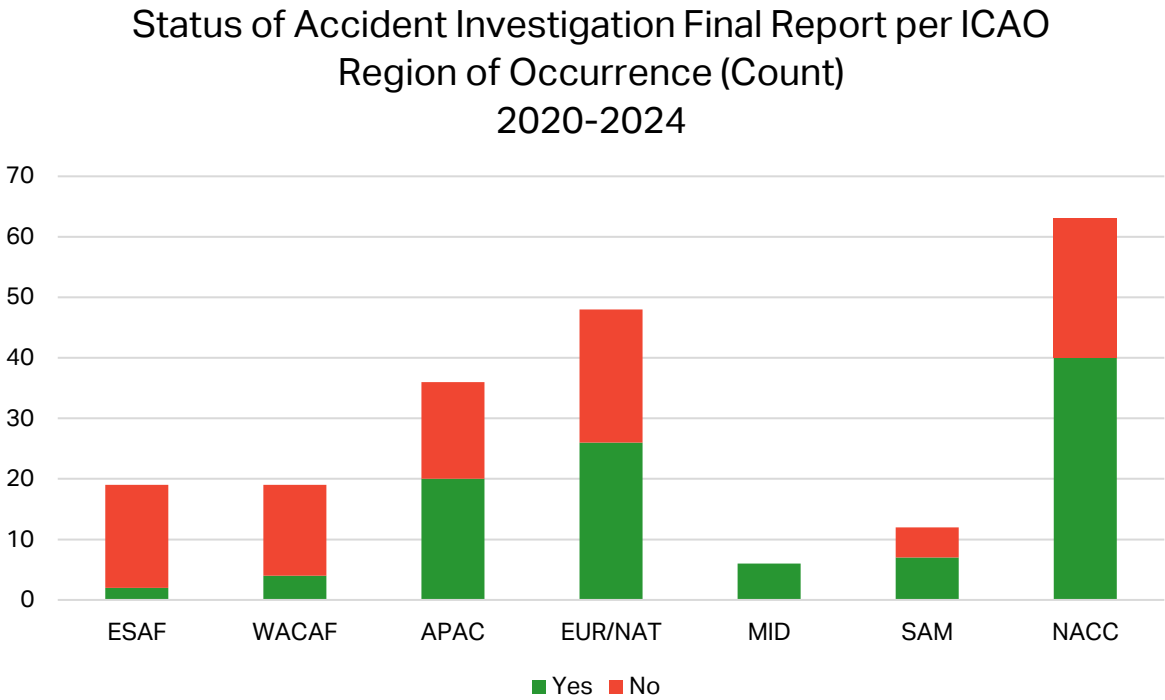
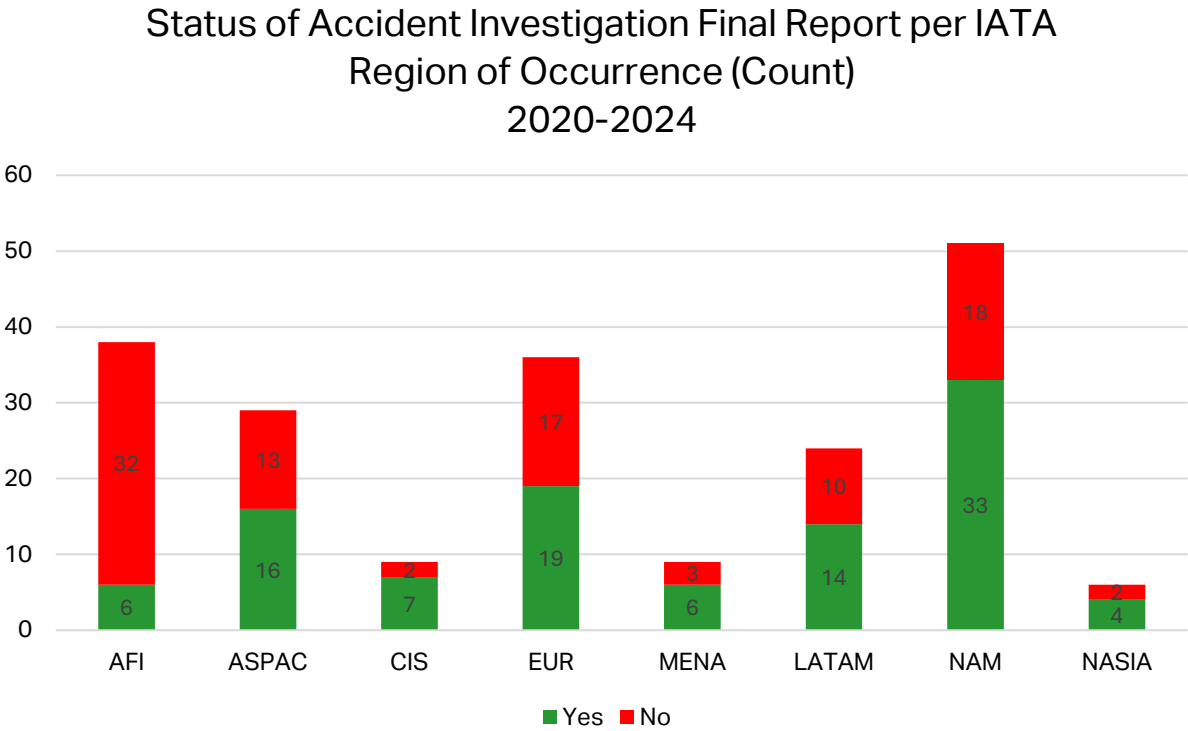
2020 – 2024 Accidents



Data as of 5 August 2026

Accident Investigation Final Reports

per Region of Occurrence (2020-2024)



Data as of 5 August 2026

Final Reports Not Published by ICAO Annex 13 Agencies

- **Issue (1):** Not all ICAO Annex 13 agencies publish reports in a timely manner.
- **Issue (2):** Not all agencies release Final Reports for public review
 - **Example:** IATA reports that only 16% of final investigation reports are published in the AFI region, making it the region with the lowest publication rate.
- **Result (1):** Delayed findings prevent the industry and operators from applying systemic mitigations
- **Result (2):** Safety recommendations are not adopted across the industry

- **Thank You**

- For further inquiries, please feel free to contact Safety@iata.org

