



ICAO

SMO/SG WP05B

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Meeting on the establishment of the Safety Management and Oversight Sub-Group (SMO/SG) of the Africa–Indian Ocean Aviation System Planning and implementation Group (AASPG), Nairobi, Kenya.

From 24 to 25 April 2025

Agenda item 5: Review of recent developments with the ICAO Global Aviation Safety Plan (GASP), AFI Regional Aviation Safety Plan (AFI-RASP), and Significant Safety Concerns in the Region.

5.3. Other Safety initiatives

AFI Accident Investigation Status

(Presented by IATA)

SUMMARY
<p>This paper presents a review of the status of accident investigations globally and within the AFI Region over the past five years, highlighting key performance trends and end states. The working paper underscores the critical need for States to comply with ICAO Annex 13 provisions, particularly regarding the timeliness and quality of Preliminary and Final Reports. A call to action urges States to align with these provisions to improve aviation safety outcomes through transparent and timely reporting.</p> <p>Action by the meeting is provided in Part 3 at the end of this working paper</p>
REFERENCE(S): <ul style="list-style-type: none">•
Related ICAO Strategic Objective(s): <ul style="list-style-type: none">• Aviation Safety

1. INTRODUCTION

1.1 A critical factor in advancing aviation safety is the thorough, and timely, investigation of aircraft accidents, followed by the publication of final accident reports. These reports are essential for identifying the causes of accidents, enabling the industry to minimize or eliminate the risk of future occurrences. Failure to publish comprehensive and timely accident reports prevent operators, equipment manufacturers, regulators, infrastructure providers, and other stakeholders from accessing critical information that could make aviation even safer.

1.2 Although State obligations under the Chicago Convention and responsibilities in ICAO Annex 13 are clearly defined, many aircraft investigations remain incomplete and/or final reports are often not published in accordance with ICAO Annex 13 timelines. IATA continues to work closely with ICAO, States and other stakeholders to ensure compliance

with Annex 13 obligations, ensuring this vital link in the safety chain is fully adhered to by the international community.

2. DISCUSSIONS

2.1 In 2024, the aviation industry successfully transported 5 billion passengers worldwide on over 40 million flights. Commercial aviation remains one of the safest modes of public transport. This is evidenced by a long-term trend showing a significant reduction in accident rates, from 3.72 accidents per million sectors in 2005 to 1.13 accidents per million sectors in 2024. This reduction in the accident rate is down to industry's continuous commitment to safety which leverages improvements in areas such as safety management, technology, training and safety culture to drive down the risk of future accidents. Although the number of accidents increased in 2024, it is important not to draw incorrect statistical conclusions from individual events, as aviation remains one of the safest modes of transport. To assess safety performance over time, the industry uses a five-year rolling accident average, which has shown a steady decline over the past two decades.

2.2 In summary of 2024 Safety Performance, A total of 46 accidents met the IATA classification criteria as determined by the ACTF, representing a 9% increase from 2023. Overall, there was one accident for every 881,541 flights. In 2024, seven accidents were fatal, resulting in 244 onboard deaths and seven additional fatalities classified as 'other.' This marks a significant increase compared to 2023, which recorded 72 onboard fatalities. The fatality risk rate per million sectors increased from 0.03 in 2023 to 0.06 in 2024. However, the long-term trend continues to show a significant decline, dropping from 0.69 in 2005 to 0.06 in 2024. This means that, on average, a person would have to fly, 49,246 years to experience one 100% fatal accident.

All Accidents * Data source IATA

	2023		2024	
	Count	Rate**	Count	Rate**
Industry	42	1.09	46	1.13
Jet	33	0.94	35	0.95
Turboprop	9	2.49	11	3.08
IATA Members	26	0.97	25	0.90
IOSA Members	27	0.95	27	0.92
Non-IOSA Members	15	1.45	19	1.70

Fatal Accidents * Data source IATA

	2023			2024		
	Count	Total Fatalities	Rate**	Count	Total Fatalities	Rate**
Industry	1	72	0.03	7	251	0.17
Jet	0	0	0.00	5	187	0.14
Turboprop	1	72	0.28	2	64	0.56
IATA Members	0	0	0.00	6	249	0.22
IOSA Members	0	0	0.00	6	249	0.20
Non-IOSA Members	1	72	0.10	1	2	0.09

Hull Loss * Data source IATA

	2023		2024	
	Count	Rate**	Count	Rate**
Industry	5	0.13	9	0.22
Jet	2	0.06	5	0.14
Turboprop	3	0.83	4	1.12
IATA Members	1	0.04	5	0.18
IOSA Members	1	0.04	5	0.17
Non-IOSA Members	4	0.39	4	0.36

Fatality Risk * Data source IATA

	2023	2024
	Fatality Risk**	Fatality Risk**
Industry	0.03	0.06
Jet	0.00	0.03
Turboprop	0.28	0.28
IATA Members	0.00	0.08
IOSA Members	0.00	0.08
Non-IOSA Members	0.10	0.00

2.3 As previously stated, the industry accident rate (per million sectors) has gone up, with Africa (AFI) having the highest accident rate with 9.54 accidents per million sectors in 2024. This increased from 8.36 per million sectors in 2023, this further breakdown of the region indicates WACAF as significantly higher than other regions. Please note that for the regional overview, the figures in grey are the 5-year average, black figures are for 2023 and blue figures are for 2024.

Accident Rate (per Million Sectors) by Region of Operator * Data source IATA

Legend:

• 2024
• 2023
• 2020 - 2024 Average



Industry

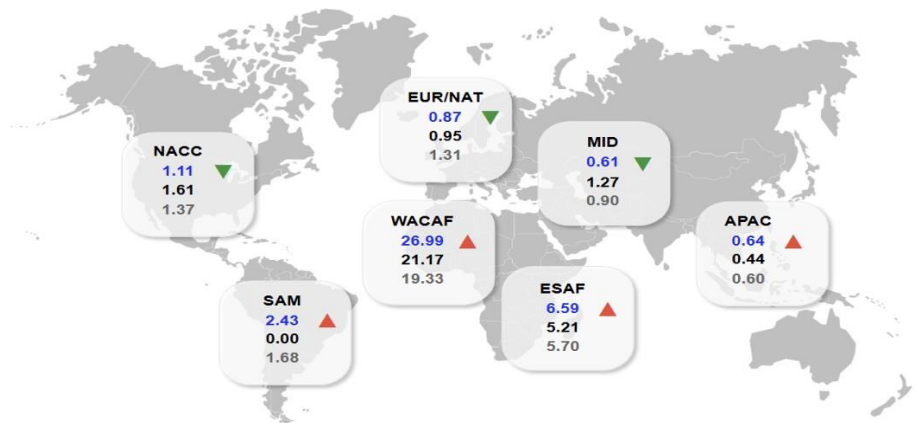
1.13
1.09
1.25



IATA Members

0.90
0.97
0.79

Toggle Region

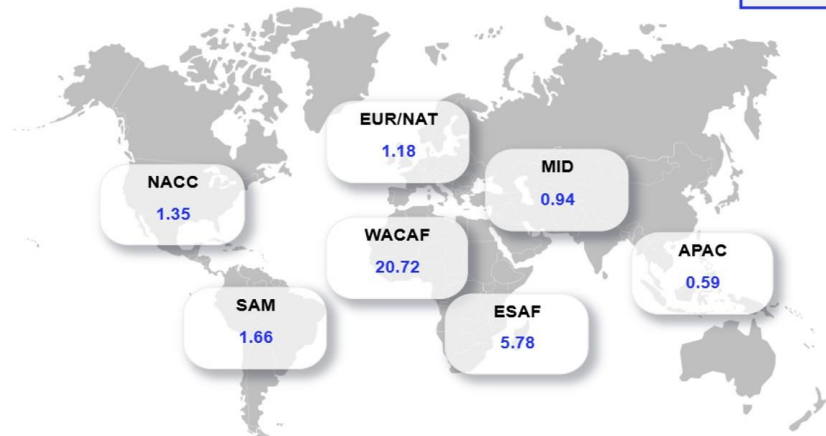


Regional Overview

Accidents	Fatal Accidents	Fatalities Onboard	Other Fatalities	Jet	Turboprop	Passenger	Cargo	IATA	IOSA
195	27	720	13	137	58	138	55	88	106

Accident Rate (per Million Sectors) by Region of Operator * Data source IATA

Toggle Region



Regional Performance

3. ACTIONS BY THE MEETING

3.1 The meeting is invited to:

- Urge States to comply fully with the ICAO Annex 13 provisions related to accident investigations;
- Ensure Preliminary Reports are issued within 30 days of the incident; and
- Publish Final Reports within 12 months or provide Interim Statements annually if delayed.

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