



| ICAO

# INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



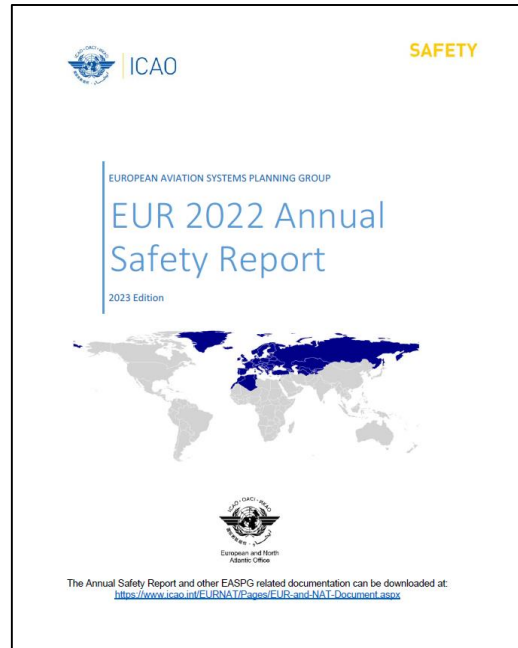
# EUR/NAT Safety Reports

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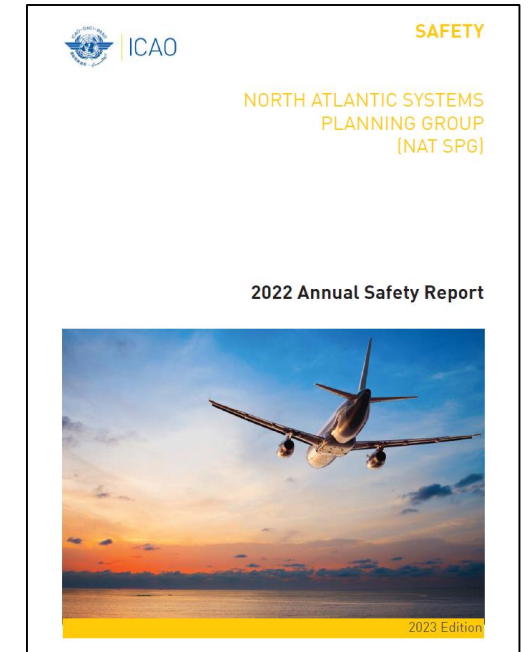
EUR/NAT-DGCA/2023  
Paris, France, 20 June 2023

# Presentation Outline

## 01 EUR 2022 Annual Safety Report

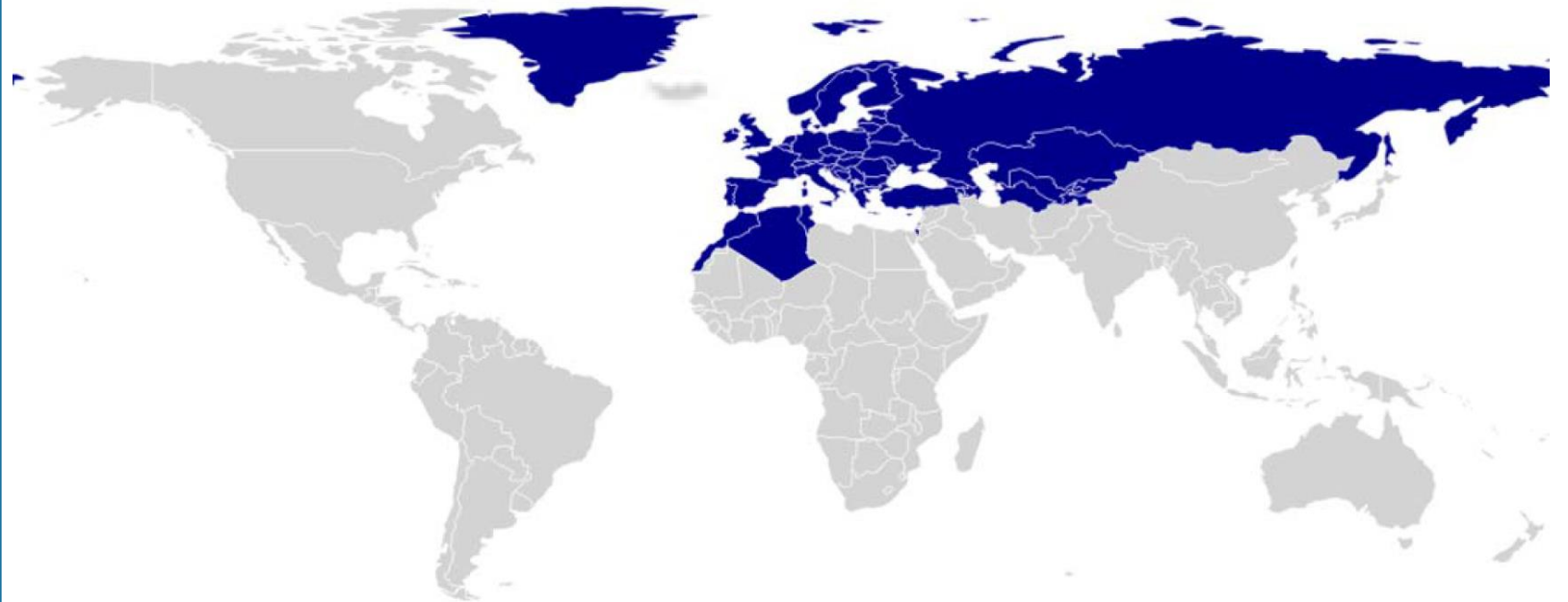


## 02 NAT 2022 Annual Safety Report



# EUR 2022 Annual Safety Report

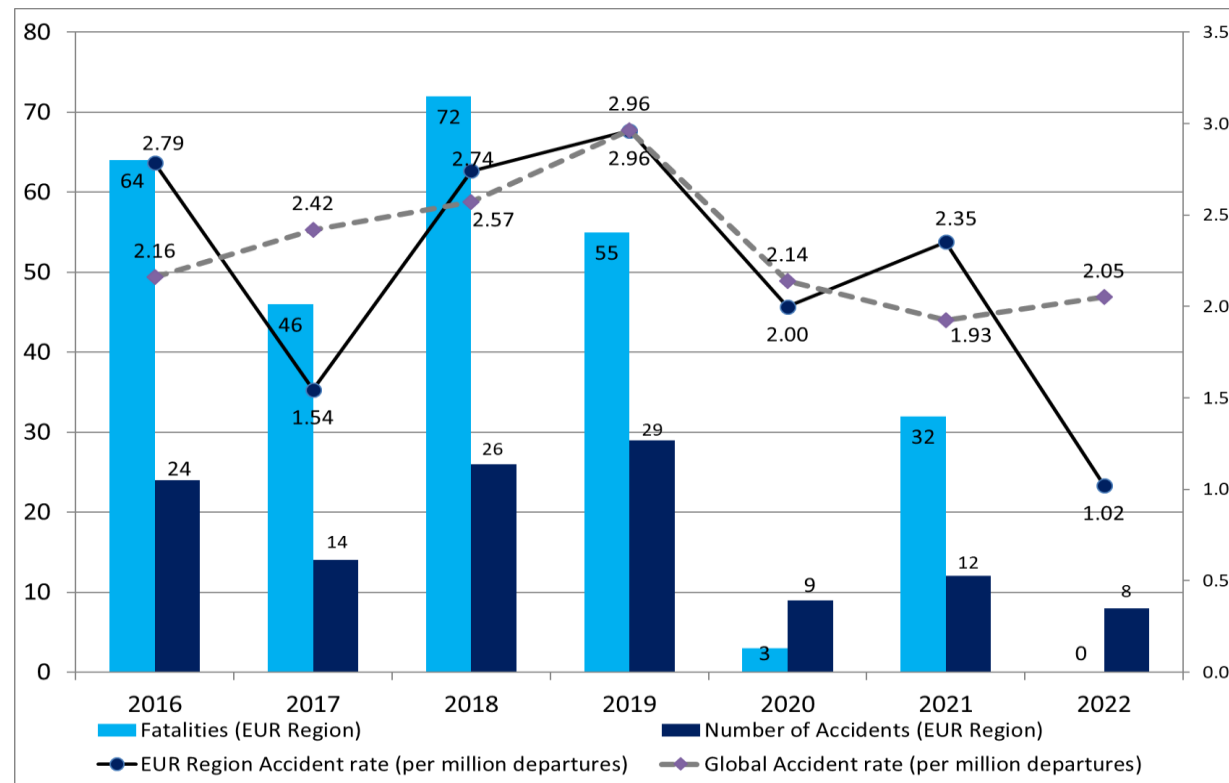
EUR States  
(55)



Albania	Croatia	Hungary	Monaco	San Marino	Türkiye
Algeria	Cyprus	Ireland	Montenegro	Serbia	Turkmenistan
Andorra	Czechia	Israel	Morocco	Slovakia	Ukraine
Armenia	Denmark	Italy	Netherlands	Slovenia	United Kingdom
Austria	Estonia	Kazakhstan	Norway	Spain	Uzbekistan
Azerbaijan	Finland	Kyrgyzstan	Poland	Sweden	
Belarus	France	Latvia	Portugal	Switzerland	
Belgium	Georgia	Lithuania	Republic of Moldova	Tajikistan	
Bosnia and Herzegovina	Germany	Luxembourg	Romania	North Macedonia	
Bulgaria	Greece	Malta	Russian Federation	Tunisia	

- Accident statistics and analysis

<b>8</b> ↓	<b>1.02</b> ↓	<b>0</b> ↓	<b>0.00</b> ↓	<b>0</b> ↓	<b>0.0</b> ↓	<b>12%</b> ↓	<b>55</b> ↑
2022 EUR Number of accidents (a/c ≥ 5700 kg only)	2022 EUR Accident rate per million departures	2022 EUR Number of fatal accidents	2022 EUR Fatal accident rate per million departures	2022 EUR Number of fatalities	2022 EUR Fatality rate per million passengers carried	2022 EUR Accidents related to HRCs	2022 EUR Number of accidents to a/c ≥ 2250 kg
(12 in 2021)	(2.35 in 2021)	(2 in 2021)	(0.42 in 2021)	(32 in 2021)	(0.062 in 2021)	(17% in 2021)	(41 in 2021)



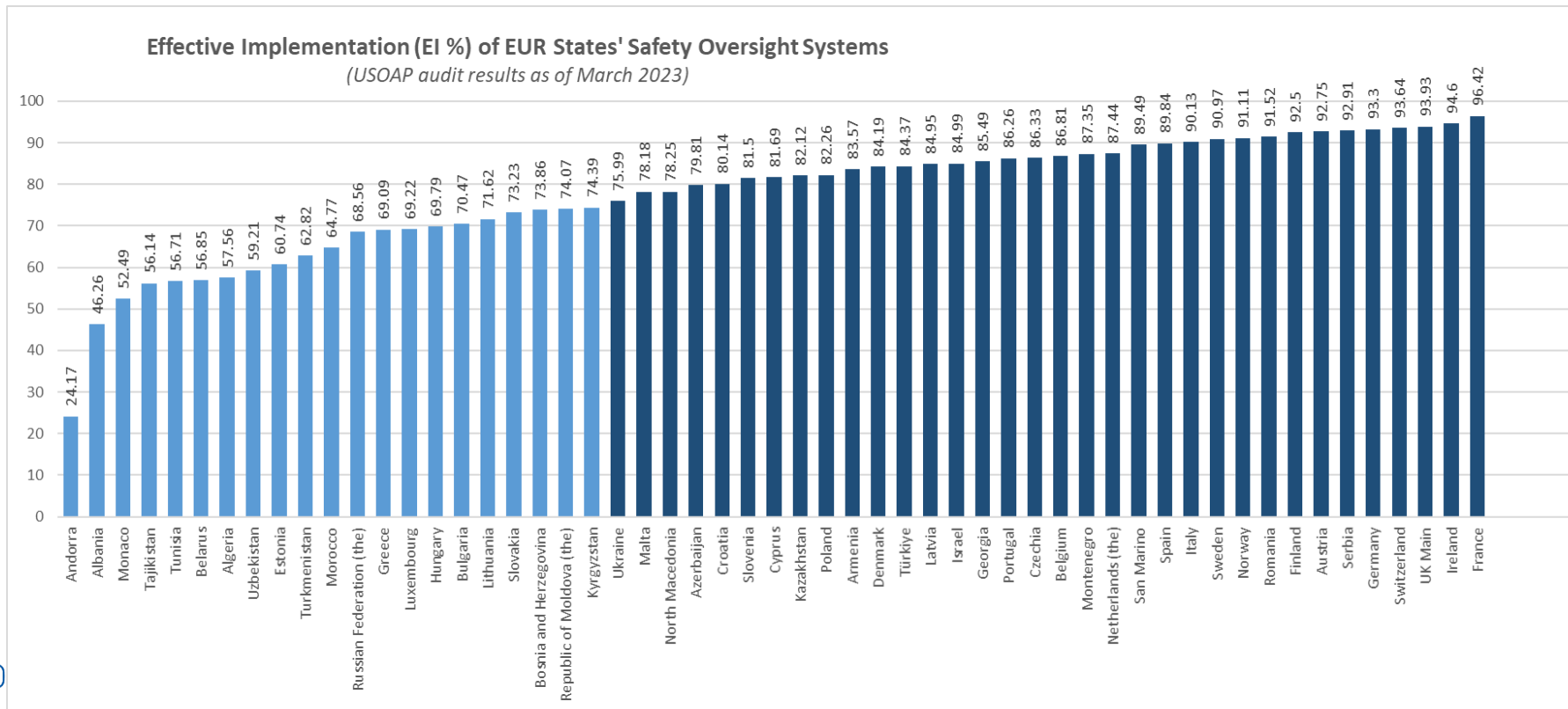
- States' safety oversight capabilities

**77.2%**  
Average USOAP EI score for EUR States

**34 (62%)**  
of EUR States with an EI > 75%

**20 (36%)**  
of EUR States with an EI > 85%

**1 (2%)**  
of EUR States with an EI > 95%



**65%**  
of priority PQs implemented by EUR States

**76%**  
of required corrective action plans (CAPs) submitted by EUR States

**24%**  
of CAPs completed by EUR States

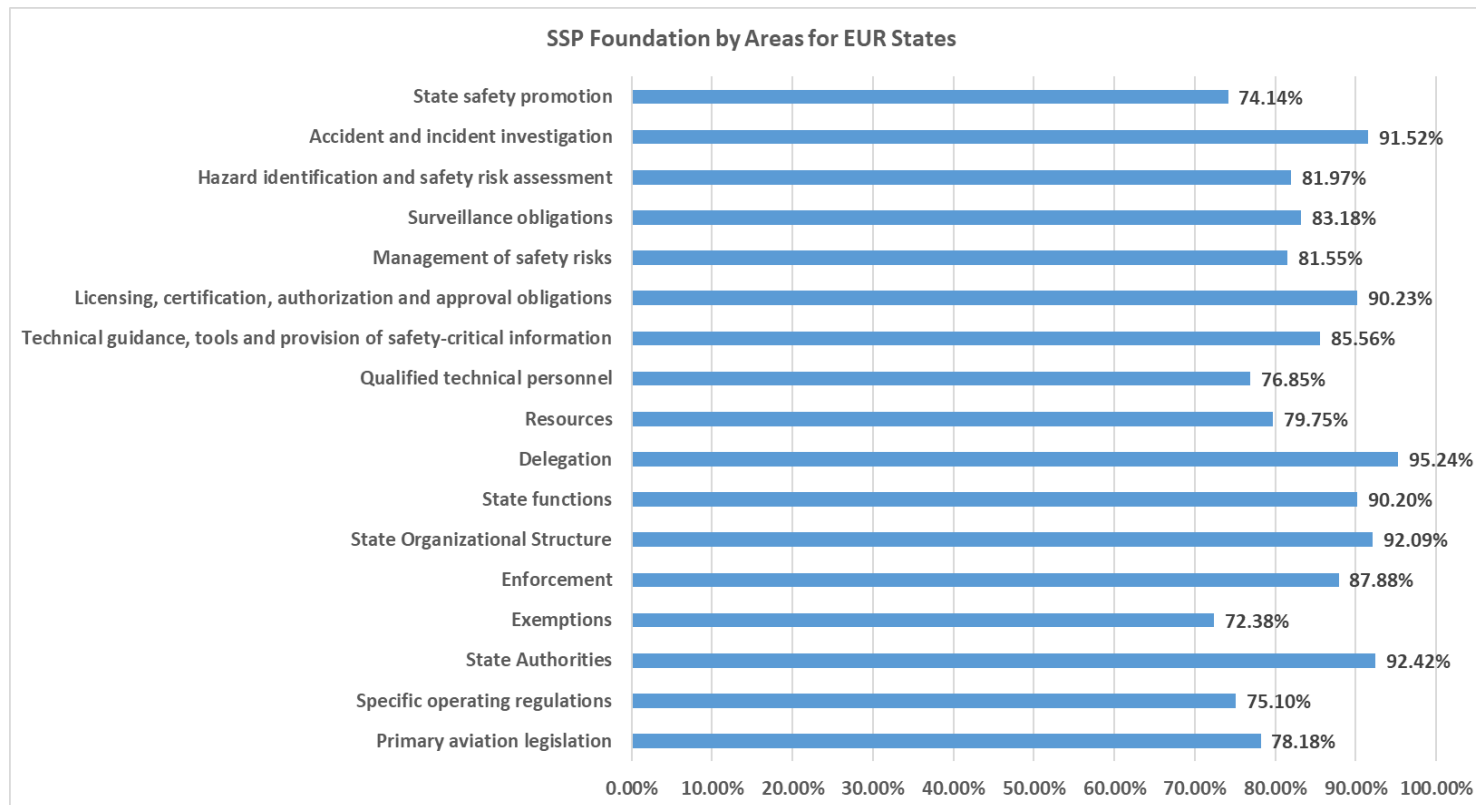
- Implementation of State safety programmes

**24 (44%)**  
 EUR States having implemented at least 90% of the foundation of an SSP

**82.64%**  
 Average SSP foundation implementation of EUR States

**10 (18%)**  
 EUR States that require all applicable service providers under their authority to implement an SMS (as reported in EFOD for Annex 19 std. 3.3.2.1)

**30 (54%)**  
 of EUR States have issued a national aviation safety plan

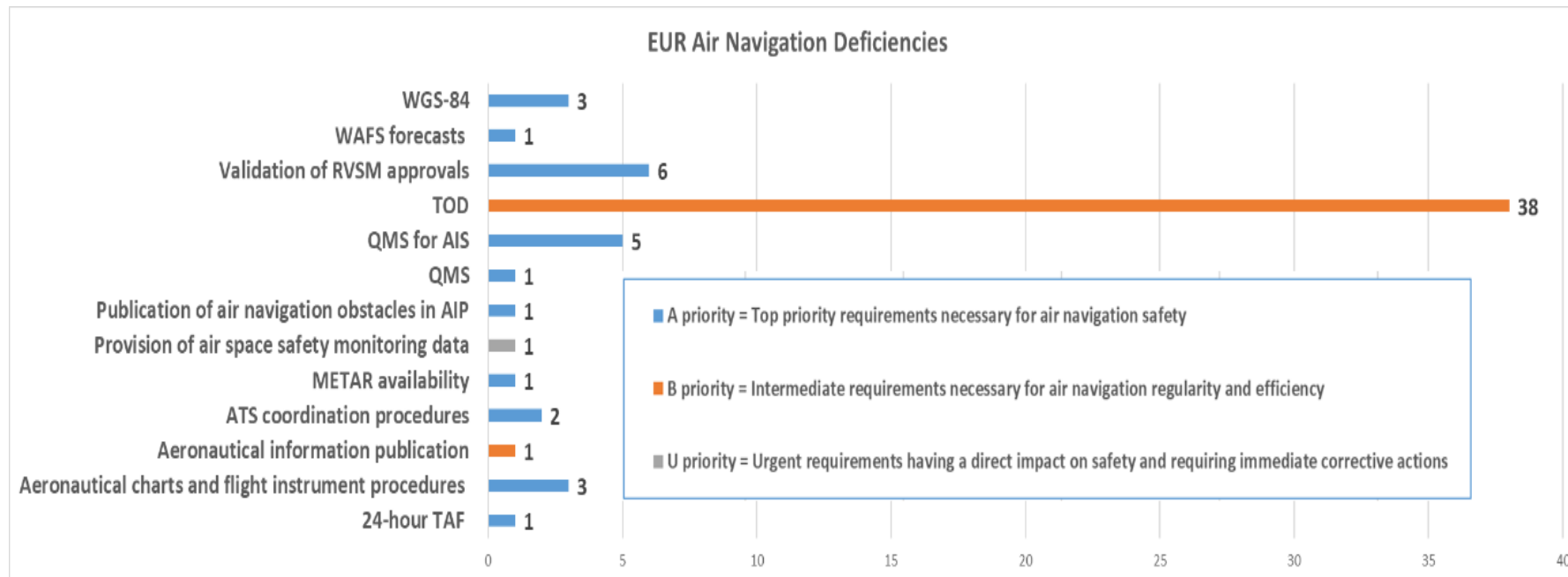


- Air navigation and aerodrome infrastructure

**80%**  
Level of implementation of the basic building blocks (BBB) for EUR States

**13 (24%)**  
Number of EUR States having no air navigation deficiency against the EUR air navigation plan

**41 (75%)**  
Number of EUR States having no air navigation deficiency classified as having implication with air navigation safety



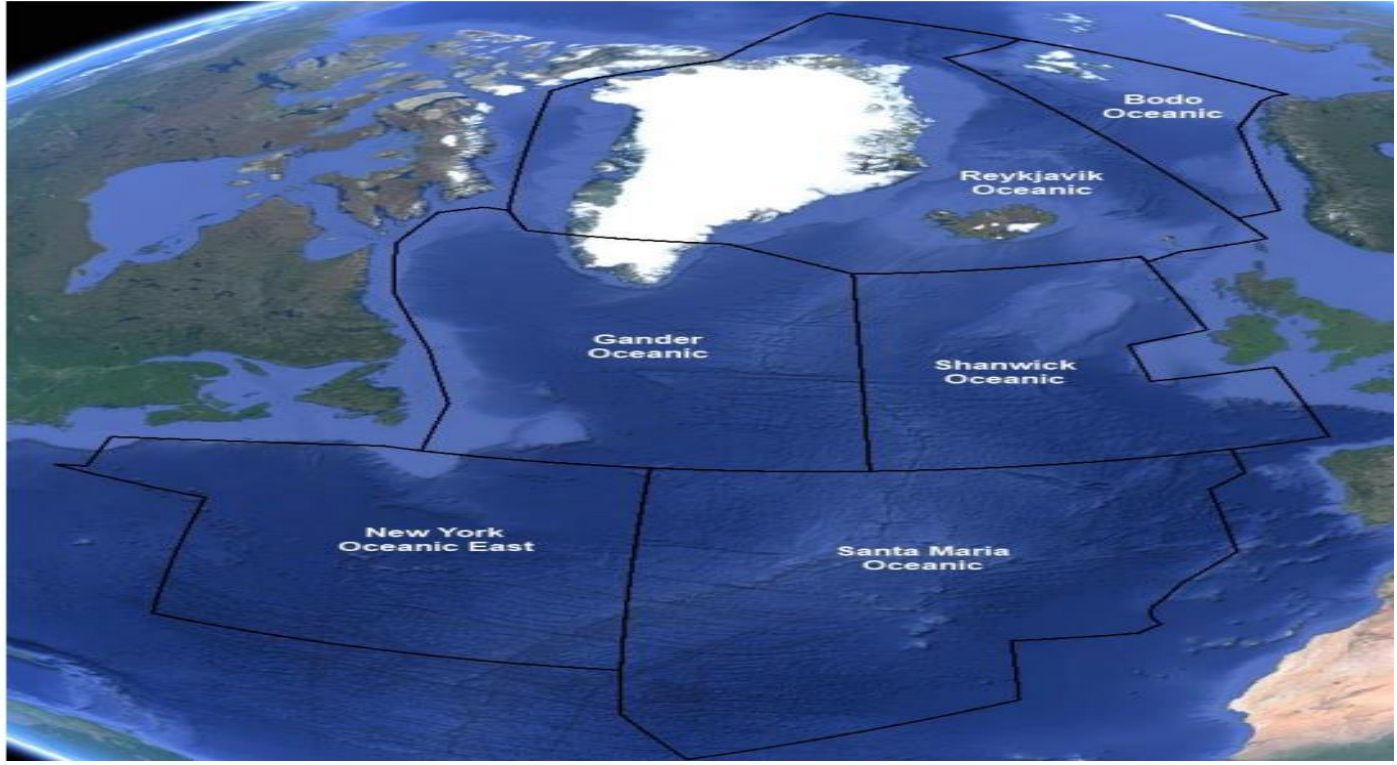


# 02 NAT 2022 Annual Safety Report

NAT SPG member States  
(NAT Provider States)  
(9)



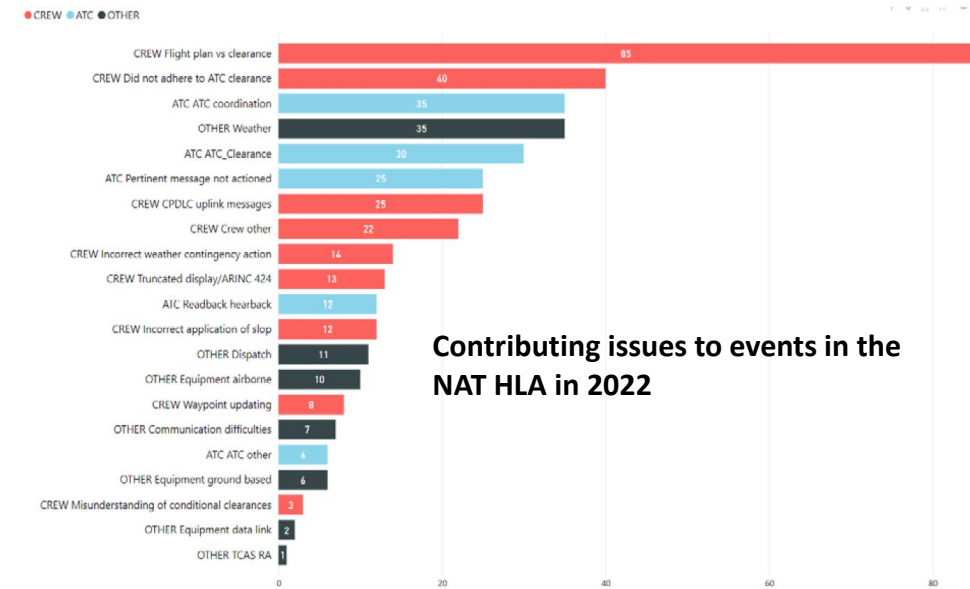
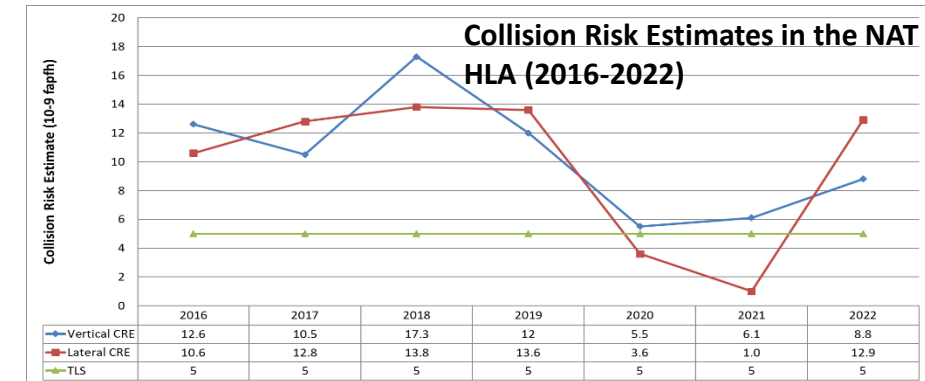
The objective of the NAT SPG member States is to maintain and, where possible, improve the agreed safety standards in all activities supporting the provision of air navigation services in the North Atlantic High Level Airspace (NAT HLA).



- |         |         |         |                |               |
|---------|---------|---------|----------------|---------------|
| Canada  | France  | Ireland | Portugal       | United States |
| Denmark | Iceland | Norway  | United Kingdom |               |

## Safety Key Performance Indicators

Safety KPI	Target	Previous rolling 3 years (2019-2020-2021)	2022 Performance
NAT.SKI.01	Number of accidents	0	0
NAT.SP.KI.02a	Number of LHD events divided by number of flight hours flown in the NAT HLA	Reduction over previous rolling three-year period of performance	4.30 x 10 <sup>-5</sup> <b>5.87 x 10<sup>-5</sup></b>
NAT.SP.KI.02b	Overall time of LHDs at unprotected flight level divided by total duration of flights in minutes	Reduction over previous rolling three-year period of performance	0.697 x 10 <sup>-6</sup> <b>1.01 x 10<sup>-6</sup></b>
NAT.SP.KI.03a	Number of Lateral deviations divided by number of flight hours flown in the NAT HLA	Reduction over previous rolling three-year period of performance	5.66 x 10 <sup>-5</sup> <b>5.57 x 10<sup>-5</sup></b>
NAT.SP.KI.03b	Overall time of lateral deviations on an unprotected profile divided by total duration of flights in minutes	Reduction over previous rolling three-year period of performance	1.04 x 10 <sup>-6</sup> <b>0.83 x 10<sup>-6</sup></b>
NAT.SP.KI.04	Number of losses of separation events divided by number of flight hours flown in the NAT HLA	Reduction over previous rolling three-year period of performance	0.91 x 10 <sup>-5</sup> <b>1.27 x 10<sup>-5</sup></b>
NAT.SP.KI.05a	Number of coordination errors divided by number of flight hours flown in the NAT HLA	Reduction over previous rolling three-year period of performance	1.85 x 10 <sup>-5</sup> <b>1.15 x 10<sup>-5</sup></b>
NAT.SP.KI.05b	Overall time of coordination errors spent at unprotected profile divided by total duration of flights in minutes	Reduction over previous rolling three-year period of performance	1.09 x 10 <sup>-6</sup> <b>0.03 x 10<sup>-6</sup></b>
NAT.SP.KI.06a	Collision Risk Estimate (CRE) in the vertical dimension	5 x 10 <sup>-9</sup> fapfh	n/a <b>8.8 x 10<sup>-9</sup></b>
NAT.SP.KI.06b	Collision Risk Estimate (CRE) in the lateral dimension	5 x 10 <sup>-9</sup> fapfh	n/a <b>12.9 x 10<sup>-9</sup></b>
NAT.SP.KI.07	Regional Effective Implementation (EI) score in ANS for NAT provider States	-Maintain 85% or above until 2026 -Reach 95% by 2030	n/a <b>88.58%</b>





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Thank You!