



Fact Sheet

Safety

Safety Trends

Accidents are gathered using multiple sources and validated and classified by the Accident Classification Technical Group (ACTG). The technical group is comprised of industry safety experts and managed by IATA. It meets twice a year to review, validate and classify each accident. The membership list can be found on Section 1 of the IATA Safety Report. Accident information is current at the time of publication, although it is subject to future revision. Accident rates may also vary as the flight count is updated with more accurate information.

Accident Overview

	2012	2013	2014	2015	2016	2017	Trend	Average 2012 - 2016
Yearly Flights (Millions)*	35.4	36.1	37.1	37.9	39.9	41.8		37.3
Total Accidents	77	86	77	67	67	45		74.8
Fatal Accidents	15	14	12	4	9	6		10.8
Fatalities**	416	178	641	136	202	19		314.6

Note: the trend is designed to indicate the performance for each category, therefore the scale has been adjusted for each category and cannot be compared with the other trend lines. The red dot(s) correspond to the highest value(s) and the blue dot(s) to the lowest one(s) during the period.

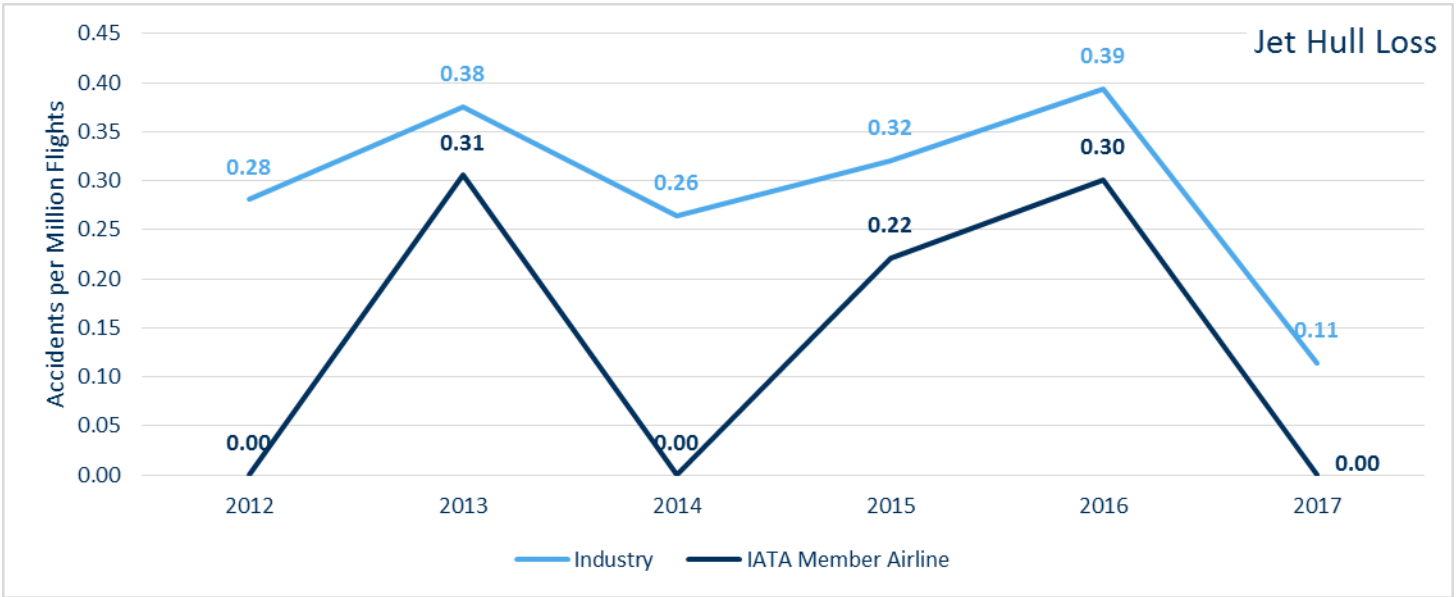
*Flight information provided by Ascend FlightGlobal. Flight numbers are updated with the most accurate counts available at the time of production of this document. Numbers may vary slightly when compared to previous releases of this document.

**Fatality figures provided by Ascend FlightGlobal

Jet Hull Loss - Industry vs. IATA

	2012	2013	2014	2015	2016	2017	Trend	2012 - 2016
Industry	0.28	0.38	0.26	0.32	0.39	0.11		0.33
IATA Member Airline	0.00	0.31	0.00	0.22	0.30	0.00		0.17

Note: the trend is designed to indicate the performance for each category, therefore the scale has been adjusted for each category and cannot be compared with the other trend lines. The red dot(s) correspond to the highest value(s) and the blue dot(s) to the lowest one(s) during the period.



Jet Hull Loss Rate – Regional

This rate includes accidents involving all jet aircraft where the accident resulted in a hull loss. The Jet Hull Loss rate is calculated as number of accidents per million sectors.

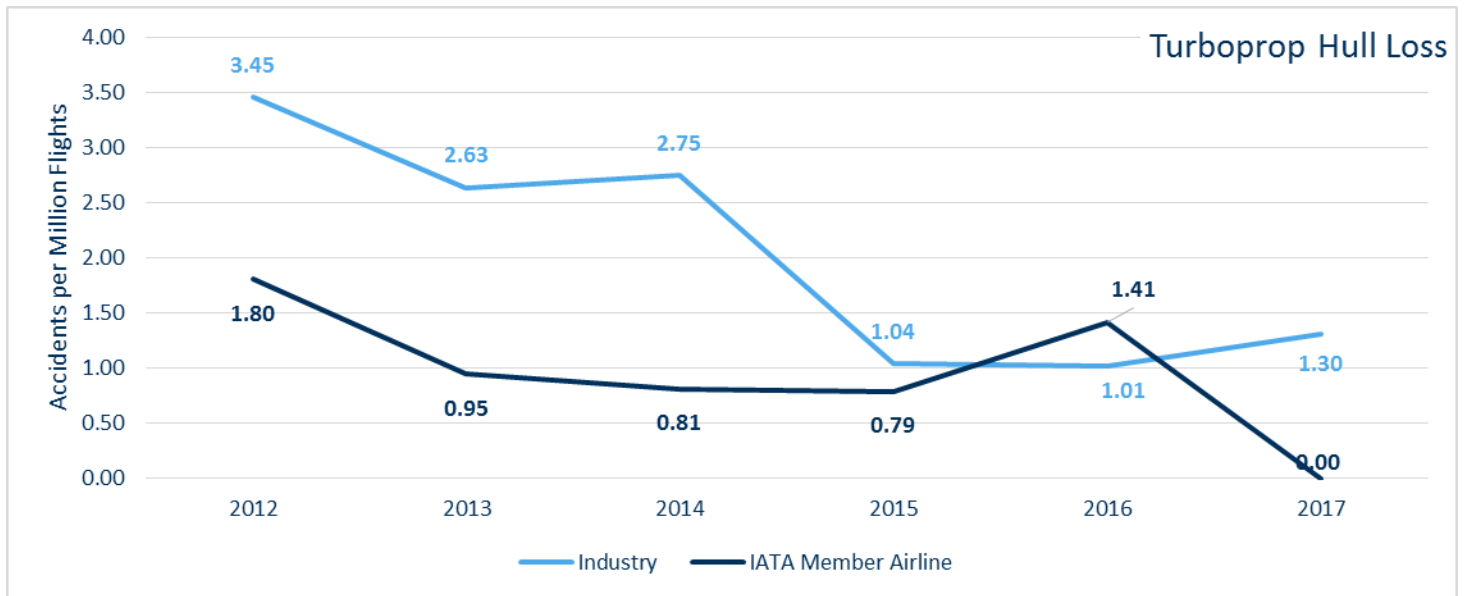
	2012	2013	2014	2015	2016	2017	Trend	2012 - 2016
Africa	5.84	0.00	1.86	3.53	0.00	0.00		2.21
Asia Pacific	0.49	0.69	0.44	0.21	0.58	0.18		0.48
Commonwealth of Independent States	1.09	1.96	0.94	1.89	0.00	0.92		1.17
Europe	0.15	0.00	0.14	0.14	0.27	0.13		0.14
Latin America and the Caribbean	0.47	0.46	0.44	0.42	0.80	0.41		0.53
Middle East and North Africa	0.00	1.30	0.62	0.00	1.67	0.00		0.74
North America	0.00	0.32	0.11	0.33	0.32	0.00		0.22
North Asia	0.00	0.00	0.00	0.00	0.00	0.00		0.00
Industry	0.28	0.38	0.26	0.32	0.39	0.11		0.33
IATA Member Airlines	0.00	0.31	0.00	0.22	0.30	0.00		0.17

Note: the trend is designed to indicate the performance for each category, therefore the scale has been adjusted for each category and cannot be compared with the other trend lines. The red dot(s) correspond to the highest value(s) and the blue dot(s) to the lowest one(s) during the period.

Turboprop Hull Loss - Industry vs. IATA

	2012	2013	2014	2015	2016	2017	Trend	2012 - 2016
Industry	3.45	2.63	2.75	1.04	1.01	1.30		2.18
IATA Member Airline	1.80	0.95	0.81	0.79	1.41	0.00		1.15

Note: the trend is designed to indicate the performance for each category, therefore the scale has been adjusted for each category and cannot be compared with the other trend lines. The red dot(s) correspond to the highest value(s) and the blue dot(s) to the lowest one(s) during the period.



Turboprop Hull Loss Rate – Regional

This rate includes accidents involving all turboprop aircraft where the accident resulted in a hull loss. The Turboprop Hull Loss rate is calculated as number of accidents per million sectors.

	2012	2013	2014	2015	2016	2017	Trend	2012 - 2016
Africa	16.62	4.96	12.98	1.58	1.52	5.70		7.38
Asia Pacific	2.07	2.05	0.00	2.01	1.16	0.61		1.45
Commonwealth of Independent States	21.55	22.89	29.43	0.00	26.59	16.44		20.59
Europe	0.69	2.22	0.73	0.00	0.00	0.00		0.73
Latin America and the Caribbean	2.54	3.83	1.20	0.00	0.00	0.00		1.55
Middle East and North Africa	8.17	0.00	8.52	0.00	0.00	0.00		3.42
North America	1.30	1.31	1.32	0.46	0.47	0.94		0.98
North Asia	11.40	0.00	11.18	22.47	0.00	0.00		8.73
Industry	3.45	2.63	2.75	1.04	1.01	1.30		2.18
IATA Member Airlines	1.80	0.95	0.81	0.79	1.41	0.00		1.15

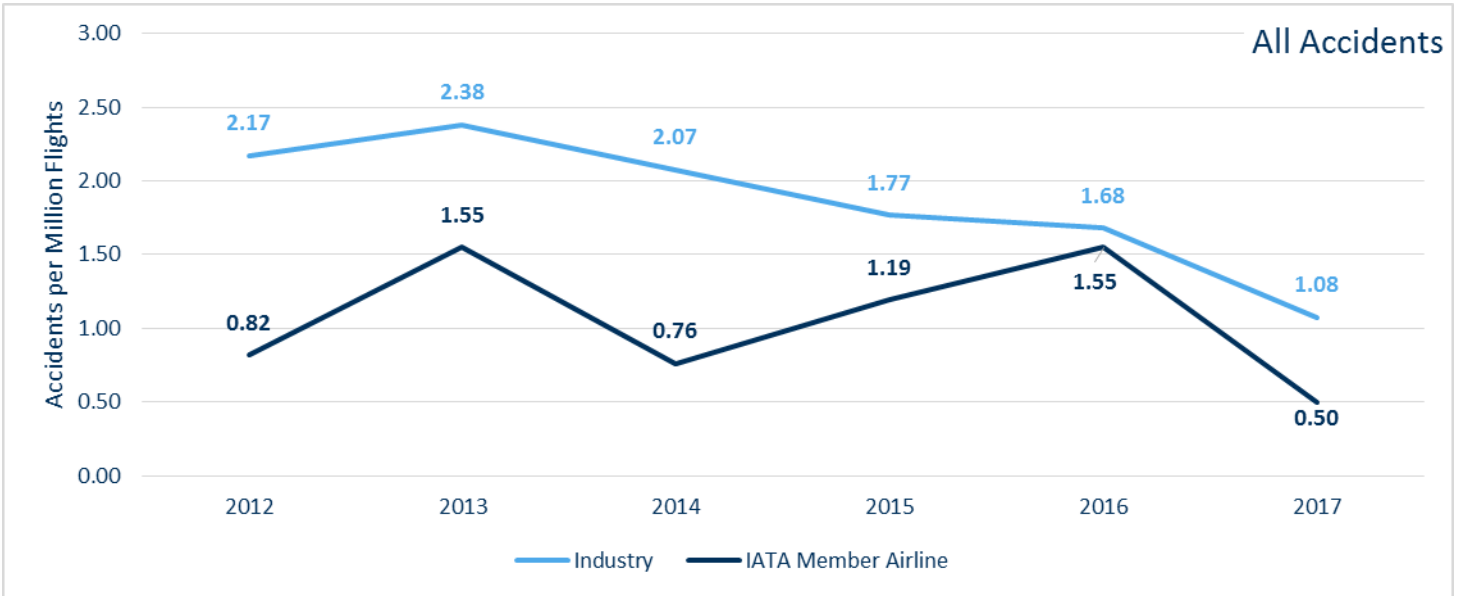
Note: the trend is designed to indicate the performance for each category, therefore the scale has been adjusted for each category and cannot be compared with the other trend lines. The red dot(s) correspond to the highest value(s) and the blue dot(s) to the lowest one(s) during the period.

All Accident Rate - Industry vs. IATA

This rate includes accidents for all aircraft: it includes Substantial Damage and Hull Loss accidents for jets and turboprops. The All Accident rate is calculated as the number of accidents per million sectors. This is the most comprehensive of the accident rates calculated by IATA.

	2012	2013	2014	2015	2016	2017	Trend	2012 - 2016
Industry	2.17	2.38	2.07	1.77	1.68	1.08		2.01
IATA Member Airline	0.82	1.55	0.76	1.19	1.55	0.50		1.19

Note: the trend is designed to indicate the performance for each category, therefore the scale has been adjusted for each category and cannot be compared with the other trend lines. The red dot(s) correspond to the highest value(s) and the blue dot(s) to the lowest one(s) during the period.

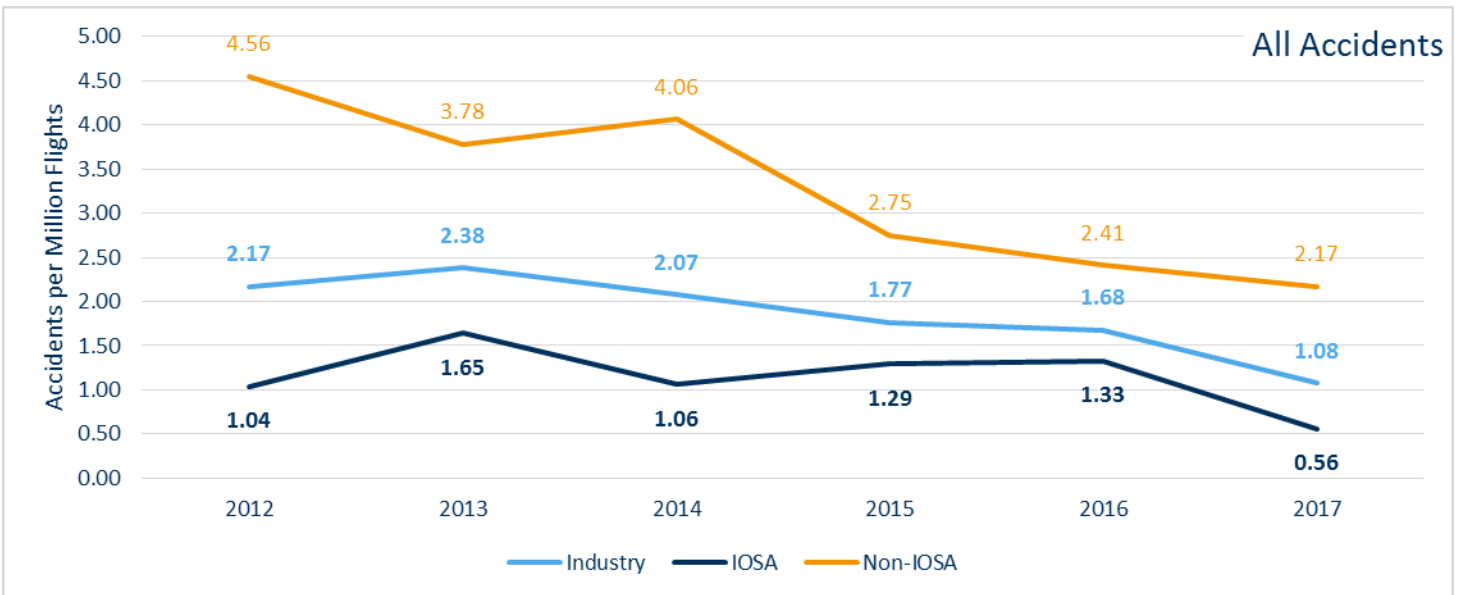


IOSA Registered Carriers vs. non-IOSA

The positive results of IOSA are demonstrated when the All Accident rate is broken down to show the rate for IOSA registered airlines compared to the rate for operators not on the IOSA registry. The accident rate for IOSA-registered airlines is more than 3 times lower than that for non-IOSA-registered airlines for the period between 2011 and 2015.

	2012	2013	2014	2015	2016	2017	Trend	2012 - 2016
Industry	2.17	2.38	2.07	1.77	1.68	1.08		2.01
IOSA	1.04	1.65	1.06	1.29	1.33	0.56		1.27
Non-IOSA	4.56	3.78	4.06	2.75	2.41	2.17		3.49

Note: the trend is designed to indicate the performance for each category, therefore the scale has been adjusted for each category and cannot be compared with the other trend lines. The red dot(s) correspond to the highest value(s) and the blue dot(s) to the lowest one(s) during the period.



Notes

1. All data in this report is extracted from the IATA Global Aviation Data Management platform.
2. IATA defines an accident as an event where ALL of the following criteria are satisfied:
 - The aircraft has sustained major structural damage exceeding US \$1 million or 10% of the aircraft's hull reserve value, whichever is lower, or has been declared a hull loss.
 - The aircraft is turbine powered and has a certificated Maximum Take-Off Weight (MTOW) of at least 5,700KG (12,540 lbs.).
 - Person(s) have boarded the aircraft with the intention of flight (either flight crew or passengers).
 - The intention of the flight is limited to normal commercial aviation activities, specifically scheduled/charter passenger or cargo service. Executive jet operations, training, maintenance/test flights are all excluded.
3. A hull loss is an accident in which the aircraft is destroyed or substantially damaged and is not subsequently repaired for whatever reason including a financial decision of the owner.
4. The rates in this Safety Fact Sheet are based on the most accurate flight counts available to IATA at the time of production and historical rates may have changed slightly as actual sector counts replace the estimates. Some regions have greater variability on the sector count as new and more up-to-date data is available which generates greater differences in the accident rates when compared to previous IATA reports.
5. Fatalities in the tables above refer to on-board fatalities. In 2017, 35 people on the ground were killed in the crash of a cargo jet.