



2018 Mid Year Accident Update

Performance at 1st July 2018

(Jan – Jun 2018)

Disclaimer

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Observations

This is an update of the 2018 accidents classified by the Accident Classification Technical Group (ACTG) on June 26 – 28, 2018.

Due to the latency time between an accident occurrence and its reporting, this update may not contain all accidents that occurred in the first half of 2018.

The rates in this presentation are based on the most accurate flight counts available to IATA at the time of production. Historical rates may have changed slightly as actual sector counts replace previous estimates. Some regions may have greater variability on the sector count as new and more up-to-date data is available. This may result in differences in the accident rates when compared to previous IATA reports.

Executive Summary

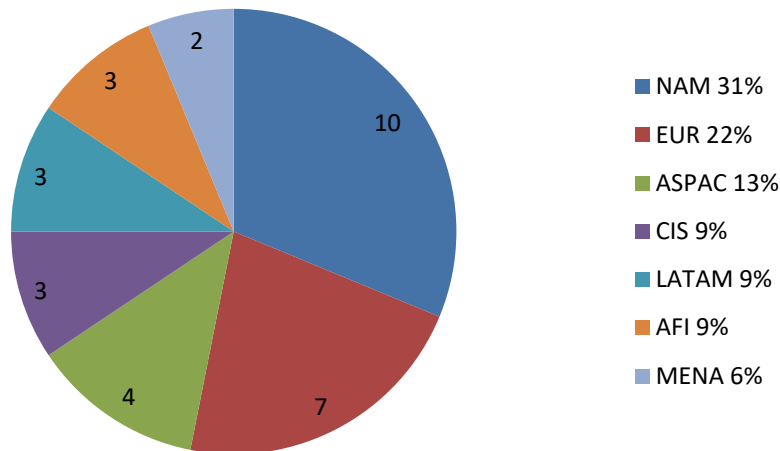
- During the first half of 2018, there were a total of 32 accidents worldwide, of which five incurred fatalities.
- The five fatal accidents (three jets and two turboprops) incurred 301 on board fatalities.
- IATA member airlines suffered a total of nine accidents, one of which resulted in 66 fatalities.
- In the category 'all accidents per million sectors' IATA member airlines continue to trend lower than all industry at 0.77 versus 1.47 in the first half of 2018, a pattern which is also reflected in the five year average.
- It is worth noting that the accident rate is extremely low, so any accident will create a spike.

All Accidents Overview 2018 (Jan – Jun)

	2018 (Jan – Jun)
Total Accidents	32
Accidents Involving IATA Members	9
Total Jet Hull Losses	2
Total Turbo-Prop Hull Losses	3
Total Fatal Accidents	5
Fatalities	301

NAM had the highest number of accidents

Number and percentage of accidents by IATA region of operator as at 1st July 2018



NAM - USA 8, CANADA 2

EUR – POLAND, TURKEY 2, UK, NORWAY, BELGIUM, ISRAEL

ASPAC – DHAKA, INDONESIA, S. KOREA, PHILIPPINES

CIS – RUSSIA 2, UKRAINE

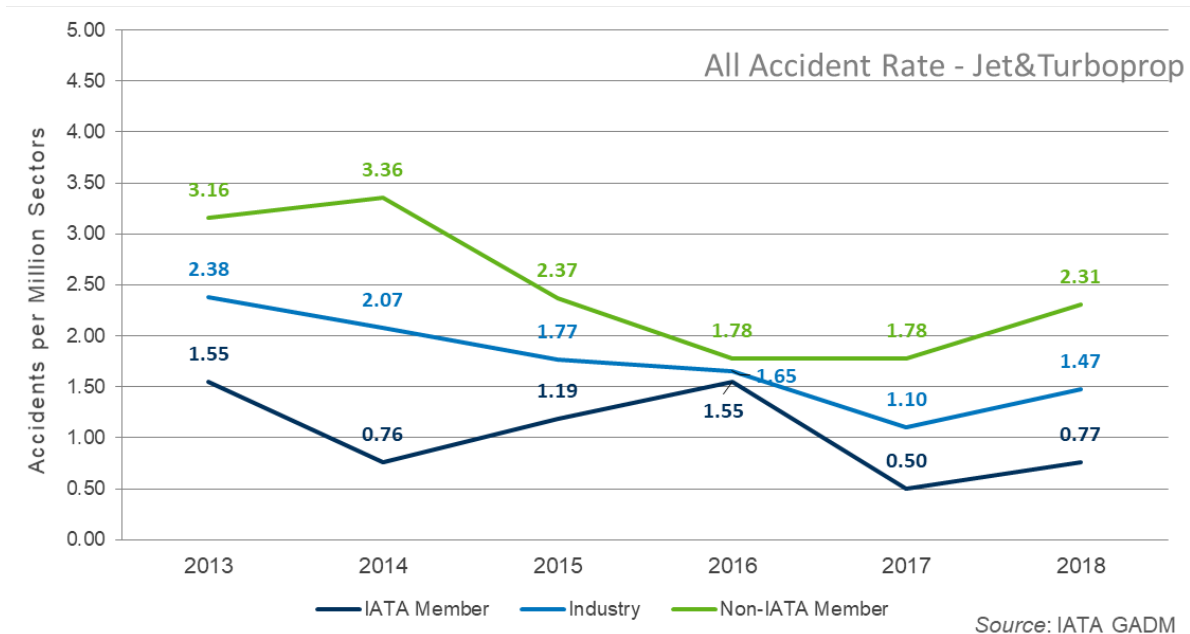
LATAM – BAHAMAS, BOLIVIA, MEXICO

AFI – KENYA, NIGERIA, DRCONGO

MENA – IRAN 2,

Industry Accident Rate Increased At The Highest Rate For 5 Years

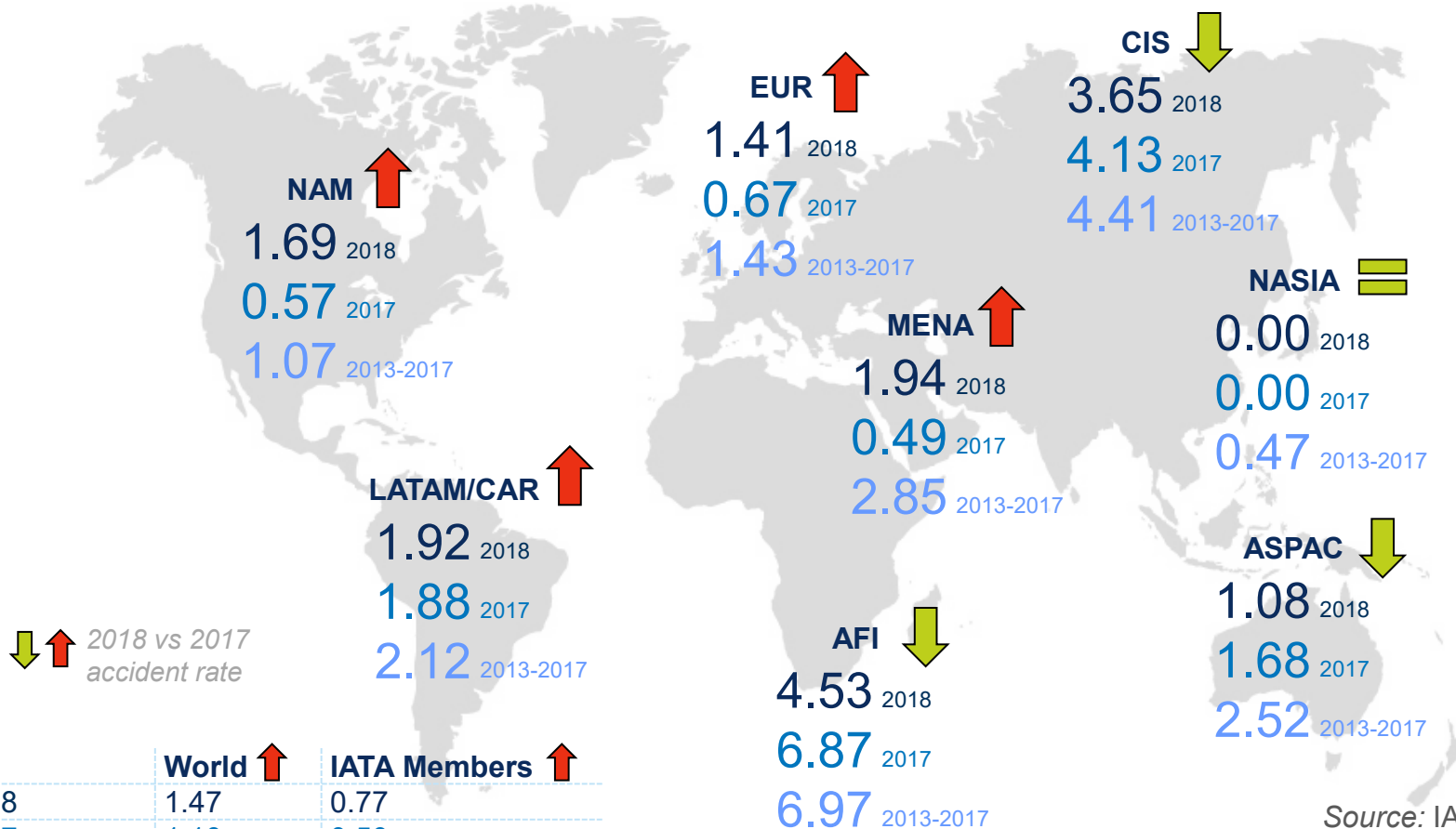
All Accidents per Million Sectors 2013 to 1st July 2018



Breaking a five year downward trend, and across all categories of the industry, the first half of 2018 has seen the accident rate increase over 2017, which had reached the historical minimum with 45 accidents in the whole year

In 4 of 8 IATA Regions the Accident Rate Increased

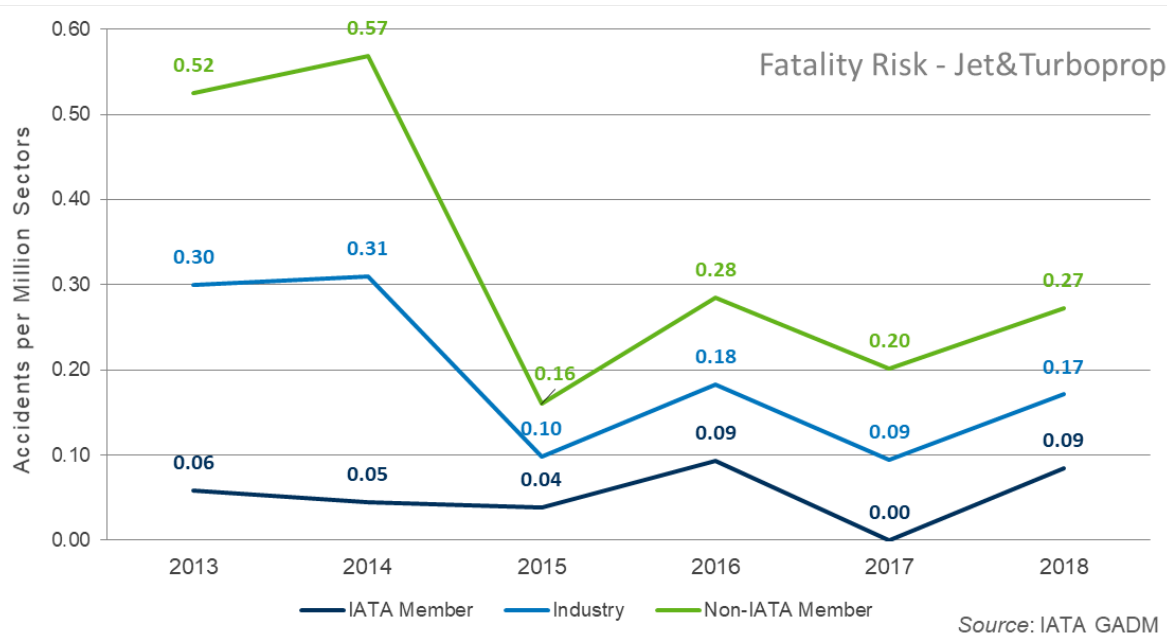
All Accident Rate per Region of Operator as at 1st July 2018



Source: IATA GADM

The Number of Fatalities Increased

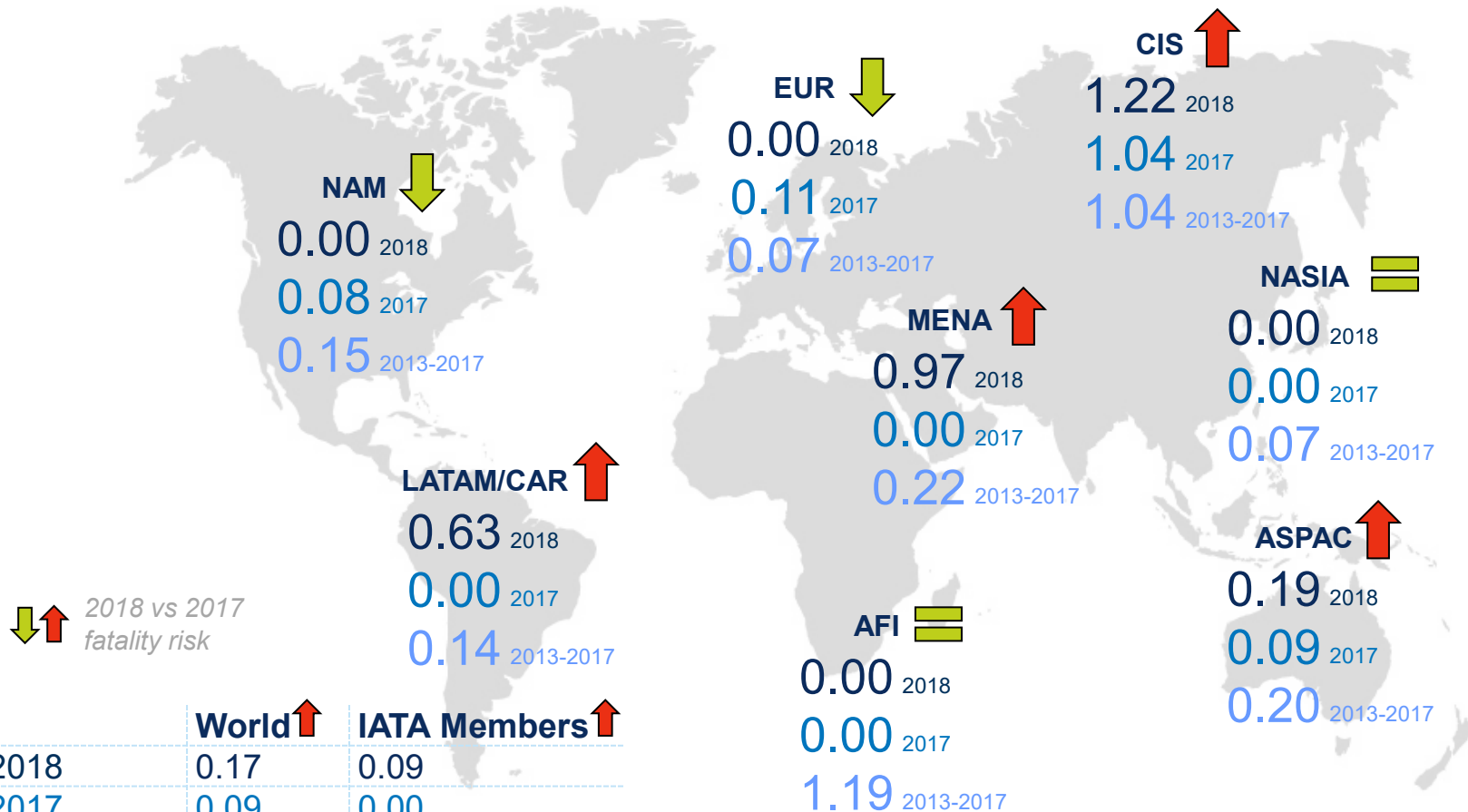
Fatality Risk (Full-Loss Equivalent per Million Sectors)



Across all categories of the industry, the first half of 2018 has seen the fatality risk increase from 2017, with a total of 301 fatalities recorded thus far.

In 4 of 8 IATA Regions Fatality Risk Increased

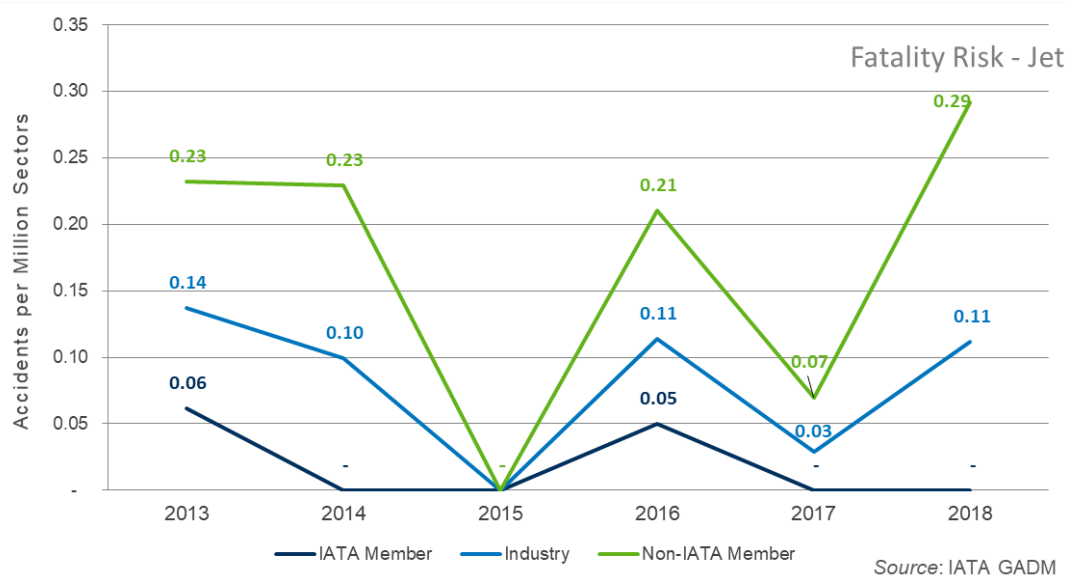
Fatality Risk per Region of Operator as at 1st July 2018



	World ↑	IATA Members ↑
2018	0.17	0.09
2017	0.09	0.00
2013-2017	0.19	0.05

Jet Fatality Risk Increased

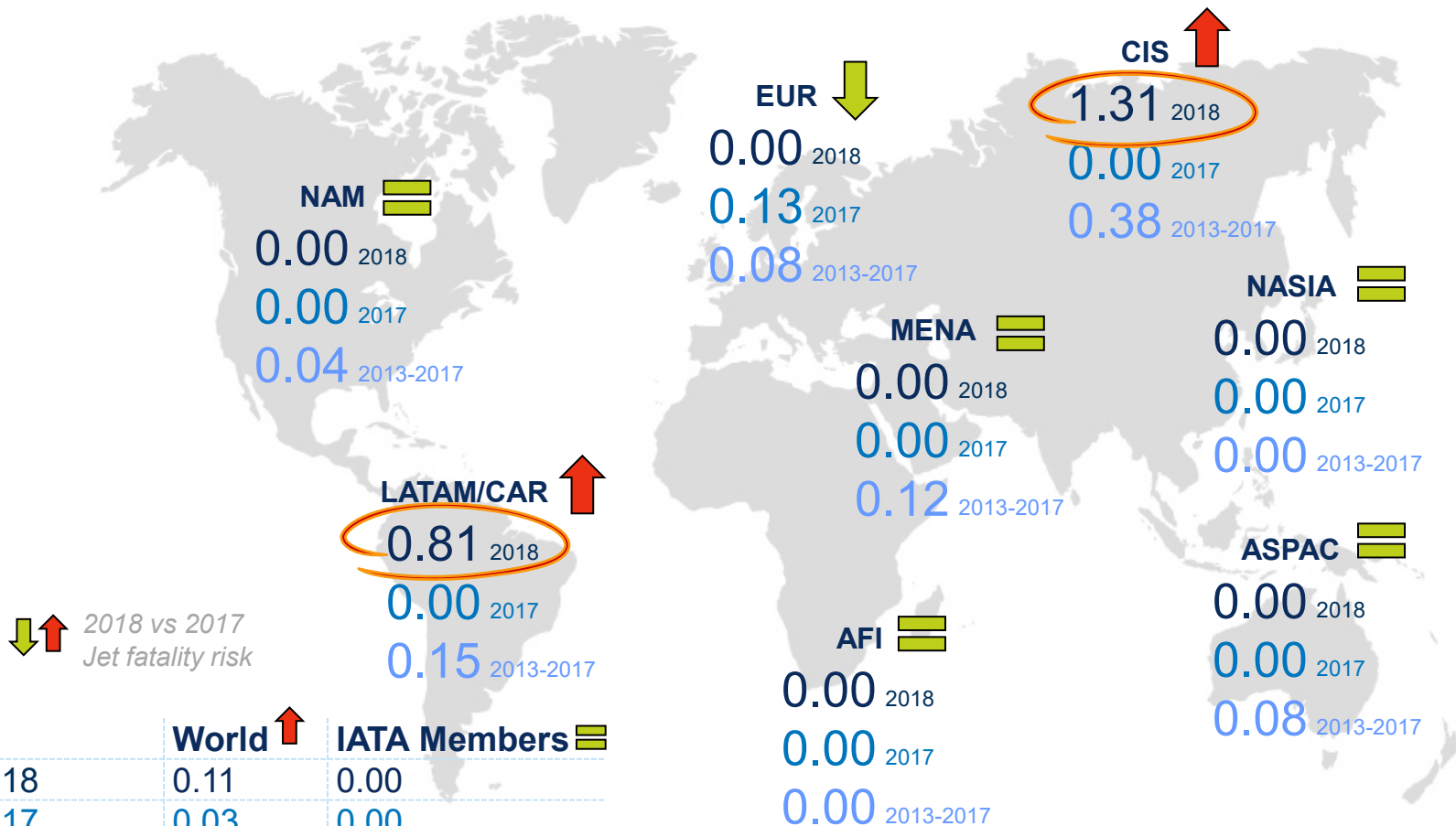
Jet Fatality Risk (Full-Loss Equivalents per Million Sectors)



Across all categories of the industry, the first half of 2018, has seen the fatality risk for jet aircraft increase from 2017. This is mainly due to the two LOC-I accidents in CIS (Russia) and LATAM-CAR (Cuba)

Jet Fatality Risk Increased in CIS and LATAM-CAR

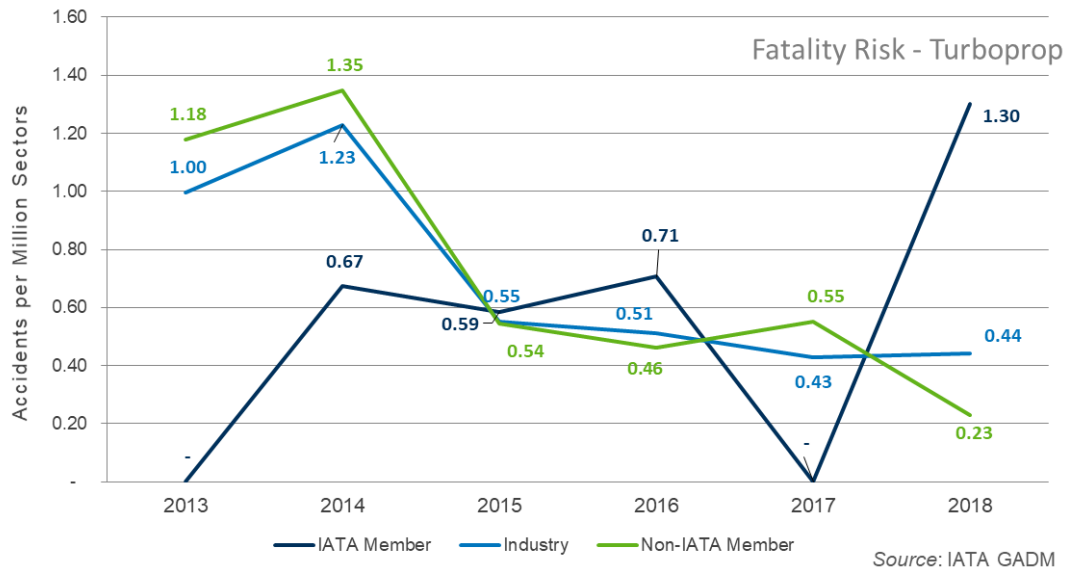
Jet Fatality Risk per Region of Operator as at 1st July 2018



	World ↑	IATA Members =
2018	0.11	0.00
2017	0.03	0.00
2013-2017	0.07	0.02

Turboprop Fatality Risk Increased

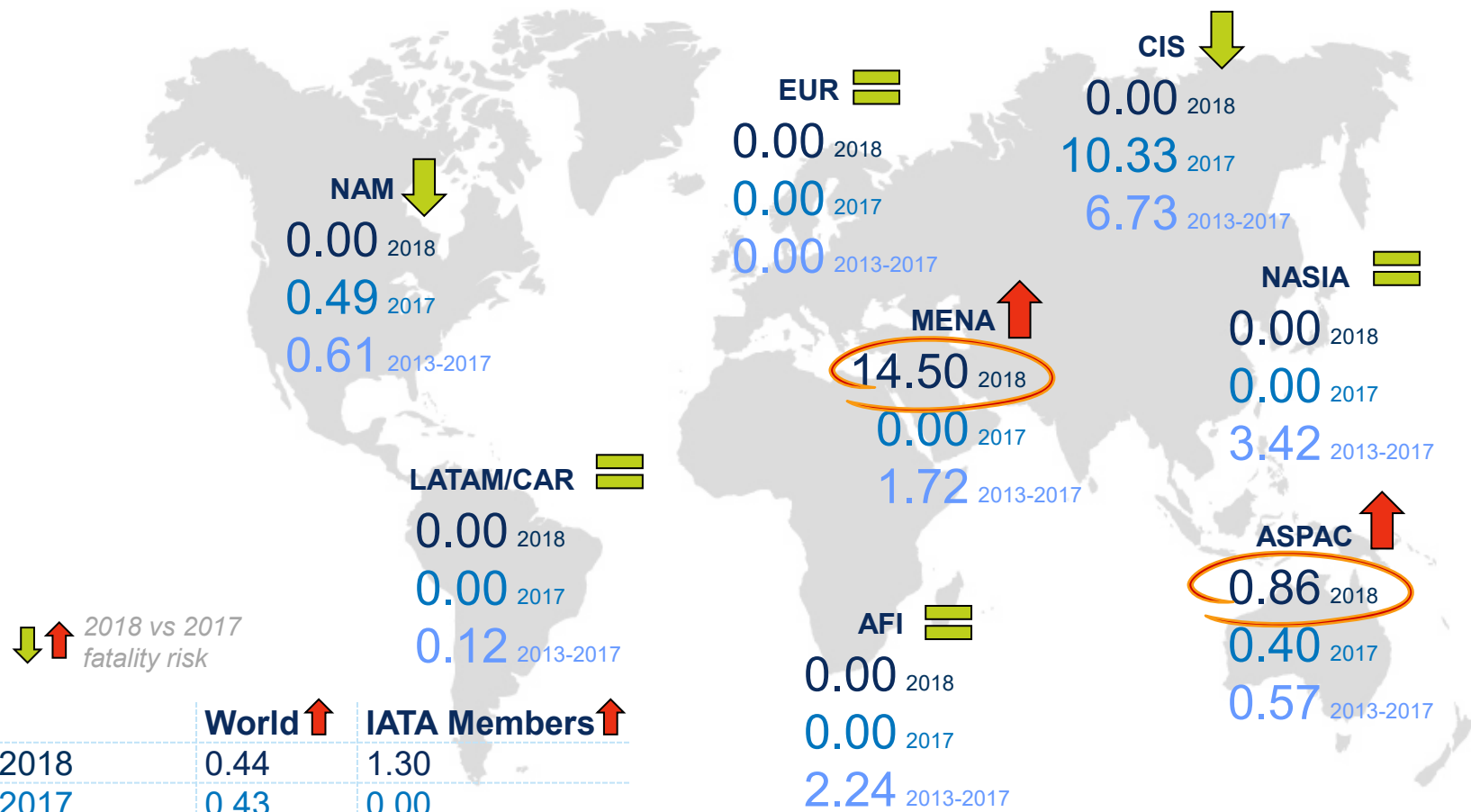
Turboprop Fatality Risk (Full-Loss Equivalents per Million Sectors)



IATA members experienced an increase in the turboprop fatality risk in the first half of 2018 due to the CFIT accident that occurred in MENA (Iran), which had no survivors

Turboprop Fatality Risk is Increased in MENA and ASPAC

Turboprop Fatality Risk per Region of Operator as at 1st July 2018





 2018 vs 2017
 fatality risk

	World 	IATA Members 
2018	0.44	1.30
2017	0.43	0.00
2013-2017	0.74	0.39

LOC-I and CFIT Caused the Most Fatalities in 2018

Fatality Risk by Accident Category in 2018

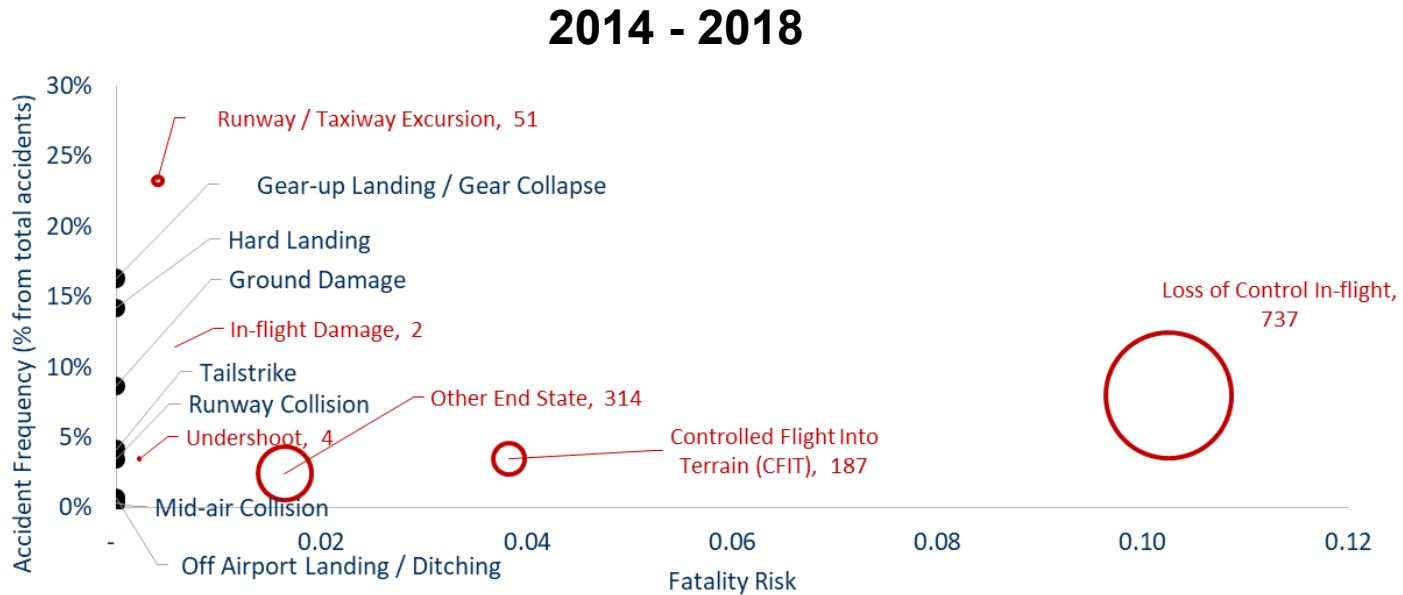


In the first half of 2018 RWY Excursion became a fatal accident category after four years of non fatal events

- Note:
- (1) The area of the bubble indicates the number of fatalities associated with the particular accident category, the value is displayed
 - (2) Fatality Risk: number of full-loss equivalents per 1 million flights
 - (3) Accidents not involving fatalities are displayed on this graph as black circles

LOC-I and CFIT Caused the Most Fatalities from 2014 to 2018

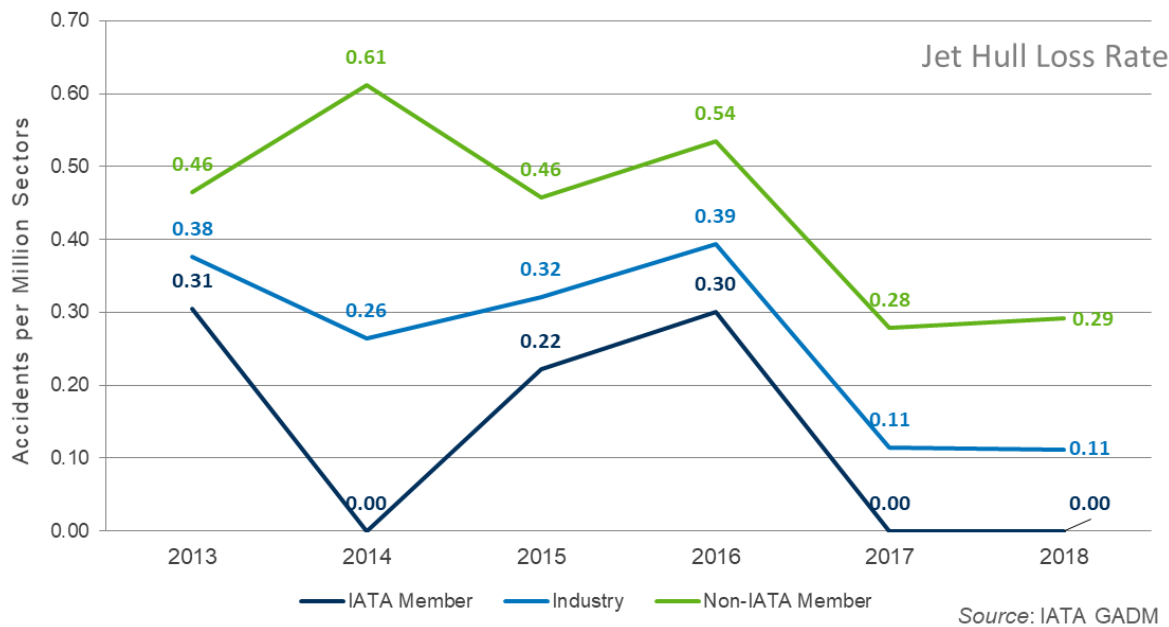
Fatality Risk by Accident Category from 2014 to 2018



- Note:
- (1) The area of the bubble indicates the number of fatalities associated with the particular accident category, the value is displayed
 - (2) Fatality Risk: number of full-loss equivalents per 1 million flights
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Global Jet Hull Loss Rate is Stable, 2017 - 2018

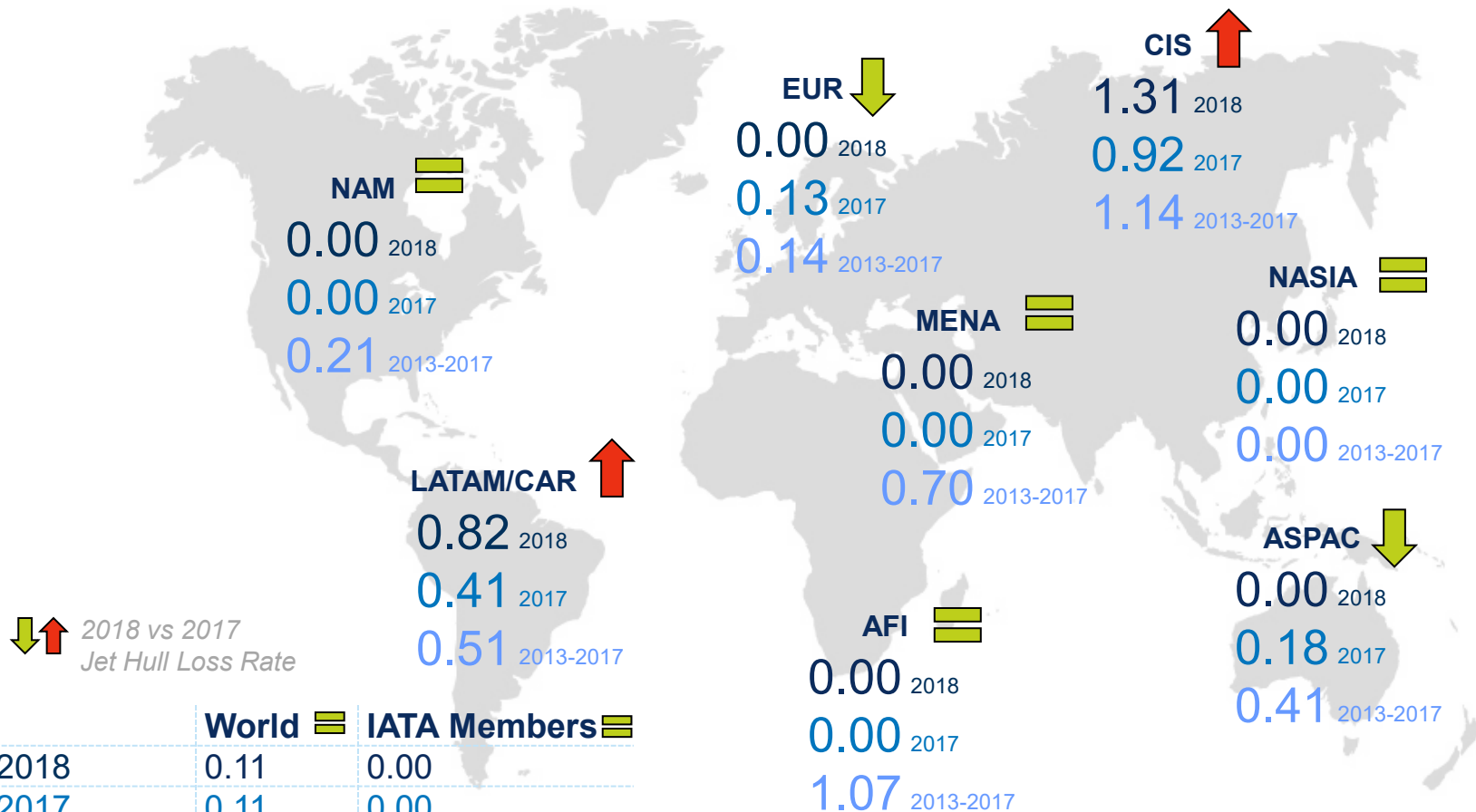
Jet Hull Loss Rate per Million Sectors



Across all categories of the industry, the first half of 2018 is very much aligned with 2017, regarding Jet hull losses

Jet Hull Loss Rate Increased in CIS and LATAM/CAR

Jet Hull Loss Rate per Region of Operator as at 1st July 2018



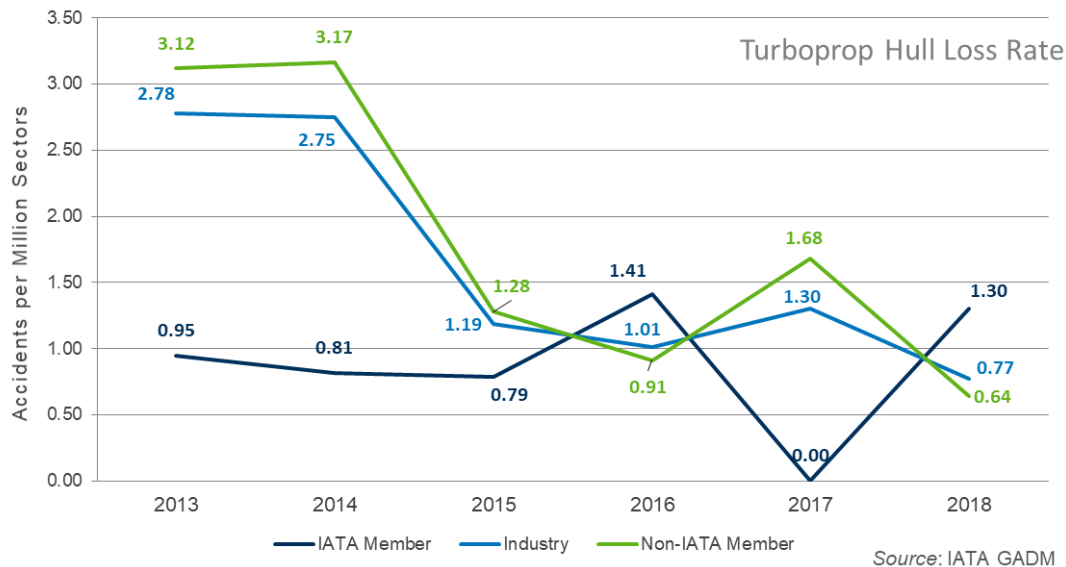


 2018 vs 2017
 Jet Hull Loss Rate

	World	IATA Members
2018	0.11	0.00
2017	0.11	0.00
2013-2017	0.29	0.16

The IATA Member Turboprop Hull Loss Rate Increased

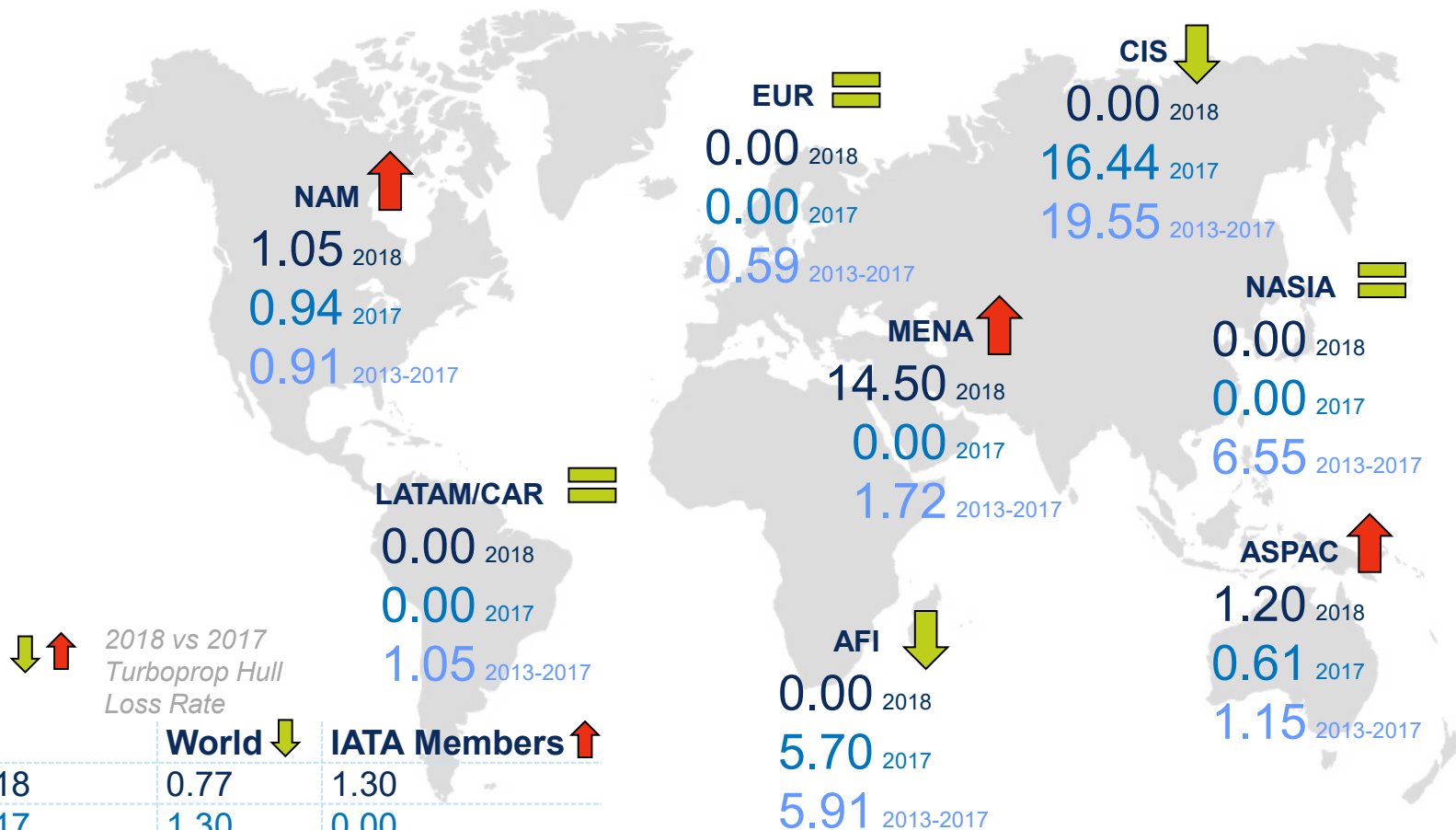
Turbo-Prop Hull Losses per Million Sectors



The spike in the IATA member turboprop hull loss rate was caused by one accident.

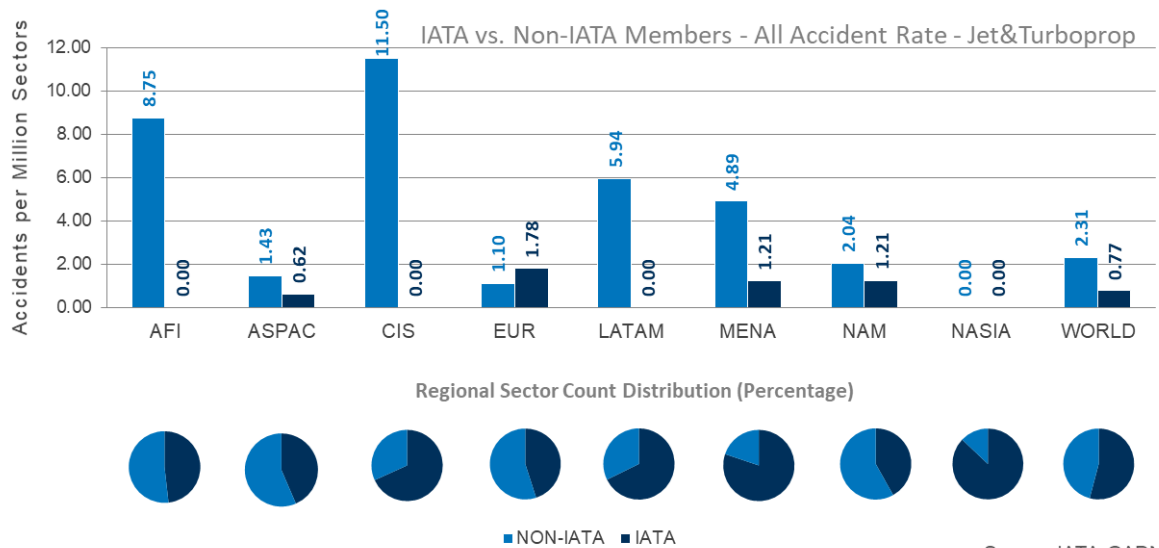
Turboprop Hull Loss Rate Increased in NAM, MENA and ASPAC

Turboprop Hull Loss Rate per Region of Operator as at 1st July 2018



The IATA Member Accident Rate Lowest, Except in EUR and NASIA

All Accident Rate (Jet & Turboprop) for IATA Members vs. Non-Members, Jan to Jun 2018

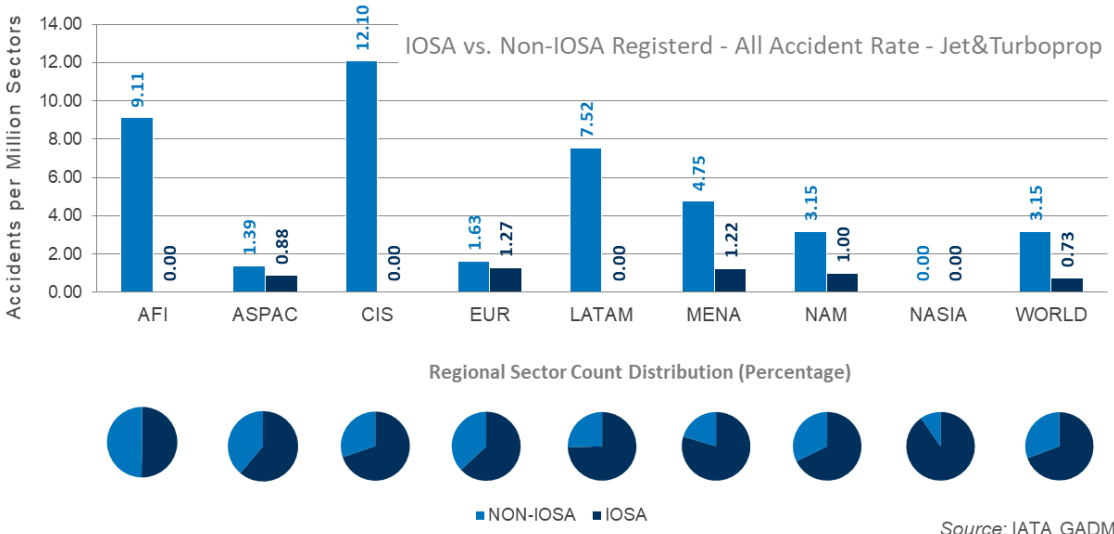


NASIA had zero accidents

Source: IATA GADM

IOSA Operators Accident Rate Lower than Non IOSA Operators in 2018

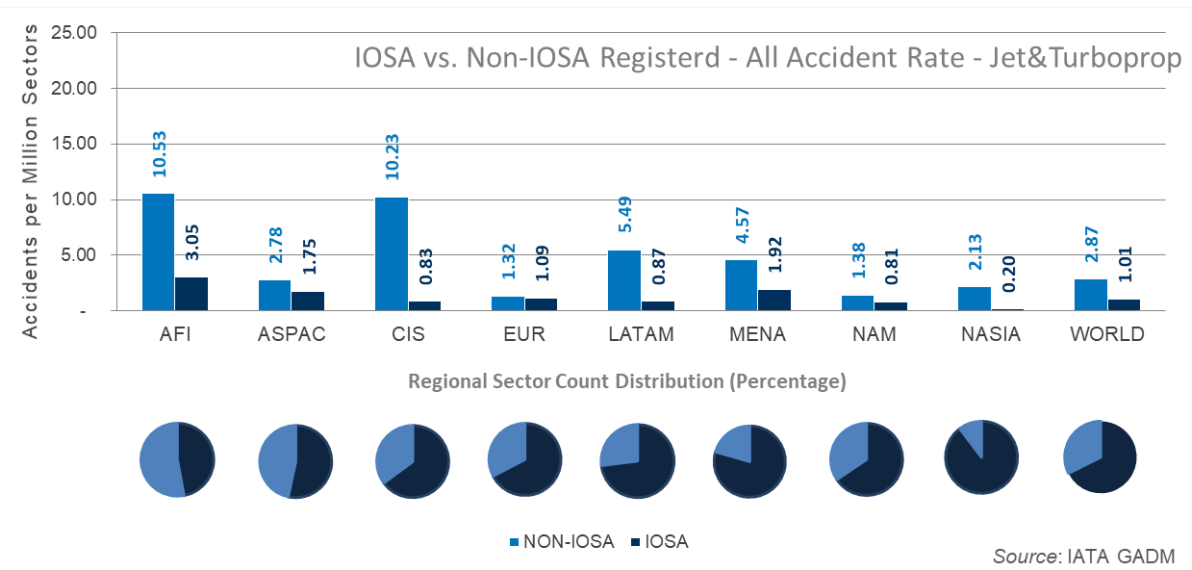
All Accident Rate (Jet & Turboprop) for IOSA Operators vs. Non-IOSA, Jan to Jun 2018



The accident rate for IOSA carriers in 2018 was more than 4 times lower than the rate for non-IOSA carriers, which represents an improvement on 2017.

IOSA Operators Accident Rate Lower than Non IOSA from 2014 to 2018

All Accident Rate (Jet & Turboprop) for IOSA Operators vs. Non-IOSA, 2014 to 2018



IOSA registered airlines outperform non-IOSA airlines in every region.

Additionally, the growth of the IOSA registry (430+ airlines) shows that operators recognize the value that the IOSA program brings.

Accident List 2018

Date	Month	Operator Region	Operator	Aircraft Type	Propulsion	Severity	Fatalities on Board	IATA	IOSA
2018-01-05	January	NAM	WestJet	B737-800	Jet	Substantial Damage	-	Yes	Yes
2018-01-09	January	LATAM	Pineapple Air	EMB110 Bandeirante	Turboprop	Substantial Damage	-	No	No
2018-01-10	January	NAM	Ameriflight	Metro	Turboprop	Substantial Damage	-	No	No
2018-01-10	January	EUR	LOT Polish Airlines	Dash 8-400	Turboprop	Substantial Damage	-	Yes	Yes
2018-01-13	January	EUR	Pegasus	B737-800	Jet	Substantial Damage	-	Yes	Yes
2018-01-20	January	AFI	Air Traffic Nairobi	EMB120 Brasilia	Turboprop	Substantial Damage	-	No	No
2018-02-11	February	CIS	Saratov Airlines	AN148-100	Jet	Hull Loss	71	No	No
2018-02-16	February	MENA	Qeshm Airlines	Fokker 100	Jet	Substantial Damage	-	No	No
2018-02-18	February	MENA	Iran Aseman Airlines	ATR 72	Turboprop	Hull Loss	66	Yes	Yes
2018-02-20	February	AFI	DANA Air	MD-80-83	Jet	Substantial Damage	-	No	No
2018-03-04	March	AFI	Serve Air	B737-300	Jet	Substantial Damage	-	No	No
2018-03-12	March	ASPAC	US-Bangla Airlines	Dash 8-400	Turboprop	Hull Loss	51	No	No
2018-03-15	March	CIS	Kosmos Airlines	An-12	Turboprop	Substantial Damage	-	No	No
2018-03-16	March	NAM	Ameriflight	C99 Airliner	Turboprop	Hull Loss	-	No	No

Accident List 2018

Date	Month	Operator Region	Operator	Aircraft Type	Propulsion	Severity	Fatalities on Board	IATA	IOSA
2018-03-17	March	NAM	Jazz	CRJ-200	Jet	Substantial Damage	-	No	Yes
2018-03-27	March	EUR	EasyJet	A319	Jet	Substantial Damage	-	No	No
2018-03-28	March	EUR	EI Al	B767-300	Jet	Substantial Damage	-	Yes	Yes
2018-03-29	March	LATAM	Amazonas	Metro	Turboprop	Substantial Damage	-	No	No
2018-04-09	April	EUR	Airwing	Beechcraft 200 Super	Turboprop	Substantial Damage	-	No	No
2018-04-17	April	NAM	Southwest Airlines	B737-700	Jet	Substantial Damage	1	No	No
2018-04-18	April	NAM	Delta Air Lines	A330-300	Jet	Substantial Damage	-	Yes	Yes
2018-04-20	April	NAM	World Atlantic Airlines	MD-80-83	Jet	Substantial Damage	-	No	No
2018-04-29	April	NAM	Alpine Air	B1900	Turboprop	Substantial Damage	-	No	No
2018-04-29	April	ASPAC	Lion Air	B737-800	Jet	Substantial Damage	-	No	Yes
2018-05-02	May	EUR	TUI fly	B737-800	Jet	Substantial Damage	-	No	No
2018-05-13	May	ASPAC	Asiana Airlines	A330-300	Jet	Substantial Damage	-	Yes	Yes
2018-05-18	May	LATAM	Global Air	B737-200	Jet	Hull Loss	112	No	No
2018-05-21	May	EUR	Onurair	A330-200	Jet	Substantial Damage	-	Yes	Yes

Accident List 2018

Date	Month	Operator Region	Operator	Aircraft Type	Propulsion	Severity	Fatalities on Board	IATA	IOSA
2018-06-03	June	NAM	American Airlines	A319	Jet	Substantial Damage	-	Yes	Yes
2018-06-08	June	ASPAC	Skyjet	BAE 146-100	Jet	Substantial Damage	-	No	No
2018-06-10	June	NAM	Swift Air	B737-800	Jet	Substantial Damage	-	No	No
2018-06-14	June	CIS	Bravo Airways	MD-80-83	Jet	Substantial Damage	-	No	No