



## 2009 AVIATION SAFETY PERFORMANCE

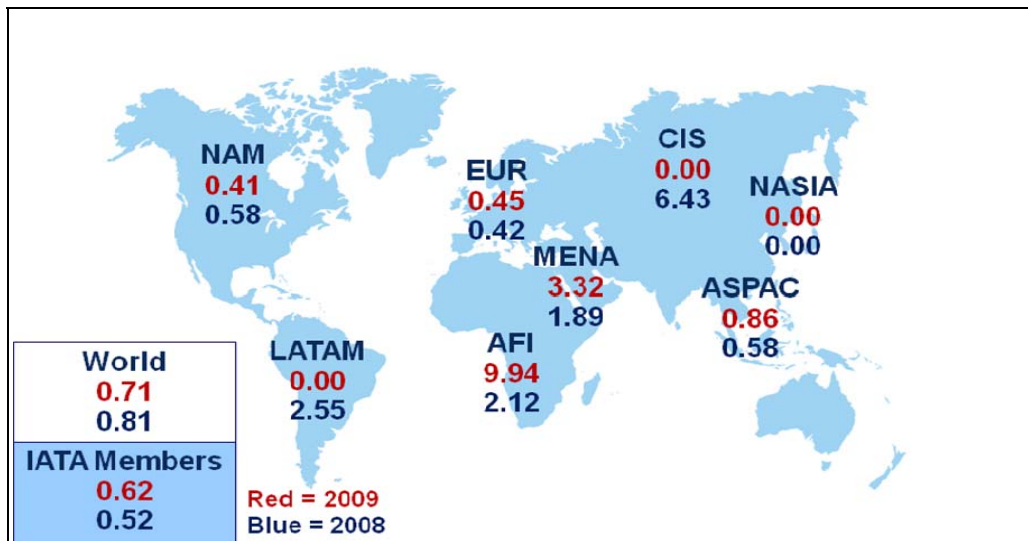
### Western-built jet Hull Losses per million sectors

	2005	2006	2007	2008	2009
Africa	9.21	4.31	4.09	2.12	9.94
Asia / Pacific	1.00	0.67	2.76	0.58	0.86
Commonwealth of Independent States	0.00	8.60	0.00	6.43	0.00
Europe	0.33	0.32	0.29	0.42	0.45
Latin America & the Caribbean	2.59	1.80	1.61	2.55	0.00
Middle East & North Africa	3.84	0.00	1.08	1.89	3.32
North America	0.19	0.49	0.09	0.58	0.41
North Asia	0.00	0.00	0.88	0.00	0.00
Industry	0.77	0.65	0.75	0.81	0.71
IATA Member Airlines	0.43	0.48	0.68	0.52	0.62

#### Summary:

- As of 31 December 2009, the industry rate is lower compared to 2008 (0.71 vs. 0.81)
  - 1 Western-built hull loss accident per 1.4 million flights (2009) vs. 1 accident per 1.2 million flights (2008)
  - The IATA members' rate correspondent to 1 accident per 1.6 million flights
  - According to the 2009 industry rate, if you were to take a flight everyday, odds are you could go 3,859 years without an accident

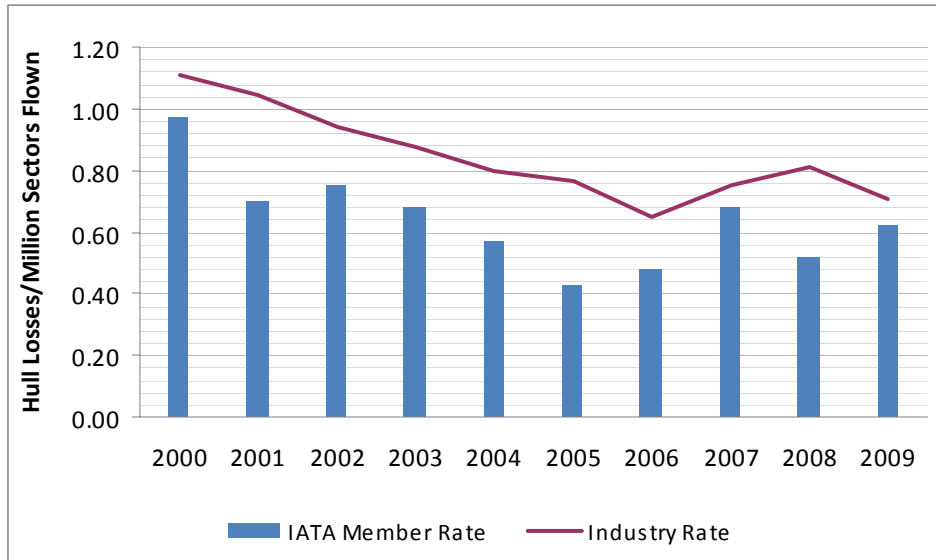
### Regional Accident Rates Western-built Jet Hull Losses per Million Sectors



#### Summary:

- IATA member airlines hull loss rates are based on the number of Western-built jet hull losses per million flights for airlines that are members of IATA at the time of the accident

**Global Accident Rate  
Western-built Jet Hull Losses per Million Flights**



**Summary:**

- The 2009 global accident rate of 0.71 is one of the lowest in the past decade.
  - The 2006 year-end rate of 0.65 was the best ever recorded rate in history

**Accidents Overview  
(All Aircraft Types, Eastern and Western-built)  
2008 vs. 2009**

	2009	2008	Percent Difference (2009 vs. 2008)
<b>Total Accidents</b>	<b>90</b>	<b>109</b>	<b>-18%</b>
<b>Accidents with IATA Members</b>	<b>28</b>	<b>33</b>	<b>-15%</b>
<b>Western-built Jet Hull Losses</b>	<b>19</b>	<b>22</b>	<b>-14%</b>
<b>Fatal</b>	<b>18</b>	<b>23</b>	<b>-22%</b>
<b>Fatalities</b>	<b>685</b>	<b>502</b>	<b>+27%</b>

**Summary:**

- Lower number of total accidents (90 vs. 109)
- Lower number of IATA member accidents (28 vs 33)
- Lower number of fatal accidents (18 vs. 23)
  - Higher number of fatalities (685 vs. 502)

**Total Accidents by Region**  
**(All Aircraft Types, Eastern and Western-built)**  
**2009 vs. 2008**

Region	2009	2008
Africa	14	7
Asia-Pacific	15	19
Commonwealth of Independent States	2	10
Europe	17	17
Latin America & The Caribbean	10	19
Middle East & North Africa	15	12
North America	14	24
North Asia	3	1

**Summary:**

- In 2009, the Commonwealth of Independent States, Latin America and the Caribbean, North America and Asia- Pacific had fewer number of total accidents than in 2008
- North Asia, Africa and the Middle East and North Africa regions had a higher number of total accidents than in 2008
- The total number of accidents in Europe remained unchanged

**Western-built Jet Hull Losses by Region**  
**2009**

Region	Operator	A/C Type	Fatal
Africa	Bako Air	B737-200	Yes
	Compagnie Africaine d'Aviation	MD-80	
	Avient Aviation	MD-11F	Yes
	RwandAir	CRJ	Yes
	SA Airlink	ERJ-135	
Asia-Pacific	Lion Air	MD-90	
	Aviastar Mandiri	BAe-146	Yes
	Myanma Airways	F28	
Commonwealth of Independent States	---		
Europe	Turkish Airlines	B737-800	Yes
	BA Cityflyer	ARJ-100	
	Air France	A330-200	Yes
Latin America & The Caribbean	---		
Middle East & North Africa	Iran Air	F.100	
	Yemenia Airways	A310	Yes
	Saudi Arabian Airlines	MD-90	
	Azza Transport	B707	Yes
North America	US Airways	A320	
	FedEx	MD-11F	Yes
	World Airways	DC-10-30ER	
	American Airlines	B737-800	
North Asia	---		

**Notes:**

1. IATA defines an accident as an event where ALL of the following criteria are satisfied:
  - 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, positioning or maintenance/test flights are all excluded.
  - The aircraft is multi-engine, turbine powered, and has a certificated Maximum Take-Off Weight (MTOW) of at least 5,700KG (12,540 lbs) for Turboprops and 15,000KG (33,000 lbs) for Jets.
  - The aircraft has sustained major structural damage exceeding USD 1 million or 10% of the aircraft's hull reserve value, whichever is lower, or has been declared a hull loss.
2. 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. IATA's accident rates are based on hull losses involving Western-built jet aircraft. (i.e. excluding turboprop aircraft and Eastern-built jet aircraft).
3. Industry hull loss rates are based on the number of Western-built jet hull losses per million flights.