

# 2022 Mid-Year Accident Update

Performance at 30th  
June 2022

16 August 2022



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# Manipulating the Interactive Report

Interactive reporting enables the reader to customize reports.



If you see an Excel icon, such as the one here, it means the chart is interactive.

To run an interactive chart, follow these steps:

- Double-click on the graph icon at the top right-hand corner of the chart.
- Click Enable Macros, if asked.
- Select the desired conditions in the filter box next to the chart.
- Select the range of years at top of the chart.

This mid year analysis report allows you to focus more precisely on certain data by applying a combination of filters. Click and highlight your selection, and the data will automatically correspond to your choice. While each chart is presented in the best way for its data, you may select the options you like in any way you would like them displayed.

# Observations

- This is an update of 2022 accidents classified by the Accident Classification Task Force (ACTF) on July 19<sup>th</sup> -21<sup>st</sup>, 2022.
- 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 2022.
- Accident taxonomy has slightly been modified to enable us to map with Commercial Aviation Safety Team/ICAO Common Taxonomy Team (CICCTT), it must be noted that the accident numbers and rates presented in this report may not exactly match those of the preceding reports due to the data having been updated to conform with the modified taxonomy.
- 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.
- IATA determines the accident region based on the operator's "home" country as specified in the operator's Air Operator Certificate (AOC).

# Executive Summary

- During HY 2022, there were a total of 15 accidents worldwide, of which one incurred fatalities.
- The one Jet fatal accident incurred 132 on board fatalities. This accident was classified, by ACTF members, as “Other” End State pending more information about the accident.
- IATA member airlines suffered a total of four non-fatal accidents and one fatal accident.
- The fatality risk rate is up for IATA member airlines from 0.00 reported in FY 2021 to 0.10 (HY 2022) but has improved for non-member airlines.
- In the category ‘all accidents per million sectors’, the industry accident rate reported for HY2022 of 1.00 per million sectors, points to an increase over FY 2022.
- In the category ‘all accidents per million sectors’ IATA member airlines continue to trend lower than all industry at 0.49 versus 1.00 in Half Year (HY) 2022, a pattern which is also reflected in the five-year average.

# Executive Summary

- AFI Operators reported zero accidents in the first half year of 2022.
- LATAM/CAR, MENA and NASIA based operators' accident rates in HY 2022 indicate an increase over FY 2021.
- It is worth noting that the accident rate is extremely low, so any accident will create a spike.
- As part of data quality management, IATA consciously review the accidents that were logged in the database against the accident investigation reports when they become available, as a result a few accidents were removed from the database, thus changing the accident rates previously reported. The new FY 2021 accident rate is 1.13 accident per million sectors, and FY 2020 now reads 1.53.

# Accidents



# 2022 Half Year (HY) Accidents Overview

	FY 2021	HY 2022
Total Accidents	29	15
Total Jet Hull Losses	3	4
Total Turboprop Hull Losses	5	1
Total Fatal Accidents	7	1
Total Fatalities on board	121	132
Total IATA Member Accidents	11	5
Total IOSA Carriers	13	8

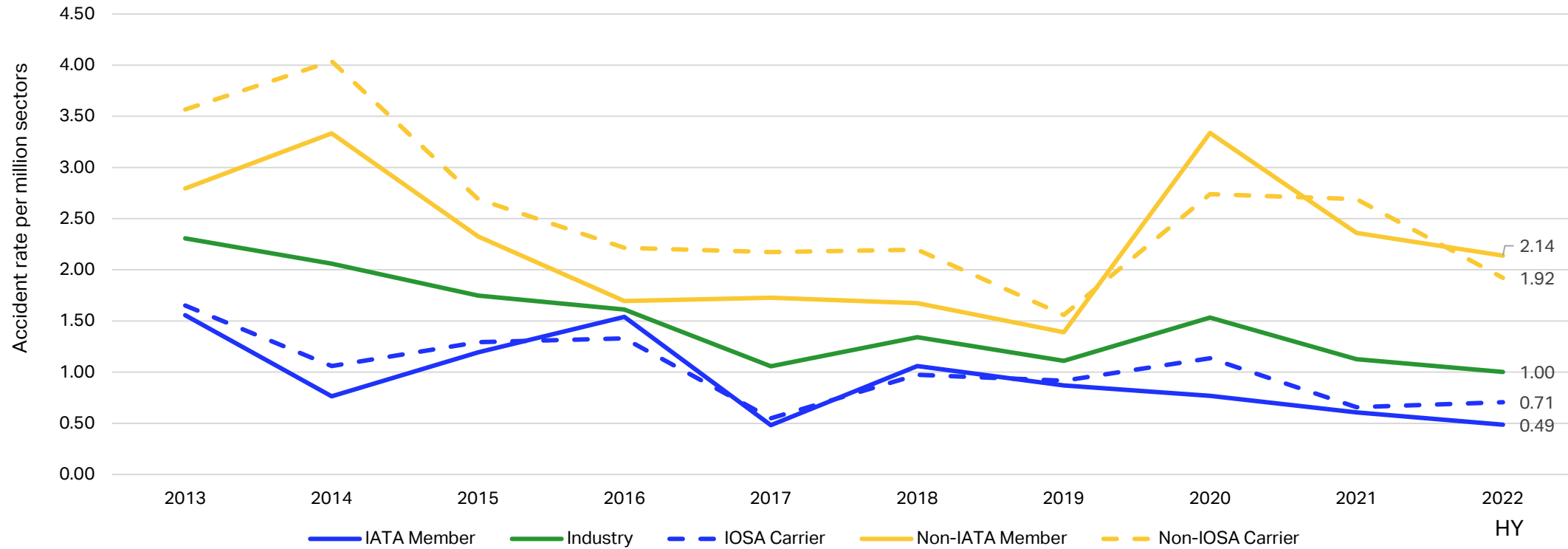


# Accident Rate (Jet and Turboprop)



IOSA VS. non-IOSA per Million Sectors 2013 to 2022 (Half Year)

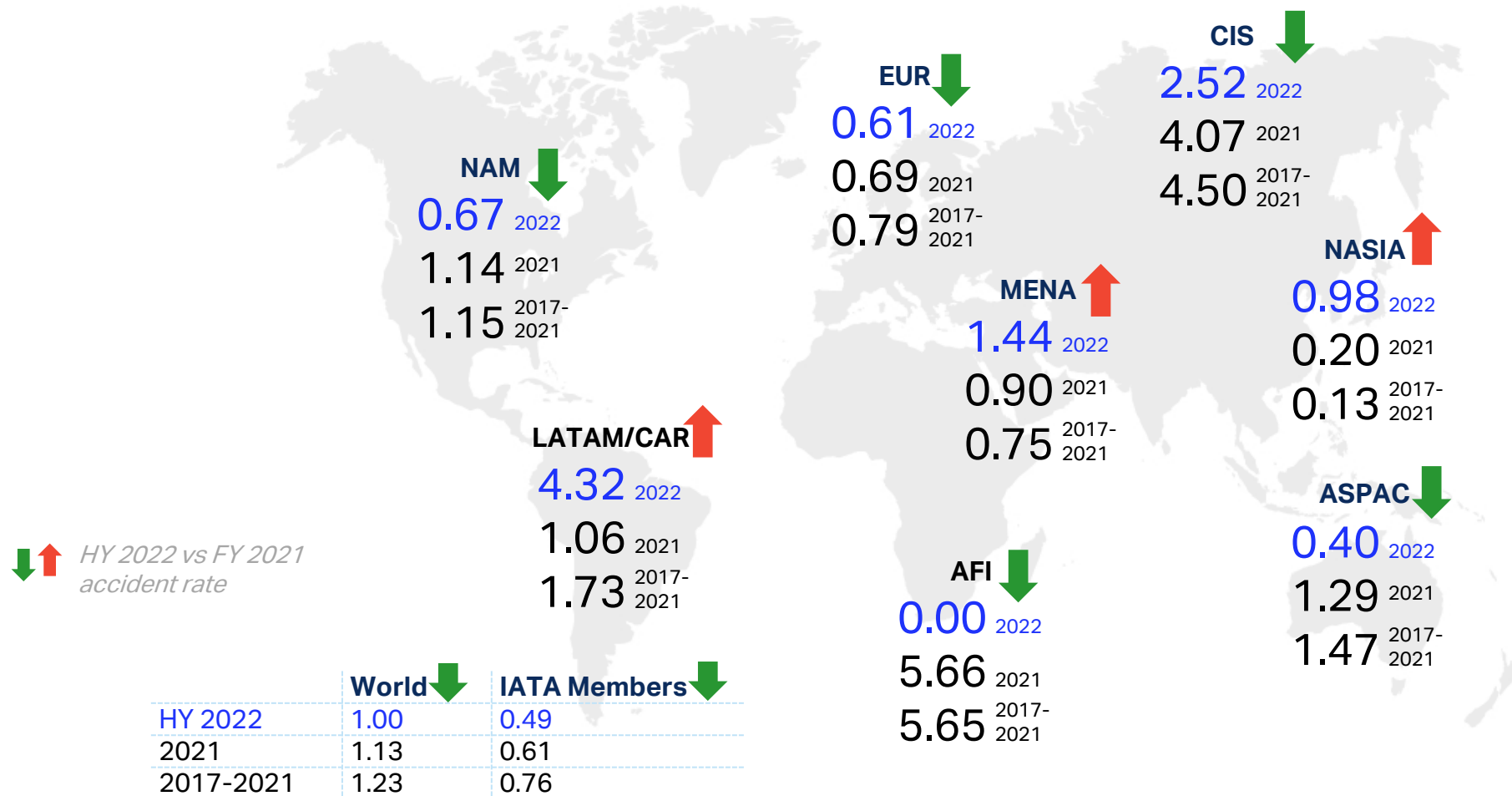
### All Accident Rate (Jet & Turboprop)



# Accident Rate per Region of Operator



All Accident Rates per Region of Operator as 30<sup>th</sup> June 2022



Source: IATA GADM



# Fatality Risk

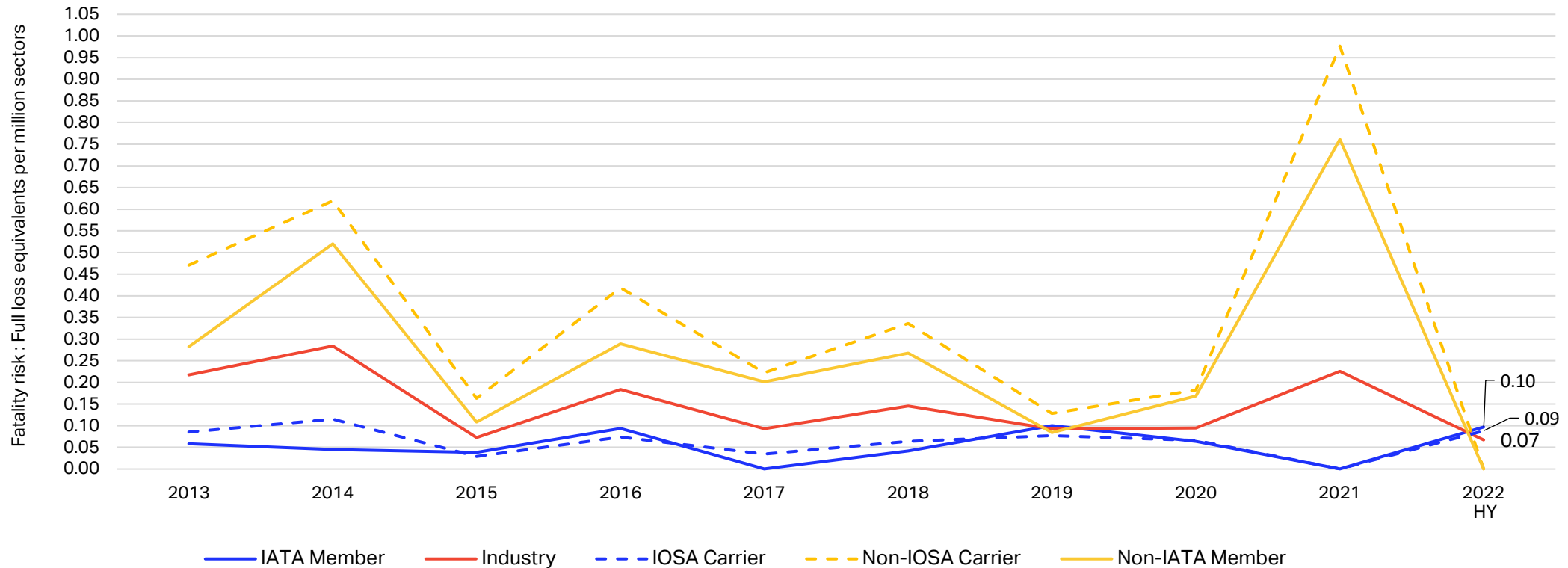


# Industry Fatality Risk



Fatality Risk (Full-Loss Equivalents per Million Sectors)

Fatality Risk - Jet and Turboprop

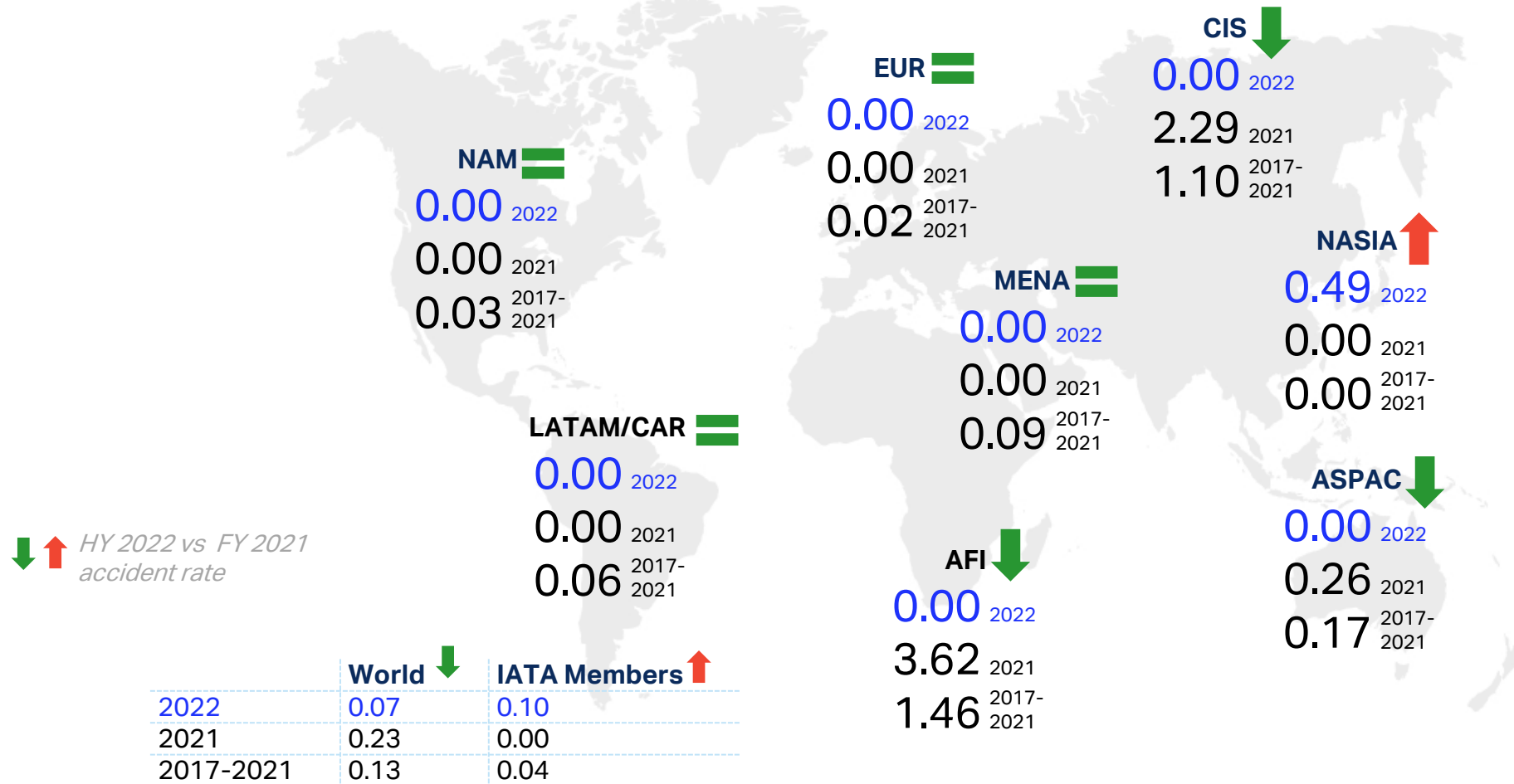


Source: IATA GADM



# Fatality Risk per Region of Operator

Fatality Risk per Region of Operator as at 30<sup>th</sup> June 2022



Source: IATA GADM

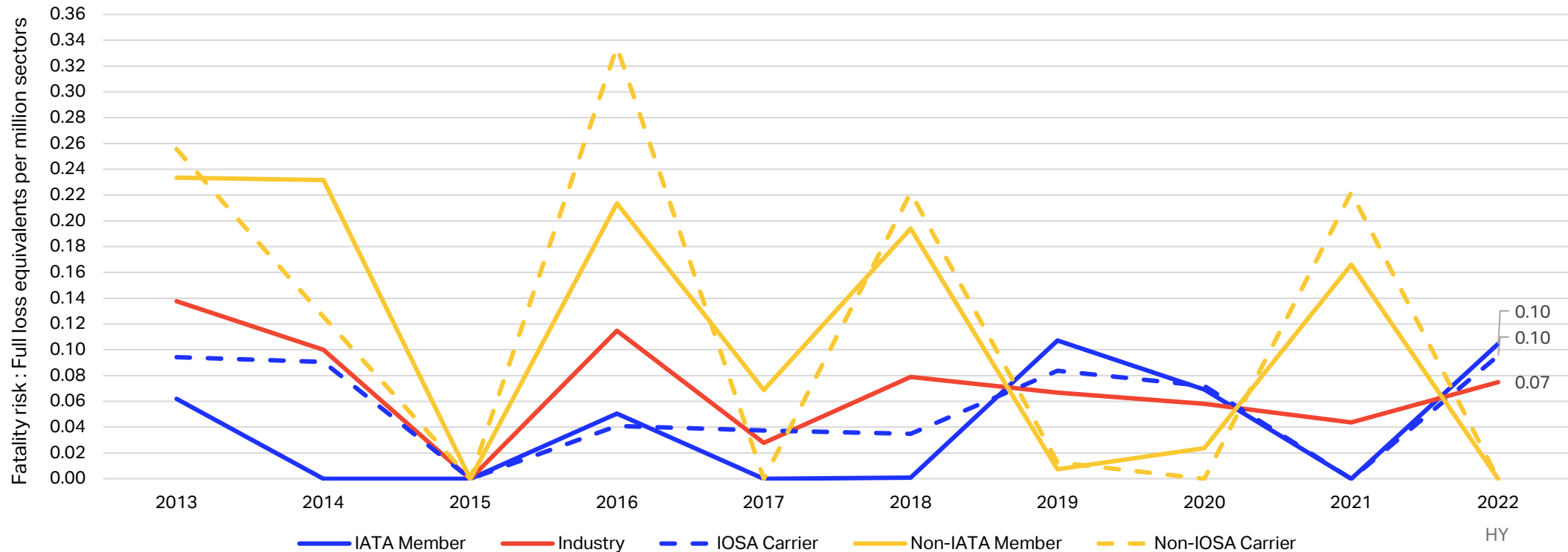


# Jet Fatality Risk



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

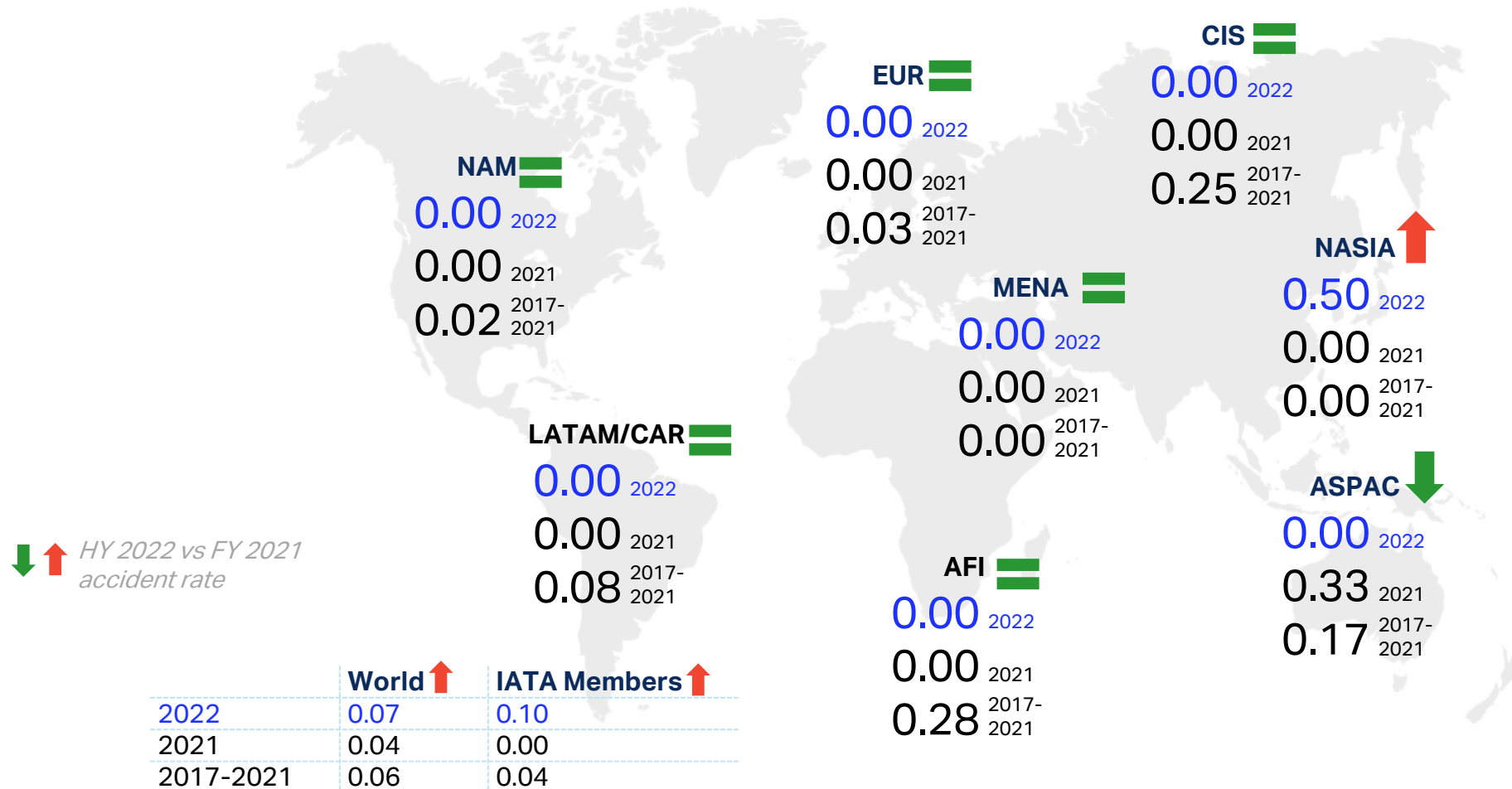
Jet Fatality Risk



# Jet Fatality Risk per Region of Operator



Jet Fatality Risk per Region of Operator as at June 30<sup>th</sup> 2022



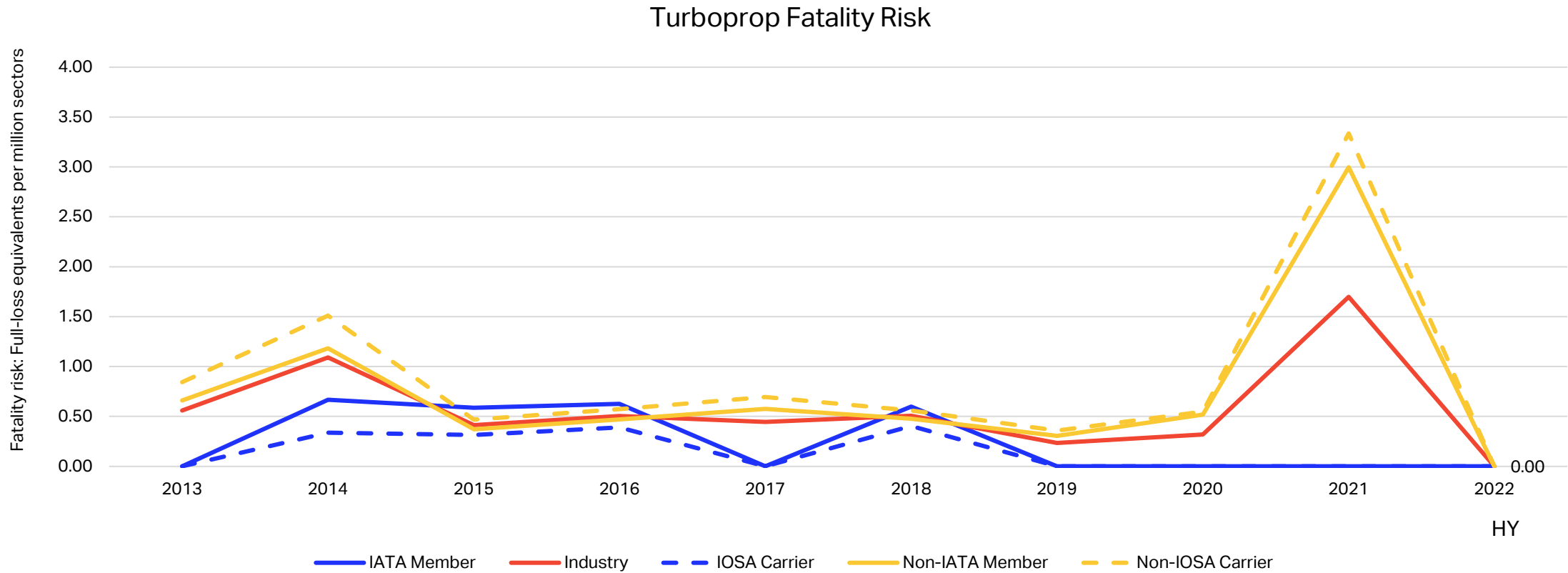
Source: IATA GADM



# Turboprop Fatality Risk



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

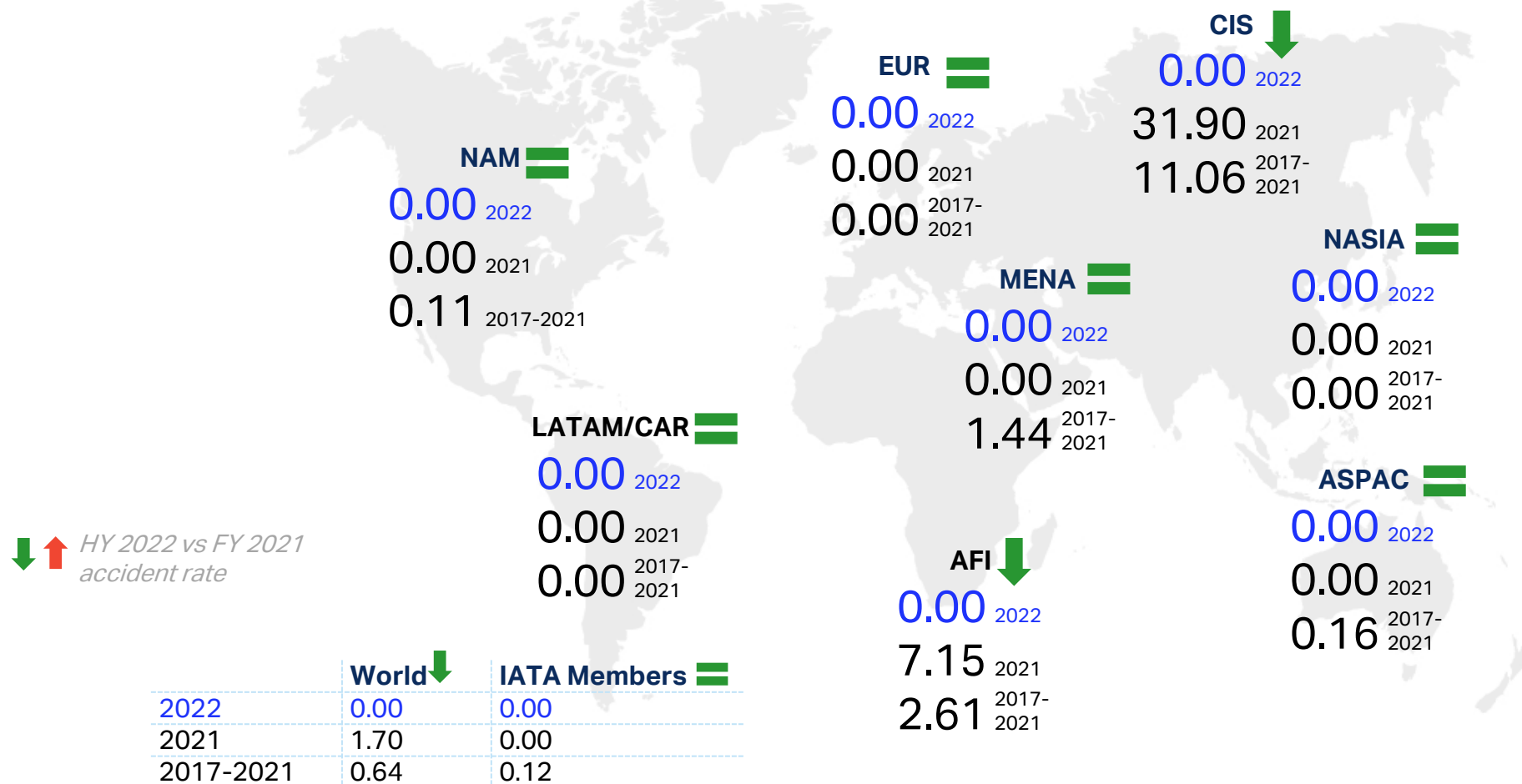




# Turboprop Fatality Risk

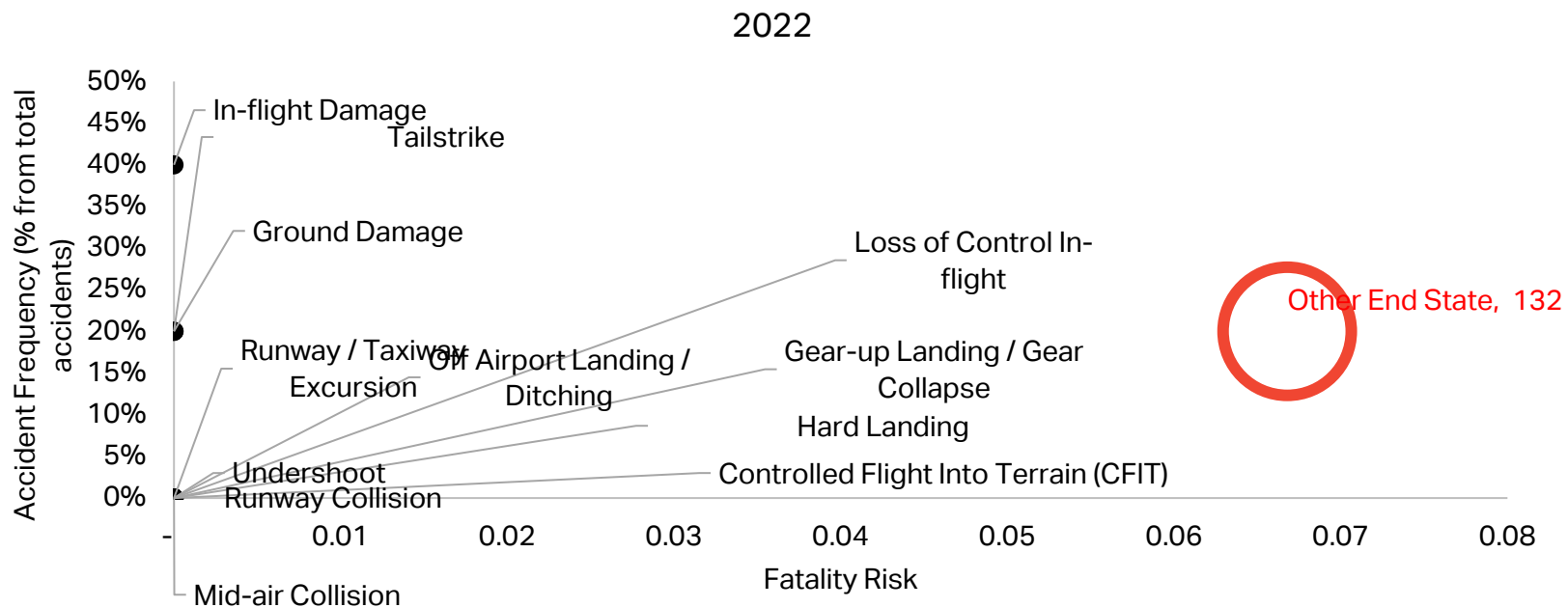


Turboprop Fatality Risk per Region of Operator as at 30<sup>th</sup> June 2022



# Fatality Risk by Accident Category

## Fatality Risk by Accident Category 2022 HY



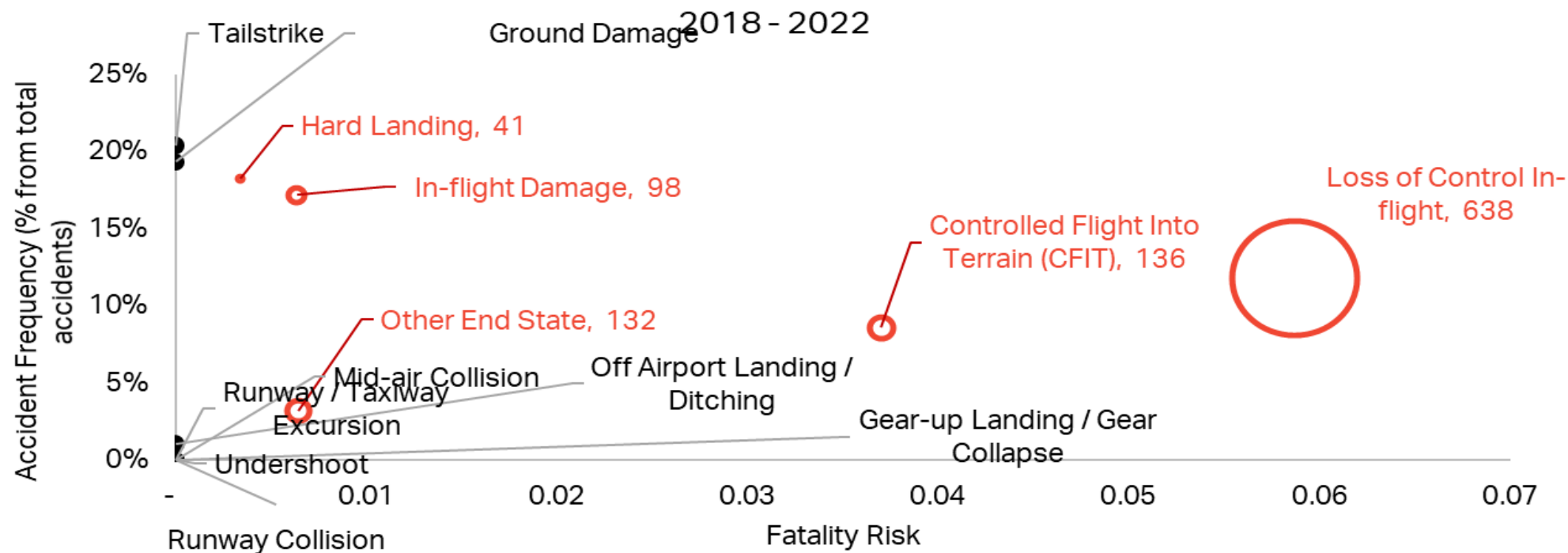
- Note:
- (1) The area of the bubble indicates the number of fatalities associated with the particular accident category, the value is displayed
  - (2) Fatality Risk: number of full-loss equivalents per 1 million flights
  - (3) Accidents not involving fatalities are displayed on this graph as black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

Source: IATA GADM



# Fatality Risk by Accident Category

Fatality Risk by Accident Category from 2018-2022 HY



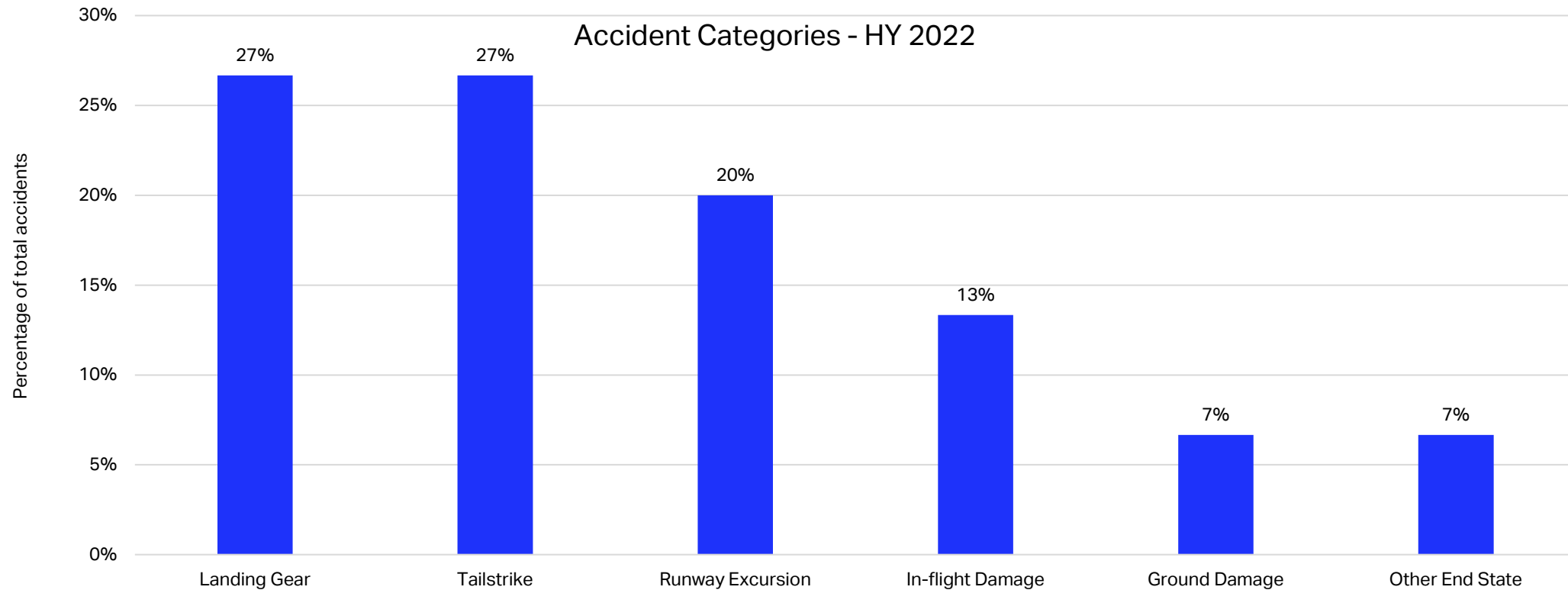
- Note:
- (1) The area of the bubble indicates the number of fatalities associated with the particular accident category, the value is displayed
  - (2) Fatality Risk: number of full-loss equivalents per 1 million flights
  - (3) Accidents not involving fatalities are displayed on this graph as black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

Source: IATA GADM



# Accident Category: Percentage

## Accident Category 2022 HY



Source: IATA GADM

Source: IATA GADM

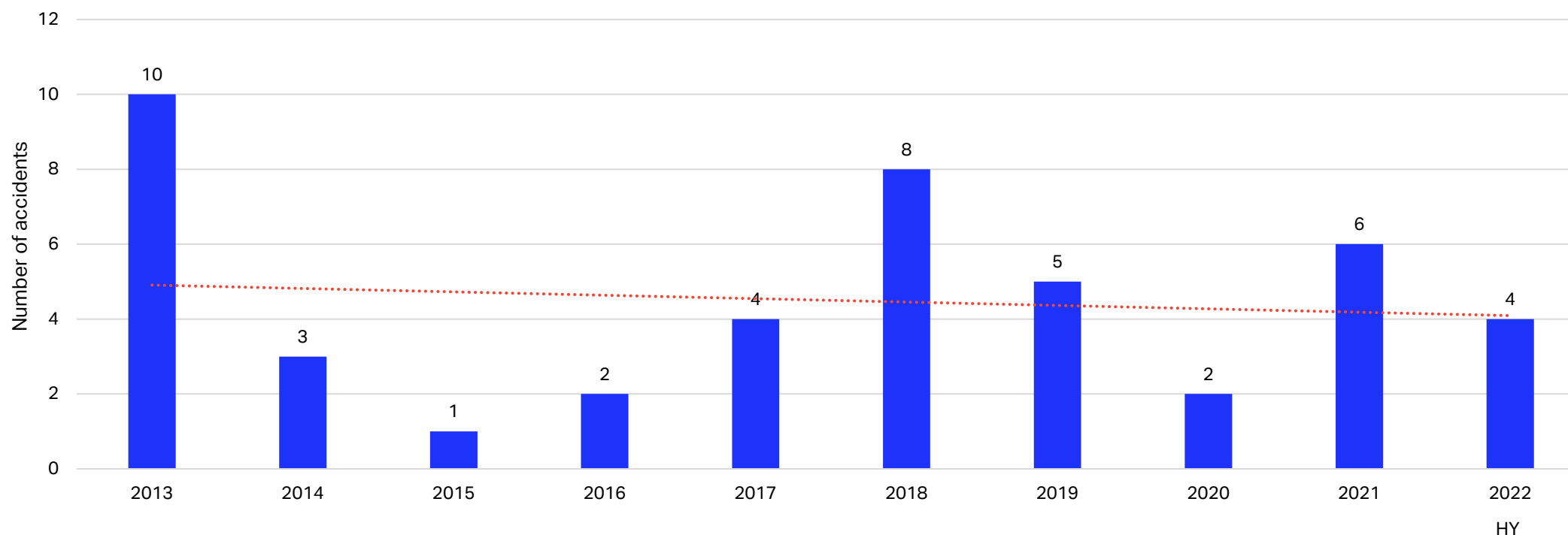


# Accident Category: per End State

Accident Category from 2013 – 2022 HY



## Tailstrike



Source: IATA GADM



# Jet Hull Losses

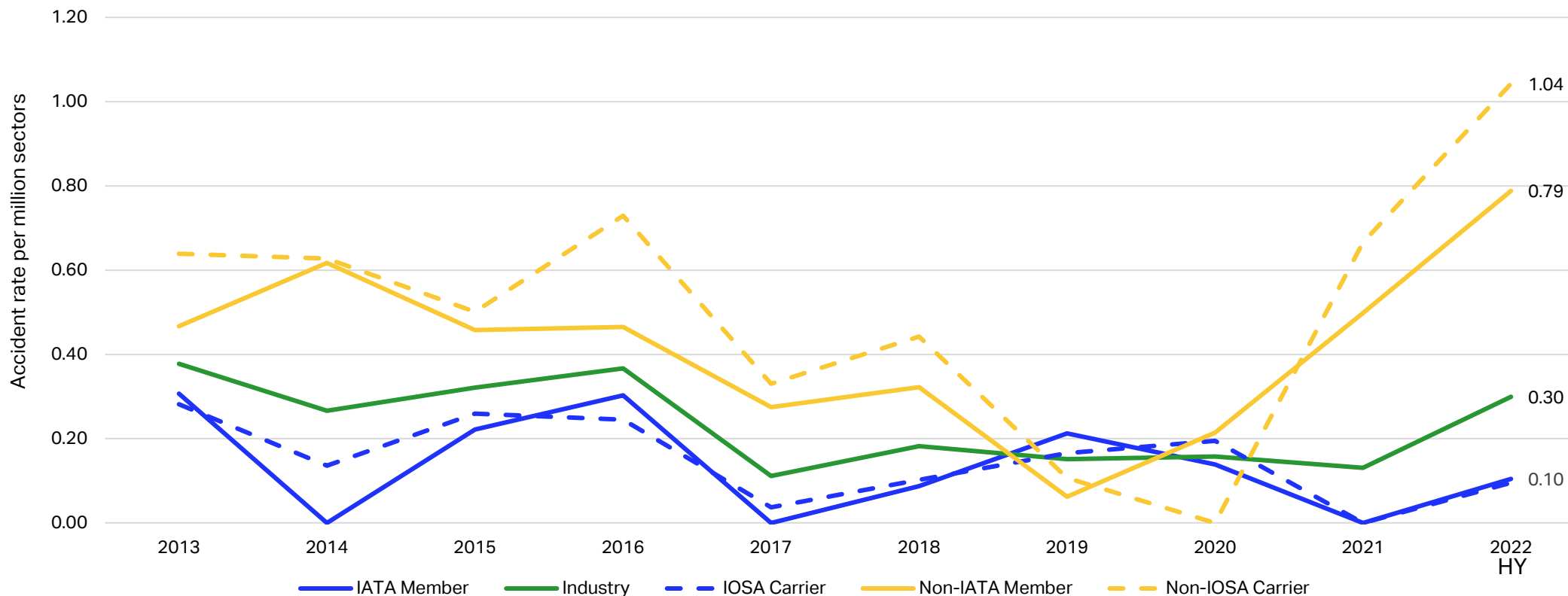


# Jet Hull Loss

## Jet Hull Loss Rate per Million Sectors

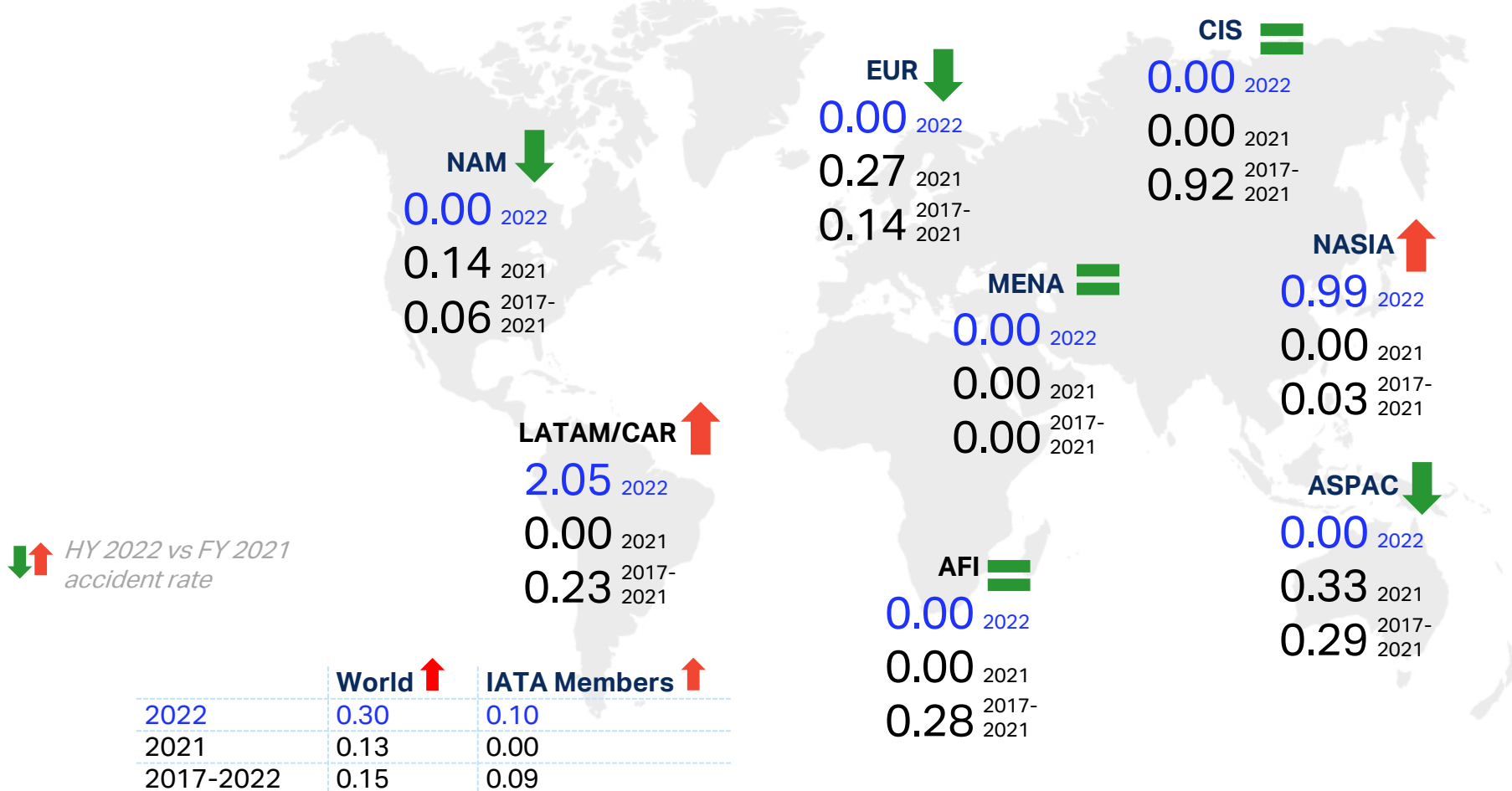


Jet Hull Loss



# Jet Hull Loss Accident Rate per Region of Operators

Jet Hull Loss Rate per Region of Operator as at 30<sup>th</sup> June 2022



Source: IATA GADM



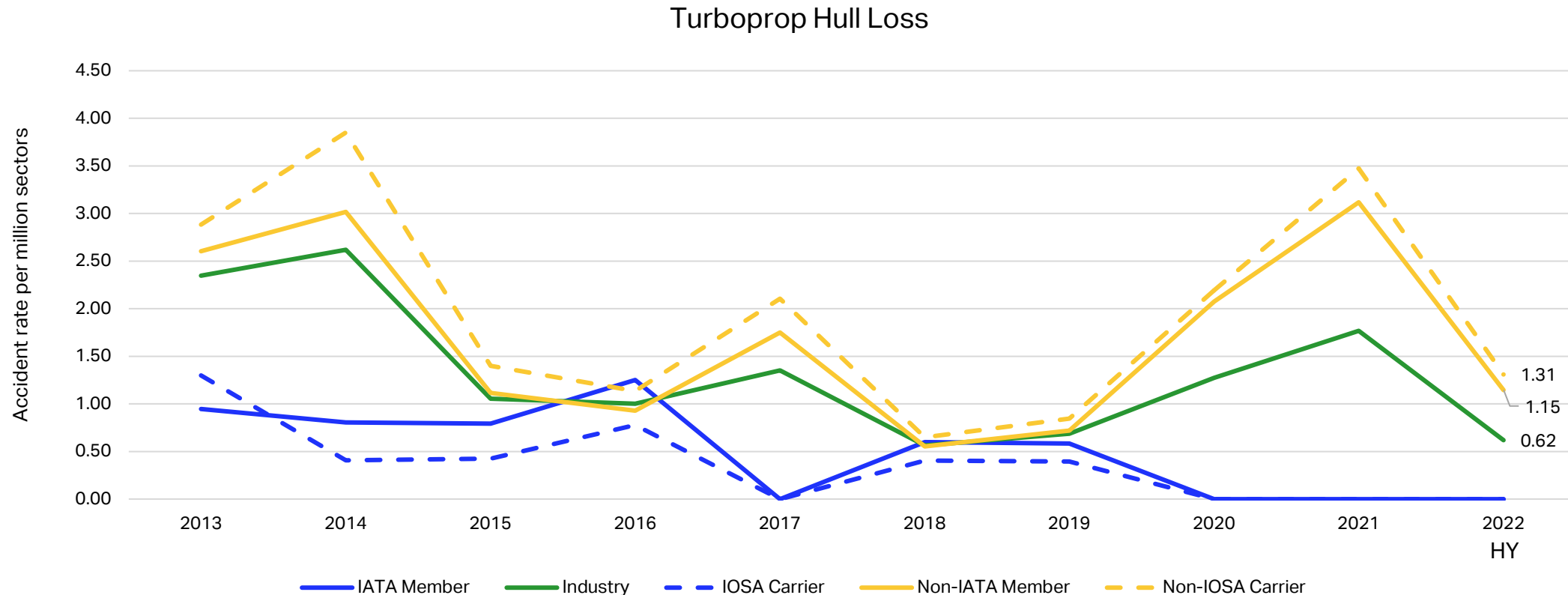


# Turboprop Hull Losses

# Turboprop Hull Losses

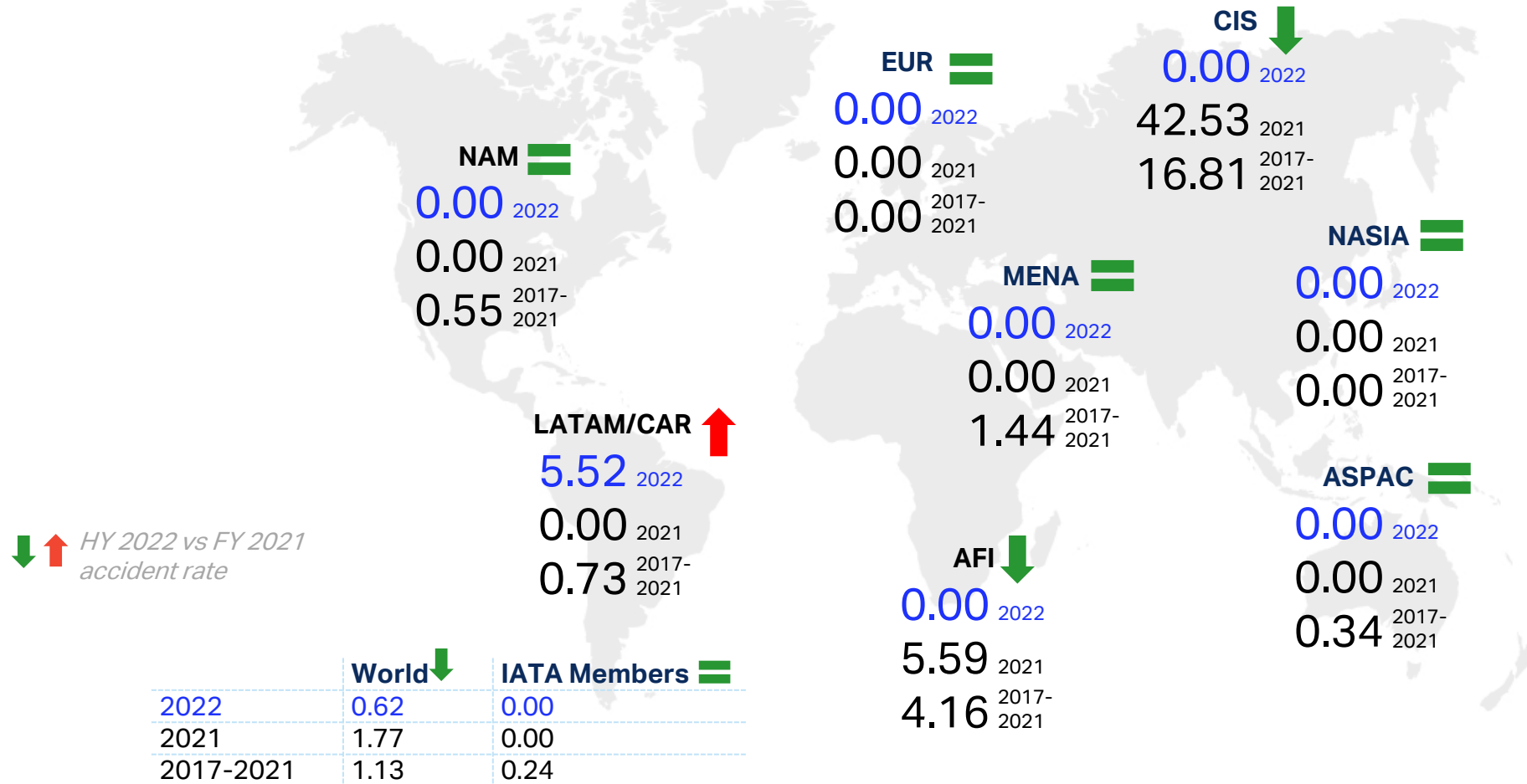


## Turbo-Prop Hull Losses per Million Sectors



# Turboprop Hull Loss Rate by Region of Operator

Turboprop Fatality Risk per Region of Operator as at 30<sup>th</sup> June 2022



# IOSA Vs. Non-IOSA Accidents

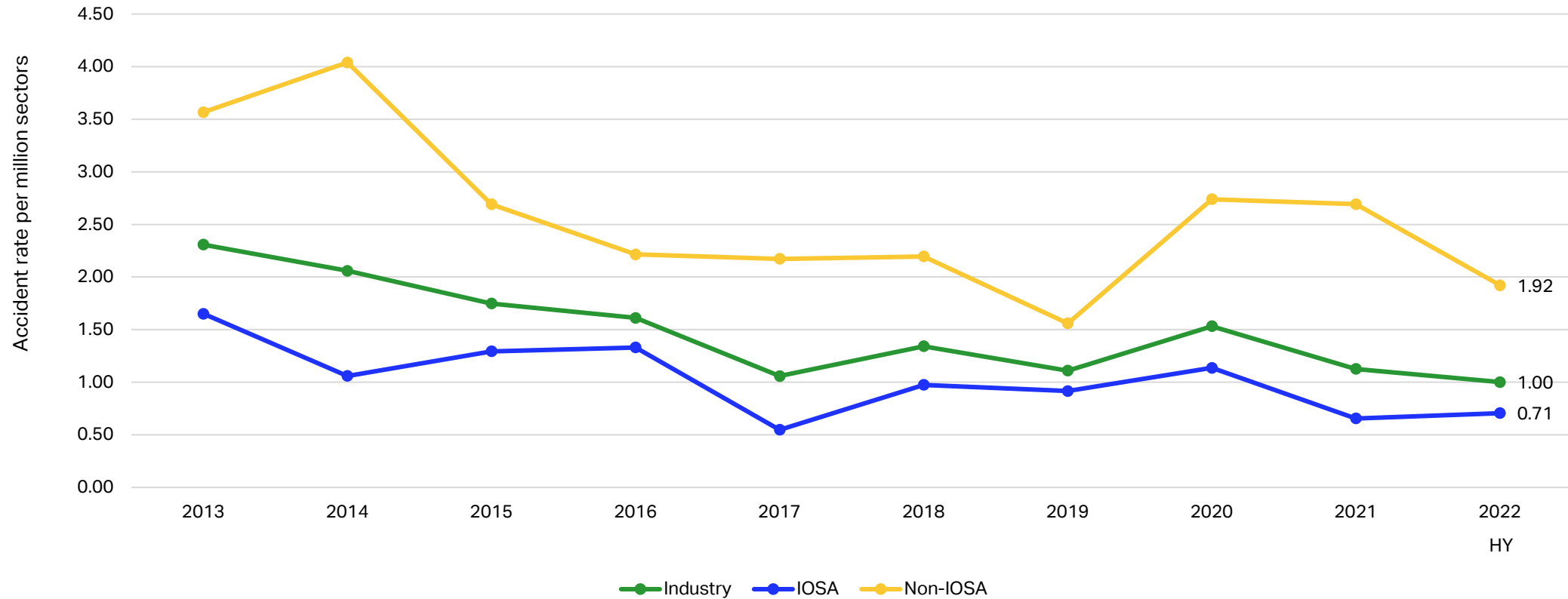


# IOSA Vs. Non-IOSA



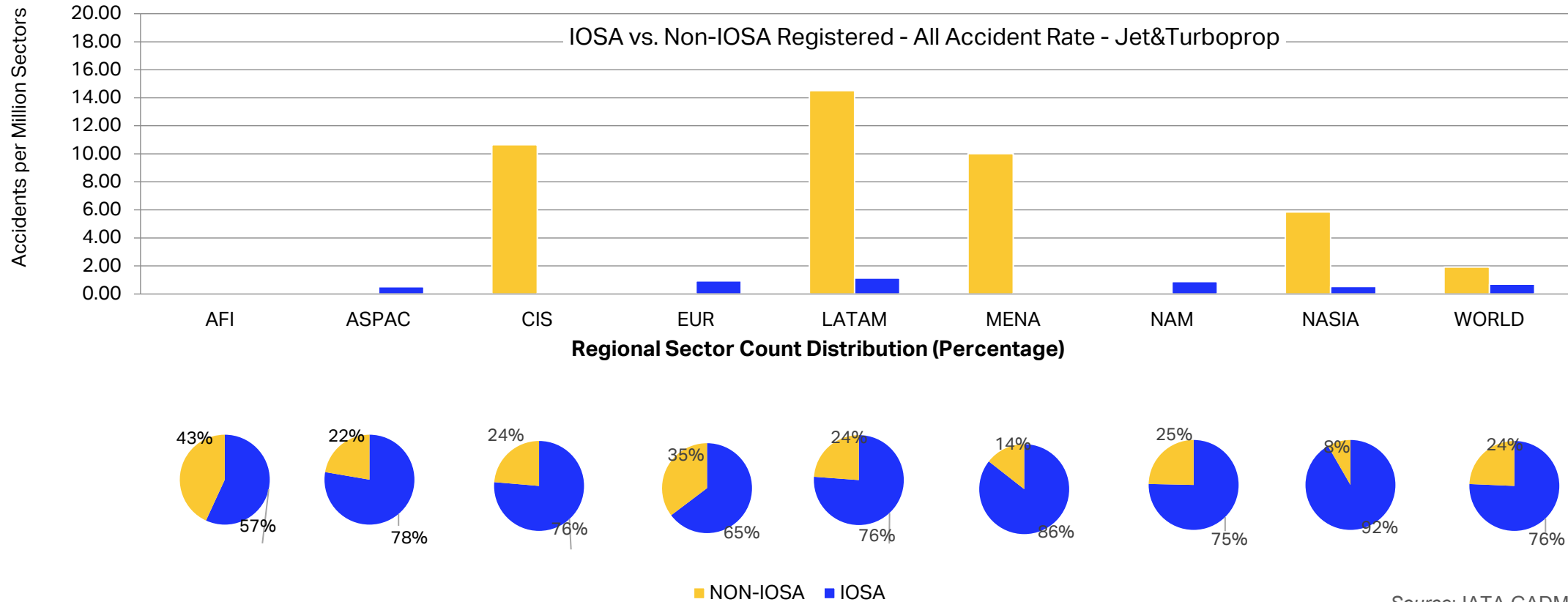
## IOSA Vs. Non-IOSA Rate per Million Sectors

IOSA Vs. Non-IOSA



# IOSA Vs. Non-IOSA Carriers

All Accident Rate (Jet & Turboprop) for IOSA Operators vs. Non-IOSA, HY 2022

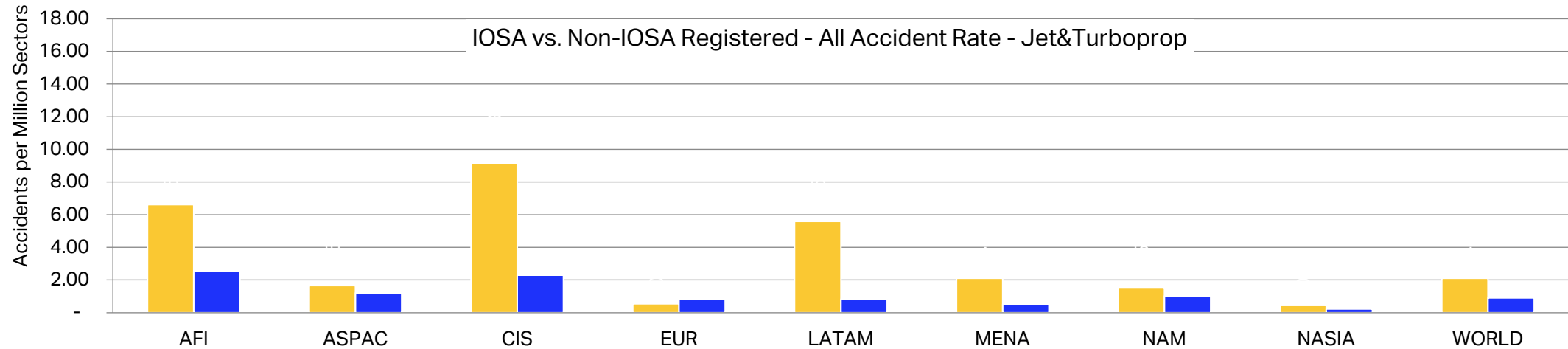


Source: IATA GADM

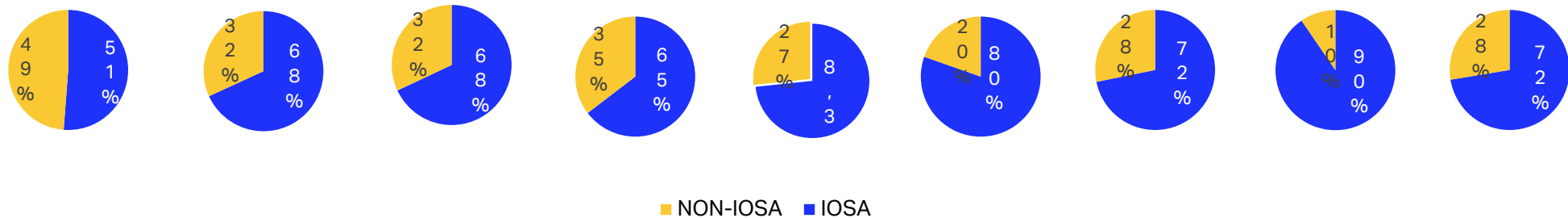


# IOSA Vs. Non-IOSA Carriers

All Accident Rate (Jet & Turboprop) for IOSA Operators vs. Non-IOSA, 2017- 2022 HY



Regional Sector Count Distribution (Percentage)

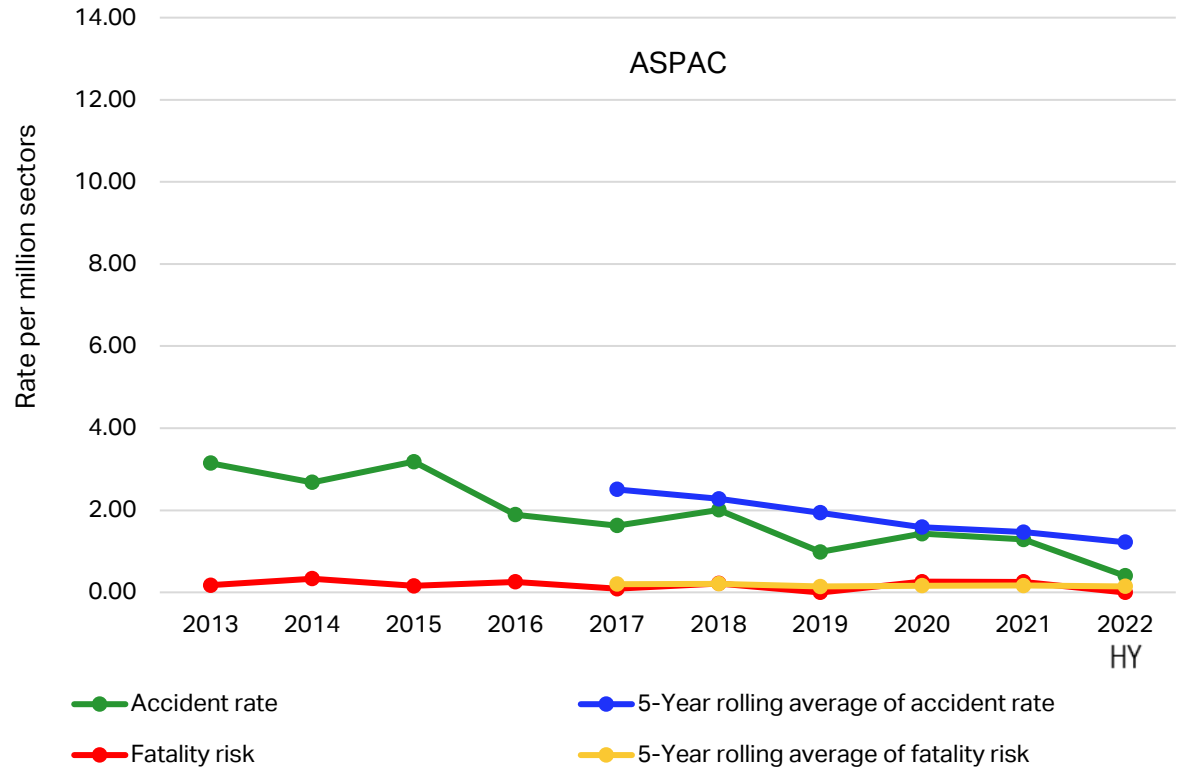
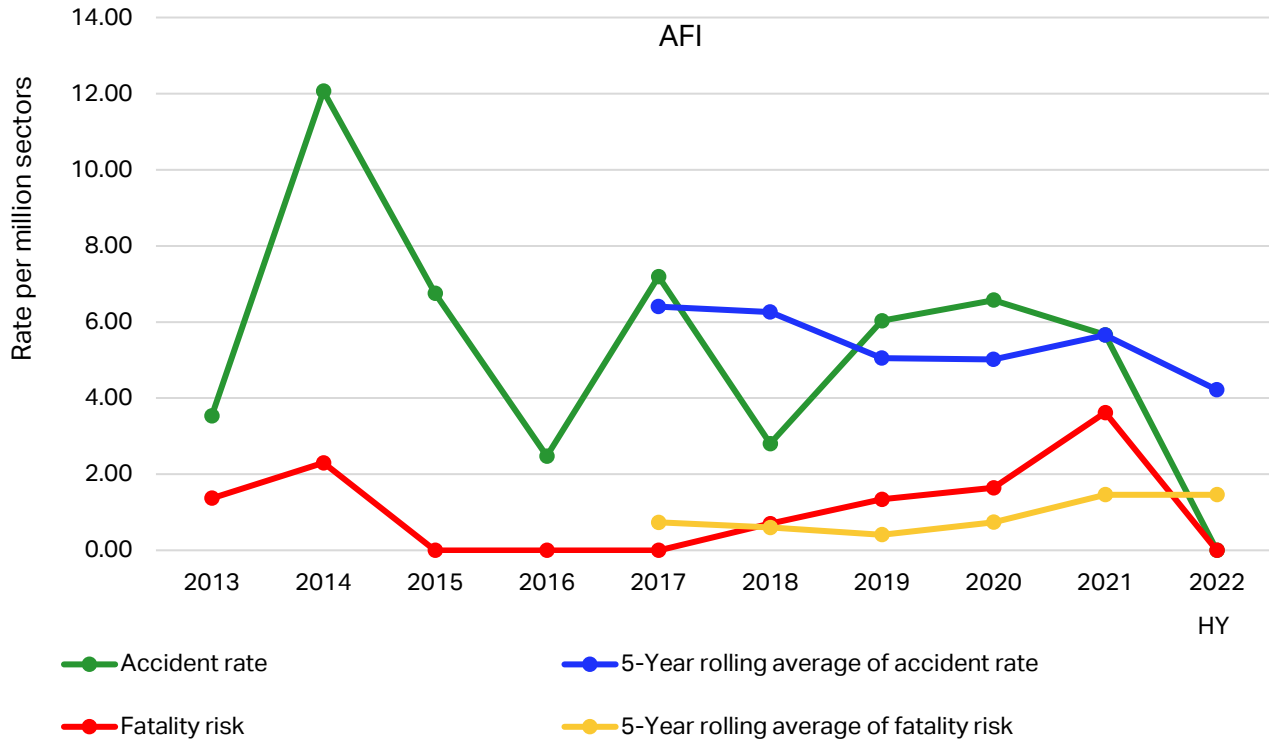


# 10-year Regional Accident Overview





# 10-year Accident Overview by Region of Operators



# List of Accidents in HY 2022



# Accident List in HY 2022

Date	Operator Region	Operator	Aircraft Type	Propulsion	Severity	Fatalities on Board	IATA	IOSA	Accident Category
2022-01-04	LATAM	Linea Aerea Nacional de DE Honduras, S.A. DE C.V. (LANHSA)	BAE Jetstream 31	Turboprop	Substantial Damage		No	No	Gear Collapse
2022-01-05	MENA	Caspian Airlines	B737-400	Jet	Substantial Damage		No	No	Gear Collapse
2022-01-08	CIS	Aviastar-TU Co. Aviacompany	Tu-204 / Tu-214	Jet	Substantial Damage		No	No	Ground Damage
2022-01-22	NAM	Jetblue Airways Corporation	A320	Jet	Substantial Damage		Yes	Yes	Tailstrike, Revisit at Next Meeting for further classification
2022-02-04	NAM	MN Airlines LLC	B737-800	Jet	Substantial Damage		No	Yes	Gear Collapse
2022-02-08	EUR	KLM	A330-300	Jet	Substantial Damage		Yes	Yes	Tailstrike
2022-03-21	NASIA	China Eastern Airlines	B737-800	Jet	Hull loss	132	Yes	Yes	Other End State
2022-04-07	LATAM	DHL Aero Expreso S.A.	B757-200 Freighter	Jet	Hull loss		No	No	Runway Excursion, Revisit at Next Meeting for further classification
2022-04-08	LATAM	Aliansa - Aerolineas Andinas	Basler Turbo-67 (BT-67)	Turboprop	Hull loss		No	No	Runway Excursion, Revisit at Next Meeting for further classification
2022-04-21	LATAM	Aeromexico	B787	Jet	Substantial Damage		Yes	Yes	In-flight Damage
2022-05-06	EUR	Blue Air Aviation S.A.	B737-800	Jet	Substantial Damage		Yes	Yes	Tailstrike, Revisit at Next Meeting for further classification
2022-05-07	ASPAC	Jetstar Airways Pty Limited	B787	Jet	Substantial Damage		No	Yes	In-flight Damage