First Half of 2025 Accident Update

Performance at 30th June 2025

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Senior Vice President
Operations, Safety & Security
International Air Transport Association
800 Place Victoria, P.O. Box 113
Montreal, Quebec
CANADA H4Z 1M1

First Half Year of 2025 (H1 2025) Accidents
January - June 2025

Note

1. The definition of “accident” includes fatal accidents that result in fatalities either on the ground or on other aircraft. The fatalities of such accidents will be included in a separate category titled “Other Fatalities”.
   - Fatalities in the “Other Fatalities” category include deaths either on other aircraft or on the ground; such as an accident where an aircraft collided with either a motorcycle, fire truck, or another aircraft. It also includes ground workers ingested into the engine.
   - The “Other Fatalities” are calculated separately from the onboard fatalities such as passengers, or flight crew.

   The revised definition can be found at Appendix “A” to this report.
2. The dataset presented in this report does not exactly match earlier editions due to the revised definition of accident criteria and improved sectors and accident information during the intervening period.
3. All figures are based on two decimal points. Throughout the report, there are minor differences when data is represented in three decimal points.

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Highlight

- This report outlines accident trends from 2014 through June 2025, providing a more current and comprehensive view of trends and performance over the reporting period.
- A new dataset has been introduced, covering the 12-month period from July 2024 to June 2025, to enable a like-for-like comparison on operational safety trends.
  - H1-2025 trends are not presented separately, as the data forms part of a newly introduced reporting period (July 2024–June 2025).
  - A complete trend analysis will be possible once the full 12-month dataset is finalized and validated.

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Highlight

Key highlights are summarized as follows:

- Commercial aviation continues to demonstrate a strong safety record which reflects industry ongoing commitment to safety.
  - 24 accidents were reported in the first half of 2025, accounting for roughly half the total number recorded in the full year of 2024.
    - Five accidents are currently classified 'Other End State' due to missing data and lack of a preliminary report preventing ACTF classification.
    - From the high-risk accident categories in H1 2025, the aviation industry recorded 5 Runway Excursions (RE) and 1 Mid-Air Collision (MAC), while reporting zero Controlled Flight Into Terrain (CFIT) and zero Loss of Control In-Flight (LOC-I) accidents.

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Highlight

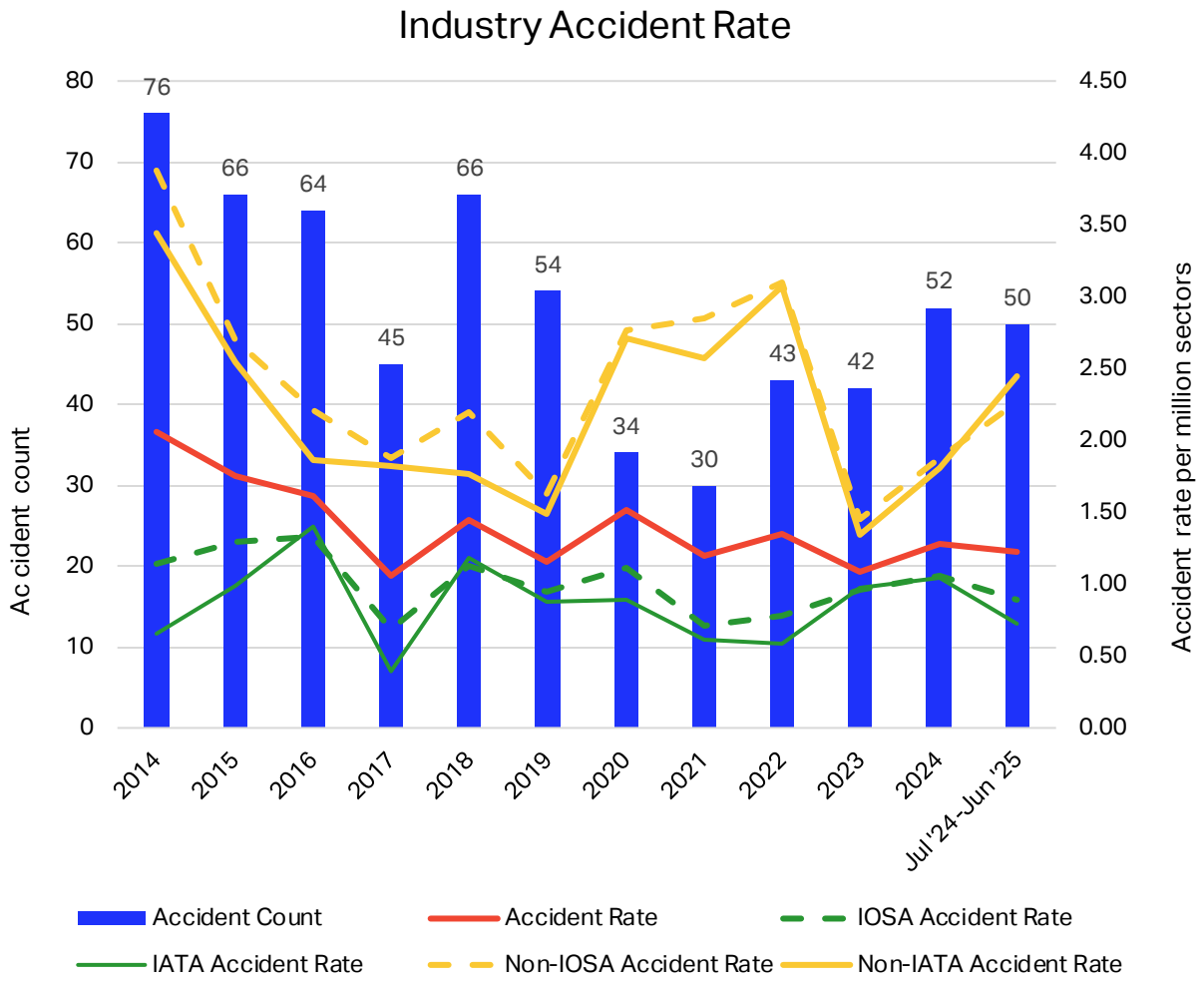
- Seven fatal accidents resulted in 385 fatalities.
- In the first half of 2025, commercial aviation experienced fewer fatal accidents compared to the full year of 2024. However, the total number of fatalities increased due, mainly, to the following accidents:
  - Air India accident - 241 fatalities
  - PSA accident - 64 fatalities
  - Eagle aviation accident - 20 fatalities
  - LANHSA accident - 13 fatalities
  - Trident Aviation - 5 fatalities

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Accidents Overview

	2022	2023	2024	H1 2025	Jul '24-Jun '25	5-Year Average (2020-2024)
Accident Count	43	42	52	24	50	40
Accident Rate	1.34	1.09	1.28	1.22	1.23	1.28
Jet Hull Losses	7	2	12	5	11	5
Turboprop Hull Losses	6	3	4	8	10	4
Fatal Accidents Note1	8	1	7	5	9	5
Fatalities Onboard Passengers and/or flight crew	158	72	244	343	586	144
Fatalities Other Note1 Fatalities on the ground or other aircraft	5	0	7	42	42	3
Fatality Risk – Onboard	0.11	0.03	0.06	0.24	0.17	0.10
IATA Members	13	26	29	6	21	18
IOSA Carriers	19	27	31	10	27	22
Sectors - per million	32.0	38.6	40.6	19.8	40.6	31.8

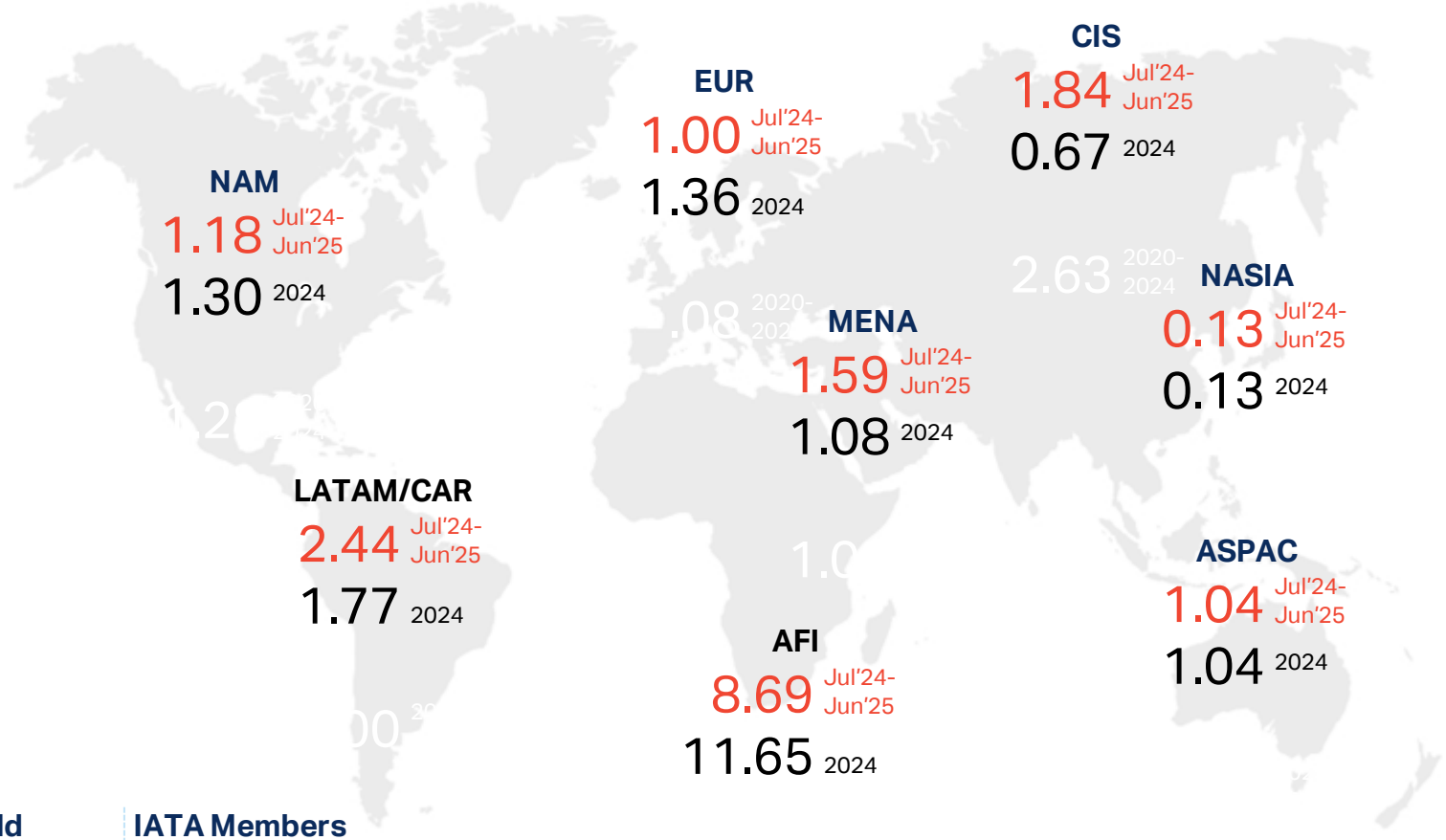
Industry Accident Rate per million sectors



- 24 accidents were reported in the first half of 2025, accounting for roughly half the total number recorded in the full year of 2024.
- The previous 12-month accident rate (July 2024–June 2025) was 1.23 per million sectors, offering a stable view of safety performance.

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

All Accident Rate per Region of Operator



	World	IATA Members
Jul '24-Jun '25	1.23	0.73
2024	1.28	1.04
2020-2024 (Avg)	1.28	0.82

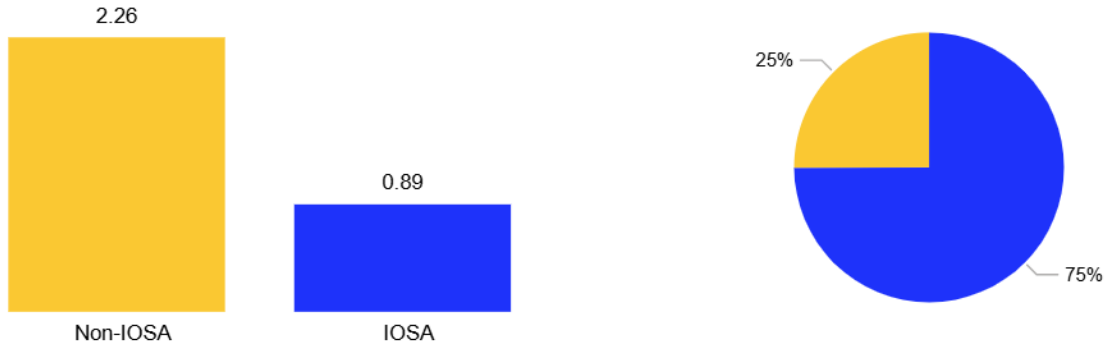
Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

IOSA Accidents

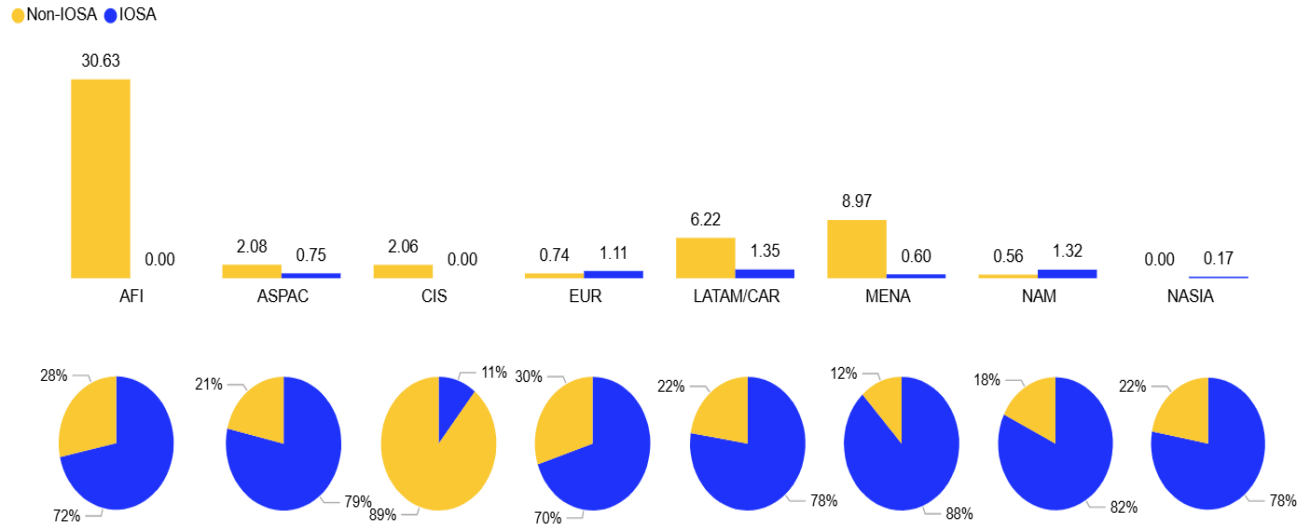
Industry All Accident Rate for IOSA Vs. Non-IOSA

July 2024-June 2025

Global Accident Rate (per Million Sectors) and Sector Count (Percentage) * Data source IATA



Note that 2025 only covers the first 6-months of the year.



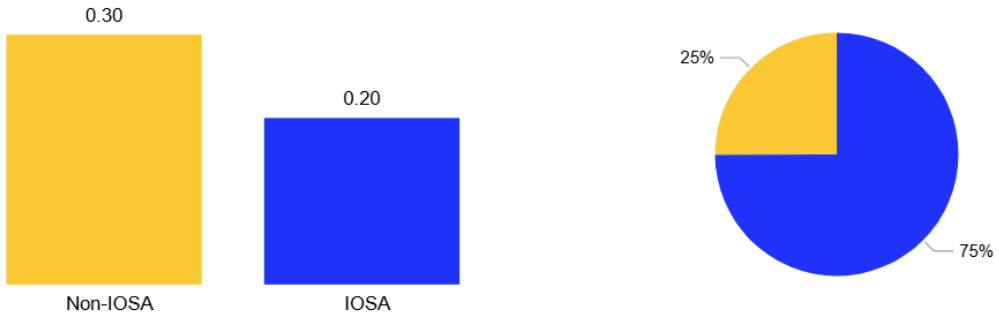
Note that 2025 only covers the first 6-months of the year.

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Fatal Accident Rate for IOSA Vs. Non-IOSA

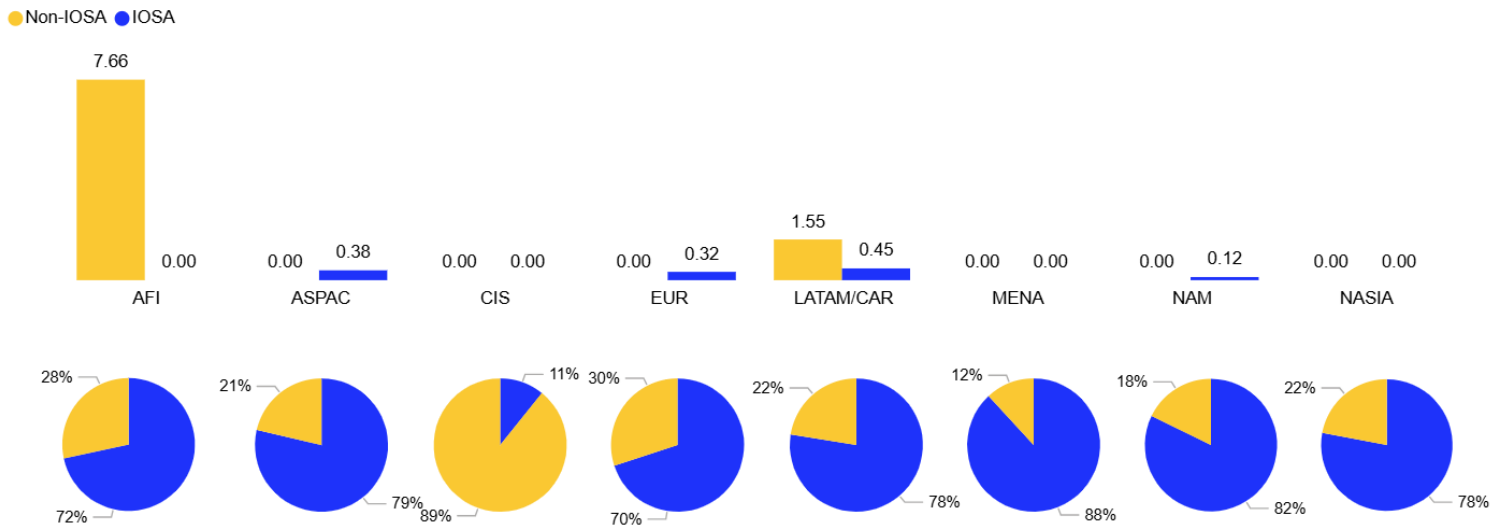
July 2024-June 2025

Global Accident Rate (per Million Sectors) and Sector Count (Percentage) * Data source IATA



Note that 2025 only covers the first 6-months of the year.

Accident Rate (per Million Sectors) and Sector Count (Percentage) by Region of Operator * Data source IATA



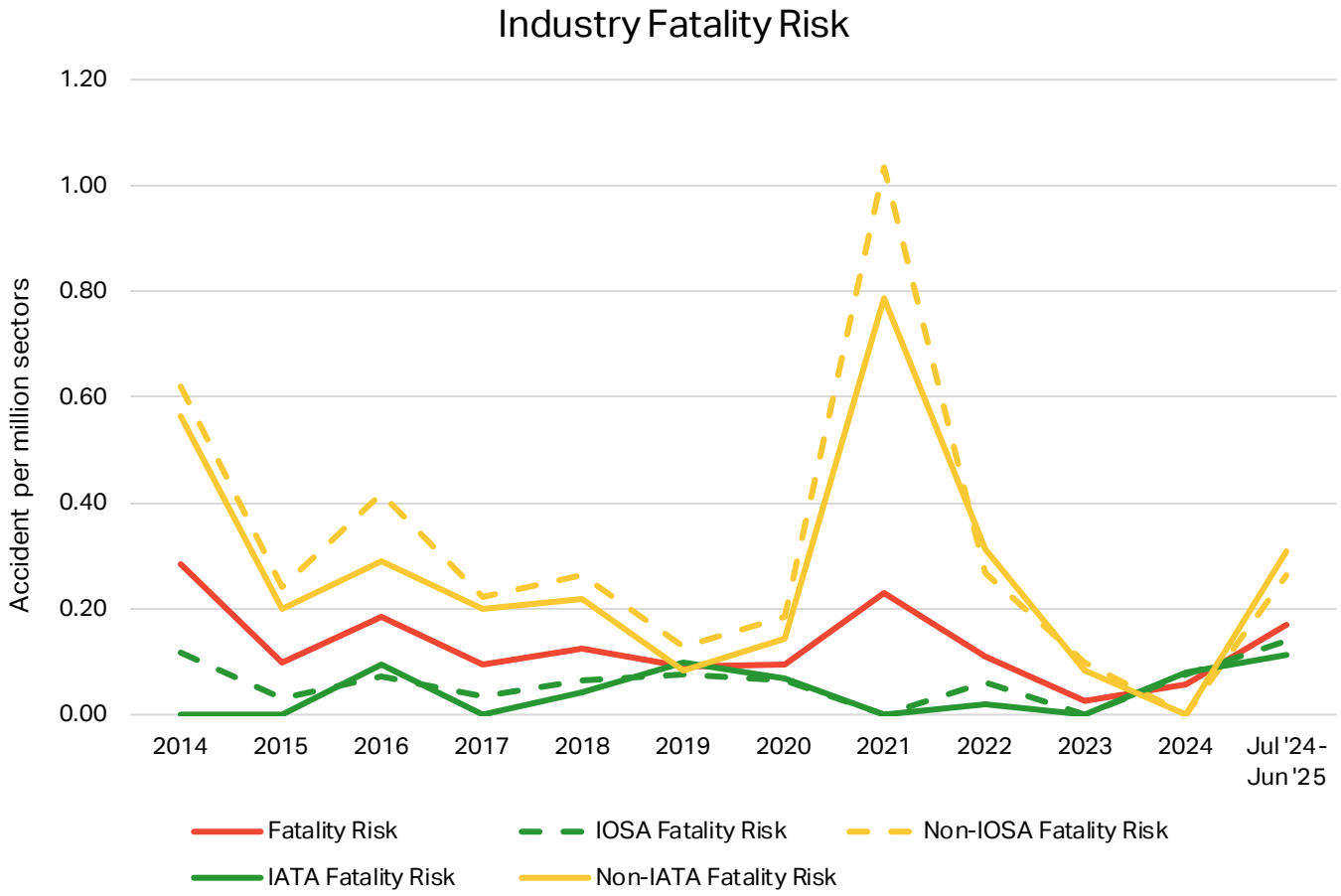
Note that 2025 only covers the first 6-months of the year.

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Fatality Risk

Industry Fatality Risk Rate
per million sectors

- In H1 2025, the aviation industry recorded fewer fatal accidents compared to FY 2024, but the number of fatalities was higher.
- Looking at the previous 12-month fatality risk (July 2024–June 2025) was 0.17, offering a more balanced view by averaging out short-term spikes and reflecting broader safety performance over time.



Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

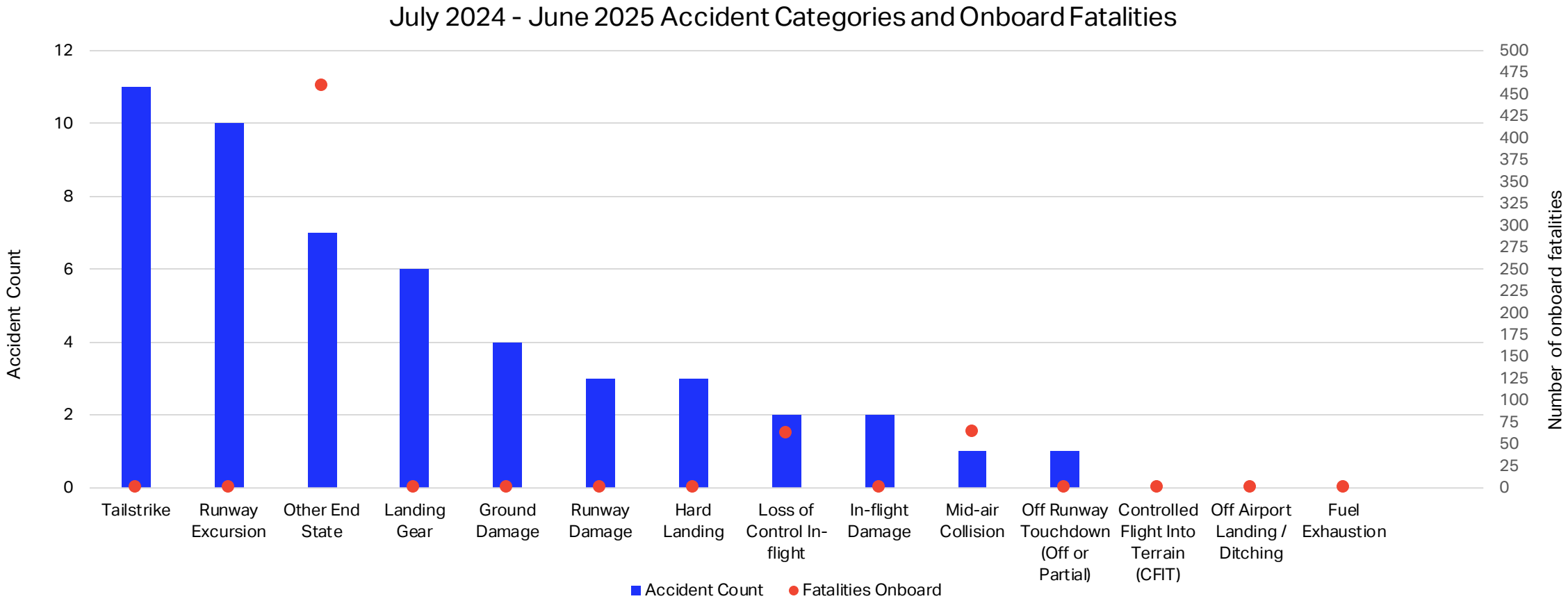
Other End State Accident Category

- Five of the 24 accidents were classified as “Other End State” due to insufficient data and the absence of a Preliminary Report (PR), underscoring the critical importance of timely PR to better understand the contributing factors of these accidents.
- A PR into the tragic accident which occurred on 12 June 2025 has been published by the Indian Air Accident Investigation Bureau, in line with Annex 13.
  - While this PR reports on intelligence gathered to date, it does not provide definitive answers. Any interpretation at this stage would be speculative and could compromise the integrity of the investigation. Therefore, no End State could be classified due to the limited information currently available.

IATA strongly encourages refraining from speculation, allowing the investigation to proceed, and avoiding drawing conclusions based on preliminary information

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

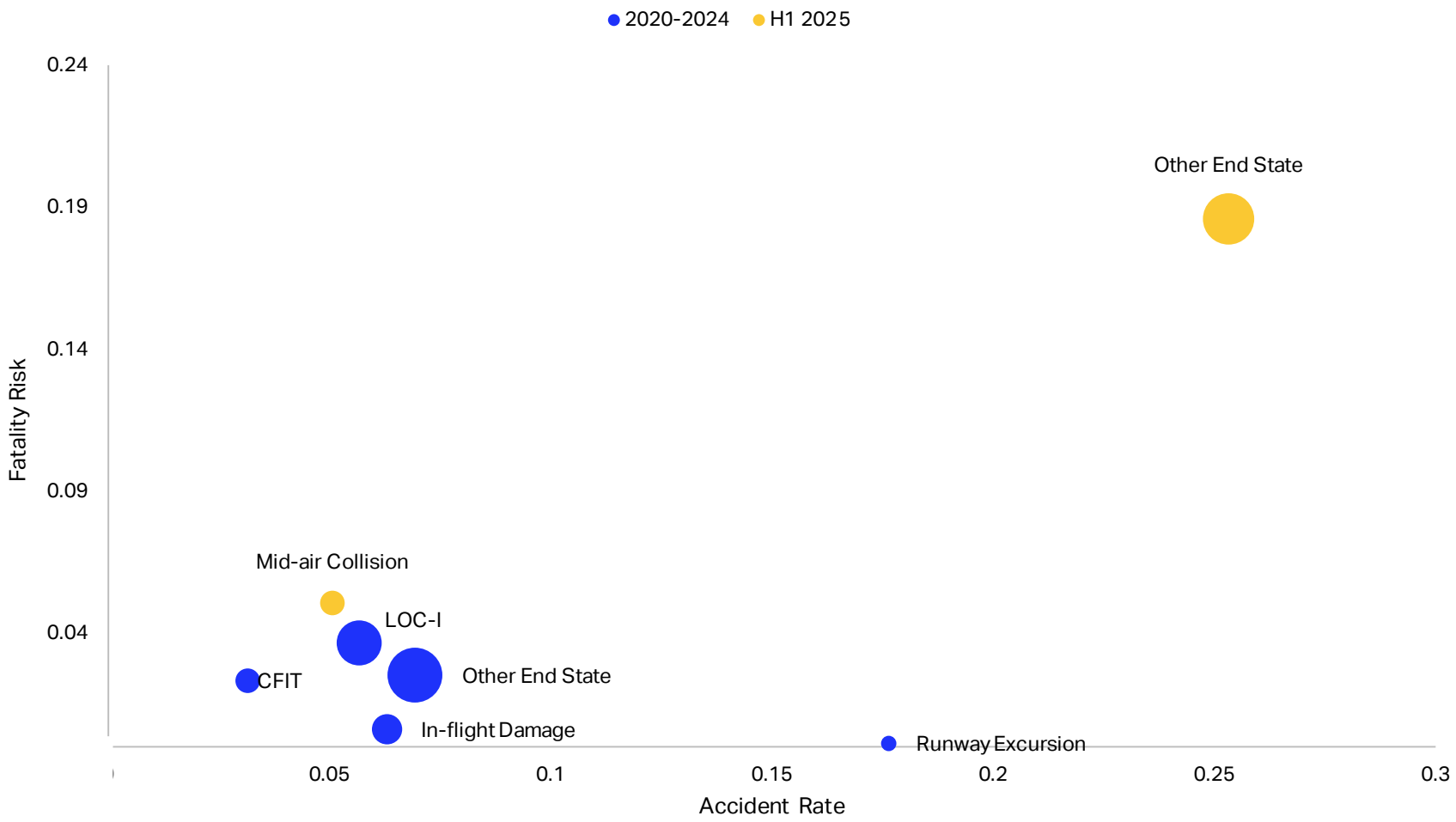
Industry Accident Count per Accident Category
July 2024-June 2025



*** Other End State:** is when the information available at the ACTF meeting was not enough to determine the accident end state. For example: The aircraft is missing; the investigation is still ongoing and the ACTF is unable to assign an end state classification; and the aircraft crashed but no report is available. Also, it is used when the End State does not fit into other categories

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Onboard Fatality Risk (2020-2024 Vs. H1 2025)



- This chart illustrates the End State with onboard fatalities only.
- The size of the bubble presents the total number of onboard fatalities.

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

List of H1 2025 Accidents

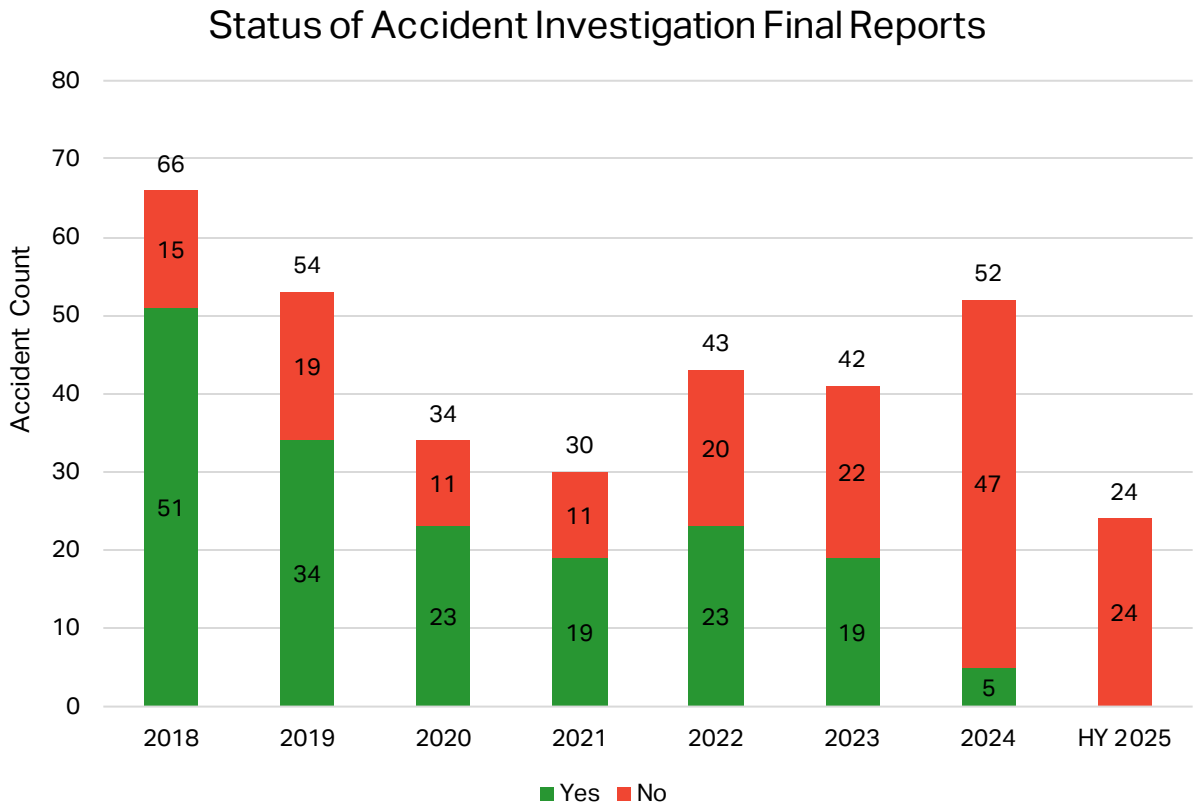
List of H1 2025 Accidents

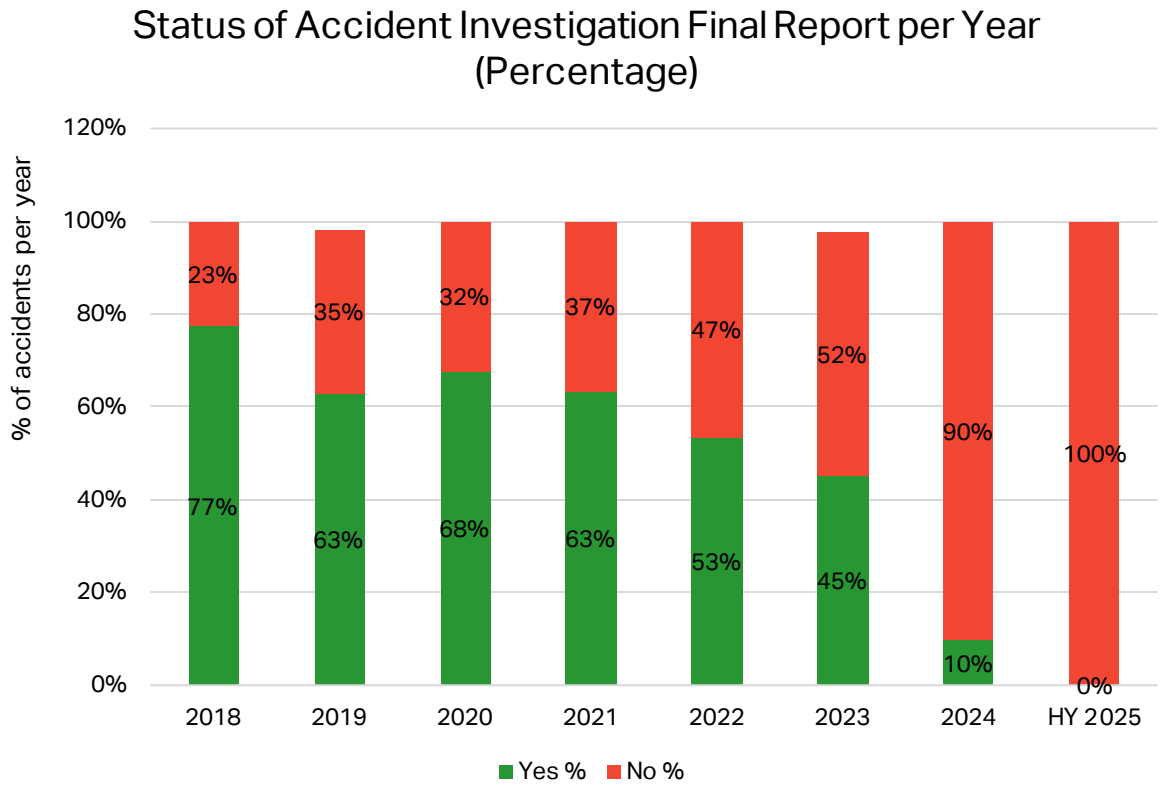
Accident Date	Operator Name	Aircraft Registration	Aircraft Model	Engine Type	Service Type	Severity	Fatal	Fatalities Onboard	Other Fatalities	End State
June 12, 2025	Air India	VTANB	Boeing 787-8	Jet	Passenger	Hull Loss	Fatal	241	39	Other End State
May 16, 2025	Air Panama	HP1899PST	Fokker 50 Passenger	Turboprop	Passenger	Hull Loss	Non-Fatal	0	0	Runway Excursion
May 7, 2025	FLEET AIR INTERNATIONAL LTD	HAKAU	ATR 72 Passenger	Turboprop	Cargo	Hull Loss	Non-Fatal	0	0	Landing Gear
April 15, 2025	Frontier Airlines, Inc.	N607FR	Airbus A321neo/LR/XLR Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Hard Landing
April 15, 2025	Aurigny Air Services Limited	GPEMB	ATR 72 Passenger	Turboprop	Passenger	Substantial Damage	Non-Fatal	0	0	Tailstrike
April 11, 2025	AIR OCEAN MAROC	CN-TKC	Hawker 750/800/800XP/800SP	Jet	Unknown	Hull Loss	Non-Fatal	0	0	Runway Excursion
March 26, 2025	"Atran", LLC	RA-11371	Antonov An-12	Turboprop	Cargo	Substantial Damage	Non-Fatal	0	0	Landing Gear
March 22, 2025	Trident Aviation	5Y-RBA	DHC-5 Buffalo	Turboprop	Cargo	Hull Loss	Fatal	5	0	Other End State
March 17, 2025	LINEA AEREA NACIONAL DE HONDURAS, S.A. DE C.V. (LANHSA)	HRAYW	BAE Systems Jetstream 32	Turboprop	Passenger	Hull Loss	Fatal	13	0	Other End State
March 13, 2025	American Airlines	N885NN	Boeing 737-800 Passenger/BBJ2 (winglets)	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Other End State
March 8, 2025	Interglobe Aviation Ltd. dba IndiGo	VTIBI	Airbus A321neo/LR/XLR Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Tailstrike
March 4, 2025	Saeta Peru	OB-2178	BAE Systems Jetstream 32	Turboprop	Passenger	Hull Loss	Non-Fatal	0	0	Runway Excursion
February 17, 2025	Endeavor Air	N932XJ	Canadair (Bombardier) Regional Jet 900 and Challenger 890	Jet	Passenger	Hull Loss	Non-Fatal	0	0	Hard Landing
February 11, 2025	GOL Linhas Aereas S/A	PSGPP	Boeing 737 MAX 8 Passenger / BBJ MAX 8/ MAX 200	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Runway Damage
February 10, 2025	Air Urga	URELB	Antonov An-26	Turboprop	Cargo	Hull Loss	Non-Fatal	0	0	Runway Damage
February 5, 2025	TUIfly GmbH	G-TUMP	Boeing 737 MAX 8 Passenger / BBJ MAX 8/ MAX 200	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	In-flight Damage
January 29, 2025	EAGLE AVIATION (U) LTD	5XRHB	Hawker Beechcraft 1900D Airliner	Turboprop	Passenger	Hull Loss	Fatal	20	0	Other End State
January 29, 2025	PSA Airlines, Inc.	N709PS	Canadair (Bombardier) Regional Jet 700 and Challenger 870	Jet	Passenger	Hull Loss	Fatal	64	3	Mid-air Collision
January 28, 2025	Air Busan Co. Ltd	HL7763	Airbus A321 Passenger	Jet	Passenger	Hull Loss	Non-Fatal	0	0	Ground Damage
January 28, 2025	Max Air Limited	5NMBD	Boeing 737-400 Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Landing Gear
January 21, 2025	Air Kasai	9S-AYN	Antonov An-26	Turboprop	Passenger	Hull Loss	Non-Fatal	0	0	Runway Excursion
January 20, 2025	Frontier Airlines, Inc.	N720FR	Airbus A321 Passenger (sharklets)	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Ground Damage
January 17, 2025	SARAT Flight Logics	7Q-SLT	Aircraft Industries (LET) 410 Passenger	Turboprop	Passenger	Substantial Damage	Non-Fatal	0	0	Runway Excursion
January 9, 2025	UPS Airlines	N324UP	Boeing 767-300 Freighter (winglets)	Jet	Cargo	Substantial Damage	Non-Fatal	0	0	Tailstrike

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

2018 – H1 2025
Accident Investigation Final Reports

Status of Accident Investigation Final Reports
2018 – H1 2025 (345 accidents)





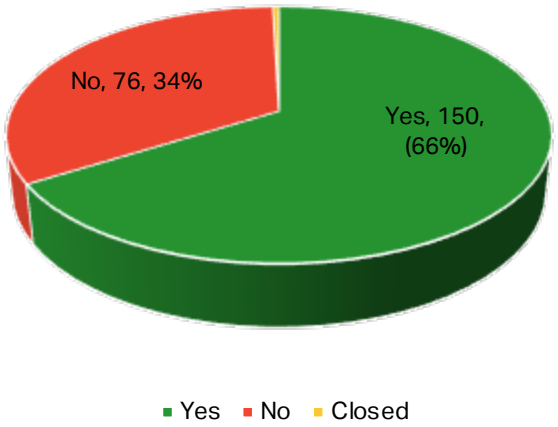
Data as of August 2025

Two accident investigations were halted or suspended

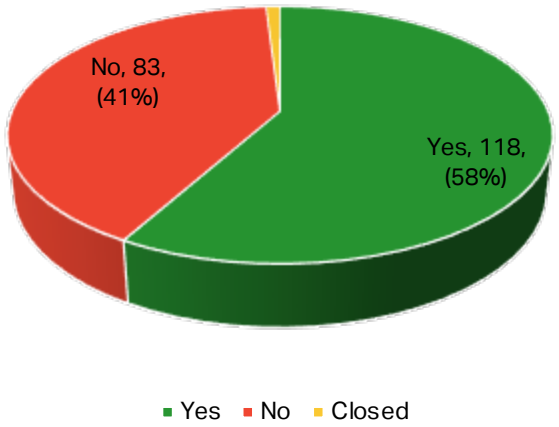
Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Patterns and Progress of Accident Investigation Final Reports
2018 – 2023 Accidents

2018-2022 (227 accidents)



2019-2023 (203 accidents)



Data as of August 2025

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Reporting Progress: 18 Additional Final Reports

Region of Occurrence (2018-2024)

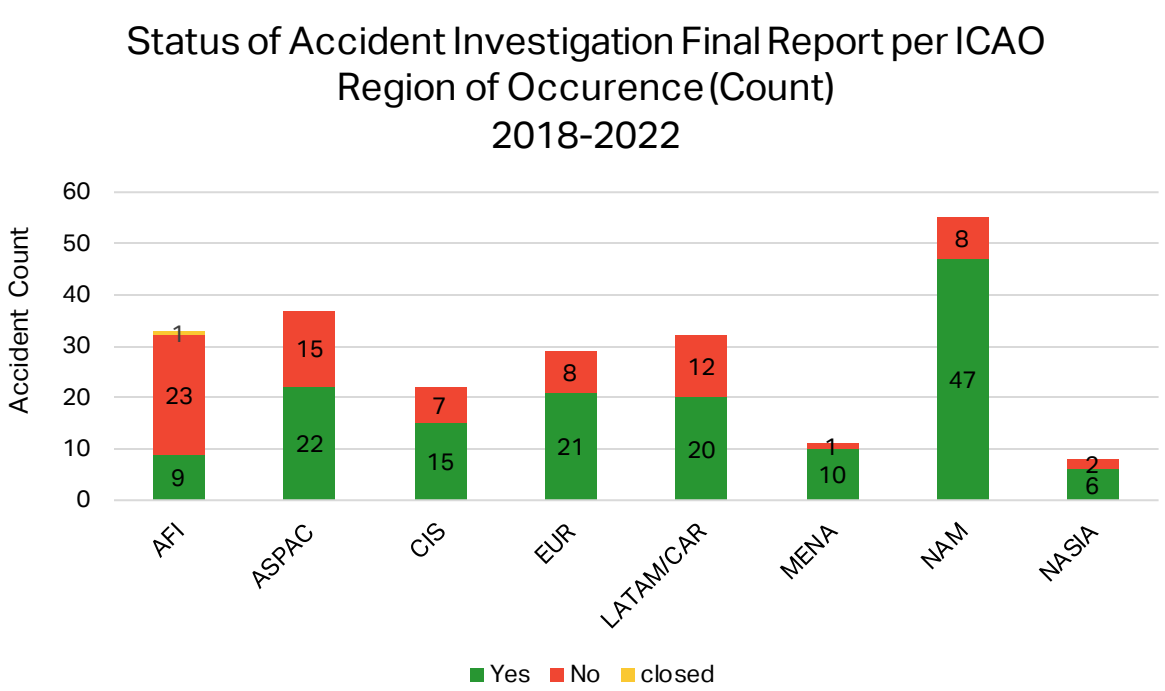
Region of Occurrence	Difference from last Report (March 2025)
AFI	+1
ASPAC	+3
CIS	+1
EUR	+2
LATAM/CAR	+2
MENA	+2
NAM	+7
NASIA	0

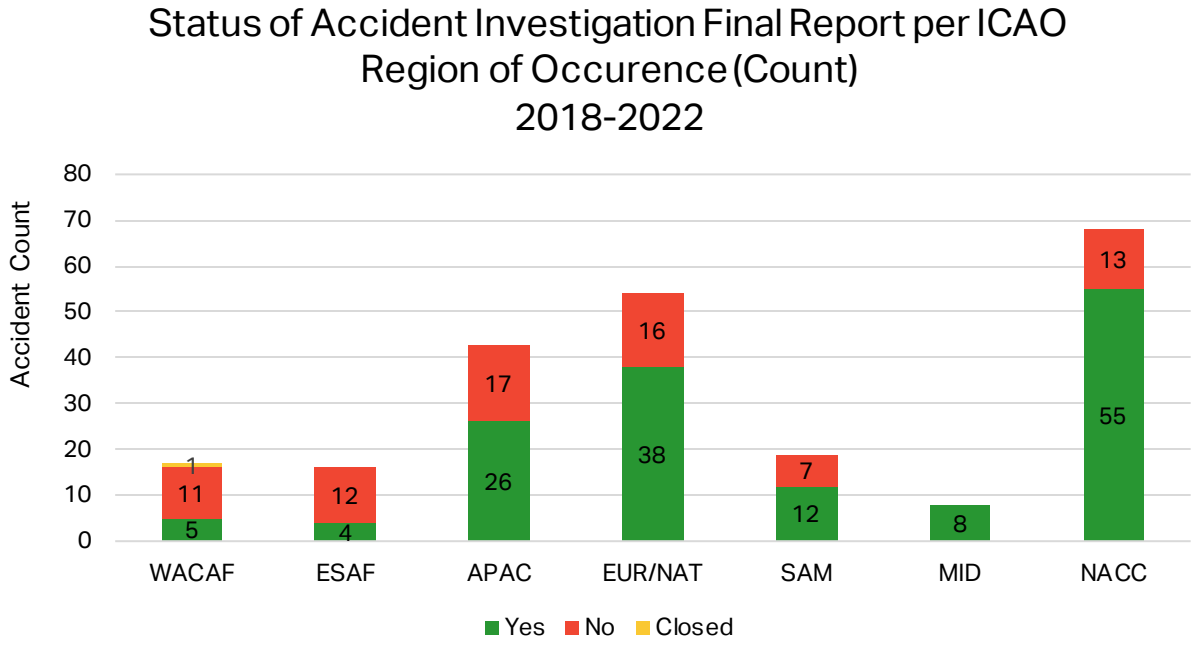
Data as of August 2025

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Accident Investigation Final Reports

Region of Occurrence (2018-2022)



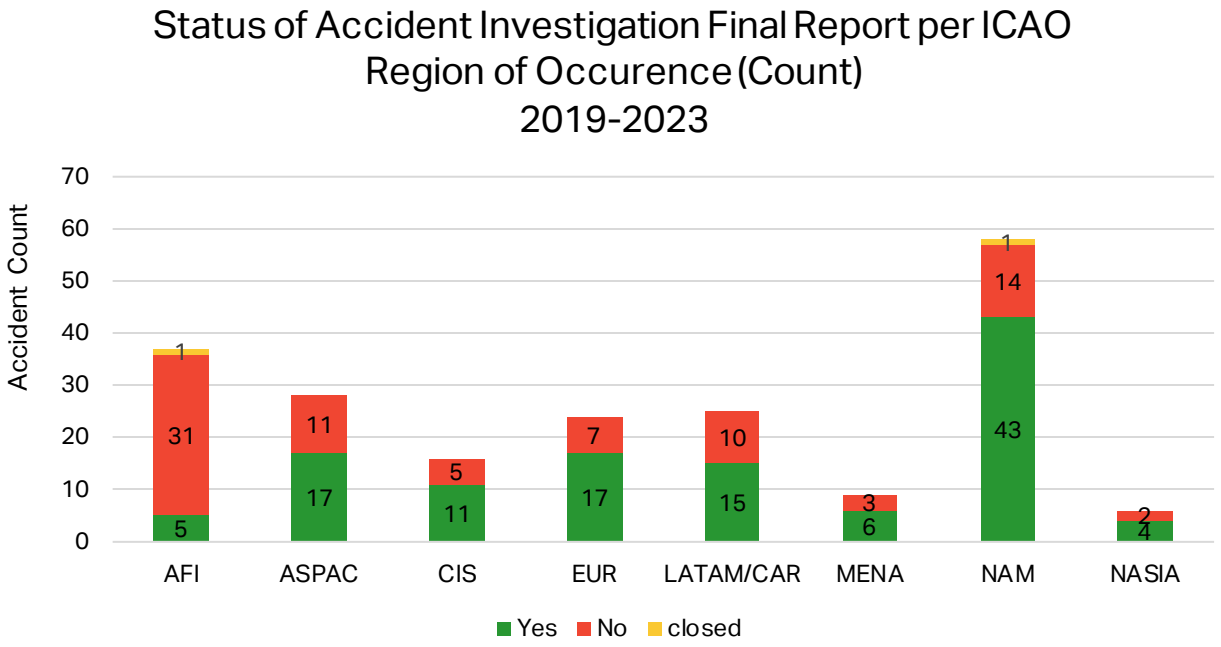


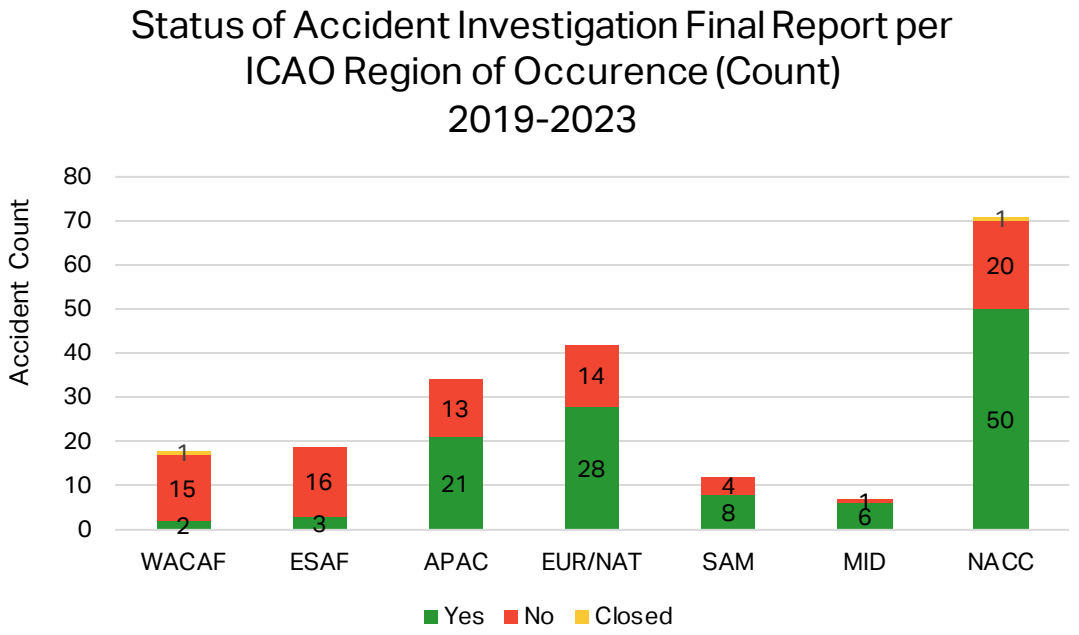
Data as of August 2025

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Accident Investigation Final Reports

Region of Occurrence (2019-2023)

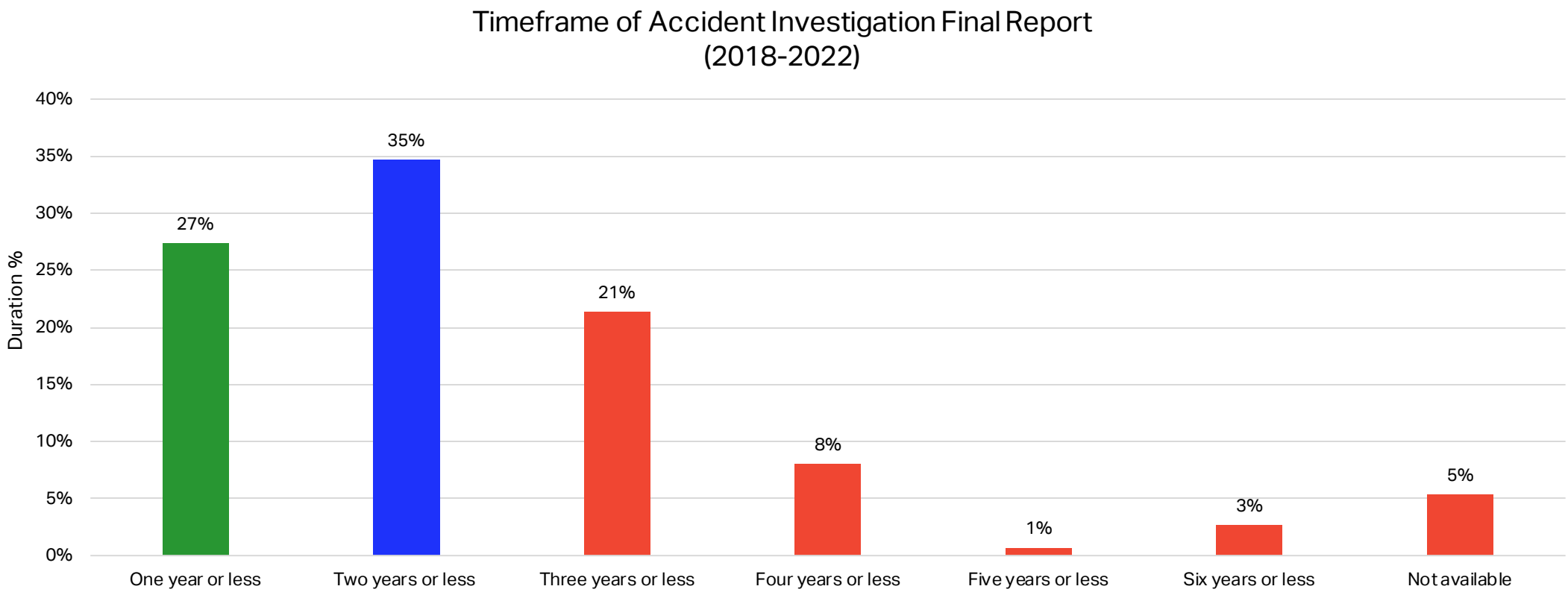




Data as of August 2025

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

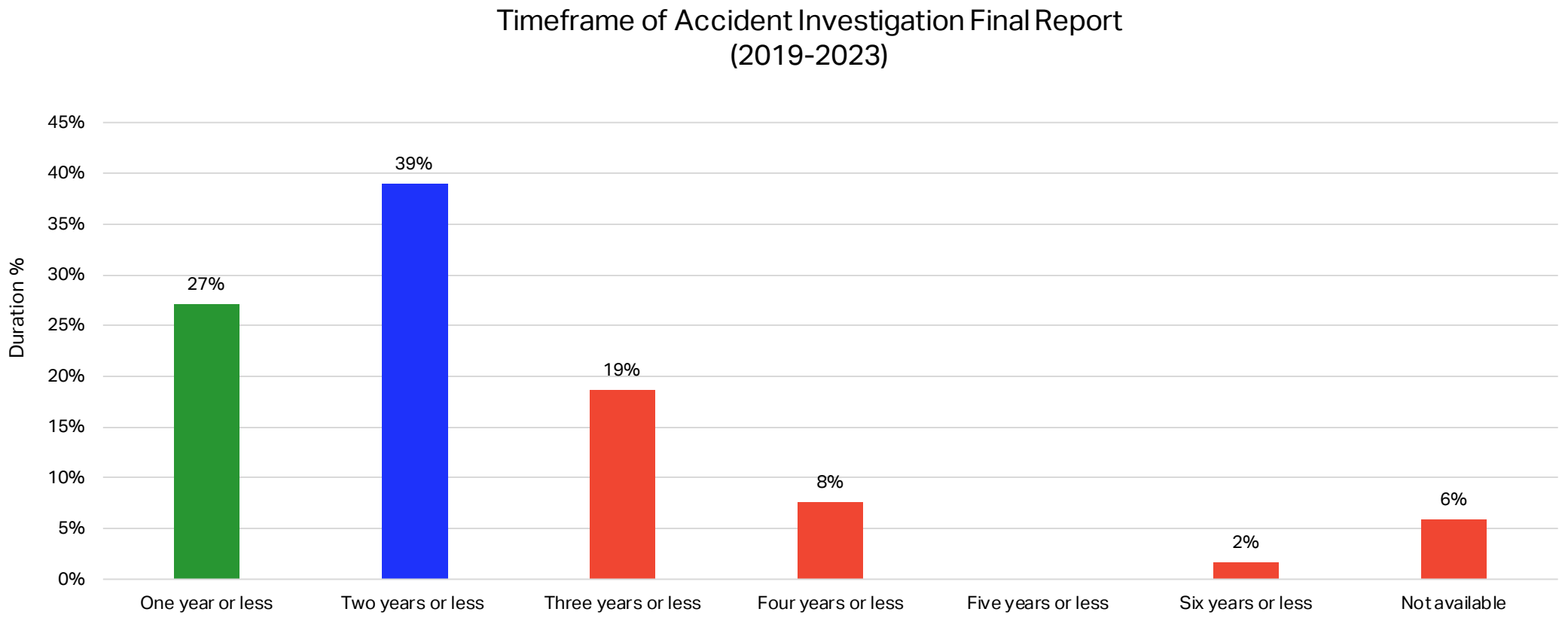
Timeframe for Accident Investigations
2018 – 2022



Data as of August 2025

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Timeframe for Accident Investigations
2019 – 2023



Data as of August 2025

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Recommendations Library for Aviation Safety

Accident Investigation Final Reports

- A comprehensive recommendations library from aircraft accident investigation reports has been created.
- Developed a taxonomy to classify recommendations into structured categories for consistency and ease of use.
- Structured recommendations by thematic area, such as Training, SMS, Policies, and Procedures
- Mapped each recommendation to the appropriate stakeholders as addressed in the reports, such as Manufacturer, Operators, Regulator, etc…
- Integrated filtering capabilities.
- Designed for continuous updates, incorporating recommendations from newly published investigation reports.

Provide a resource to strengthen compliance efforts and promote data driven safety improvements across the aviation sectors

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)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Safety Issue Hub

114
Safety Issue Identified

48
New Issues added in 2025

2
New Safety Risk Assessments Added in 2025

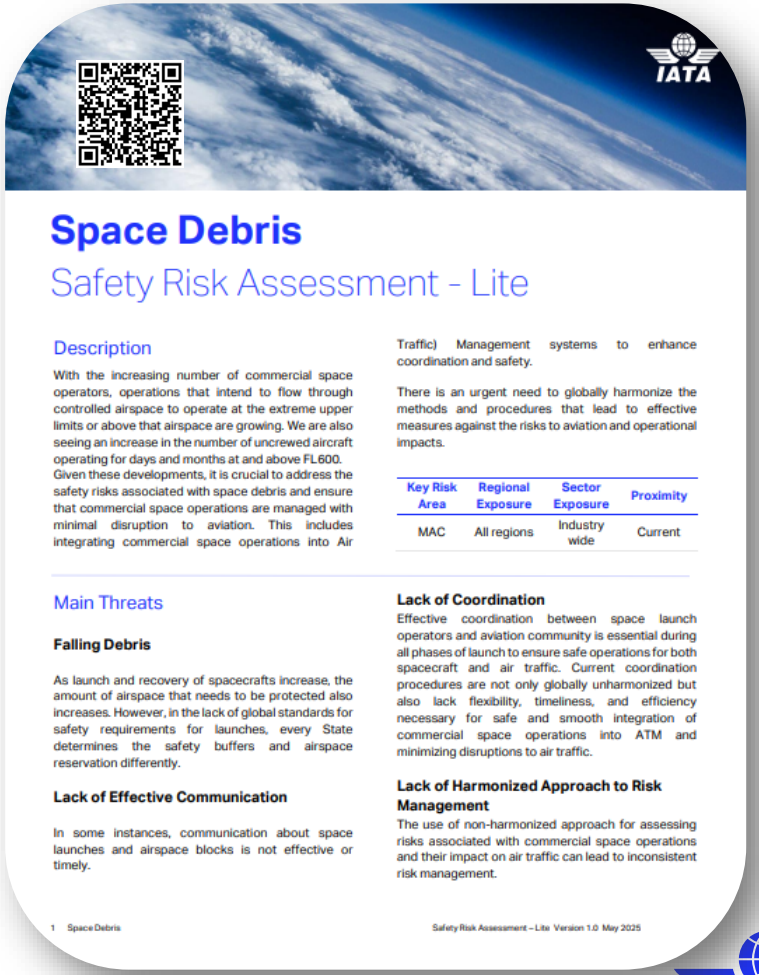
The IATA Safety Issue Hub is a self-service digital platform of safety issues to:

- Support our members' Safety Management Systems
- Provide input to IOSA's risk based approach
- Inform our members' safety risk assessments

Space Debris – Safety Risk Assessment 'Lite'

Space Debris

- "Lite" safety risk assessment for Space Debris relating to the increase in space launches and aging satellites falling from orbit.
- The main threats and associated impacts highlighted:
  - **Falling Debris**
  - **Lack of Effective Communication**
  - **Lack of Coordination**
  - **Lack of a Harmonized Approach to Risk Management**
- Various 'Calls to Action' to support the mitigation of the issue



Space Debris

Safety Risk Assessment - Lite

Description

With the increasing number of commercial space operators, operations that intend to flow through controlled airspace to operate at the extreme upper limits or above that airspace are growing. We are also seeing an increase in the number of uncrewed aircraft operating for days and months at and above FL600. Given these developments, it is crucial to address the safety risks associated with space debris and ensure that commercial space operations are managed with minimal disruption to aviation. This includes integrating commercial space operations into Air Traffic) Management systems to enhance coordination and safety.

There is an urgent need to globally harmonize the methods and procedures that lead to effective measures against the risks to aviation and operational impacts.

Key Risk Area	Regional Exposure	Sector Exposure	Proximity
MAC	All regions	Industry wide	Current

Main Threats

Falling Debris

As launch and recovery of spacecrafts increase, the amount of airspace that needs to be protected also increases. However, in the lack of global standards for safety requirements for launches, every State determines the safety buffers and airspace reservation differently.

Lack of Effective Communication

In some instances, communication about space launches and airspace blocks is not effective or timely.

Lack of Coordination

Effective coordination between space launch operators and aviation community is essential during all phases of launch to ensure safe operations for both spacecraft and air traffic. Current coordination procedures are not only globally unharmonized but also lack flexibility, timeliness, and efficiency necessary for safe and smooth integration of commercial space operations into ATM and minimizing disruptions to air traffic.

Lack of Harmonized Approach to Risk Management

The use of non-harmonized approach for assessing risks associated with commercial space operations and their impact on air traffic can lead to inconsistent risk management.

1 Space Debris

Safety Risk Assessment – Lite Version 1.0 May 2025

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Runway Excursion – Safety Risk Assessment

Safety Risk Assessment - Bow Tie Model

- **Generic risk assessment for Runway Excursion using a bow tie risk model**
  - RWY RE Overrun
  - RWY RE Veer Off
- **The main threats and associated mitigations are highlighted for:**
  - **Unstable Approach** | High speed-V/S -A/C Configuration & Path Management - Long/Deep Landing
  - **Performance Calcs** | Incorrect- Not Longer Valid,
  - **Runway Contamination** | Poor braking action
  - **Wind Conditions** | Tail-Cross-Gusty Winds
  - **Aircraft malfunctions affecting controllability** | Asymmetric Reverse Thrust, Tyre failure, autobrakes.
  - **Loss of Visual Reference** for Landing/Take-off
  - **Aircraft Handling** | Reverse Thrust Asymmetry
- **8 AOCs Risk Management Recommendations to strengthen the right risk controls:**
- **4 IOSA program recommendations to evolve some ISARPS related to RE controls.**

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

Appendix A – Revised Definition

Accident Criteria

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, military, and test flights are excluded.
- The aircraft is turbine-powered and has a certificated Maximum Takeoff Weight (MTOW) of at least 5,700 kg (12,540 lb.).

Either

- The aircraft has sustained major structural damage adversely affecting the structural strength, performance or flight characteristics of the aircraft and would normally require major repair or replacement of the affected component exceeding $1 million USD or 10% of the aircraft's hull reserve value, whichever is lower, or if the accident is relevant by ACTF, or the aircraft has been declared a hull loss.
- An event in which a person is fatally injured, as a result of
  - being in the aircraft
  - being in a collision with the operating aircraft
  - being in direct or indirect contact with any part of the aircraft, including parts which have become detached from the aircraft
  - being in direct exposure to jet blast

Source: IATA Safety Report
First Half Year of 2025 (H1 2025)

For further inquires, please feel free to contact Safety@iata.org