2025 Full Year Accident Update

Performance at 31st December 2025

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2025 Accidents

Note

1. In 2023, the definition of “accident” was revised to also include 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

   The was also revised in 2025. The revised definition can be found at Appendix “A” to this report.
2. In 2025, Hull Loss Jet and Turboprop Rates were replaced with Jet and Turboprop Accident Rates, after it was observed that in some events, the aircraft was not repaired due to economic considerations rather than the severity of the damage.
3. 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.
4. 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 – FY 2025

Note

5. IATA uses OAG as its main source for sector data. Figures may change more than usual as updated information becomes available or if the data source changes. These updates may affect global and regional accident rates and fatality risk calculations.

Source: IATA Safety Report – FY 2025

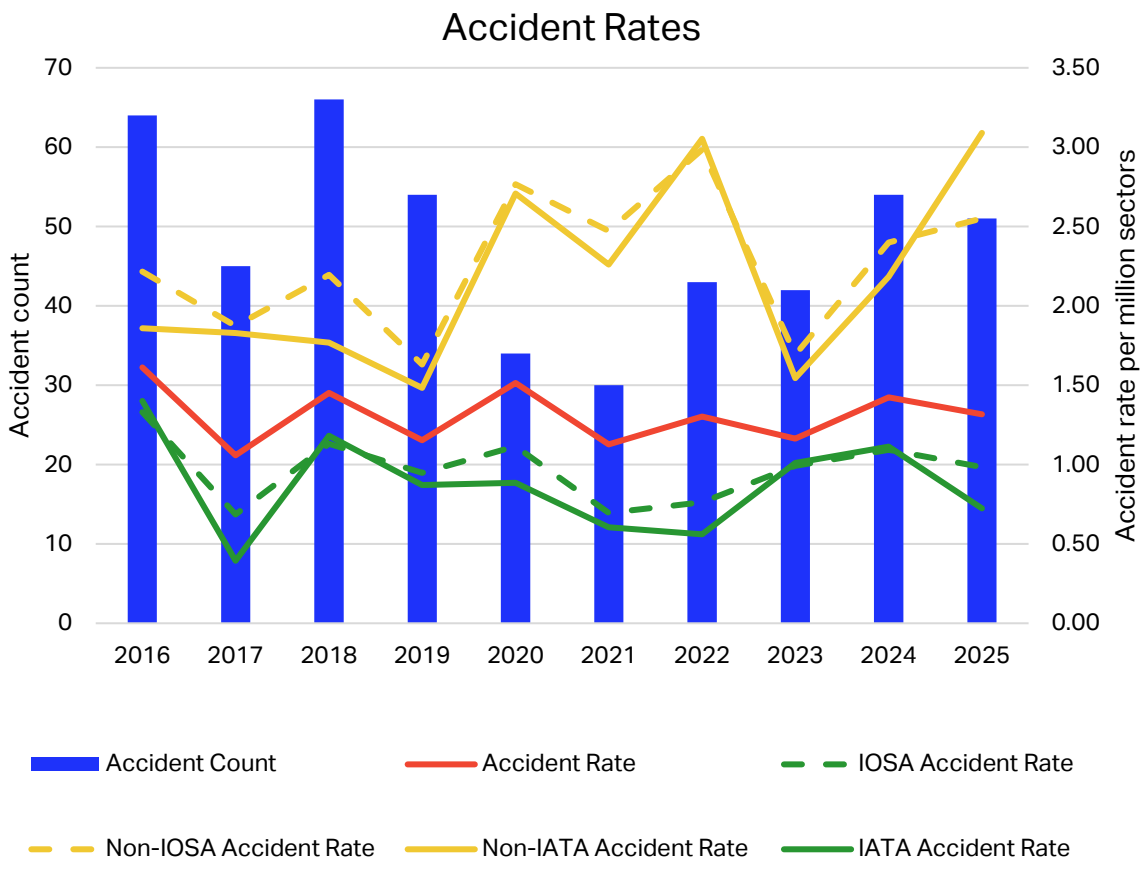
Accidents Overview

	2023	2024	2025	5-Year Average 2021-2025	10 - Year Average 2016-2025
Accident Count	42	54	51	44	48
Accident Rate	1.16	1.42	1.32	1.27	1.31
Jet Accidents	33	42	36	31	33
Turboprop Accidents	9	12	15	13	15
Fatal Accidents	1	7	8	6	7
Fatalities on-Board	72	244	394	198	208
Fatality Risk	0.03	0.06	0.17	0.12	0.12
IATA Members	26	30	21	20	20
IOSA Carriers	27	31	30	24	26
Sectors – in millions	36.1	37.9	38.7	34.5	36.9

Source: IATA Safety Report – FY 2025

All Accident Rates

All accidents per million sectors

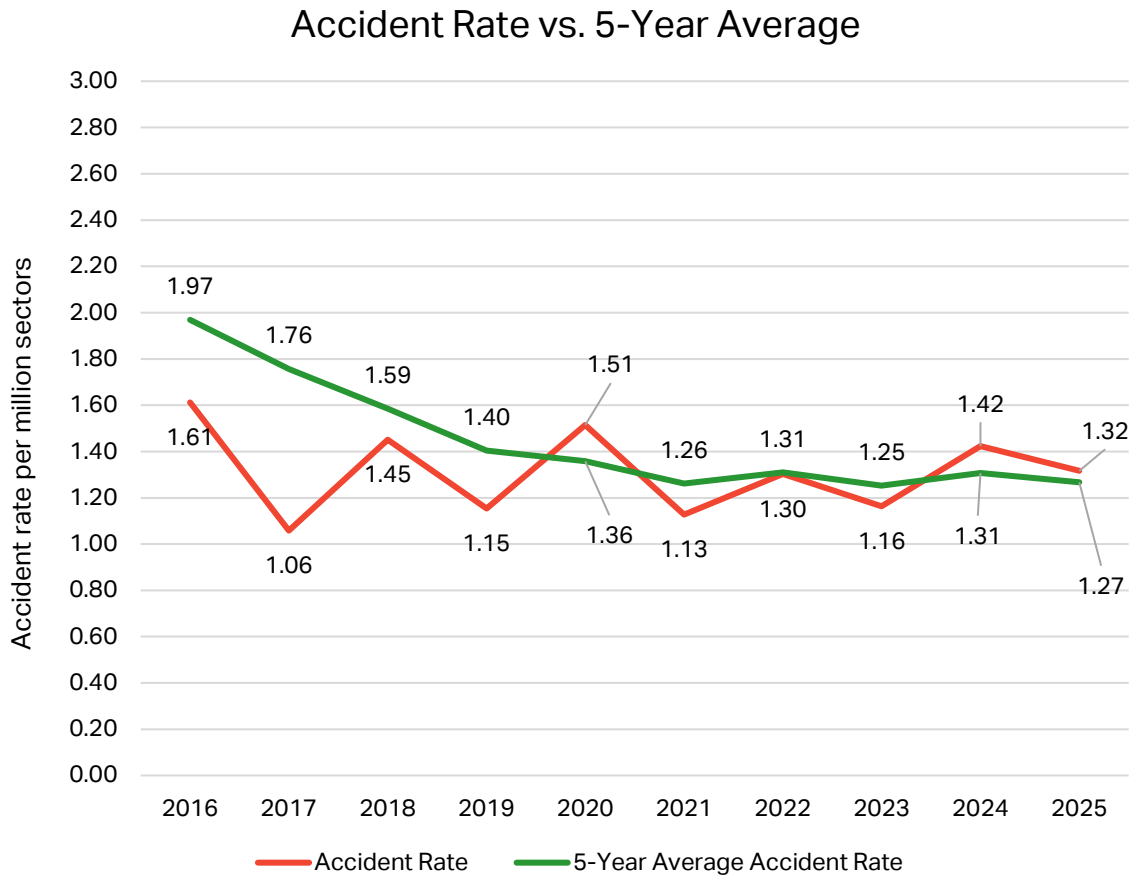


- A total of 51 accidents were recorded in 2025, compared with 54 in 2024.
- The accident rate went from 1.42 in 2024 down to 1.32 accidents per million sectors in 2025.
- The IOSA accident rate improved from 1.09 in 2024 to 0.98 accidents per million sectors.
- In 2025, IOSA-registered carriers recorded a significantly lower accident rate than non-IOSA carriers (0.98 vs. 2.55 accidents per million sectors).
- IOSA-registered operations represent approximately 3.7 times more sectors than non-IOSA operators.

Source: IATA Safety Report – FY 2025

Longer Term View

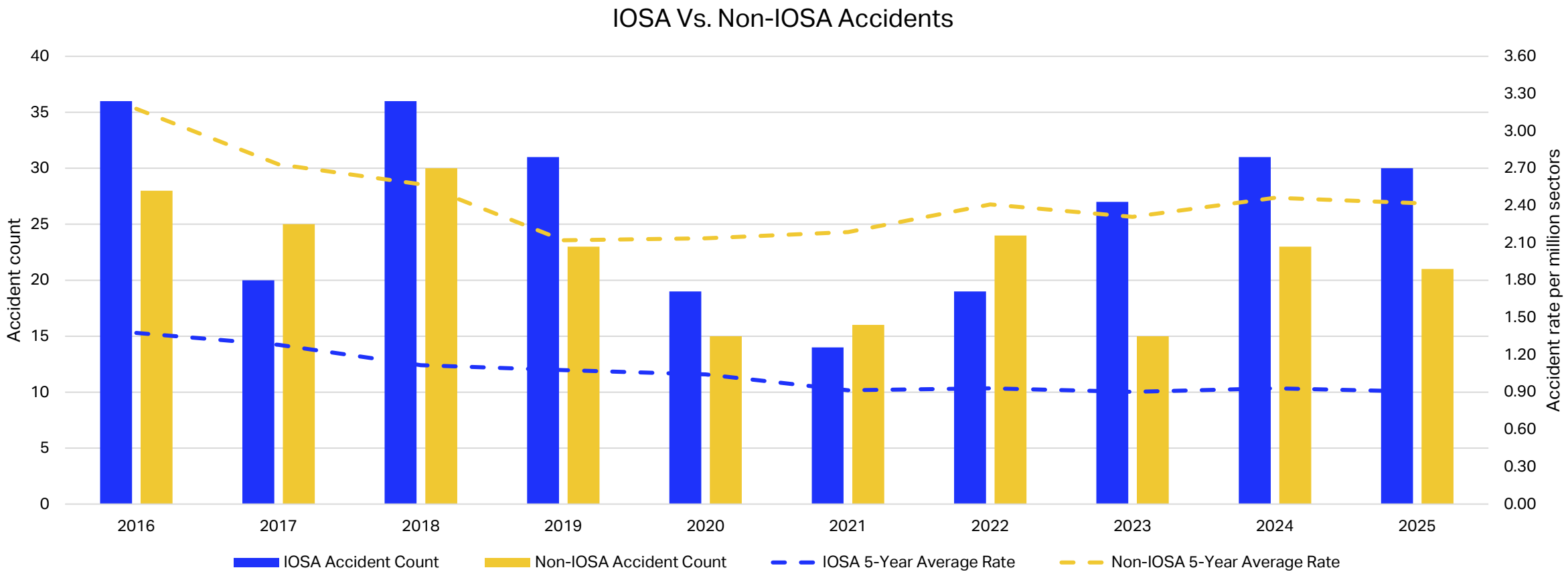
All accidents per million sectors



- Commercial aviation remains one of the safest modes of public transportation.
- This is evidenced by a long-term trend showing a significant reduction in accident rates, from 1.61 accidents per million sectors in 2016 down to 1.32 accidents per million sectors in 2025.
- The aviation industry uses a 5-year rolling accident average accident rate to monitor the safety performance.
  - For 2021–2025, the rolling average stands at 1.27 accidents per million sectors, an improvement from the previous five-year average of 1.31.

Source: IATA Safety Report – FY 2025

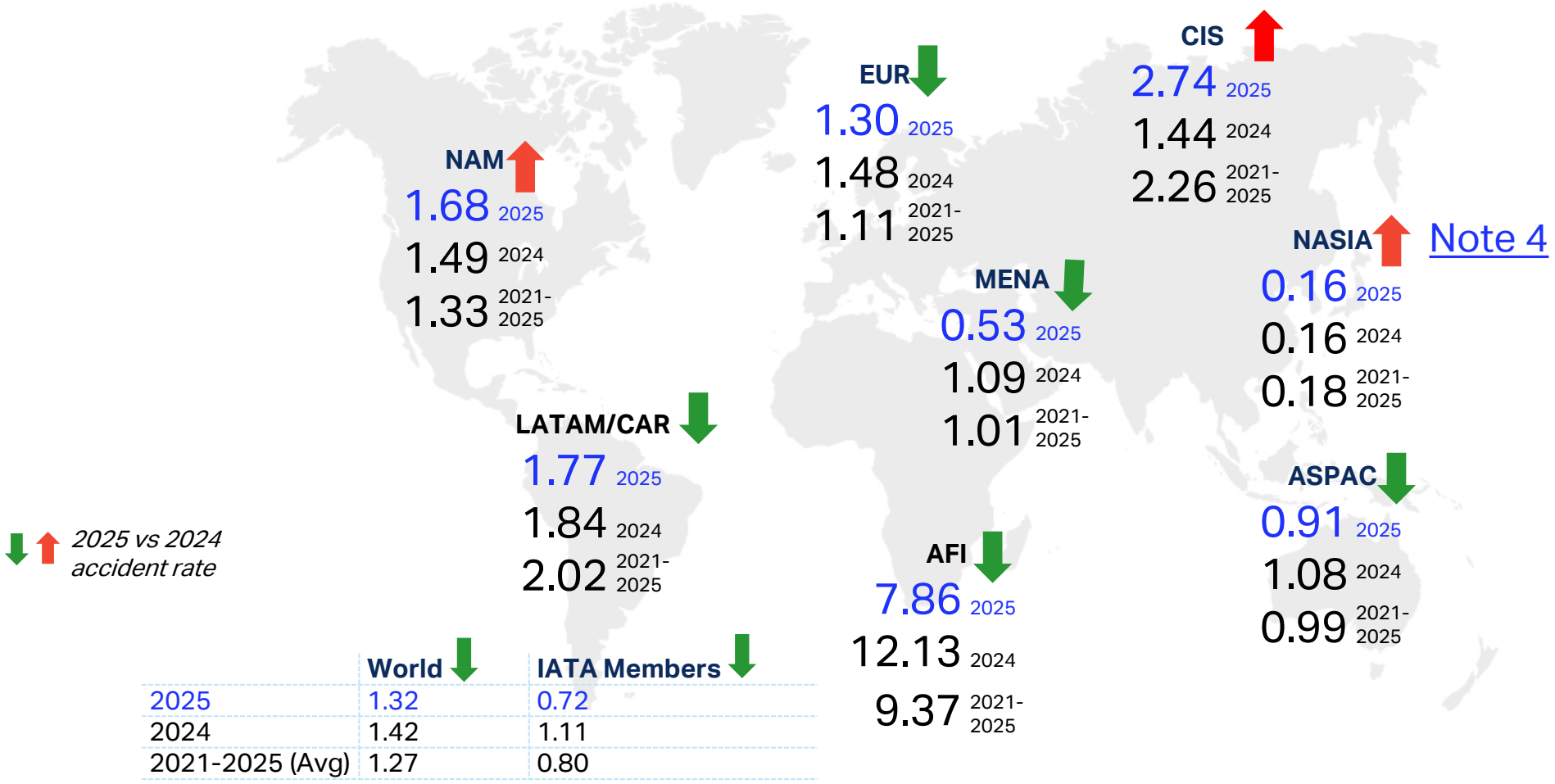
IOSA Vs. Non-IOSA Accident Rates-
5-Years Rolling Average Accident Rate



Source: IATA Safety Report – FY 2025

All Accident Rate per Region of Operator

5 Regions saw an improvement in the accident rate per million sectors



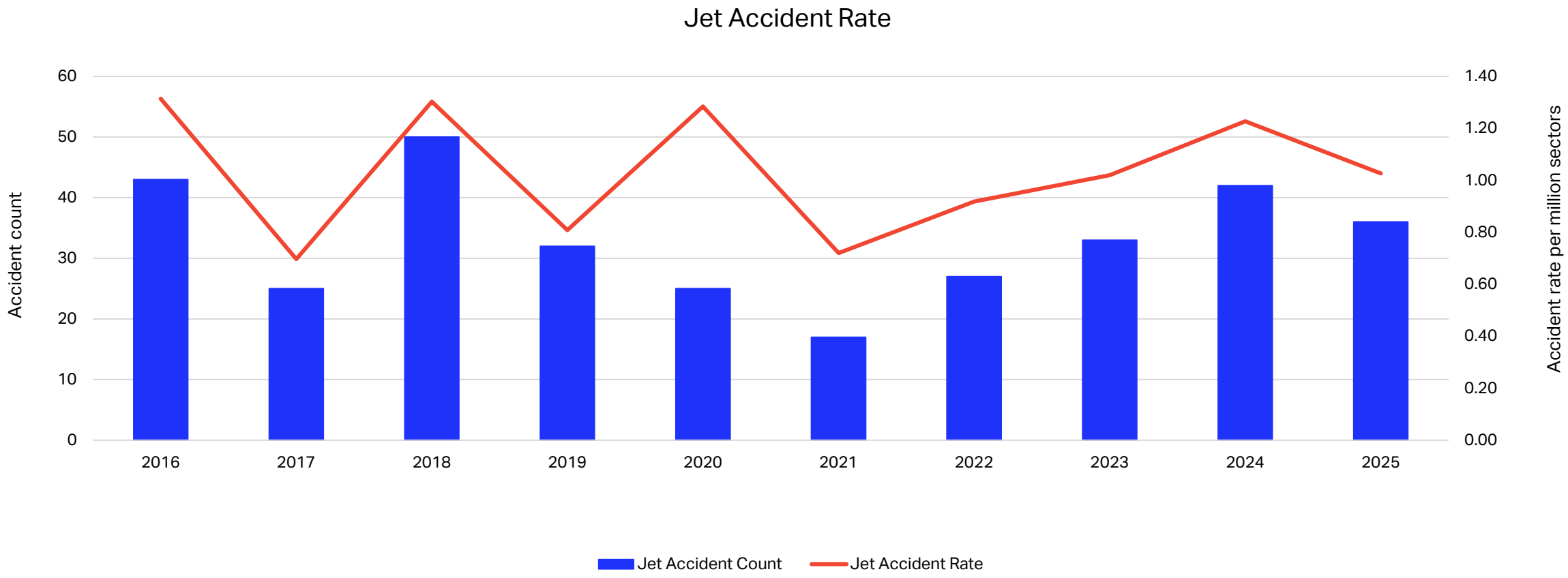
	World	IATA Members
2025	1.32	0.72
2024	1.42	1.11
2021-2025 (Avg)	1.27	0.80

Source: IATA Safety Report - FY 2025

Jet and Turboprop Accidents

Jet Accident Rate

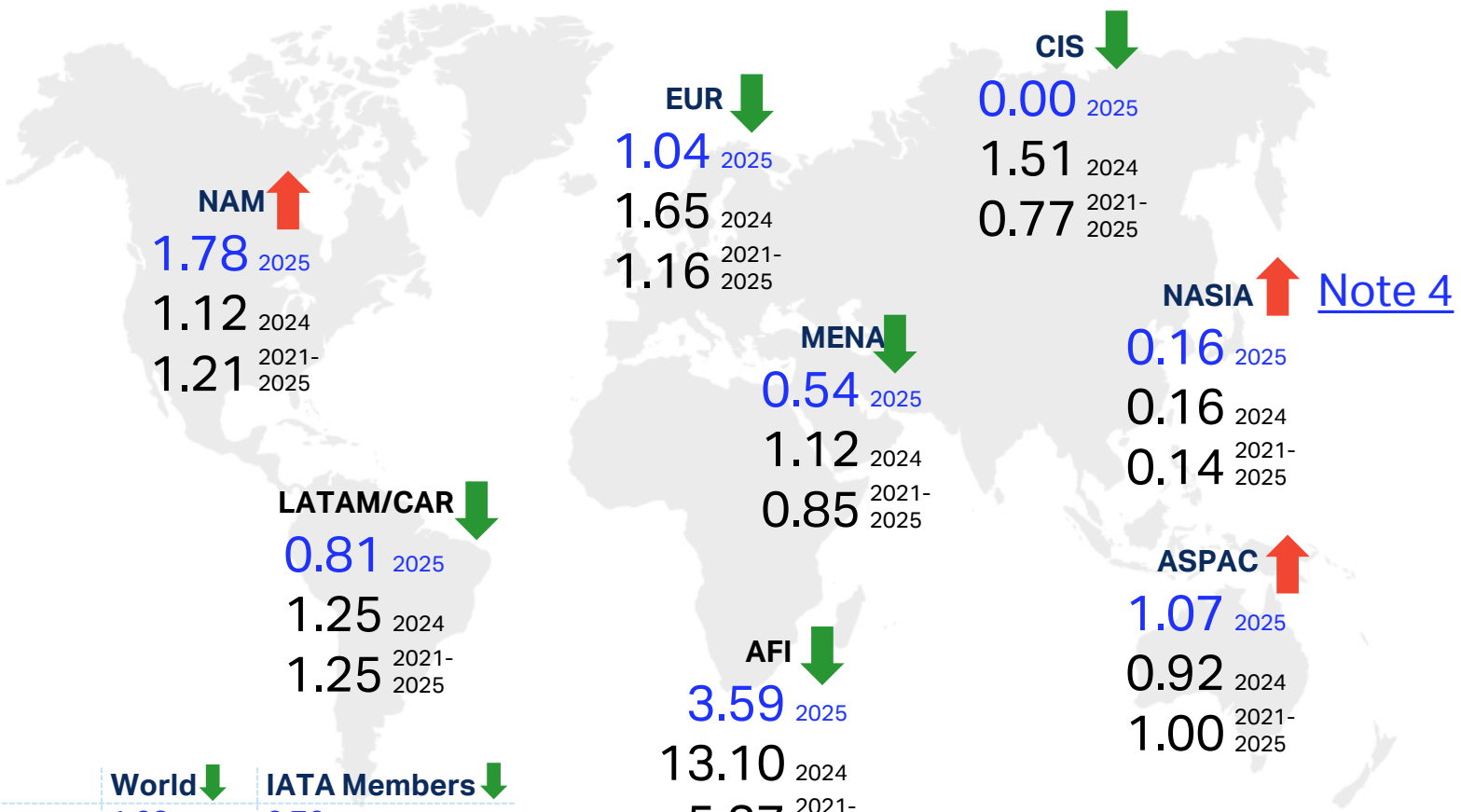
All Accidents per million sectors



Source: IATA Safety Report – FY 2025

Jet Accident Rate per Region of Operator

Five regions recorded an improvement in the jet accident rate



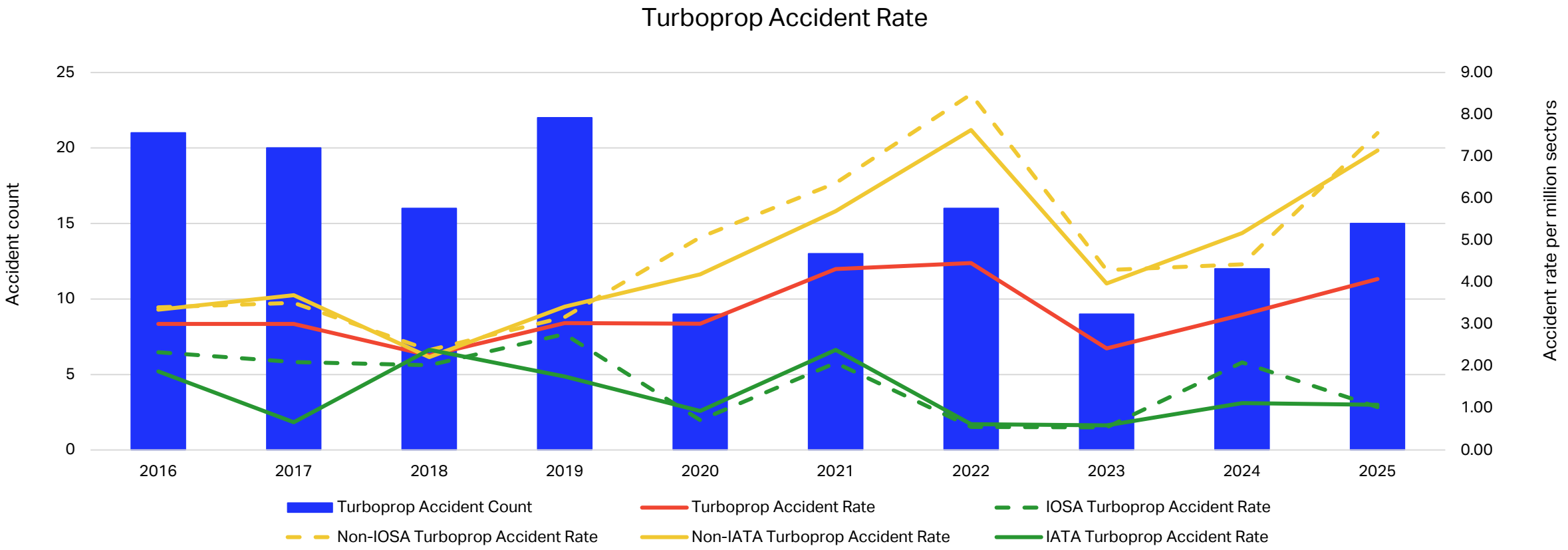
Note 4

2025 vs 2024 accident rate

	World	IATA Members
2025	1.03	0.70
2024	1.23	1.11
2021-2025 (Avg)	0.98	0.78

Source: IATA Safety Report - FY 2025

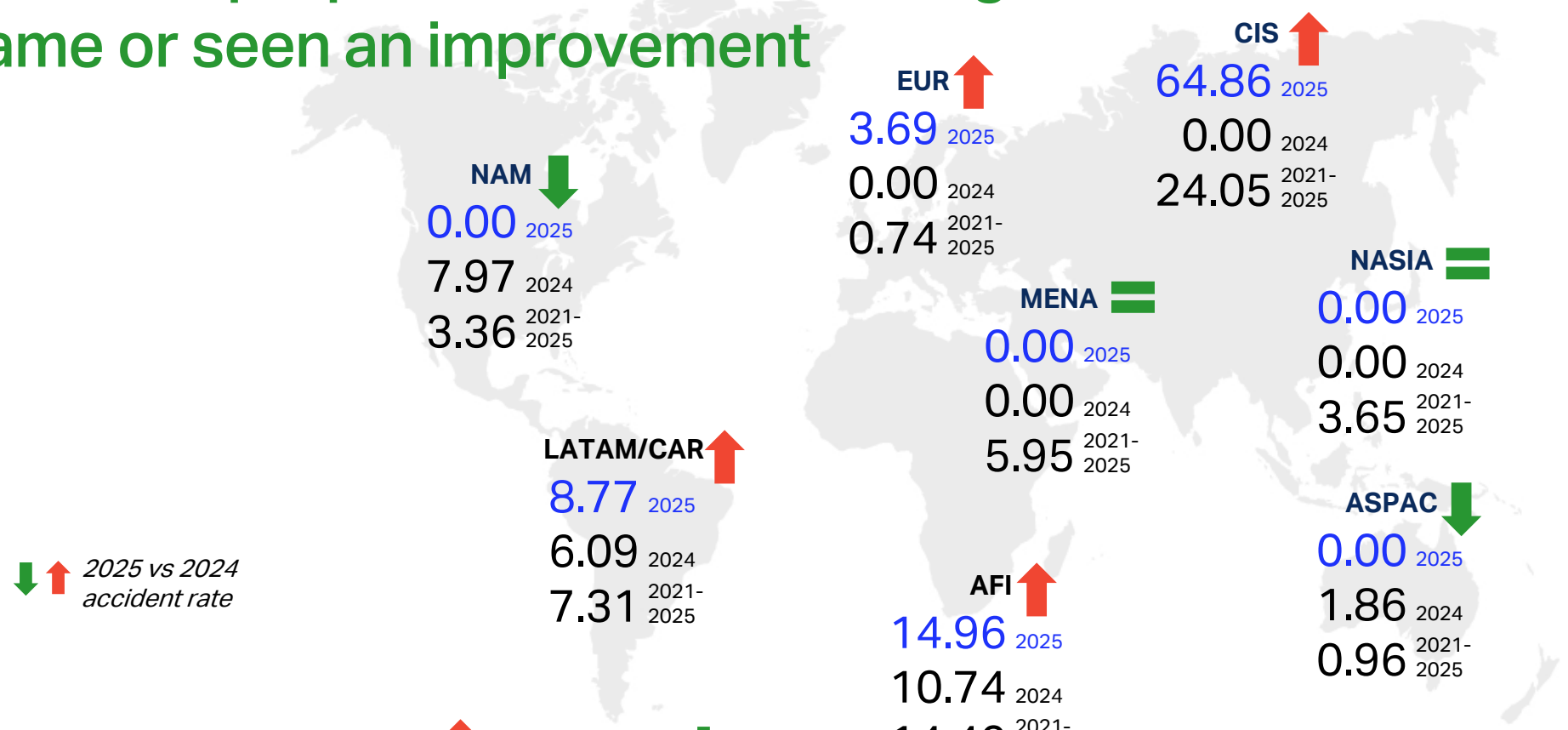
Turboprop Accident Rate
All Accidents per million sectors



Source: IATA Safety Report – FY 2025

Turboprop Accident per Region of Operator

The turboprop accident rate for 4 regions had either remained the same or seen an improvement



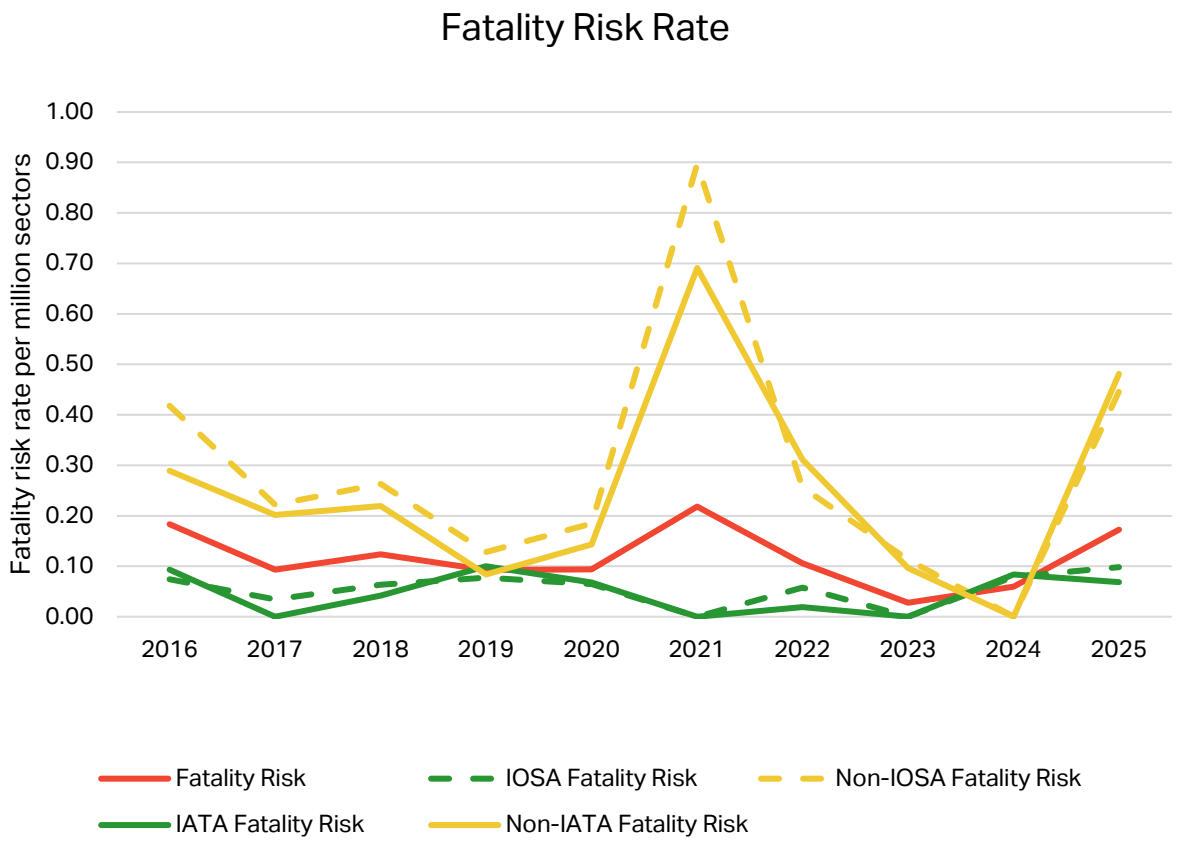
2025 vs 2024 accident rate

	World	IATA Members
2025	4.08	1.08
2024	3.22	1.12
2021-2025 (Avg)	3.70	1.16

Source: IATA Safety Report - FY 2025

Fatality Risk

Fatality Risk Rate per million sectors

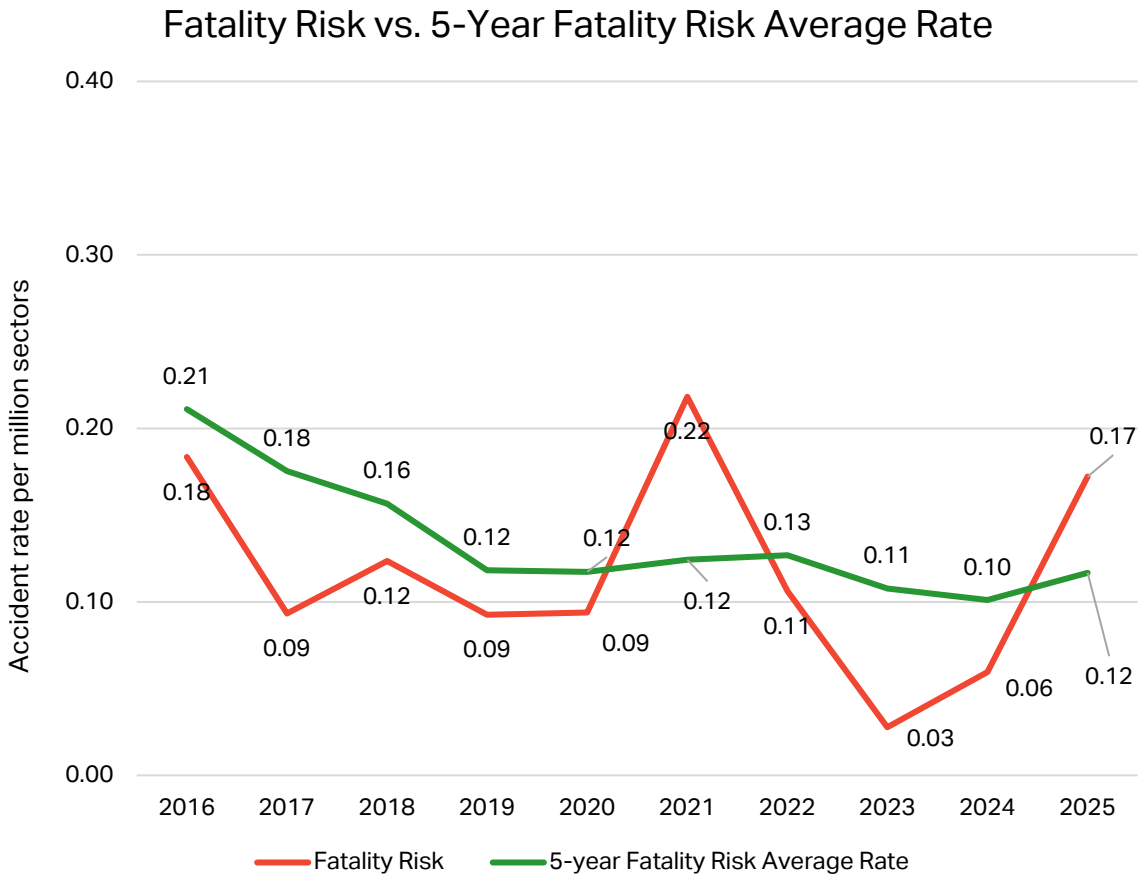


- The fatality risk rate per million sectors increased from 0.06 in 2024 to 0.17 in 2025.
- Non-IATA and non-IOSA operators experienced a significant increase in fatality risk, rising from 0.00 to 0.48 and 0.45, respectively.
- 8 fatal accident in 2025, resulting in a total number of 429 onboard and other fatalities.
  - Note: 394 onboard fatalities were used in calculating the fatality risk rate.
  - 35 other fatalities occured on the ground or occupants of other aircraft, e.g. helicopter in DC (refer to Note 1)
- 2025 marked the highest fatality count in a seven-year period.
- Two accidents accounted for more than half of the fatalities this year.
  - The aircraft that collided mid-air with a helicopter on accident on January 29, causing 64 onboard fatalities plus 3 other fatalities.
  - The Ahmedabad, India on June 12, claiming 241 onboard fatalities plus 19 other fatalities.

Source: IATA Safety Report – FY 2025

Fatality Risk Vs. 5- Year Rolling Average

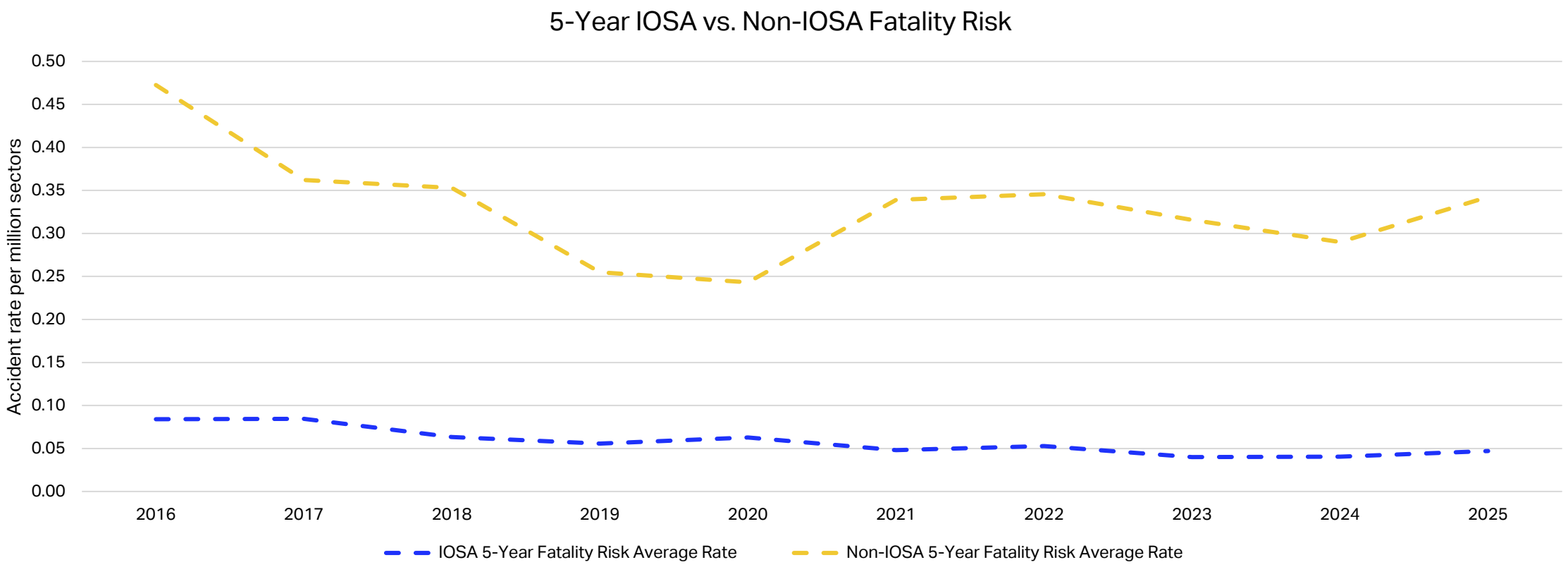
- The fatality risk rate per million sectors increased from 0.06 in 2024 to 0.17 in 2025.
- In 2025, the fatality risk rate reached 0.17 per million sectors, surpassing the 0.22 recorded in 2021.
- The increase in the 2025 fatality risk rate is primarily driven by several high-profile accidents including the two accidents mentioned in the previous slide as well as the cargo flight on takeoff at Louisville, Kentucky; the aircraft that lost height after takeoff and impacted sea; the CFIT aircraft that flew into the ground about 15 km short of the runway and caught fire.



Source: IATA Safety Report - FY 2025

IOSA Vs. Non-IOSA Fatality Risk Rate (on-board fatalities)

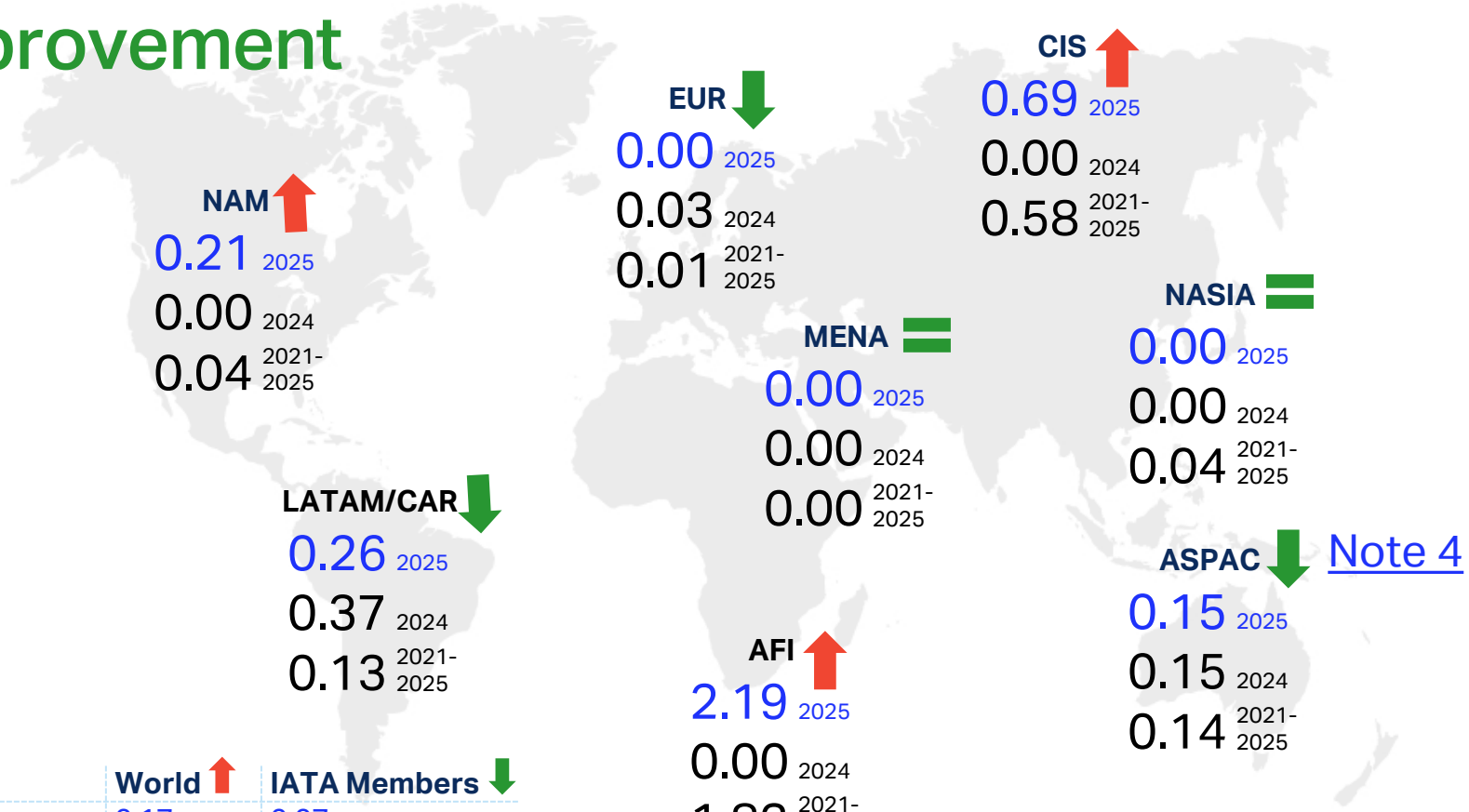
5-Year Rolling Average Fatality Risk Rate



Source: IATA Safety Report – FY 2025

Fatality Risk Rate per Region of Operator

The Fatality Risk Rate for 5 regions had either remained the same or seen an improvement



2025 vs 2024 accident rate

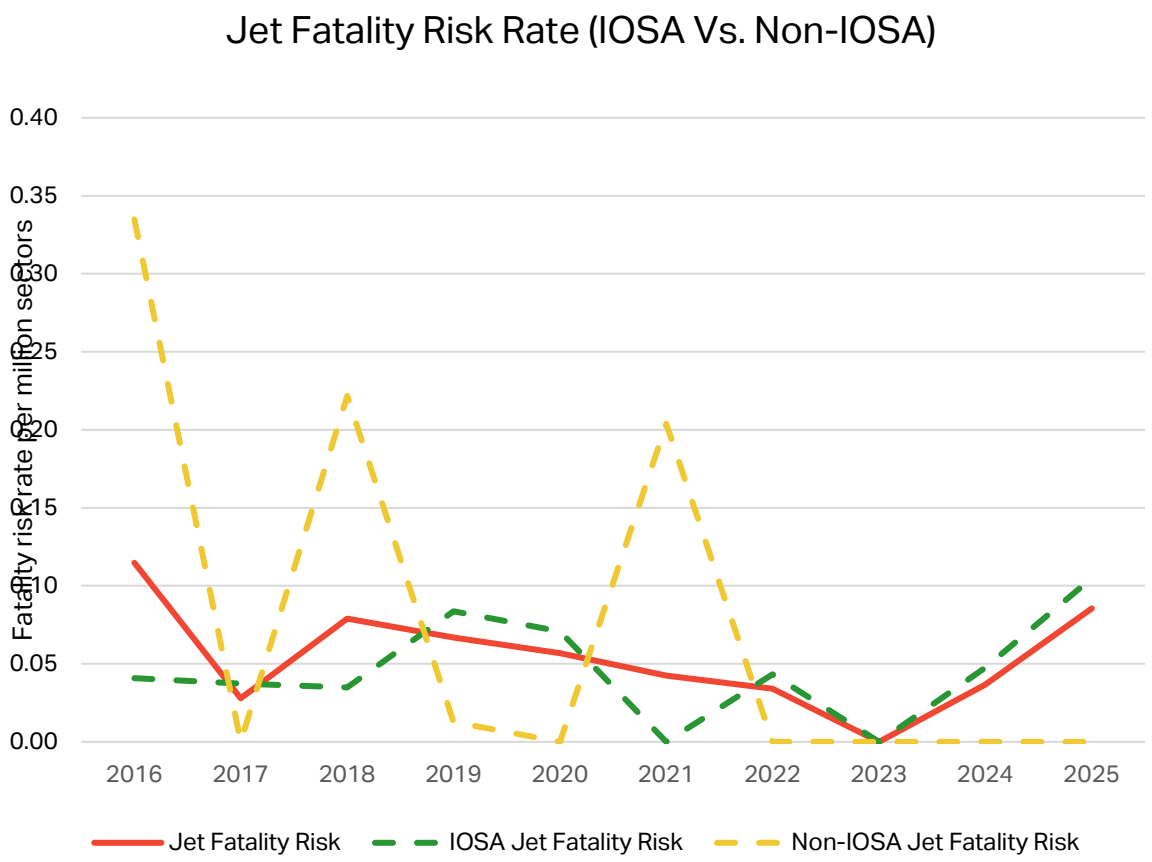
Note 4

	World	IATA Members
2025	0.17	0.07
2024	0.06	0.08
2021-2025 (Avg)	0.12	0.03

Source: IATA Safety Report - FY 2025

Jet Fatality Risk

IOSA Vs. Non-IOSA Fatality Risk Rate



- This chart presents a comparison of IOSA and Non-IOSA fatality risk, based solely on onboard fatalities for operations conducted with jet aircraft.
- While some Non-IOSA carriers operate jet aircraft, their operations are predominantly conducted using smaller turboprop fleets.
  - These observations is supported by the data shown on Slide 23.

Source: IATA Safety Report - 2025

Jet Fatality Risk per Region of Operator

All Regions had Zero Fatality Risk, except for two Regions

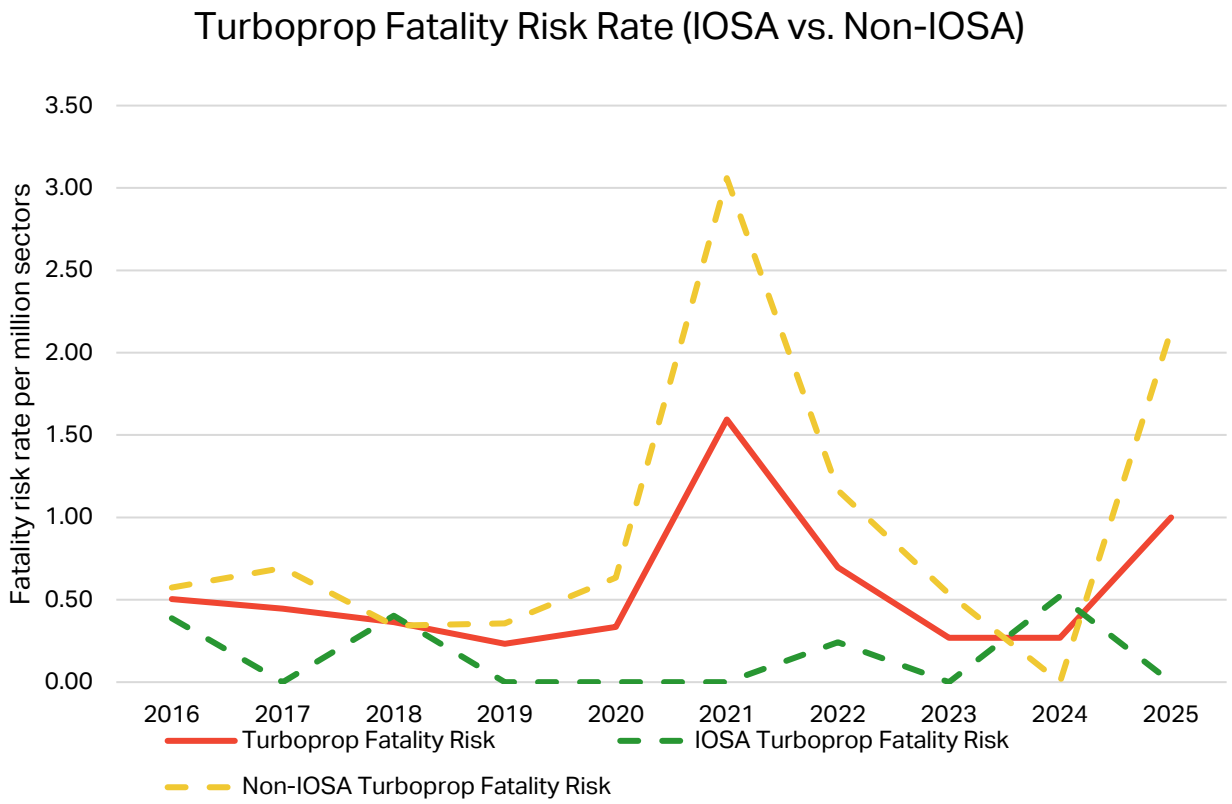
2025 vs 2024 accident rate

	World	IATA Members
2025	0.09	0.07
2024	0.04	0.05
2021-2025 (Avg)	0.04	0.02

Source: IATA Safety Report - FY 2025

Turboprop Fatality Risk

IOSA Vs. Non-IOSA Fatality Risk Rate

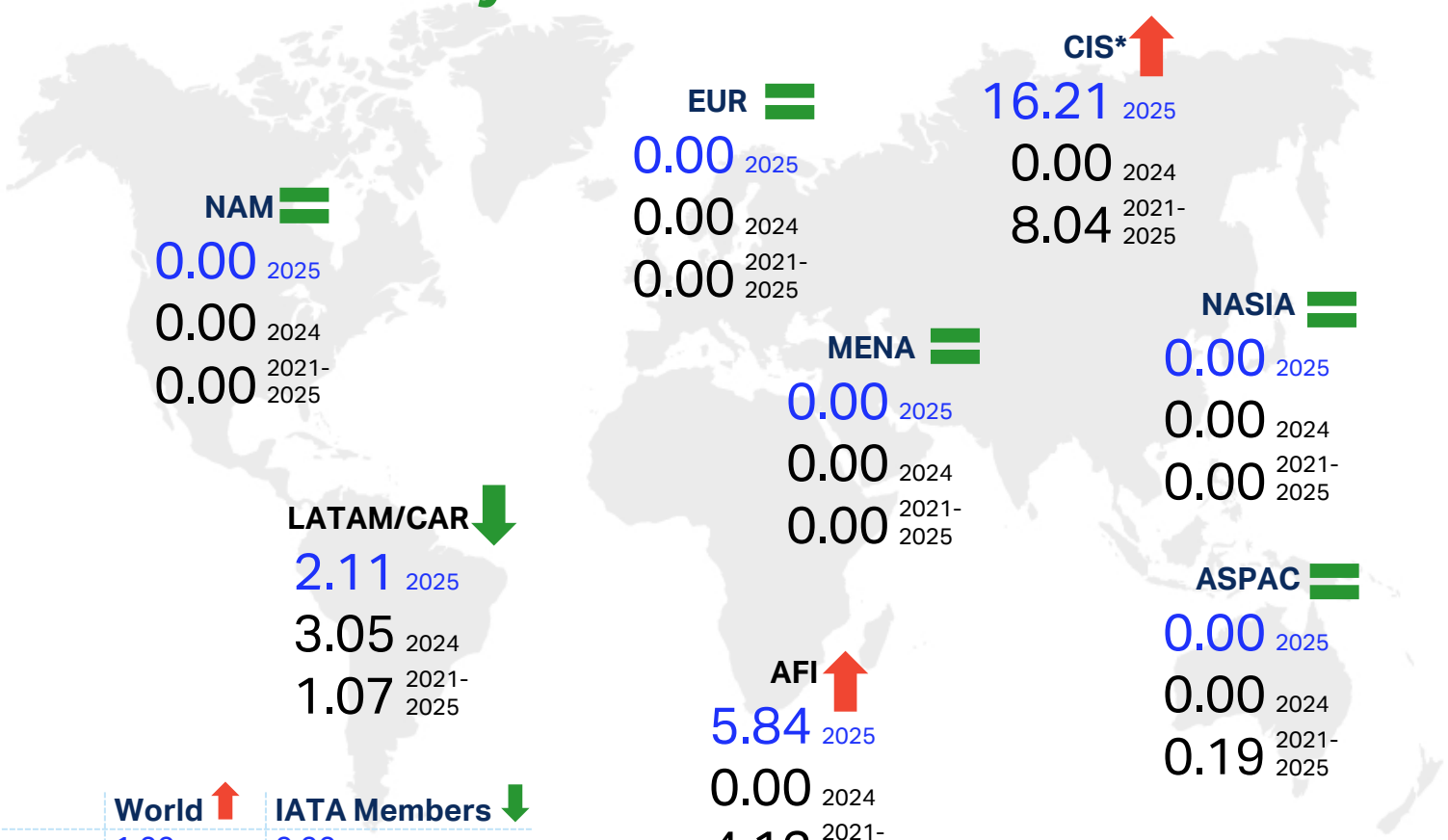


- This chart presents a comparison of IOSA and Non-IOSA fatality risk, based solely on onboard fatalities for operations conducted with turboprop aircraft.
- Operations by Non-IOSA carriers are mainly conducted with turboprop aircraft, while IOSA carriers operate largely on jet aircarft.

Source: IATA Safety Report - 2025

Turboprop Fatality Risk per Region of Operator

5 Regions had Zero Fatality Risk



2025 vs 2024 accident rate

	World	IATA Members
2025	1.00	0.00
2024	0.27	0.56
2021-2025 (Avg)	0.77	0.17

Source: IATA Safety Report - FY 2025

Accident Categories Overview

Accident Categories – Other End State

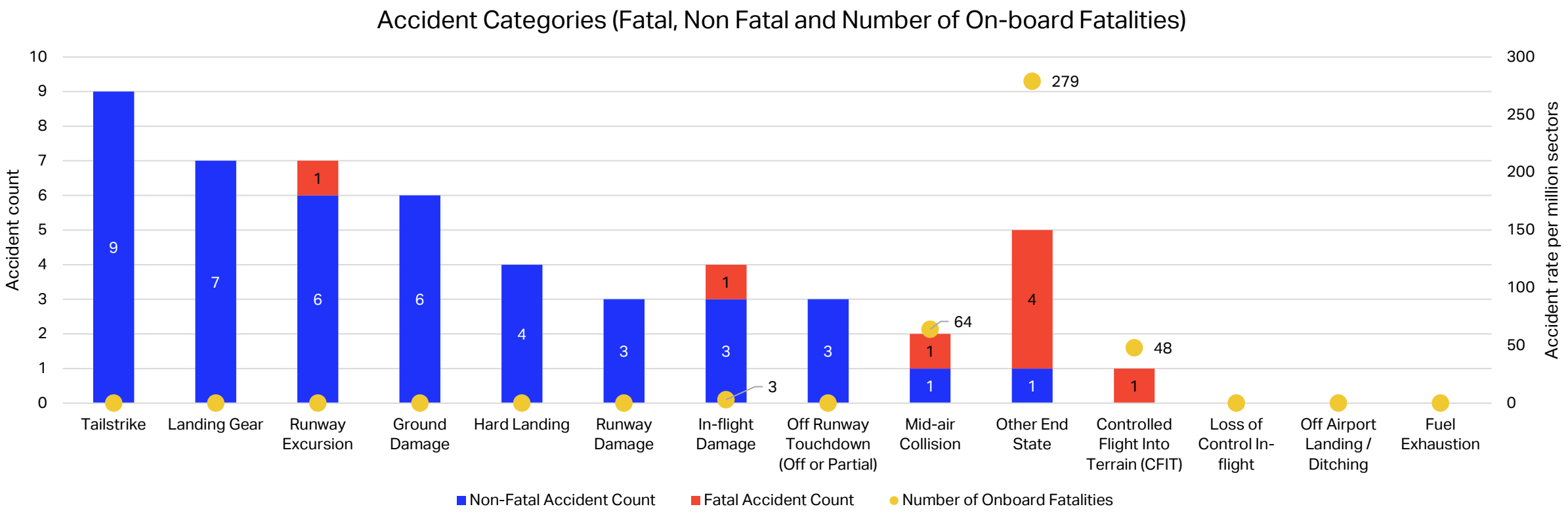
For the definition of each of the End State categories, please refer to the appendices for the IATA Annual Safety Report

Other End State:

- Broad category used when an accident cannot be classified under standard end-state definitions but still involves significant damage or loss.
- Increasing number of cases placed here due to insufficient, missing or incomplete final investigation reports.
- Most prominent in older events where many investigations remain without final reports.
- This trend reinforces the urgent need for full compliance with Annex 13 reporting requirements and timely submission of complete, accurate investigation reports of interim statements.

Source: IATA Safety Report – FY 2025

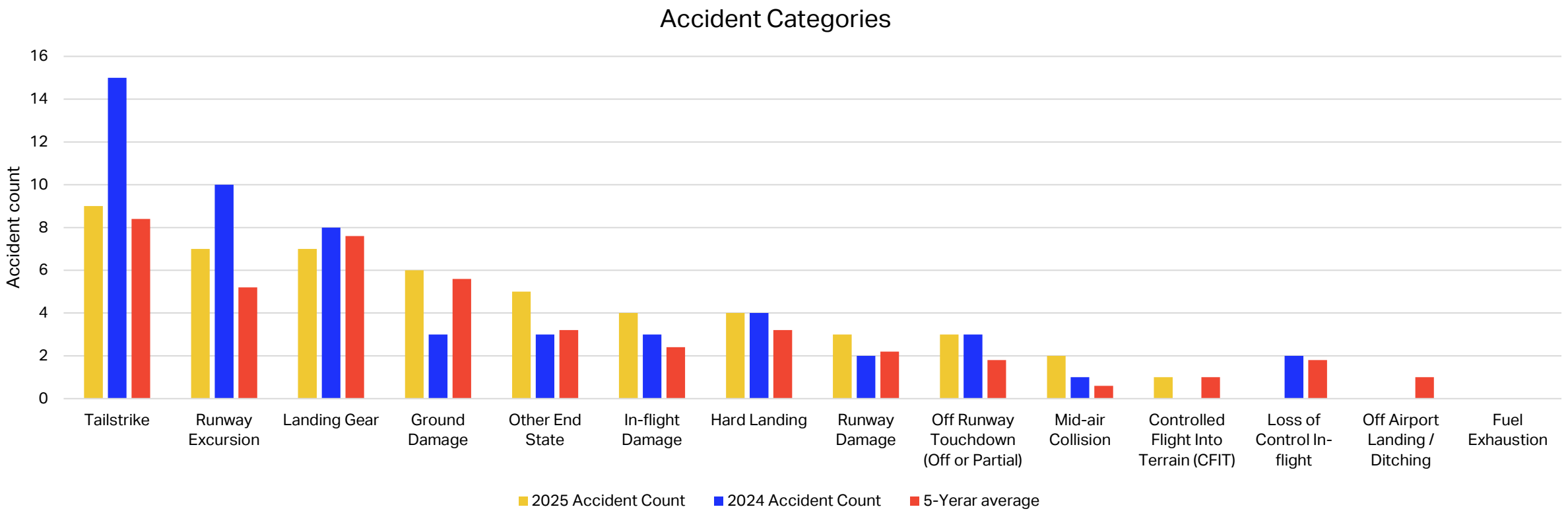
Industry Accident Fatal and Non-Fatal and Fatalities per Accident Category (2025)



*** 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 . Other End State is used when there is no damage to the aircraft, but has a fatality

Source: IATA Safety Report – FY 2025

Industry Accident Count per Accident Category
2025 Vs. 2024 & 5-year average (2021-2025)

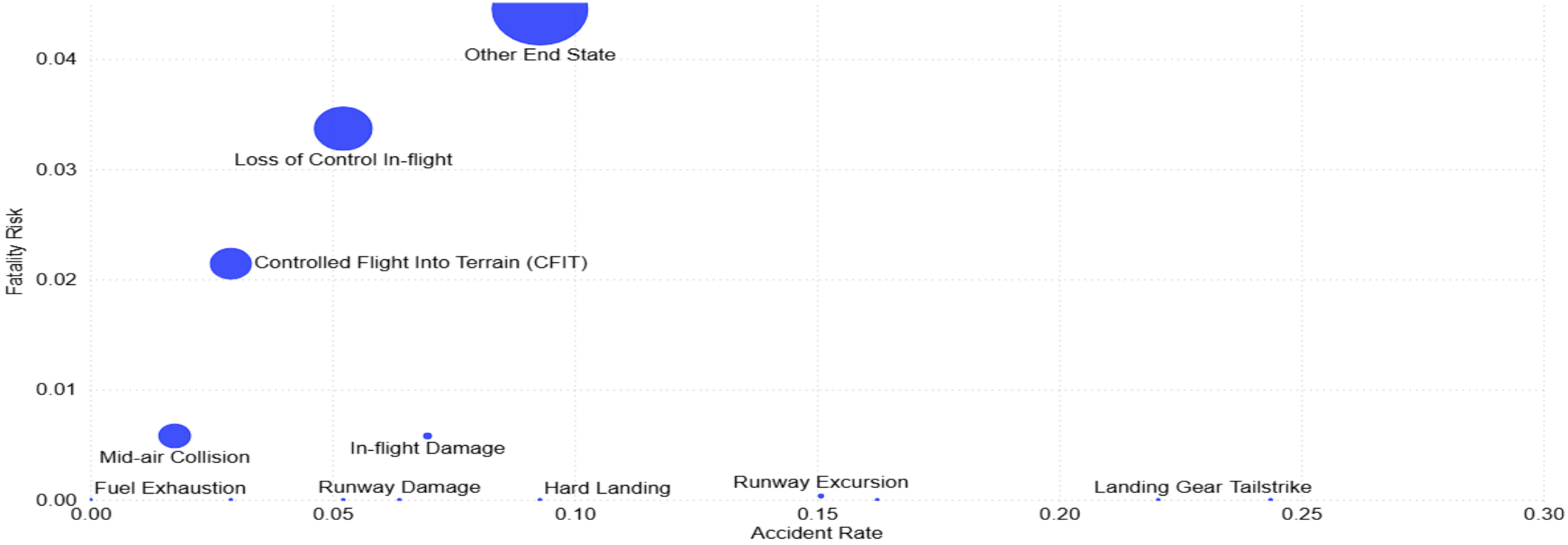


*** Other End State:** is when the information available at the ACTF meeting was not enough to determine the accident end state. For example: The aircraft is missing; the investigation is still ongoing and the ACTF is unable to assign an end state classification; and the aircraft crashed but no report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

Source: IATA Safety Report – FY 2025

Fatality Risk by Accident Category – 2021-2025

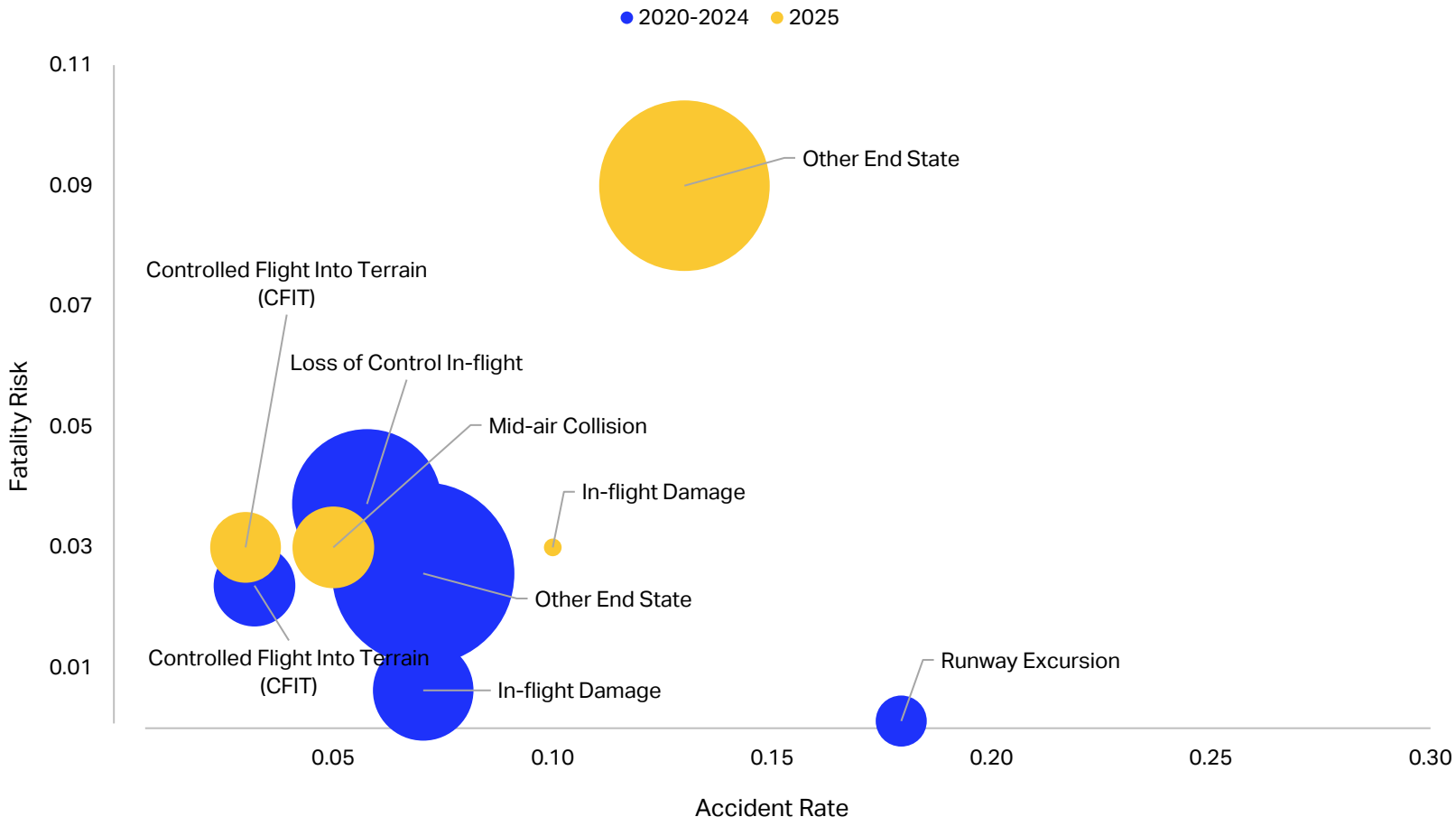
Any Other End State had the highest number of fatalities during this period



Source: IATA Safety Report – FY 2025

Onboard Fatality Risk (2020-2024 Vs. 2025)

Other End State has the highest number of fatalities



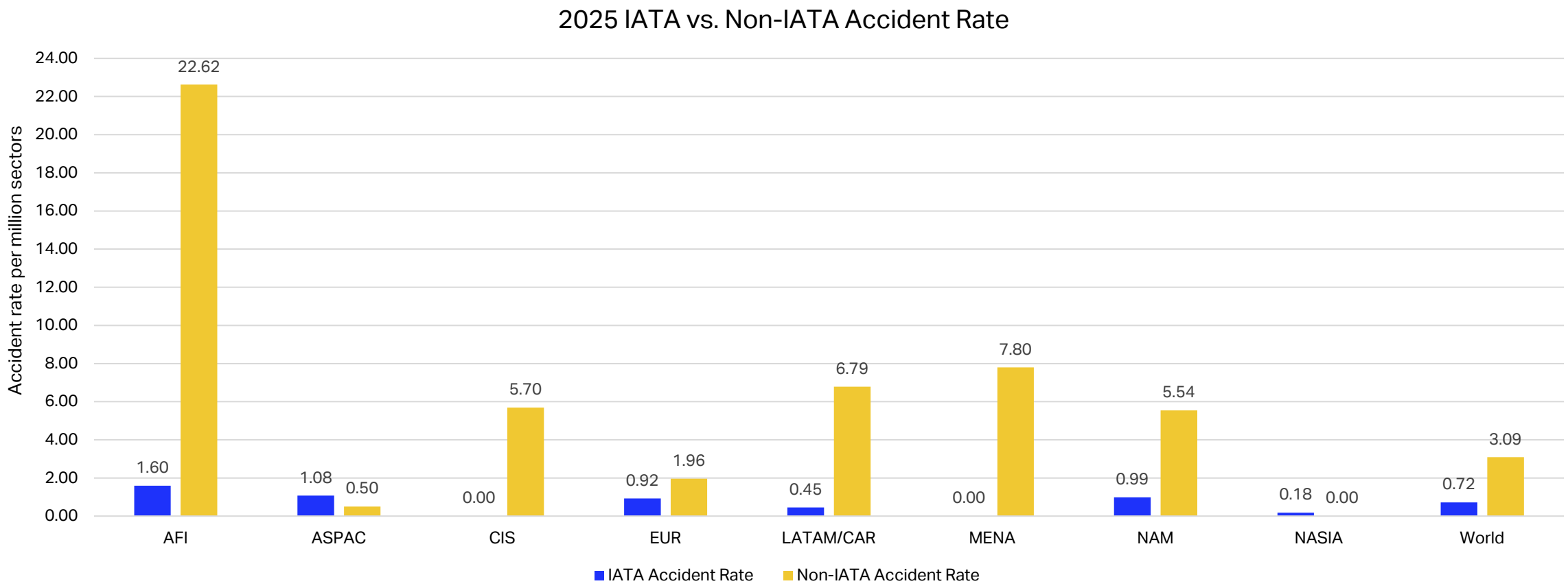
- This chart illustrates the End State with onboard fatalities only.
- The size of the bubble presents the total number of onboard fatalities.

Source: IATA Safety Report – FY 2025

IATA / IOSA Accidents

Accident Rate for IATA Vs. Non-IATA

2025

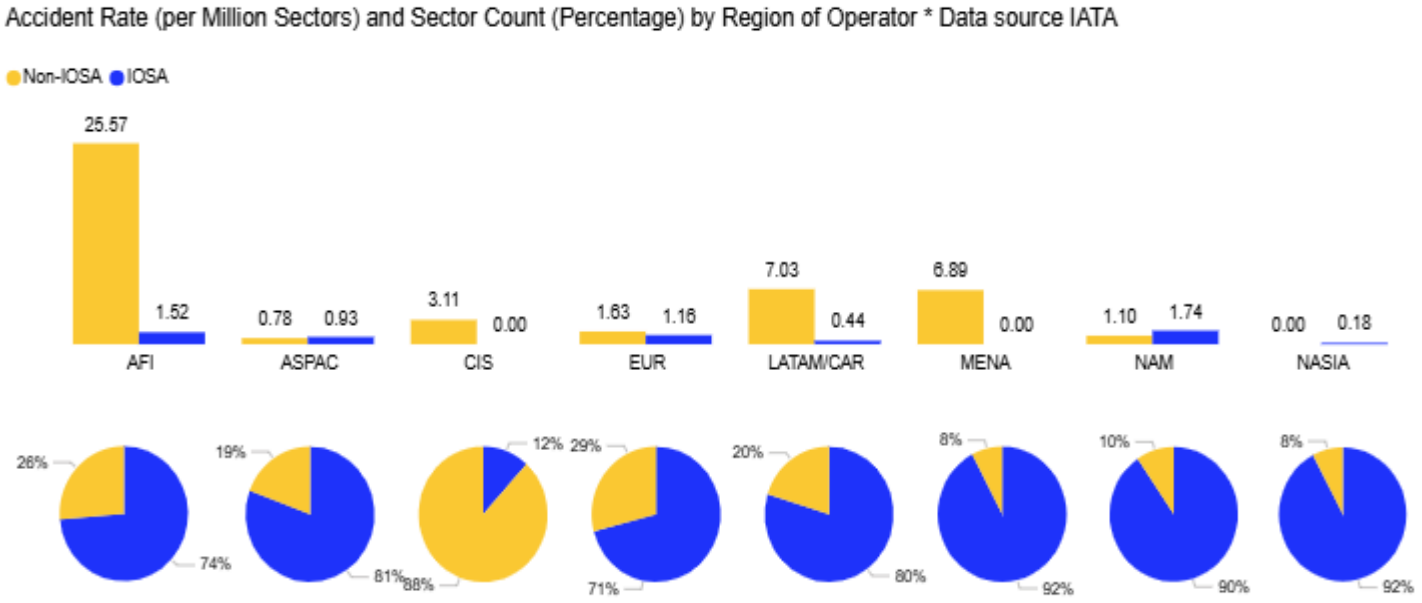


Source: IATA Safety Report – FY 2025

Accident Rate for IOSA Vs. Non-IOSA

Regional - 2025

2025 IOSA versus Non-IOSA Accident Rates



Percentage of IOSA vs. Non-IOSA Sectors

In 2025, the accident rate per million sectors for

- IOSA Carriers were at 0.98
- Non-IOSA Carriers were at 2.55

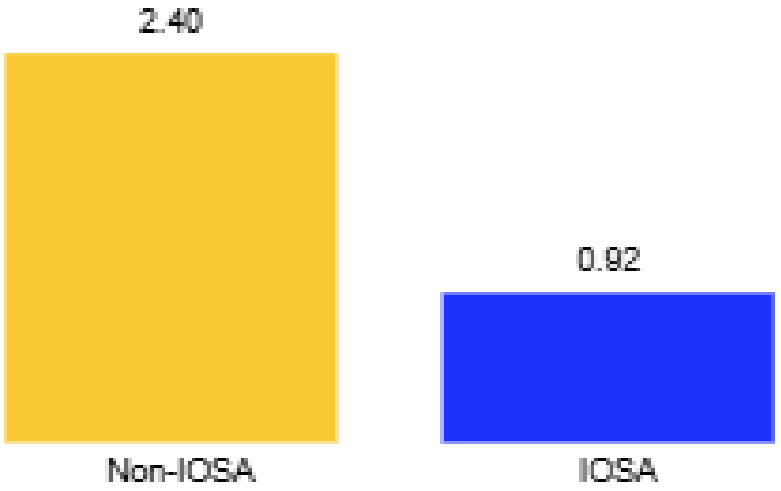
- As of January 2026, there are 450 IOSA carriers, of which some 344 airlines are IATA members
  - IOSA sectors account for approximately 80% of the global commercial aviation operations represented in our dataset.

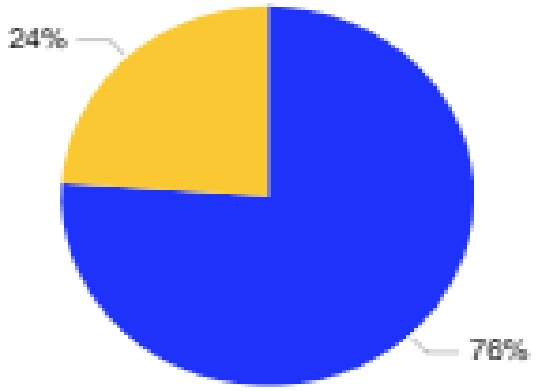
Source: IATA Safety Report - 2025

Accident Rate for IOSA Vs. Non-IOSA

Global - Five Years (2021-2025)

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



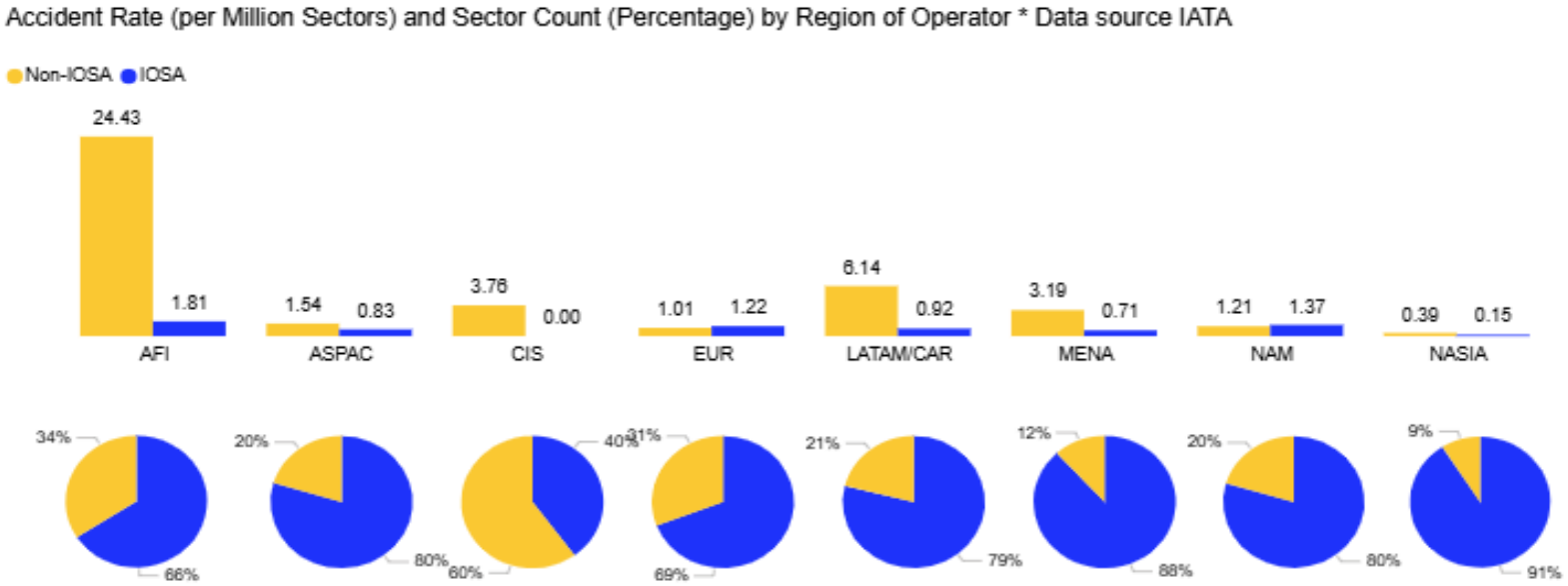


Source: IATA Safety Report – FY 2025

Accident Rate for IOSA Vs. Non-IOSA

Regional - Five Years (2021-2025)

IOSA versus Non-IOSA Accident Rates



Percentage of IOSA vs. Non-IOSA Sectors

- Industry Accident Rate for IOSA Carriers reported in the last five years (2021-2025) is 0.92.
- Industry Accident Rate for Non-IOSA Carriers reported in the last five years (2021-2025) is 2.40.

Source: IATA Safety Report - 2025

List of 2025 Accidents

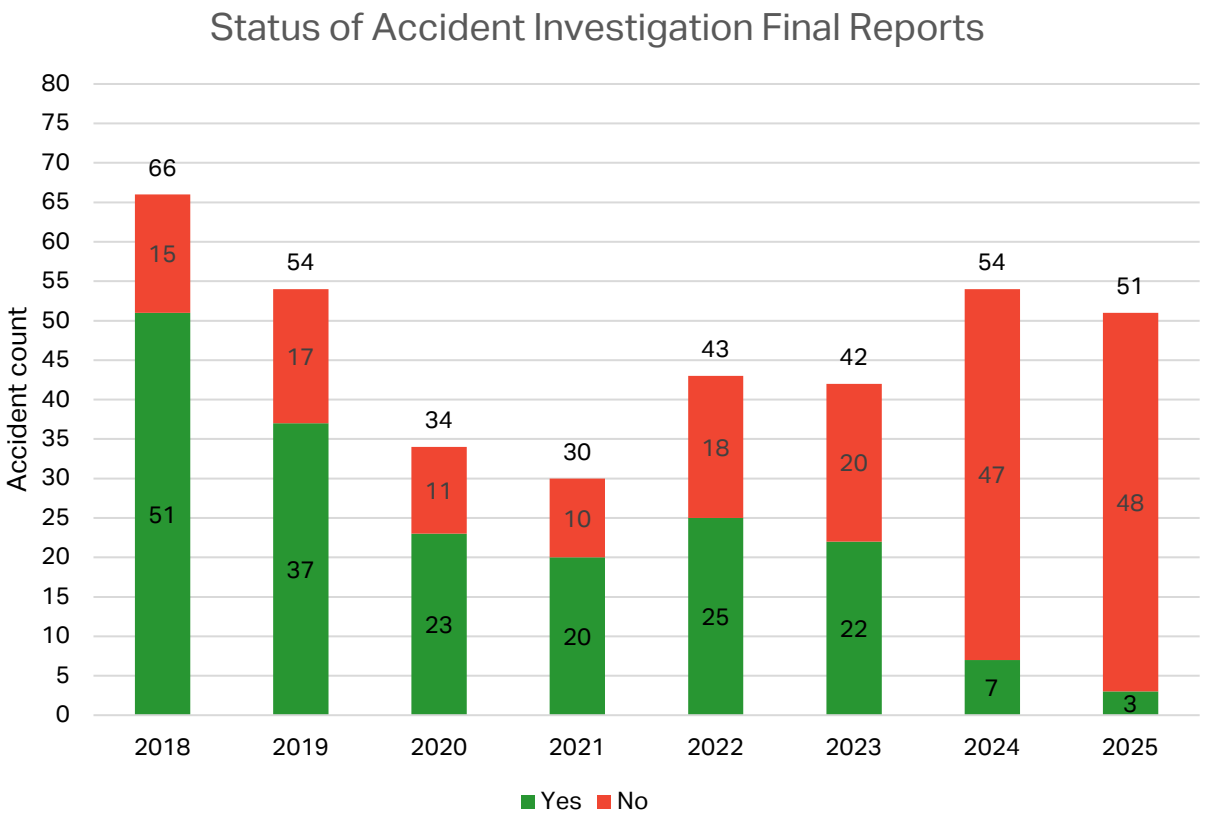
List of 2025 Accidents

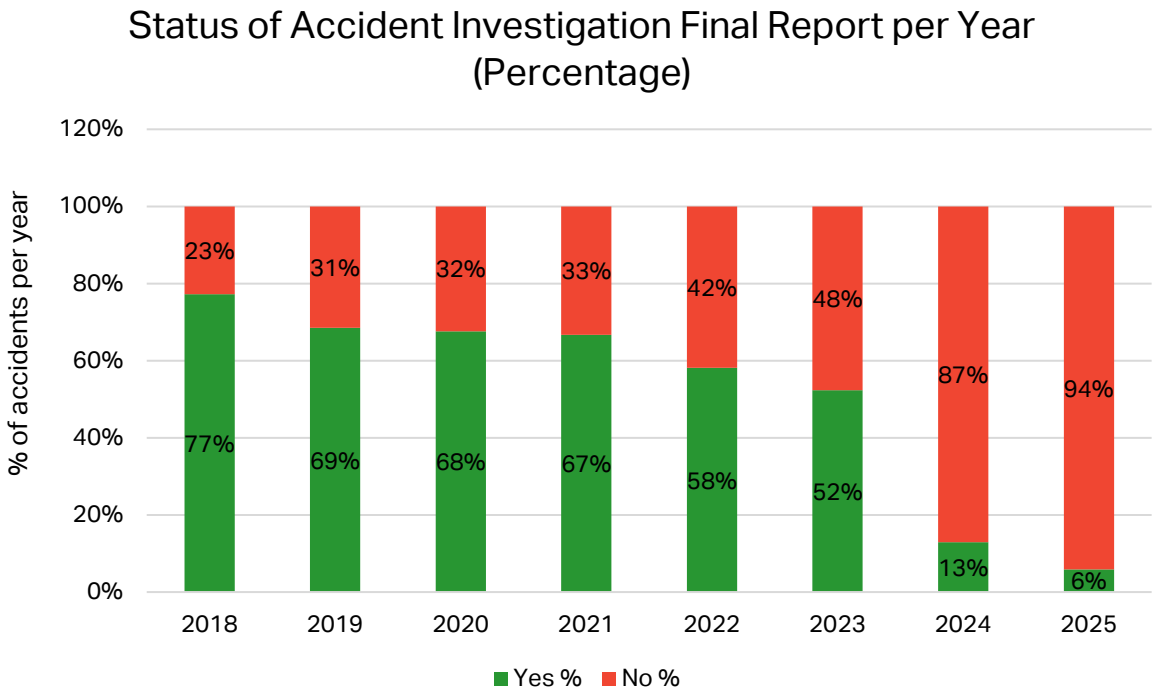
Accident Date	Operator Name	Aircraft Model	Engine Type	End State
December 13, 2025	Aer Lingus Limited	Airbus A321neo/LR/XLR Passenger	Jet	Hard Landing
December 12, 2025	AEROSUCRE S.A.	Boeing 727-200 Freighter	Jet	Landing Gear
November 26, 2025	Cathay Pacific Airways Ltd	Airbus A350-1000	Jet	Tailstrike
November 17, 2025	AIRJET EXPLORACAO AEREA DE CARGA, PASSAGEIROS E CORREIOS, LDA	Embraer RJ145	Jet	Off Runway Touchdown (Off or Partial)
November 4, 2025	UPS Airlines	Boeing (Douglas) MD-11 Freighter	Jet	In-flight Damage
October 23, 2025	CONSTANTA	Antonov An-26	Turboprop	Off Runway Touchdown (Off or Partial)
October 20, 2025	Act Hava Yollari Anonim Sirketi	Boeing 747-400 Freighter	Jet	Runway Excursion
October 16, 2025	United Airlines Inc	Boeing 737 MAX 8 Passenger / BBJ MAX 8/ MAX 200	Jet	Mid-air Collision
October 12, 2025	European Air Transport Leipzig GmbH	Airbus A300-600 Freighter	Jet	Tailstrike
October 1, 2025	Endeavor Air	Canadair (Bombardier) Regional Jet 900 and Challenger 890	Jet	Ground Damage
September 11, 2025	Wizz Air UK	Airbus A321neo/LR/XLR Passenger	Jet	Tailstrike
September 7, 2025	WestJet	Boeing 737-800 Passenger (Scimitar Winglets)	Jet	Landing Gear
August 16, 2025	Nordic Regional Airlines Oy	ATR 72 Passenger	Turboprop	Ground Damage
August 16, 2025	Interglobe Aviation Ltd. dba IndiGo	Airbus A321neo/LR/XLR Passenger	Jet	Tailstrike
August 14, 2025	Air Canada Rouge LP	Airbus A319 Passenger	Jet	Off Runway Touchdown (Off or Partial)
August 13, 2025	UPS Airlines	Boeing 747-8F Freighter	Jet	Runway Damage
August 3, 2025	Iberia Lineas Aereas de Espana S.A.	Airbus A321neo/LR/XLR Passenger	Jet	In-flight Damage
July 26, 2025	American Airlines	Boeing 737 MAX 8 Passenger / BBJ MAX 8/ MAX 200	Jet	Landing Gear
July 24, 2025	ANGARA AIRLINES JSC	Antonov An-24	Turboprop	Controlled Flight Into Terrain (CFIT)
July 24, 2025	easyJet Europe Airline GmbH	Airbus A321neo/LR/XLR Passenger	Jet	Hard Landing
July 18, 2025	Breeze Aviation Group Inc	Airbus A220-300 Passenger	Jet	Ground Damage
July 16, 2025	ETHIOPIAN AIRLINES	De Havilland (Bombardier) DHC-8-400 Dash 8Q Passenger	Turboprop	Runway Excursion
July 14, 2025	Myanmar National Airlines	Boeing 737-800 Passenger/BBJ2 (winglets)	Jet	Landing Gear
July 12, 2025	Frontier Airlines, Inc.	Airbus A320neo Passenger	Jet	Tailstrike
July 7, 2025	FLY PLAY EUROPE LTD	Airbus A321neo/LR/XLR Passenger	Jet	In-flight Damage
July 2, 2025	United Airlines Inc	Boeing 737-900 Passenger/BBJ3 (winglets)	Jet	Tailstrike
June 27, 2025	Vietnam Airlines	Airbus A321 Passenger	Jet	Ground Damage
June 12, 2025	Air India	Boeing 787-8	Jet	Other End State
May 16, 2025	Air Panama	Fokker 50 Passenger	Turboprop	Runway Excursion
May 7, 2025	FLEET AIR INTERNATIONAL LTD	ATR 72 Passenger	Turboprop	Landing Gear
April 15, 2025	Aurigny Air Services Limited	ATR 72 Passenger	Turboprop	Tailstrike
April 15, 2025	Frontier Airlines, Inc.	Airbus A321neo/LR/XLR Passenger	Jet	Hard Landing
April 11, 2025	AIR OCEAN MAROC	Hawker 750/800/800XP/800SP	Jet	Runway Excursion
March 26, 2025	"Atran", LLC	Antonov An-12	Turboprop	Landing Gear
March 22, 2025	Trident Aviation	DHC-5 Buffalo	Turboprop	Other End State
March 17, 2025	LINEA AEREA NACIONAL DE HONDURAS, S.A. DE C.V. (LANHSA)	BAE Systems Jetstream 32	Turboprop	Other End State
March 13, 2025	American Airlines	Boeing 737-800 Passenger/BBJ2 (winglets)	Jet	Other End State
March 8, 2025	Interglobe Aviation Ltd. dba IndiGo	Airbus A321neo/LR/XLR Passenger	Jet	Tailstrike
March 4, 2025	Saeta Peru	BAE Systems Jetstream 32	Turboprop	Runway Excursion
February 17, 2025	Endeavor Air	Canadair (Bombardier) Regional Jet 900 and Challenger 890	Jet	Hard Landing
February 11, 2025	GOL Linhas Aereas S/A	Boeing 737 MAX 8 Passenger / BBJ MAX 8/ MAX 200	Jet	Runway Damage
February 10, 2025	Air Urga	Antonov An-26	Turboprop	Runway Damage
February 5, 2025	TUIfly GmbH	Boeing 737 MAX 8 Passenger / BBJ MAX 8/ MAX 200	Jet	In-flight Damage
January 29, 2025	EAGLE AVIATION (U) LTD	Hawker Beechcraft 1900D Airliner	Turboprop	Other End State
January 29, 2025	PSA Airlines, Inc.	Canadair (Bombardier) Regional Jet 700 and Challenger 870	Jet	Mid-air Collision
January 28, 2025	Max Air Limited	Boeing 737-400 Passenger	Jet	Landing Gear
January 28, 2025	Air Busan Co. Ltd	Airbus A321 Passenger	Jet	Ground Damage
January 21, 2025	Air Kasai	Antonov An-26	Turboprop	Runway Excursion
January 20, 2025	Frontier Airlines, Inc.	Airbus A321 Passenger (sharklets)	Jet	Ground Damage
January 17, 2025	SARAT Flight Logics	Aircraft Industries (LET) 410 Passenger	Turboprop	Runway Excursion
January 9, 2025	UPS Airlines	Boeing 767-300 Freighter (winglets)	Jet	Tailstrike

Source: IATA Safety Report – FY 2025

2018 – 2025
Accident Investigation Final Reports

Status of Accident Investigation Final Reports
2018 – 2025

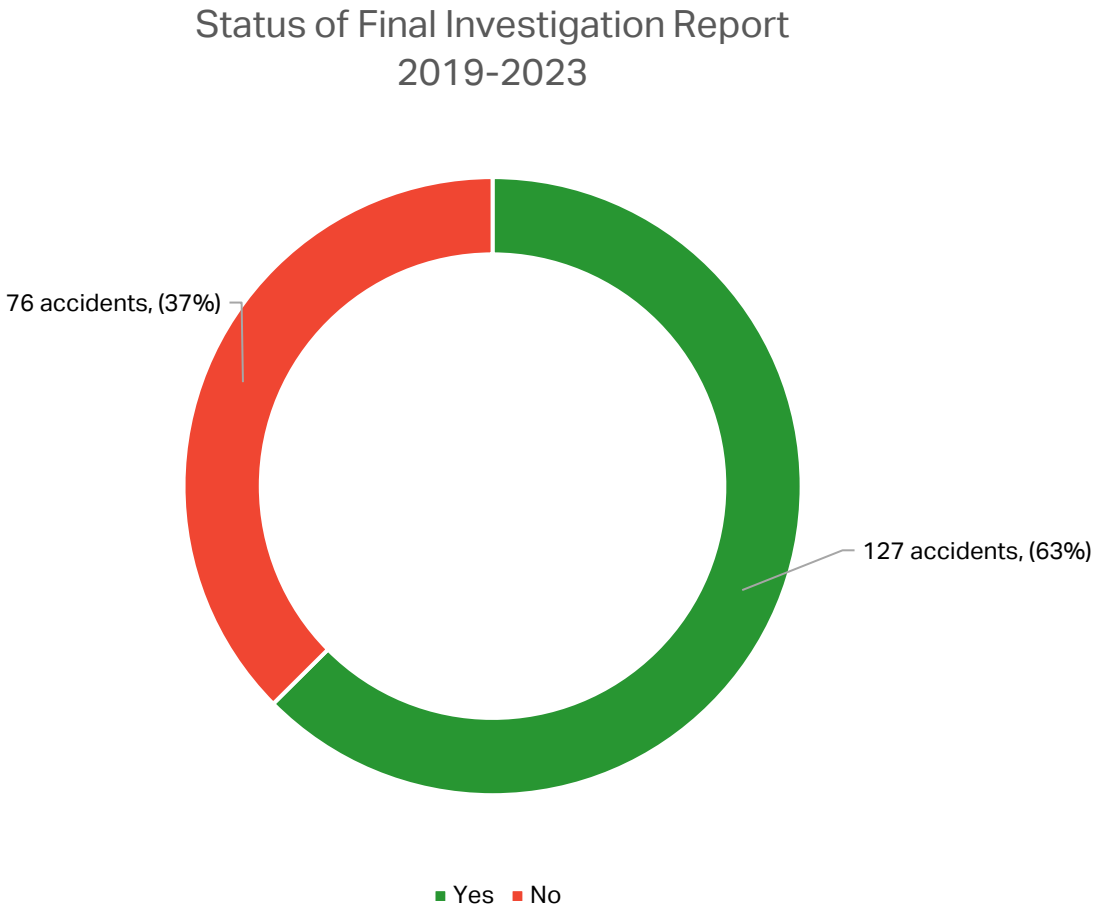




Source: IATA Safety Report – FY 2025

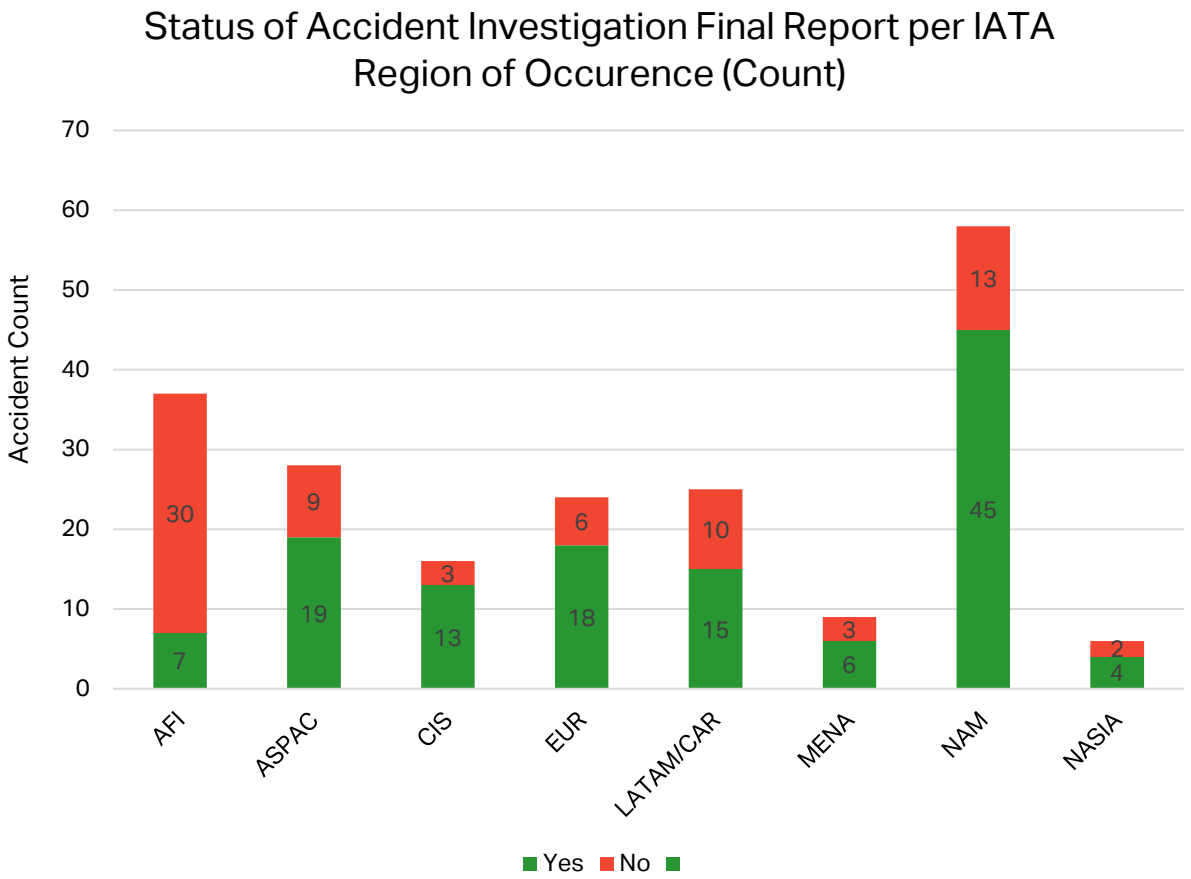
Accidents and Investigation Final Reports Status

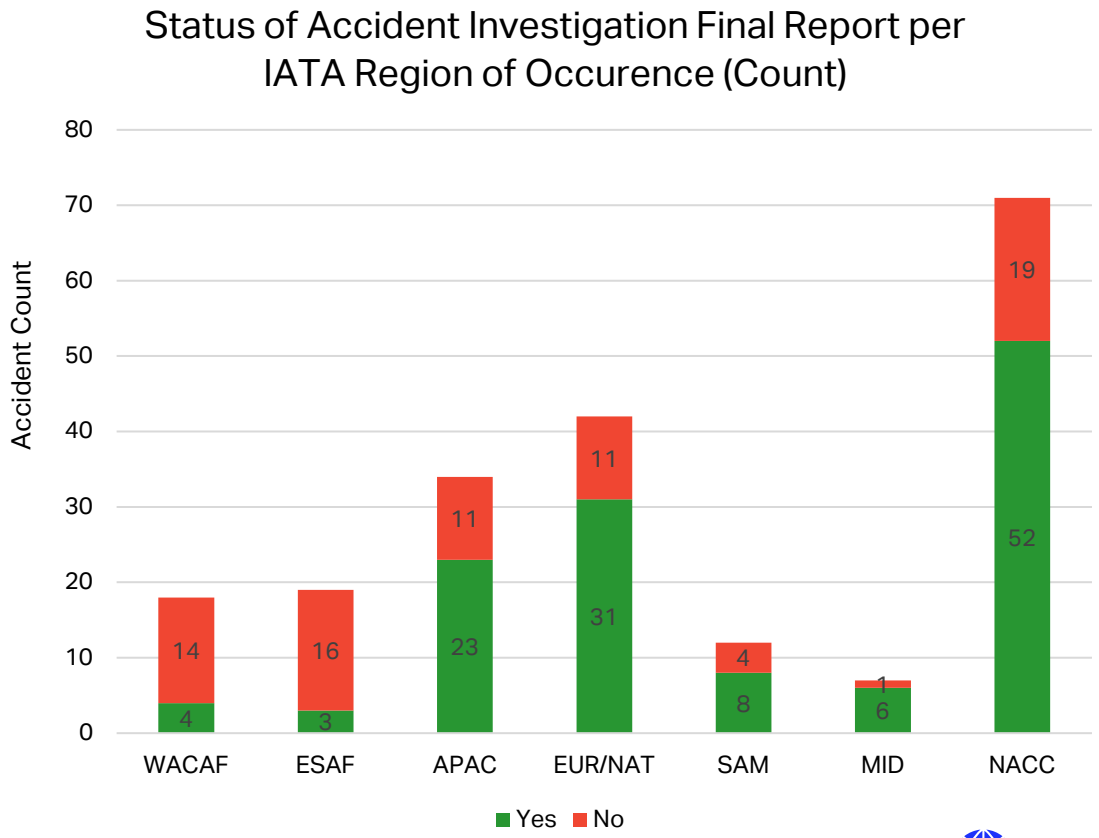
63% of the 2019-2023 accidents have a Final Report published



Source: IATA Safety Report – FY 2025

Accident Investigation Final Reports
per Region of Occurrence (2019-2023)





Source: IATA Safety Report - 2025

Appendix A – Revised Definition

Accident Criteria

IATA defines an accident as an event where ALL of the following criteria are satisfied:

- An accident is defined as an event involving:
  - Intent of Flight: The aircraft was boarded by the flight crew and/or passengers with the intention of flight.
  - Type of Operation: A flight conducted for commercial operations under the terms of an Air Operator's Certificate (AOC), intended for the transport of passengers or cargo. This includes, for example, military flights transporting civilians, repositioning flights and chartered humanitarian missions using commercial aircraft.
  - Excluded are:
    - Executive jet operations
    - Military flights - carrying personnel or cargo for military purposes.
    - Maintenance check flights
    - Test flights
    - Piston aircraft

Source: IATA Safety Report - 2025

Appendix A – Revised Definition

Accident Criteria (Cont'd)

- Aircraft Criteria: The aircraft has a certificated Maximum Takeoff Weight (MTOW) of at least 5,700 kg (12,540 lb).
- Damage Criteria: The aircraft sustained major structural damage affecting strength, performance, or flight characteristics, requiring significant repair or replacement exceeding USD 1 million or 10% of the aircraft's hull reserve value (whichever is lower), or the aircraft was declared a hull loss.
- Fatal Injury: An event in which a person is fatally injured as a result of:
  - Being in the aircraft and the death occurred as a consequence of the accident, i.e. natural causes are excluded
  - Collision with the operating aircraft
  - Contact with any part of the aircraft (including detached parts)
  - Direct exposure to jet blast
- Ad-hoc: if the event is deemed relevant by ACTF, such as for example certain training flight

Source: IATA Safety Report - 2025

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