

First Half of 2026 Accident Update

Performance at 30th June
2026



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First Half Year of 2026 (H1 2026) Accidents January - June 2026



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 accident 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.

Highlight

- This report outlines accident trends from 2015 through June 2026, providing a more current and comprehensive view of trends and performance over the reporting period.
- The dataset, first introduced in June 2025, has been updated to cover July 2025 to June 2026, providing a current view of operational safety trends.
- H1-2026 trends are not presented separately, as the data forms part of a newly introduced reporting period (July 2025–June 2026).
 - A complete trend analysis will be possible once the full 12-month dataset is finalized and validated.

Highlight

- The key highlights from the dataset are summarized as follows:
 - Commercial aviation continues to demonstrate a strong safety record, reflecting the industry's ongoing commitment to safety.
 - There were
 - 24 accidents were reported in the first half of 2026, accounting for roughly half the total number recorded in the full year of 2025.
 - Three of these were fatal accidents, claiming 27 onboard fatalities.
 - There was one fatal jet accident, resulting in two onboard fatalities.

Highlight

- Tail Strike accounted for the highest number of accidents over the past 12 months.
- AFI operators recorded the highest accident rate over the past 12 months.
- A minor improvement is being observed in the timely publication of final reports, especially for recent occurrences. Overall performance remains below satisfactory levels, and continued efforts are needed to sustain momentum and address the backlog of older outstanding occurrences.

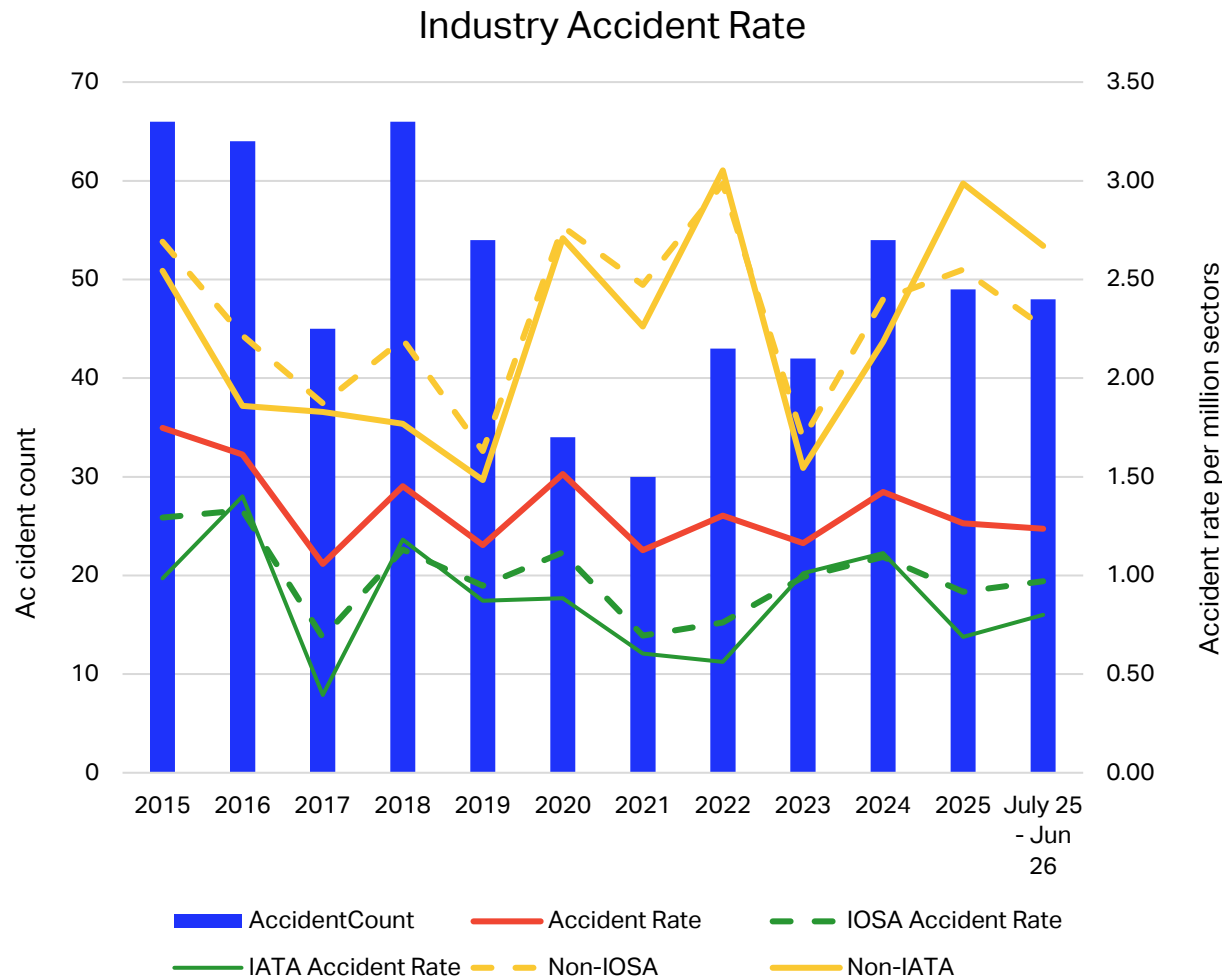
Highlight

- Performance continues to vary across regions, reflecting different levels of investigative maturity and capability. Continued efforts to establish Regional Accident and Incident Investigation Organizations (RAIOs), combined with strengthened partnerships and collaboration, are expected to enhance consistency and improve performance across all regions.
- Since 2023, IATA has proactively classified events reported to specialized media using the Commercial Aviation Safety Team/ICAO Common Taxonomy Team (CICCTT) occurrence taxonomy. The resulting data strengthens risk identification and trend monitoring, enabling evidence-based decision-making and supporting the prioritization of safety initiatives.

Accidents Overview

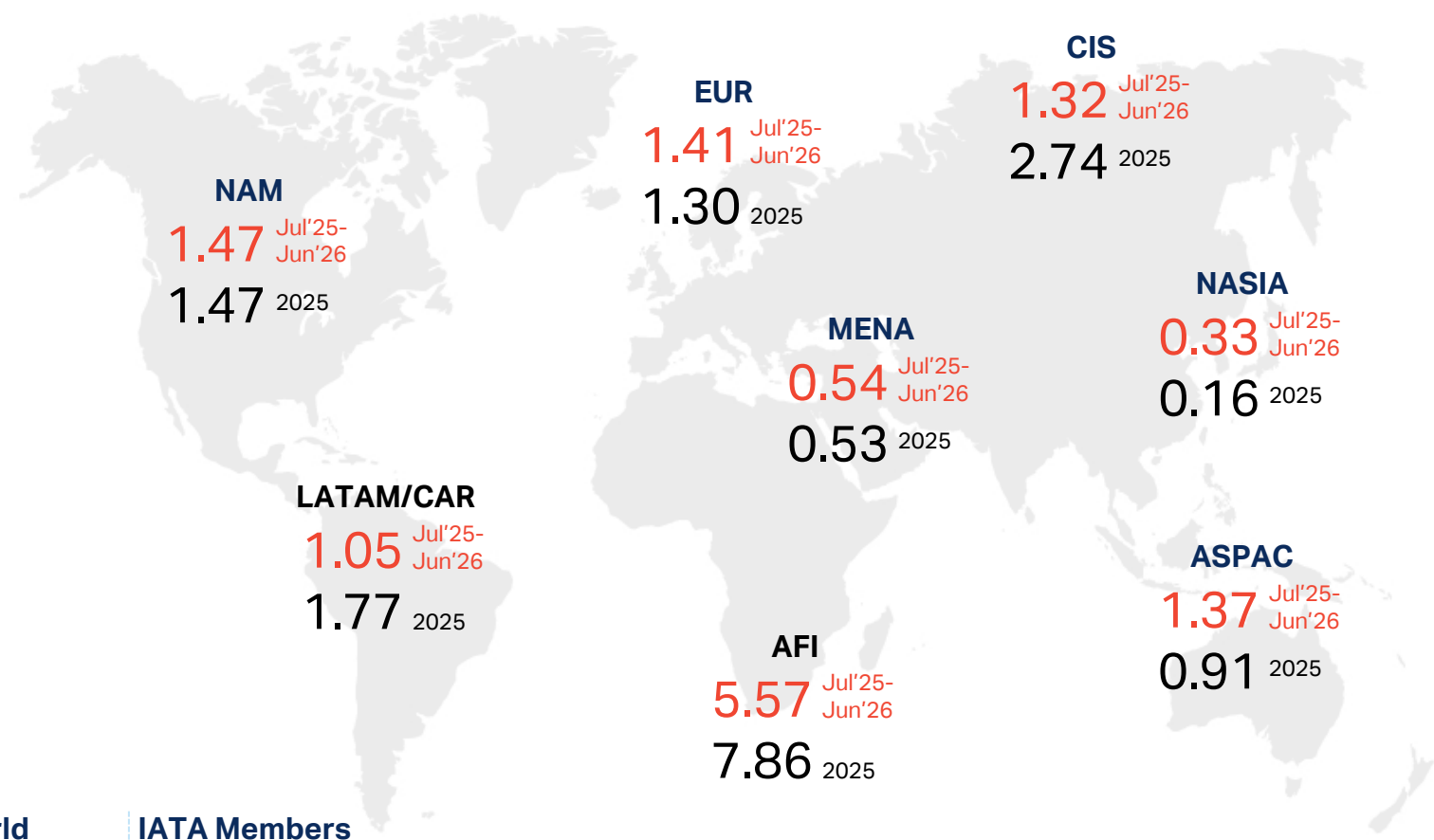
	2023	2024	2025	H1 2026	Jul '25- Jun '26	5-Year Average (2021-2025)
Accident Count	42	54	49	24	48	44
Accident Rate	1.16	1.42	1.26	1.26	1.24	1.26
Jet Aircraft	33	42	34	17	37	31
Turboprop Aircraft	9	12	15	7	11	13
Fatal Accidents Note1	1	7	8	3	6	6
Fatalities Onboard Passengers and/or flight crew	72	244	394	27	78	198
Fatalities Other Note1 Fatalities on the ground or other aircraft	0	7	35	0	13	9
Fatality Risk – Onboard	0.03	0.06	0.17	0.11	0.10	0.12
IATA Members	26	30	20	11	24	20
IOSA Carriers	27	31	28	13	30	24
9 Sectors - per million	36.1	37.9	38.7	19.0	38.8	34.5

Industry Accident Rate per million sectors



- 24 accidents were reported in the first half of 2026, accounting for roughly half the total number recorded in the full year of 2025.
- The previous 12-month accident rate (July 2025–June 2026) was 1.24 per million sectors, offering a stable view of safety performance.

All Accident Rate per Region of Operator



	World	IATA Members
Jul '25-Jun '26	1.24	0.80
2025	1.26	0.69
2021-2025 (Avg)	1.26	0.80

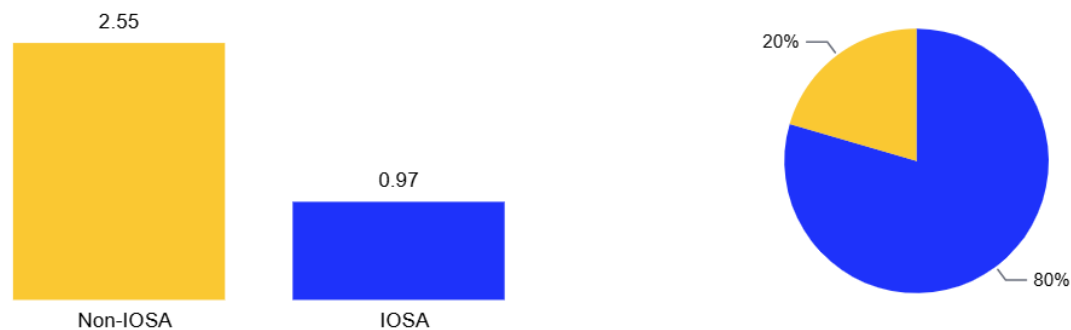
IOSA Accidents



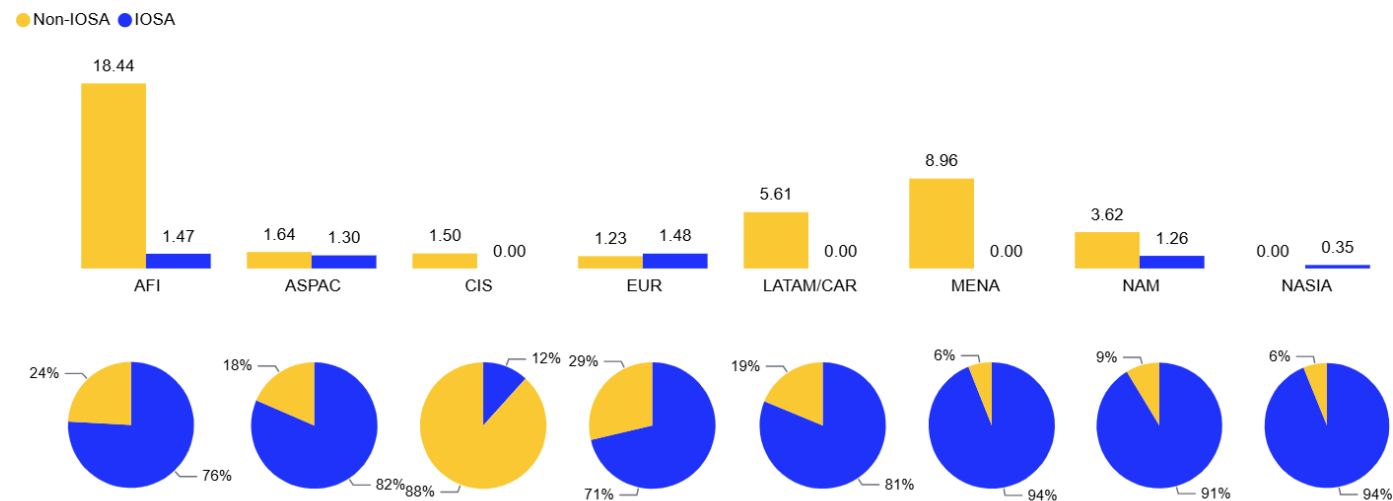
Industry All Accident Rate for IOSA Vs. Non-IOSA

July 2025-June 2026

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



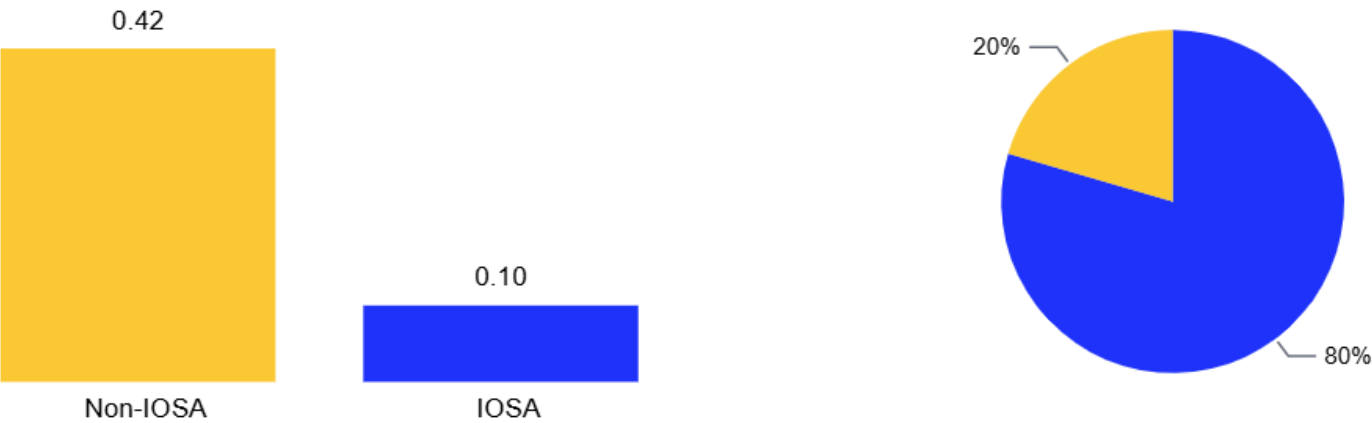
Accident Rate (per Million Sectors) and Sector Count (Percentage) by Region of Operator * Data source IATA



Fatal Accident Rate for IOSA Vs. Non-IOSA

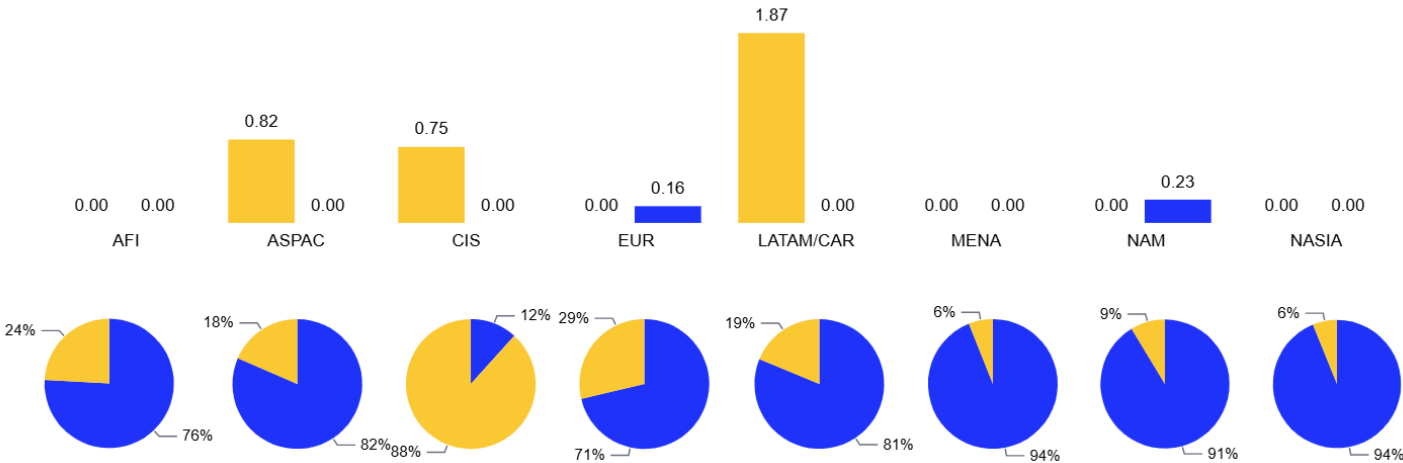
July 2025-June 2026

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



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

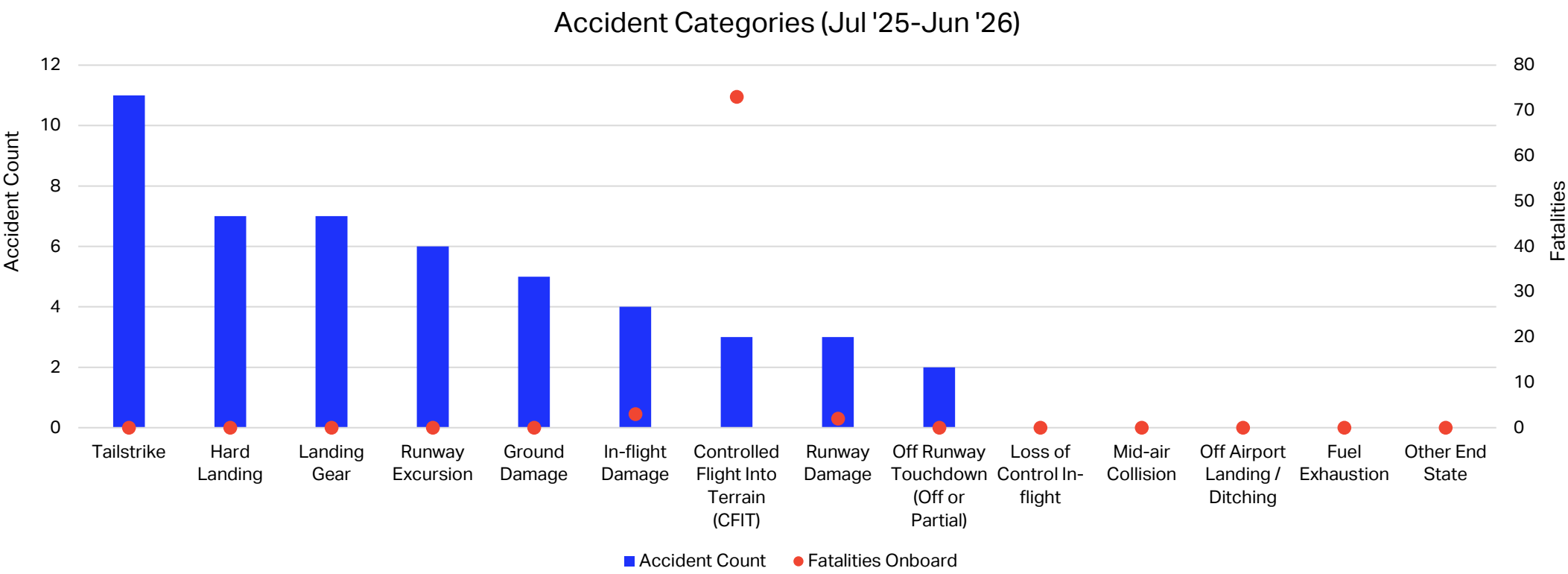
● Non-IOSA ● IOSA





Industry Accident Count per Accident Category

July 2025-June 2026

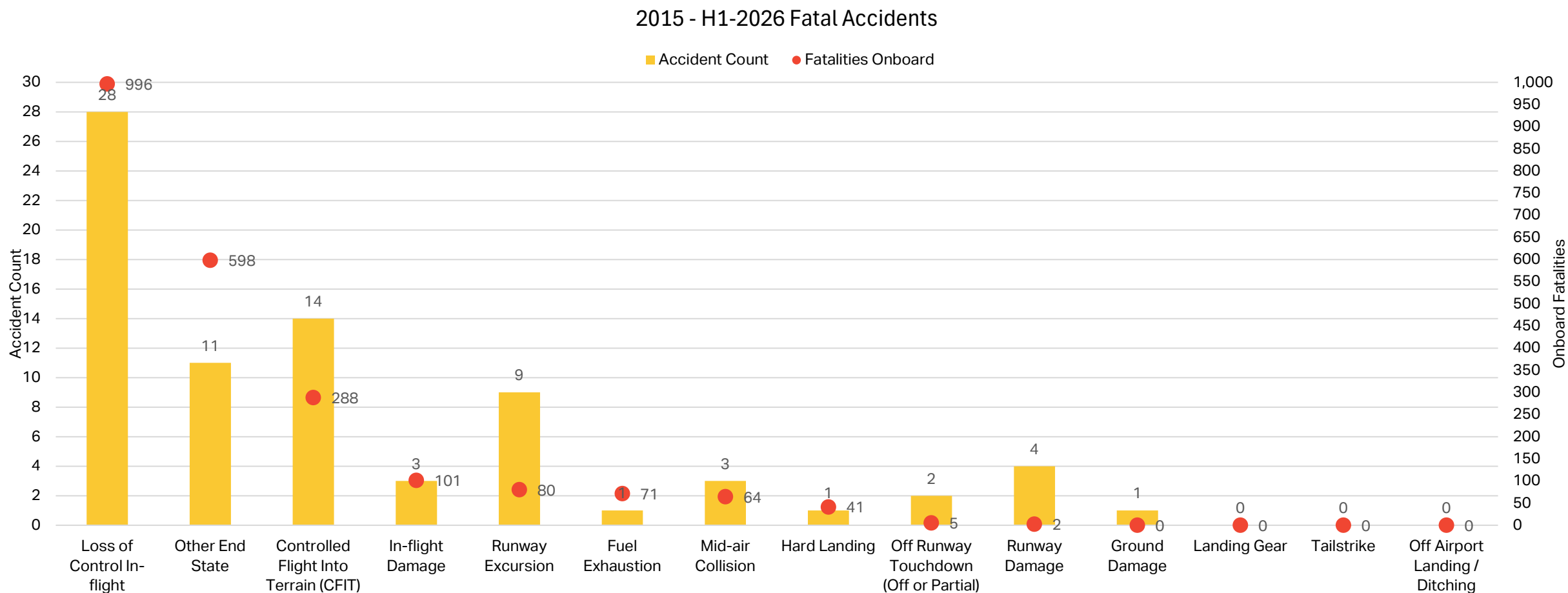


*** Other End State:** is when the information available at the ACTF meeting was not enough to determine the accident end state. For example: The aircraft is missing; the investigation is still ongoing and the ACTF is unable to assign an end state classification; and the aircraft crashed but no report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



Fatal Accidents and Onboard Fatalities

2015- H1 2026



List of H1 2026 Accidents



List of H1 2026 Accidents

Accident Date	Operator Name	Registration	Aircraft Model	Engine Type	Service Type	Severity	Fatal	Fatalities Onboard	Other Fatalities	End State
Sunday, April 05, 2026	Frontier Airlines, Inc.	N413FR	Airbus A320neo Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Tailstrike
Thursday, April 09, 2026	Juneyao Airlines Co., Ltd.	B-1006	Airbus A321 Passenger (sharklets)	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Hard Landing
Wednesday, June 03, 2026	Air Transat	CGOIO	Airbus A321neo/LR/XLR Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Hard Landing
Thursday, May 21, 2026	Air India	VTTVF	Airbus A321neo/LR/XLR Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Tailstrike
Saturday, January 24, 2026	Singapore Airlines Limited.	9VSHW	Airbus A350-900	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Tailstrike
Saturday, January 17, 2026	INDONESIA AIR TRANSPORT, PT.	PKTHT	ATR 42 Passenger	Turboprop	Passenger	Hull Loss	Fatal	10	0	Controlled Flight Into Terrain (CFIT)
Friday, January 02, 2026	BUDDHA AIR PVT. LTD	9NAMF	ATR 72 Passenger	Turboprop	Passenger	Substantial Damage	Non-Fatal	0	0	Runway Excursion
Wednesday, March 11, 2026	AIR INDIA EXPRESS LTD	VTBWQ	Boeing 737 MAX 8 Passenger / BBJ MAX 8/ MAX 200	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Hard Landing
Wednesday, March 25, 2026	Ariana Afghan Airlines	YAPIC	Boeing 737-400 Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Landing Gear
Friday, February 13, 2026	SunExpress	TCSOB	Boeing 737-800 Passenger (Scimitar Winglets)	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Landing Gear
Saturday, June 27, 2026	TUI Airways Ltd	GTUKS	Boeing 737-800 Passenger/BBJ2 (winglets)	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Tailstrike
Friday, May 15, 2026	AIR INDIA EXPRESS LTD	VTAXR	Boeing 737-800 Passenger/BBJ2 (winglets)	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Runway Damage
Thursday, January 15, 2026	Air Transport International Inc.	N443AZ	Boeing 767-300 Freighter	Jet	Unknown	Substantial Damage	Non-Fatal	0	0	Hard Landing
Sunday, May 03, 2026	United Airlines Inc	N77066	Boeing 767-400 Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	In-flight Damage
Thursday, June 11, 2026	Turkish Airlines Inc	TC-LKD	Boeing 777-300ER Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Ground Damage
Thursday, June 04, 2026	Lufthansa	DABPQ	Boeing 787-9	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Ground Damage
Friday, February 27, 2026	All Nippon Airways CO., Ltd	JA873A	Boeing 787-9	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Tailstrike
Sunday, March 22, 2026	Jazz Aviation LP	CGNJZ	Canadair (Bombardier) Regional Jet 900 and Challenger 890	Jet	Passenger	Hull Loss	Fatal	2	0	Runway Damage
AIRCRAFT LEASING SERVICES										
Friday, March 20, 2026	LIMITED	5YBXI	De Havilland (Bombardier) DHC-8-100 Dash 8 / 8Q	Turboprop	Passenger	Substantial Damage	Non-Fatal	0	0	Hard Landing
Friday, April 24, 2026	Unknown	5YEBB	Embraer 120 Brasilia	Turboprop	Passenger	Substantial Damage	Non-Fatal	0	0	Runway Excursion
Friday, March 20, 2026	IBC Airways, Inc.	N271BC	Embraer RJ145	Jet	Cargo	Hull Loss	Non-Fatal	0	0	Runway Excursion
Tuesday, February 10, 2026	Unknown	6OYAS	Fokker 50 Passenger	Turboprop	Passenger	Substantial Damage	Non-Fatal	0	0	Runway Excursion
Thursday, March 19, 2026	PINEAPPLE AIR	C6KRC	Hawker Beechcraft 1900C Airliner	Turboprop	Passenger	Substantial Damage	Non-Fatal	0	0	Landing Gear
Wednesday, January 28, 2026	SEARCA LTDA.	HK4709	Hawker Beechcraft 1900D Airliner	Turboprop	Passenger	Hull Loss	Fatal	15	0	Controlled Flight Into Terrain (CFIT)



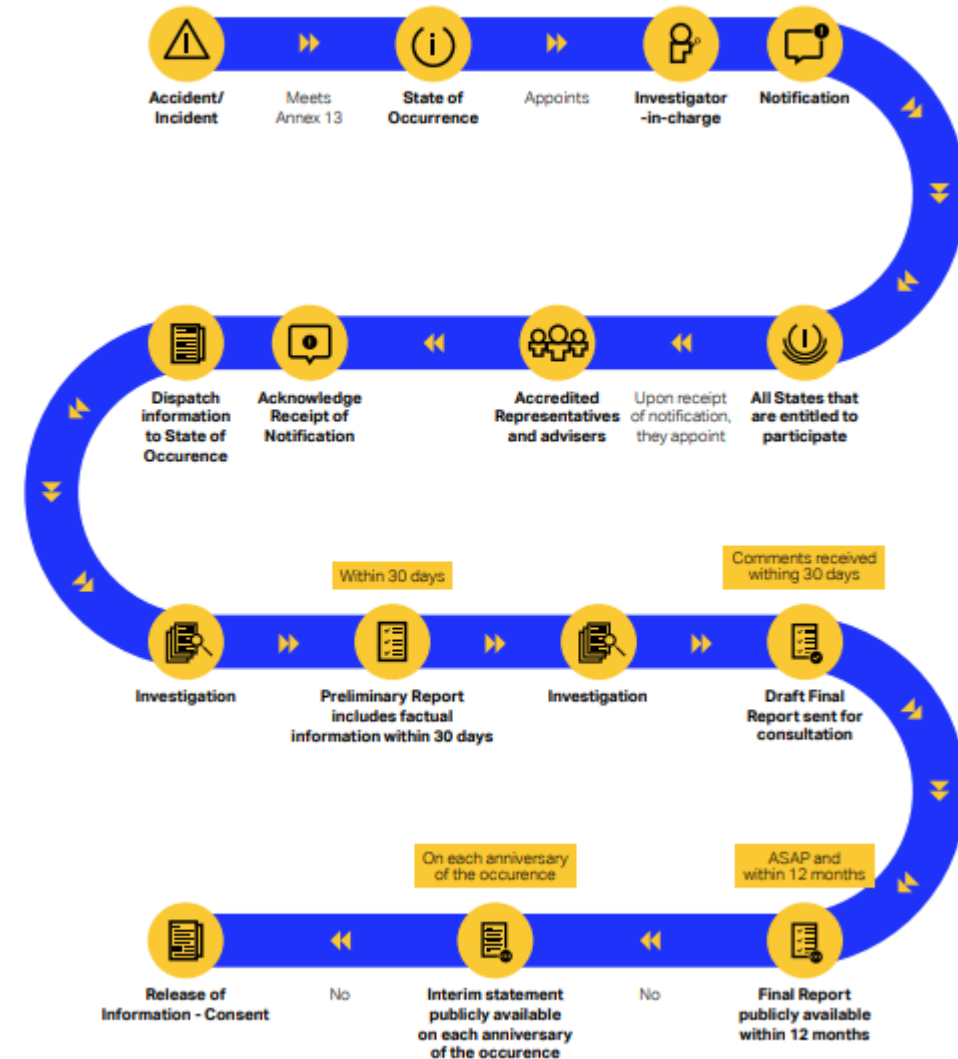
2018 – H1 2026

Accident Investigation Final Reports

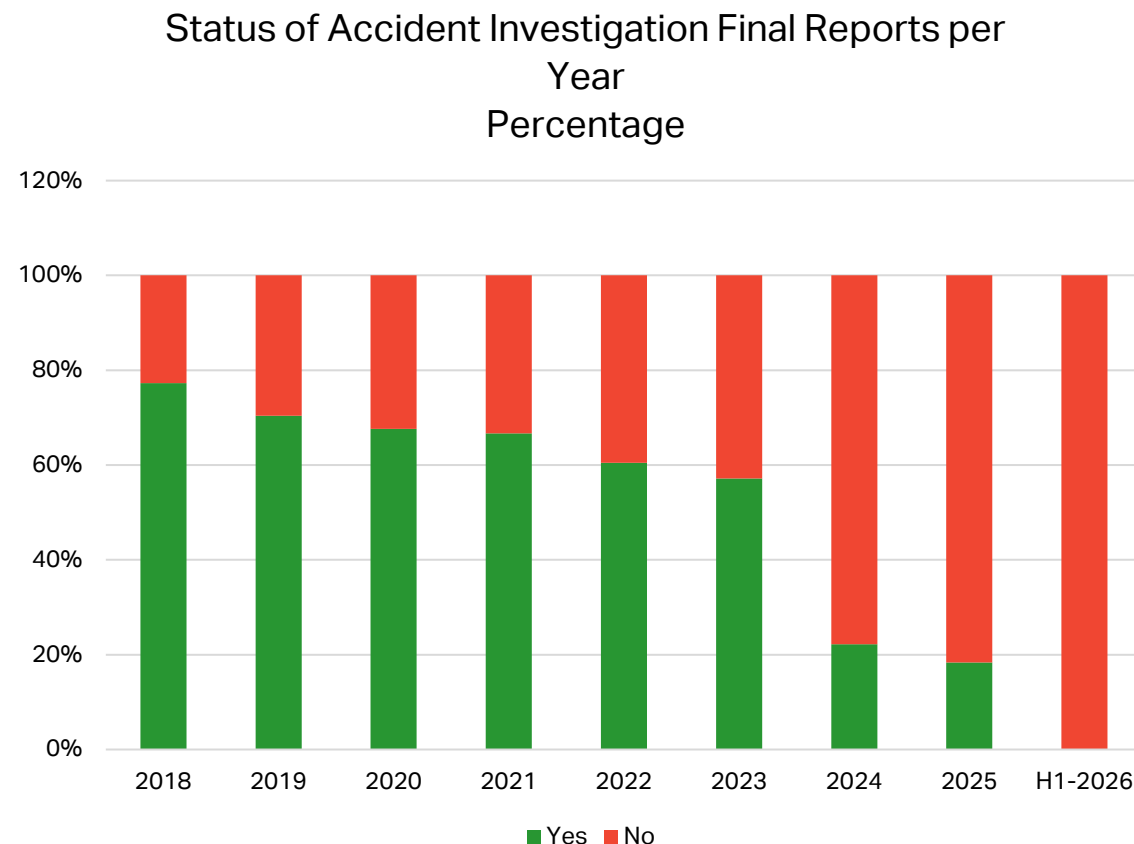
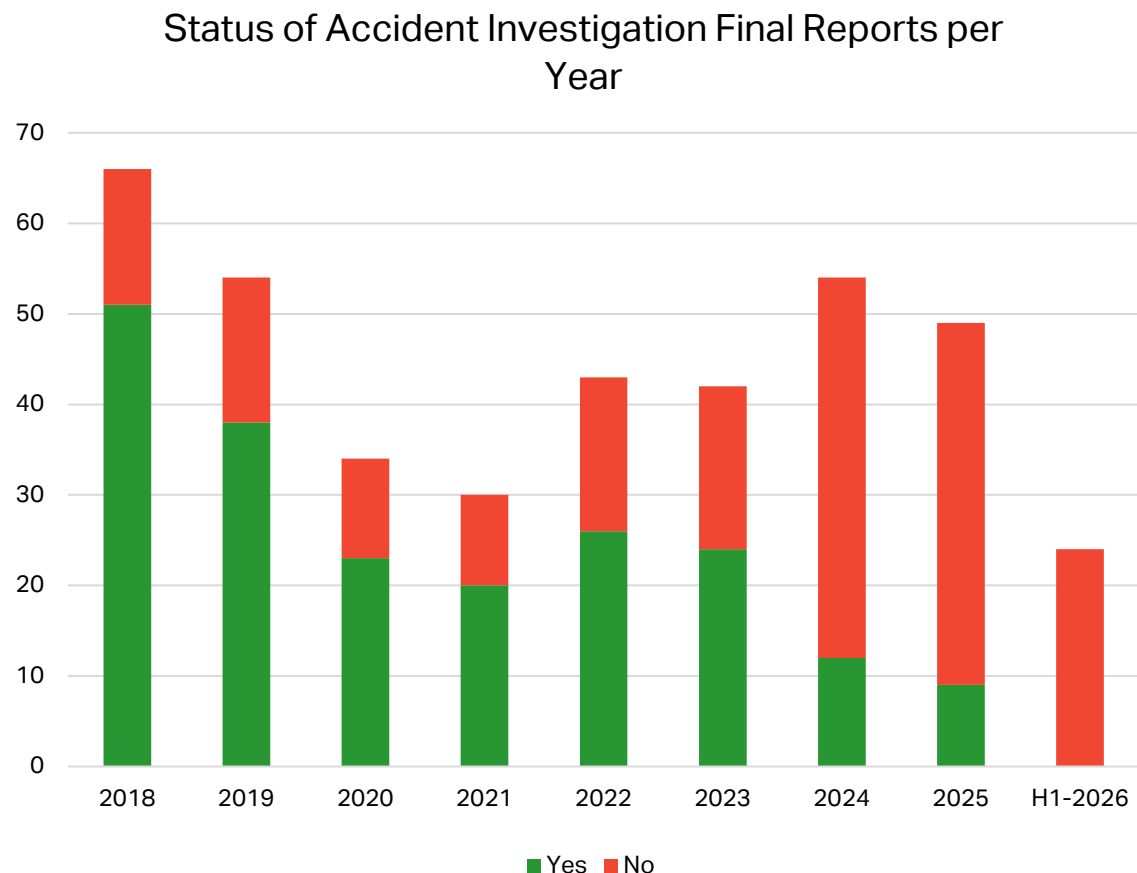
ICAO Annex 13 at a Glance

- Delays, incomplete findings, or the absence of published accident investigation reports deprive the industry of critical safety insights. These insights are essential for preventing future occurrences and strengthening global aviation safety.
- IATA's review of investigations conducted between 2020 and 2024 shows that only 52% of the 203 accidents in that period had completed reports. Because investigations often take more than a year to finalize, a five-year dataset ending in 2024 provides a reliable picture of global performance. Still, a completion rate of 52% remains far from satisfactory.

ICAO Annex 13 at a Glance



Status of Accident Investigation Final Reports 2018 – H1 2026 (396 accidents)

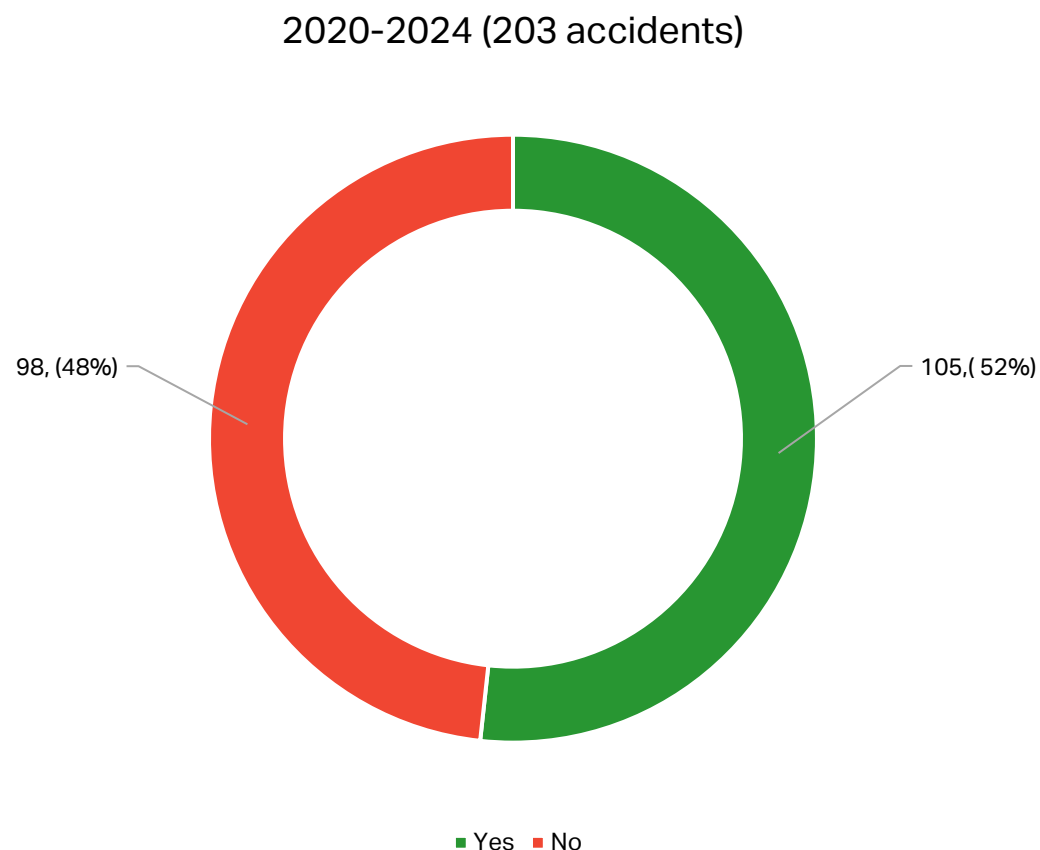


Data as of 5 August 2026

Including two accident investigations halted or suspended

Patterns and Progress of Accident Investigation Final Reports

2020 – 2024 Accidents



Data as of 5 August 2026

Source: IATA Safety Report
First Half Year of 2026 (H1 2026)



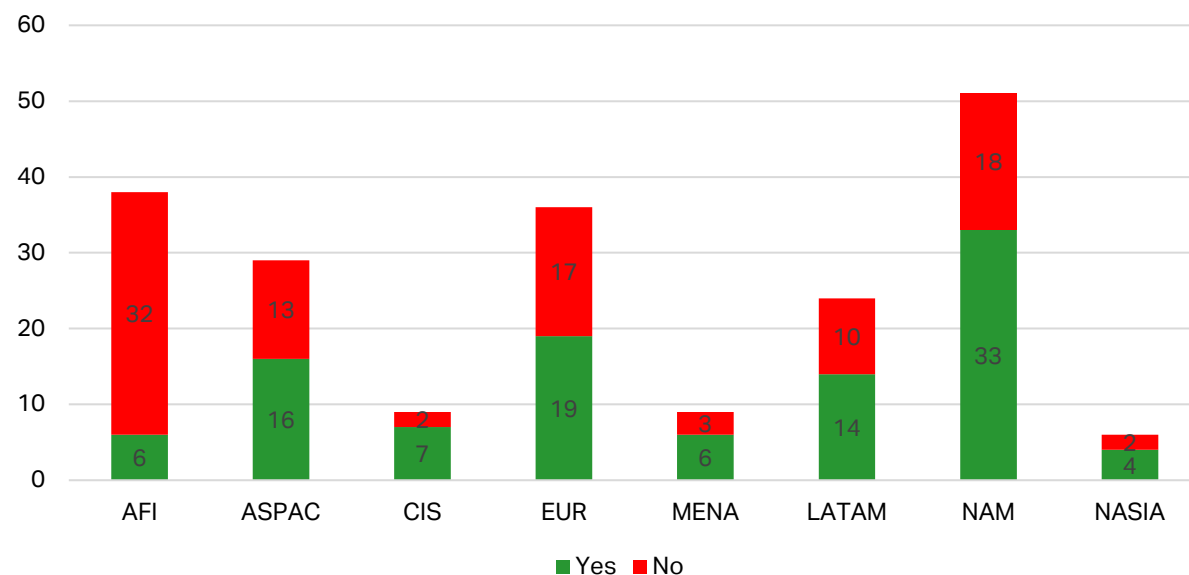
Reporting Progress: 16 Additional Final Reports per Region of Occurrence (2018-2025)

Region of Occurrence	Difference from last Report (March 2026)
AFI	+1
ASPAC	+1
CIS	+1
EUR	+1
LATAM/CAR	+5
MENA	+1
NAM	+6
NASIA	0

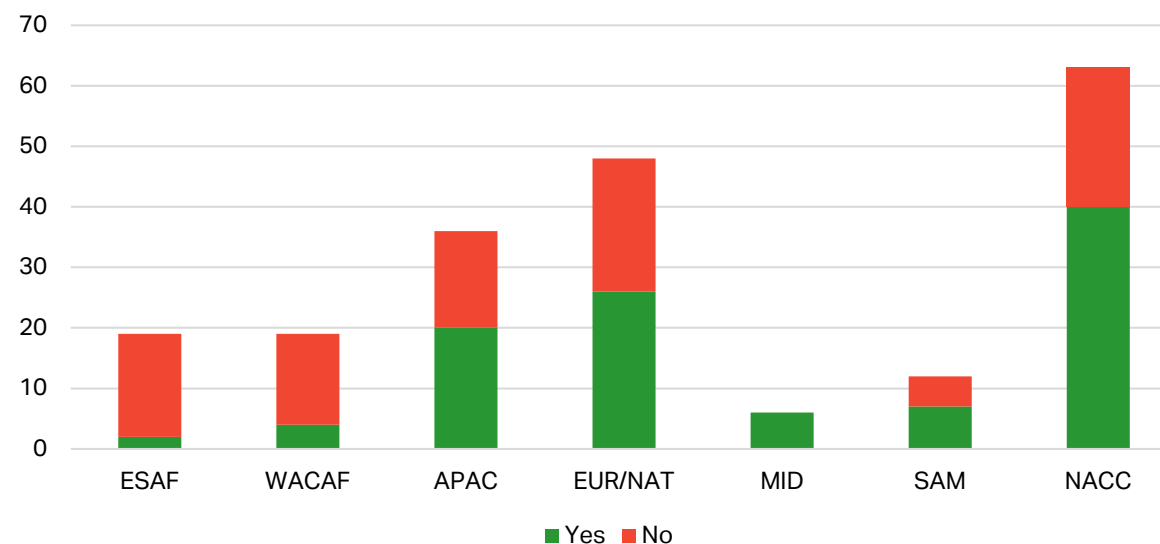
Data as of August 2025

Accident Investigation Final Reports per Region of Occurrence (2020-2024)

Status of Accident Investigation Final Report per IATA
Region of Occurrence (Count)
2020-2024



Status of Accident Investigation Final Report per ICAO
Region of Occurrence (Count)
2020-2024



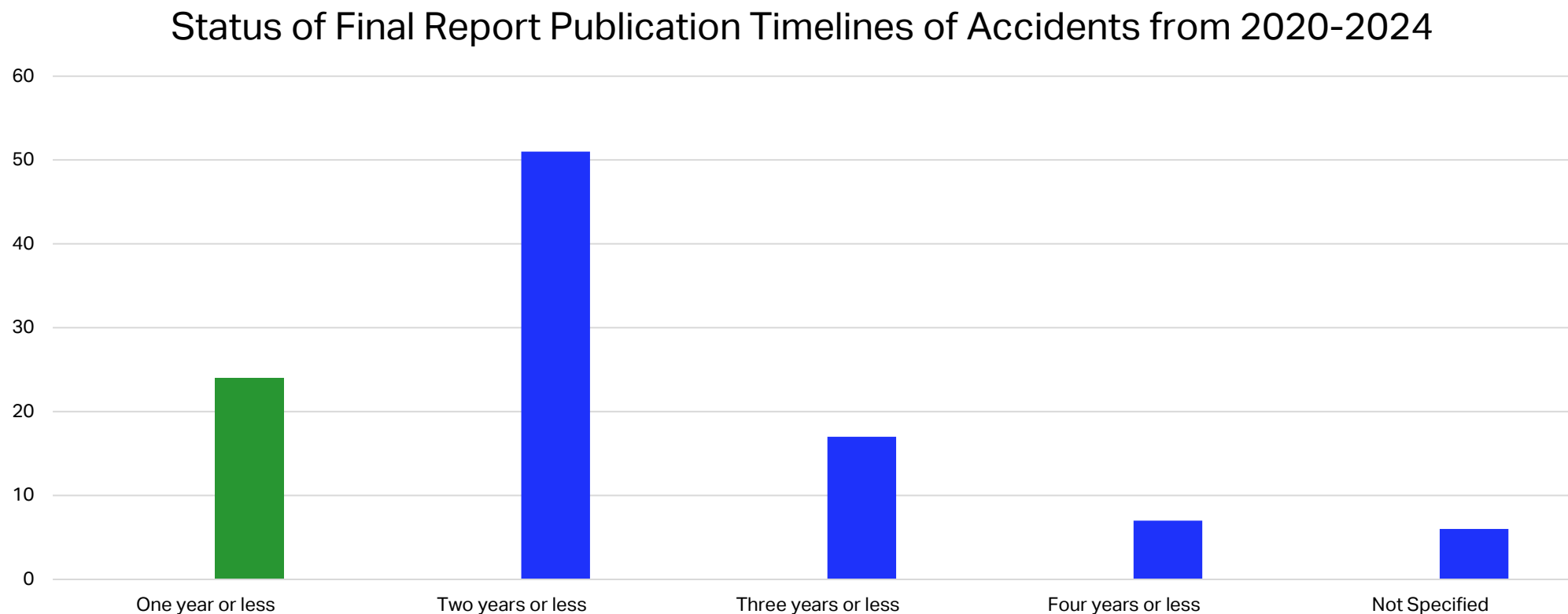
Data as of 5 August 2026

Source: IATA Safety Report
First Half Year of 2026 (H1 2026)



Timeframe for Accident Investigations

2020 – 2024



Data as of 5 August 2026

Recommendations Library for Aviation Safety

Accident Investigation Final Reports

- A comprehensive [recommendations library](#) from aircraft accident investigation reports has been created.
- 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



IATA

SAFETY ISSUE

HUB

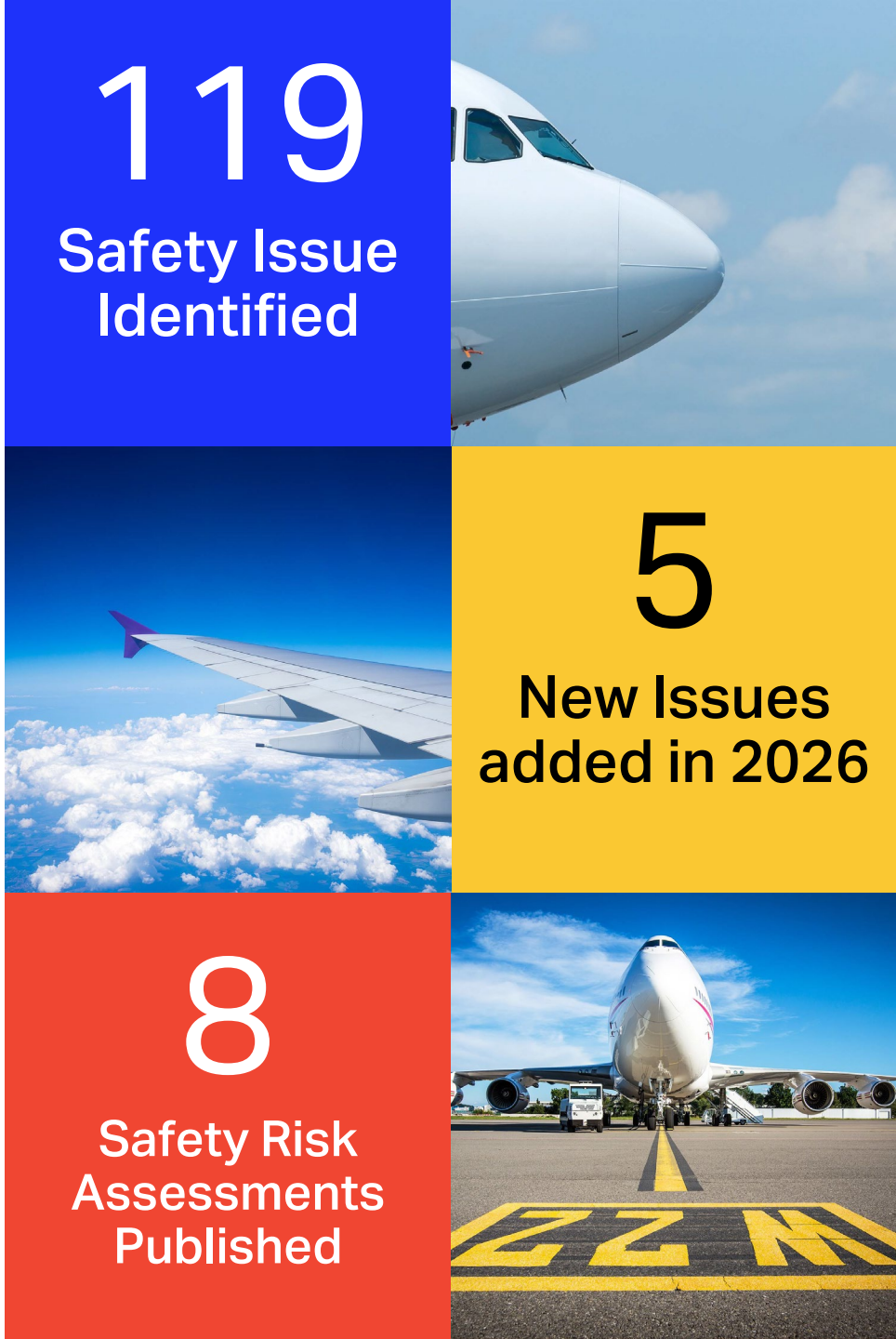


Safety Issue Hub

For the latest aviation occurrences and safety issues, visit the Safety Issue Hub:
https://ic.iata.org/sih_public

Or scan the QR Code





119

Safety Issue
Identified

5

New Issues
added in 2026

8

Safety Risk
Assessments
Published

Safety Issue Hub

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 Pictures
- Inform our members' safety risk assessments



Source: IATA Safety Report
First Half Year of 2026 (H1 2026)

Aviation Occurrence



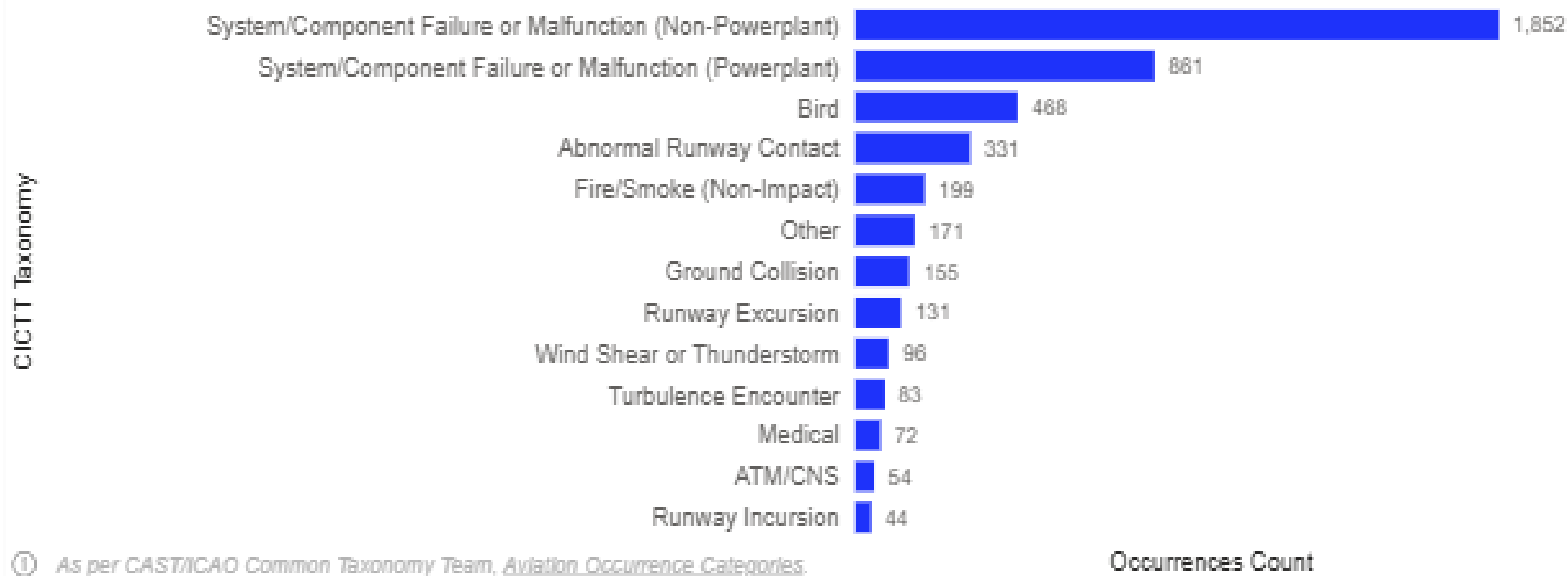
Aviation Occurrence – Media Coverage



Based on Aviation Herald data from 2023 to Aug 2026

Aviation Occurrence – Media Coverage

Occurrences per CICTT classification



Based on Aviation Herald data 2023 to Aug 2026

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



Appendix A – 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



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Source: IATA Safety Report
First Half Year of 2026 (H1 2026)