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Accidents Update: as of 30th June 2022
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 19th -21st, 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 (CICTT), 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 HY 2022 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

<table>
<thead>
<tr>
<th></th>
<th>FY 2021</th>
<th>HY 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Accidents</td>
<td>29</td>
<td>15</td>
</tr>
<tr>
<td>Total Jet Hull Losses</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Total Turboprop Hull Losses</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Total Fatal Accidents</td>
<td>7</td>
<td>1</td>
</tr>
<tr>
<td>Total Fatalities on board</td>
<td>121</td>
<td>132</td>
</tr>
<tr>
<td>Total IATA Member Accidents</td>
<td>11</td>
<td>5</td>
</tr>
<tr>
<td>Total IOSA Carriers</td>
<td>13</td>
<td>8</td>
</tr>
</tbody>
</table>

Source: IATA GADM

Accidents Update: as of 30th June 2022
Accident Rate (Jet and Turboprop)

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

All Accident Rate (Jet & Turboprop)

IATA Member
Industry
IOSA Carrier
Non-IATA Member
Non-IOSA Carrier

Source: IATA GADM

Accidents Update: as of 30th June 2022
Accident Rate per Region of Operator

All Accident Rates per Region of Operator as 30th June 2022

<table>
<thead>
<tr>
<th>Region</th>
<th>HY 2022</th>
<th>FY 2021</th>
<th>2017-2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAM</td>
<td>0.67</td>
<td>0.49</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.14</td>
<td>0.61</td>
<td>0.79</td>
</tr>
<tr>
<td></td>
<td>1.15</td>
<td>1.13</td>
<td>0.76</td>
</tr>
<tr>
<td>EUR</td>
<td>0.61</td>
<td>0.69</td>
<td>0.79</td>
</tr>
<tr>
<td></td>
<td>2.52</td>
<td>4.07</td>
<td>4.50</td>
</tr>
<tr>
<td>CIS</td>
<td>0.98</td>
<td>0.20</td>
<td>0.13</td>
</tr>
<tr>
<td></td>
<td>1.44</td>
<td>0.90</td>
<td>0.75</td>
</tr>
<tr>
<td>MENA</td>
<td>1.06</td>
<td>0.75</td>
<td>0.75</td>
</tr>
<tr>
<td></td>
<td>2.52</td>
<td>4.07</td>
<td>4.50</td>
</tr>
<tr>
<td>NASIA</td>
<td>0.40</td>
<td>1.29</td>
<td>1.47</td>
</tr>
<tr>
<td></td>
<td>0.00</td>
<td>0.20</td>
<td>0.13</td>
</tr>
<tr>
<td>ASPAC</td>
<td>5.66</td>
<td>5.65</td>
<td>1.47</td>
</tr>
<tr>
<td></td>
<td>5.66</td>
<td>5.65</td>
<td>1.47</td>
</tr>
</tbody>
</table>

Source: IATA GADM

Accidents Update: as of 30th June 2022
Fatality Risk
Industry Fatality Risk

Fatality Risk (Full-Loss Equivalents per Million Sectors)

Fatality Risk - Jet and Turboprop

Source: IATA GADM

Accidents Update: as of 30th June 2022
Fatality Risk per Region of Operator as at 30th June 2022

<table>
<thead>
<tr>
<th>Region</th>
<th>HY 2022</th>
<th>FY 2021</th>
<th>2017-2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAM</td>
<td>0.00</td>
<td>0.00</td>
<td>0.03</td>
</tr>
<tr>
<td>EUR</td>
<td>0.00</td>
<td>0.00</td>
<td>0.02</td>
</tr>
<tr>
<td>CIS</td>
<td>0.00</td>
<td>2.29</td>
<td>1.10</td>
</tr>
<tr>
<td>NASIA</td>
<td>0.49</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>MENA</td>
<td>0.00</td>
<td>0.00</td>
<td>0.09</td>
</tr>
<tr>
<td>AFIC</td>
<td>0.00</td>
<td>3.62</td>
<td>1.46</td>
</tr>
<tr>
<td>LATAM/CAR</td>
<td>0.00</td>
<td>0.00</td>
<td>0.06</td>
</tr>
<tr>
<td>EUR</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>CIS</td>
<td>0.00</td>
<td>2.29</td>
<td>1.10</td>
</tr>
<tr>
<td>NASIA</td>
<td>0.49</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>MENA</td>
<td>0.00</td>
<td>0.00</td>
<td>0.09</td>
</tr>
<tr>
<td>AFIC</td>
<td>0.00</td>
<td>3.62</td>
<td>1.46</td>
</tr>
</tbody>
</table>

World: 2022 0.07 2021 0.23 2017-2021 0.13
IATA Members: 2022 0.10 2021 0.00 2017-2021 0.04

Source: IATA GADM

Accidents Update: as of 30th June 2022

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Jet Fatality Risk

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

Source: IATA GADM

Accidents Update: as of 30th June 2022

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Jet Fatality Risk per Region of Operator as at June 30th 2022

<table>
<thead>
<tr>
<th>Region</th>
<th>HY 2022 vs FY 2021</th>
<th>Accident Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>World</td>
<td>0.07</td>
<td>0.07</td>
</tr>
<tr>
<td>2022</td>
<td>0.07</td>
<td>0.10</td>
</tr>
<tr>
<td>2021</td>
<td>0.04</td>
<td>0.00</td>
</tr>
<tr>
<td>2017-2021</td>
<td>0.06</td>
<td>0.04</td>
</tr>
<tr>
<td>IATA Members</td>
<td>0.10</td>
<td>0.10</td>
</tr>
</tbody>
</table>

Source: IATA GADM

Accidents Update: as of 30th June 2022
Turboprop Fatality Risk

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

Source: IATA GADM

Accidents Update: as of 30th June 2022
Turboprop Fatality Risk

Turboprop Fatality Risk per Region of Operator as at 30th June 2022

- **World**
  - 2022: 0.00
  - 2021: 1.70
  - 2017-2021: 0.64

- **IATA Members**
  - 2022: 0.00
  - 2021: 0.00
  - 2017-2021: 0.12

- **EUR**
  - 2022: 0.00
  - 2021: 11.06
  - 2017-2021: 31.90

- **CIS**
  - 2022: 0.00
  - 2021: 0.00
  - 2017-2021: 0.00

- **NAM**
  - 2022: 0.00
  - 2021: 0.00
  - 2017-2021: 0.11

- **LATAM/CAR**
  - 2022: 0.00
  - 2021: 0.00
  - 2017-2021: 1.44

- **MENA**
  - 2022: 0.00
  - 2021: 0.00
  - 2017-2021: 0.00

- **AFI**
  - 2022: 7.15
  - 2021: 2.61
  - 2017-2021: 0.16

- **NASIA**
  - 2022: 0.00
  - 2021: 0.00
  - 2017-2021: 0.00

- **ASPAC**
  - 2022: 0.00
  - 2021: 0.00
  - 2017-2021: 0.00

**Source:** IATA GADM

Accidents Update: as of 30th 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

Accidents Update: as of 30th June 2022
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

Accidents Update: as of 30th June 2022
Accident Category: Percentage

Accident Category 2022 HY

<table>
<thead>
<tr>
<th>Accident Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landing Gear</td>
<td>27%</td>
</tr>
<tr>
<td>Tailstrike</td>
<td>27%</td>
</tr>
<tr>
<td>Runway Excursion</td>
<td>20%</td>
</tr>
<tr>
<td>In-flight Damage</td>
<td>13%</td>
</tr>
<tr>
<td>Ground Damage</td>
<td>7%</td>
</tr>
<tr>
<td>Other End State</td>
<td>7%</td>
</tr>
</tbody>
</table>

Source: IATA GADM

Accidents Update: as of 30th June 2022
Accident Category: per End State

Accident Category from 2013 – 2022 HY

Tailstrike

Source: IATA GADM

Accidents Update: as of 30th June 2022
Jet Hull Losses
Jet Hull Loss Accident Rate per Region of Operators

Jet Hull Loss Rate per Region of Operator as at 30th June 2022

<table>
<thead>
<tr>
<th>Region</th>
<th>HY 2022</th>
<th>FY 2021</th>
<th>2017-2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAM</td>
<td>0.00</td>
<td>0.14</td>
<td>0.06</td>
</tr>
<tr>
<td>EUR</td>
<td>0.00</td>
<td>0.27</td>
<td>0.14</td>
</tr>
<tr>
<td>CIS</td>
<td>0.00</td>
<td>0.00</td>
<td>0.92</td>
</tr>
<tr>
<td>NASIA</td>
<td>0.99</td>
<td>0.00</td>
<td>0.03</td>
</tr>
<tr>
<td>ASPAC</td>
<td>0.00</td>
<td>0.33</td>
<td>0.29</td>
</tr>
</tbody>
</table>

HY 2022 vs FY 2021 accident rate

Source: IATA GADM
Turboprop Hull Losses

Turbo-Prop Hull Losses per Million Sectors

Source: IATA GADM

Accidents Update: as of 30th June 2022
IOSA Vs. Non-IOSA Accidents
IOSA Vs. Non-IOSA

IOSA Vs. Non-IOSA Rate per Million Sectors

Source: IATA GADM

Accidents Update: as of 30th June 2022
IOSA Vs. Non-IOSA Carriers

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

Source: IATA GADM

Accidents Update: as of 30th June 2022
IOSA Vs. Non-IOSA Carriers

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

Accidents per Million Sectors

Regional Sector Count Distribution (Percentage)

Source: IATA GADM

Accidents Update: as of 30th June 2022
10-year Regional Accident Overview
10-year Accident Overview by Region of Operators

Source: IATA GADM

Accidents Update: as of 30th June 2022

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