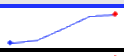
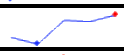
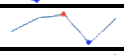
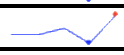
Fact Sheet

Safety

Safety Trends

Accidents are gathered using multiple sources and validated and classified by the Accident Classification Task Force (ACTF). The task force is comprised of industry safety experts and managed by IATA. The membership of the ACTF can be found in the ACTF section of the IATA Safety Report Website. Accident information is current at the time of publication, although it is always subject to future revision. Accident rates may also vary as the flight count is updated with more accurate information.

Accident Overview

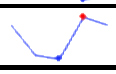
	2020	2021	2022	2023	2024	Trend	5-year average
Yearly Flight (Millions)*	22.5	25.1	32	38.6	40.6		31.8
Total Accidents	34	30	43	42	46		39
Fatal Accidents	4	7	8	1	7		5
Fatalities on board	125	121	158	72	244		144

Note: The trend line is designed to indicate the performance for each category, therefore the scale has been adjusted for each category and cannot be compared with the other trend lines. The red dot(s) correspond to the highest value(s) and the blue dot(s) to the lowest one(s) during the period.

*Flight information for 2025 provided by OAG. Flight numbers are updated with the most accurate counts available at the time of production of this document. Numbers may vary slightly when compared to previous releases of this document.

All Accident Rate - Industry vs. IATA

This rate includes accidents for all aircraft: it includes Substantial Damage and Hull Loss accidents for jets and turboprops. The All Accident rate is calculated as the number of accidents per million sectors. This is the most comprehensive of the accident rates calculated by IATA.

	2020	2021	2022	2023	2024	Trend	5-year average
Industry	1.51	1.19	1.34	1.09	1.13		1.25
IATA Member Airlines	0.88	0.62	0.58	0.97	0.90		0.79

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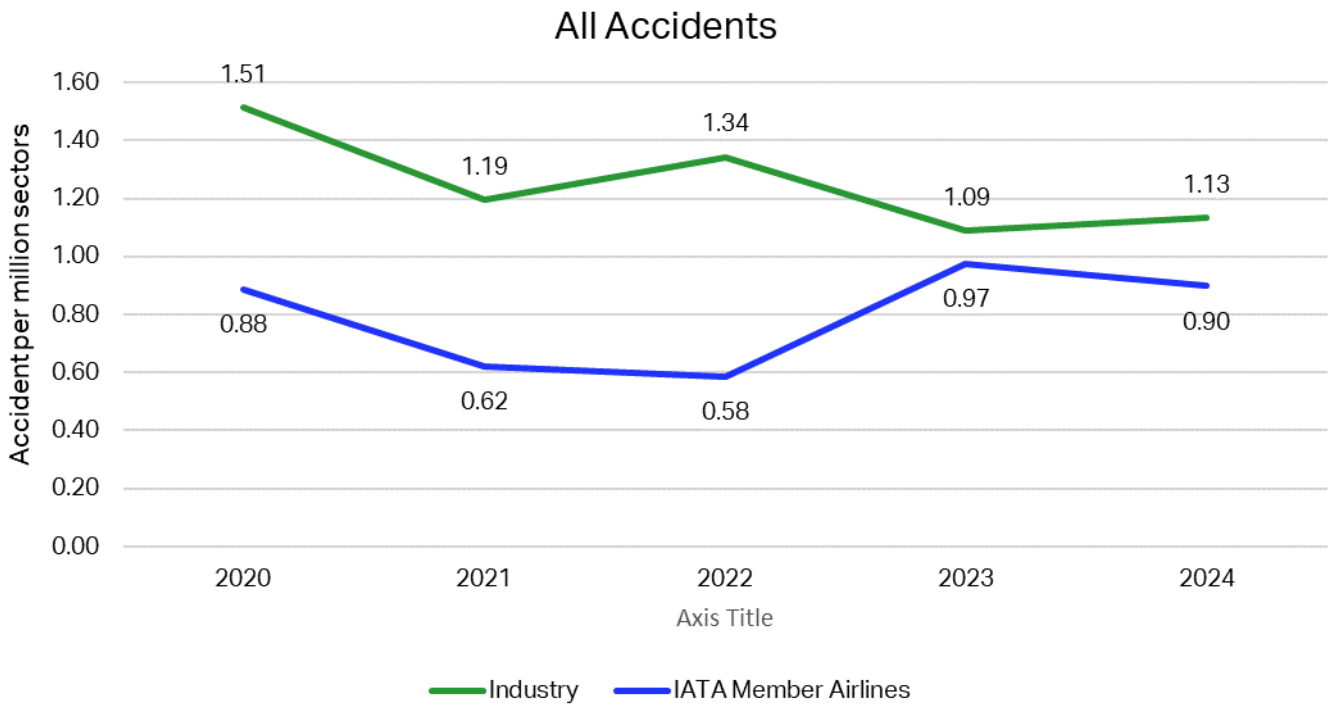

All Accident Rate - Regional

(Accident Rates per Million Sectors)

Region of Operator	2020	2021	2022	2023	2024	Trend	5-Year Average
Africa (AFI)	6.69	5.76	10.92	8.36	10.59		8.46
Asia Pacific (ASPAC)	1.42	1.57	0.56	0.92	1.04		1.10
Commonwealth of Independent States (CIS)*	5.14	4.16	2.12	1.05	0.00		2.49
Europe (EUR)	1.37	0.73	1.01	0.95	1.02		1.02
Latin American and Caribbean (LATAM/CAR)	1.95	1.09	4.46	0.73	1.77		2.00
Middle East and North Africa (MENA)	1.03	0.92	1.30	1.12	1.08		1.09
North America (NAM)	1.76	1.17	0.63	1.53	1.20		1.26
North Asia (NASIA)	0.00	0.20	0.45	0.00	0.13		0.16

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* CIS has limited accident information; CIS may undergo larger revisions than normal once data becomes available – this will affect accident rate as well as fatality risk calculations

Fatality Risk (Jet and Turboprop)

(Full-Loss Equivalents per Million Sectors)

	2020	2021	2022	2023	2024	Trend	5-year average
Industry	0.09	0.23	0.11	0.03	0.06		0.10
IATA Member Airlines	0.07	0.00	0.02	0.00	0.08		0.03
Non-IATA Member Airlines	0.14	0.79	0.31	0.08	0.00		0.27

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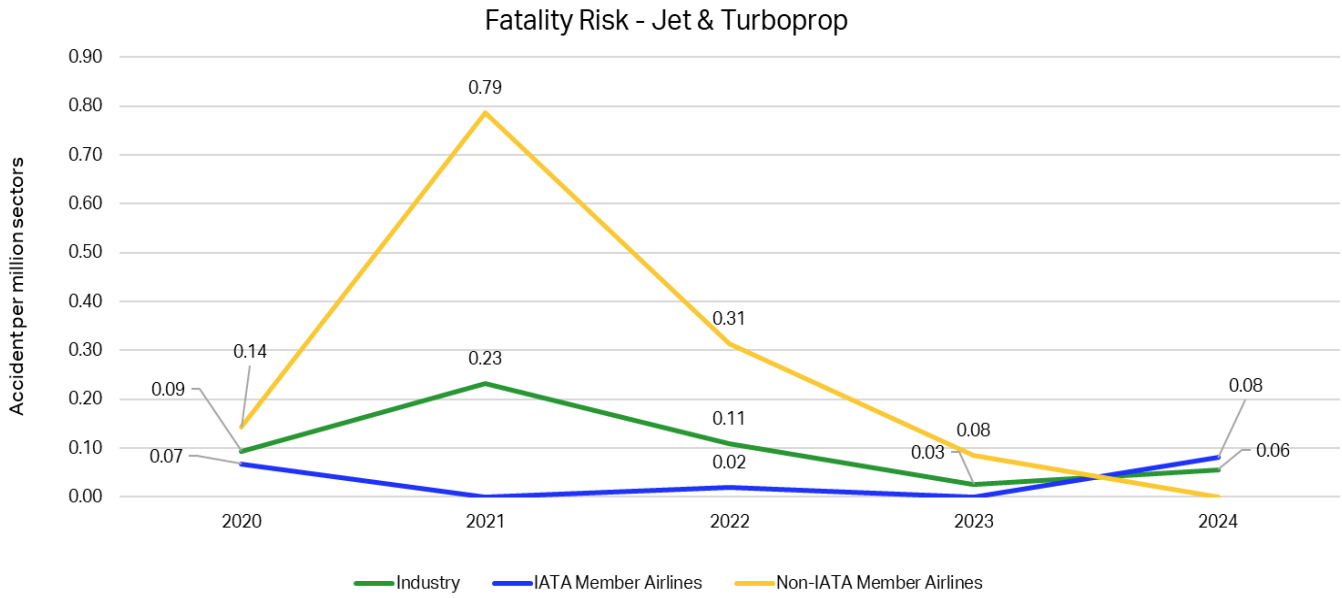

Jet Fatality Risk (Full-Loss Equivalents per Million Sectors)

(Full-Loss Equivalents per Million Sectors)

	2020	2021	2022	2023	2024	Trend	5-year average
Industry	0.06	0.04	0.03	0.00	0.03		0.03
IATA Member Airlines	0.07	0.00	0.00	0.00	0.05		0.02
Non-IATA Member Airlines	0.02	0.17	0.13	0.00	0.00		0.06

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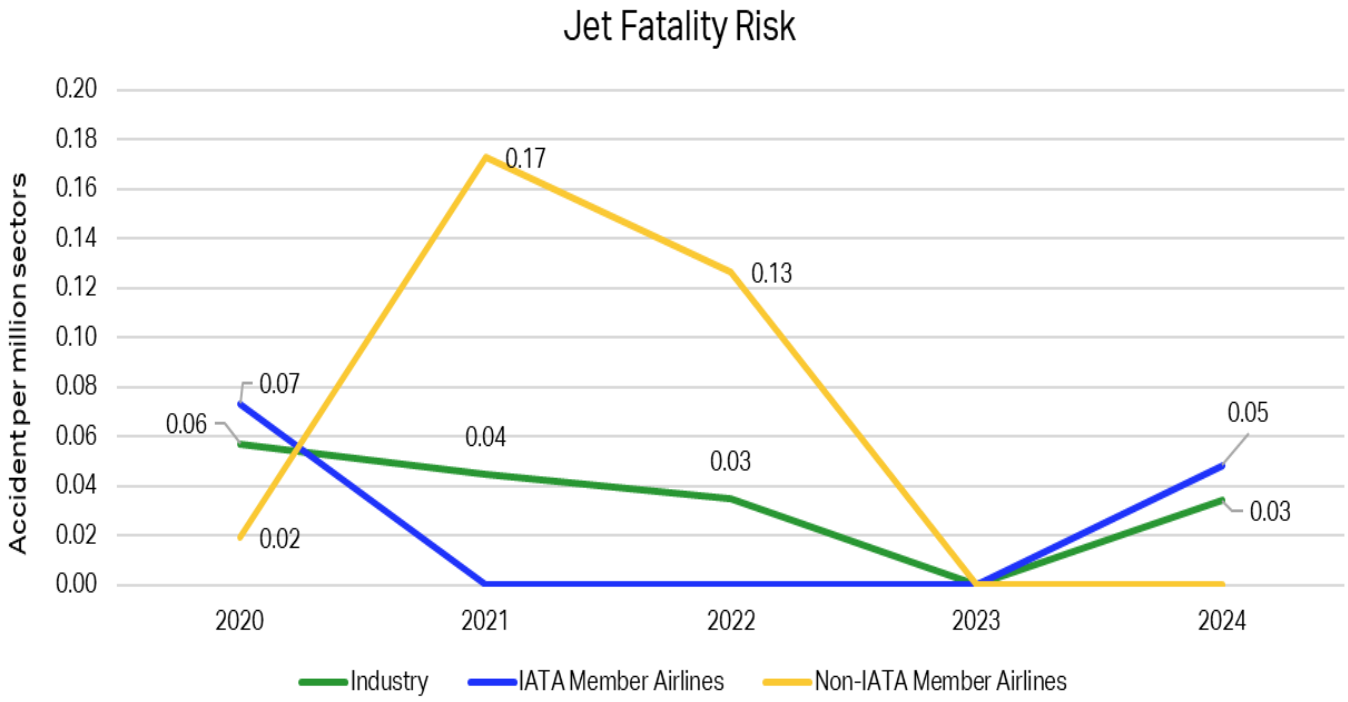

Turboprop Fatality Risk (Full-Loss Equivalents per Million Sectors)

(Full-Loss Equivalents per Million Sectors)

	2020	2021	2022	2023	2024	Trend	5-year average
Industry	0.33	1.72	0.74	0.28	0.28		0.67
IATA Member Airlines	0.00	0.00	0.28	0.00	0.56		0.17
Non-IATA Member Airlines	0.52	3.02	1.11	0.52	0.00		1.04

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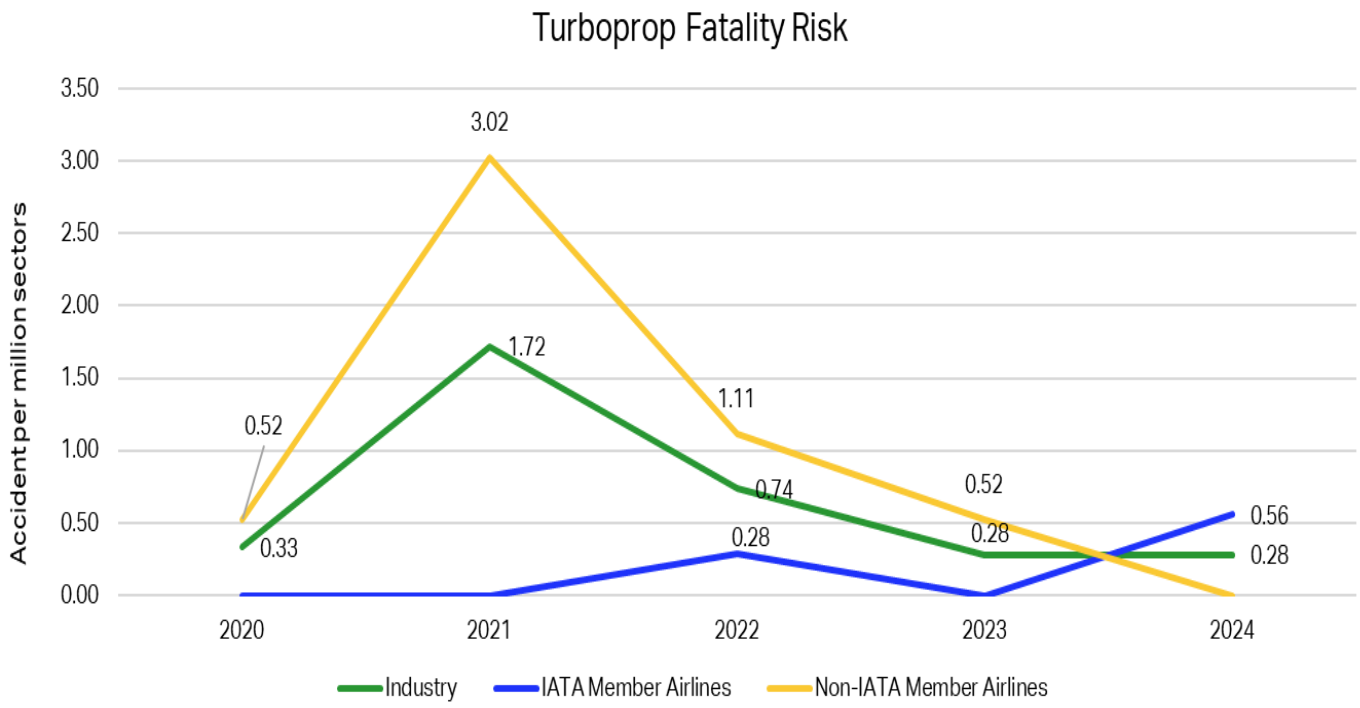

Jet Hull Loss - Industry vs. IATA

	2020	2021	2022	2023	2024	Trend	5-year average
Industry	0.15	0.13	0.24	0.06	0.14		0.15
IATA Member Airlines	0.15	0.00	0.05	0.04	0.12		0.07

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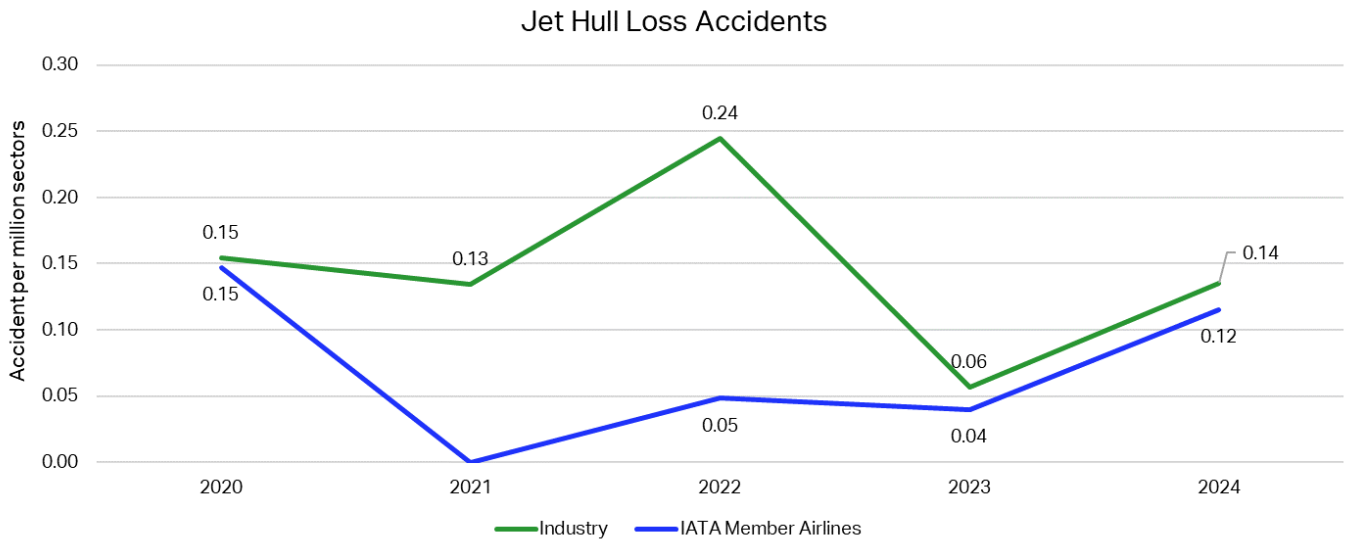
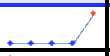
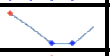
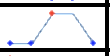
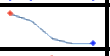
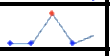
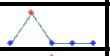
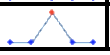


Jet Hull Loss Rate – Regional

This rate includes accidents involving all jet aircraft where the accident resulted in a hull loss. The Jet Hull Loss rate is calculated as a number of accidents per million sectors.

Region of Operator	2020	2021	2022	2023	2024	Trend	5-Year Average
Africa (AFI)	0.00	0.00	0.00	0.00	1.78		0.36
Asia Pacific (ASPAC)	0.61	0.34	0.00	0.00	0.36		0.26
Commonwealth of Independent States (CIS)*	0.00	0.00	1.16	1.13	0.00		0.46
Europe (EUR)	0.33	0.28	0.16	0.13	0.13		0.21
Latin American and Caribbean (LATAM/CAR)	0.00	0.00	1.42	0.00	0.40		0.36
Middle East and North Africa (MENA)	0.00	0.00	0.00	0.00	0.00		0.00
North America (NAM)	0.00	0.14	0.00	0.00	0.00		0.03
North Asia (NASIA)	0.00	0.00	0.46	0.00	0.00		0.09

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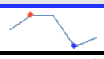
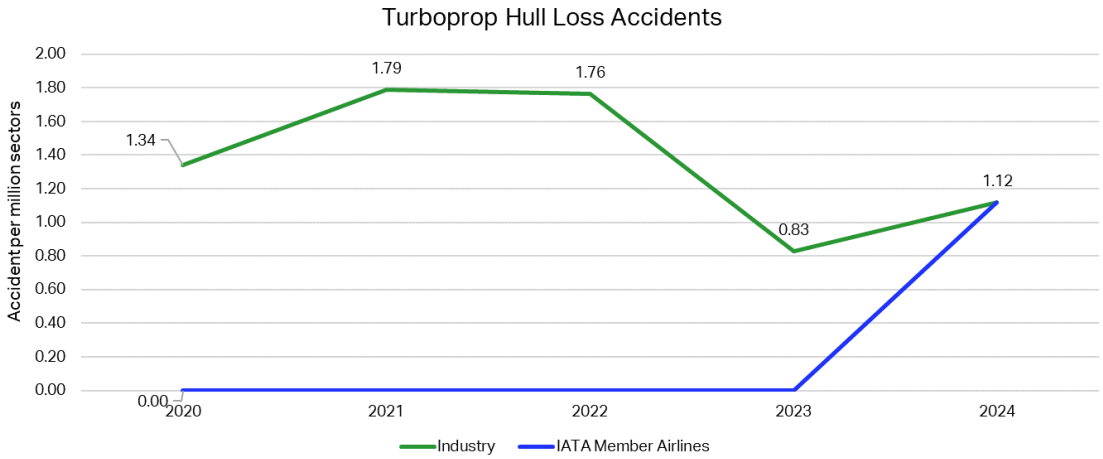
Turboprop Hull Loss - Industry vs. IATA

This rate includes accidents involving all turboprop aircraft where the accident resulted in a hull loss. The Turboprop Hull Loss rate is calculated as a number of accidents per million sectors.

	2020	2021	2022	2023	2024	Trend	5-year average
Industry	1.34	1.79	1.76	0.83	1.12		1.37
IATA Member Airlines	0.00	0.00	0.00	0.00	1.12		0.22

Note: the trend is designed to indicate the performance for each category, therefore the scale has been adjusted for each category and cannot be compared with the other trend lines. The red dot(s) correspond to the highest value(s) and the blue dot(s) to the lowest one(s) during the period.



Turboprop Hull Loss Rate – Regional

This rate includes accidents involving all jet aircraft where the accident resulted in a hull loss. The Jet Hull Loss rate is calculated as a number of accidents per million sectors.

Region of Operator	2020	2021	2022	2023	2024	Trend	5-Year Average
Africa (AFI)	6.21	5.65	9.41	2.38	5.24		5.78
Asia Pacific (ASPAC)	0.00	0.00	0.00	0.85	0.86		0.34
Commonwealth of Independent States (CIS)*	0.00	43.35	0.00	0.00	0.00		8.67
Europe (EUR)	0.00	0.00	0.00	0.00	0.00		0.00
Latin American and Caribbean (LATAM/CAR)	2.48	0.00	5.63	0.00	2.97		2.22
Middle East and North Africa (MENA)	0.00	0.00	0.00	0.00	0.00		0.00
North America (NAM)	1.74	0.00	0.00	1.48	0.00		0.64
North Asia (NASIA)	0.00	0.00	0.00	0.00	0.00		0.00

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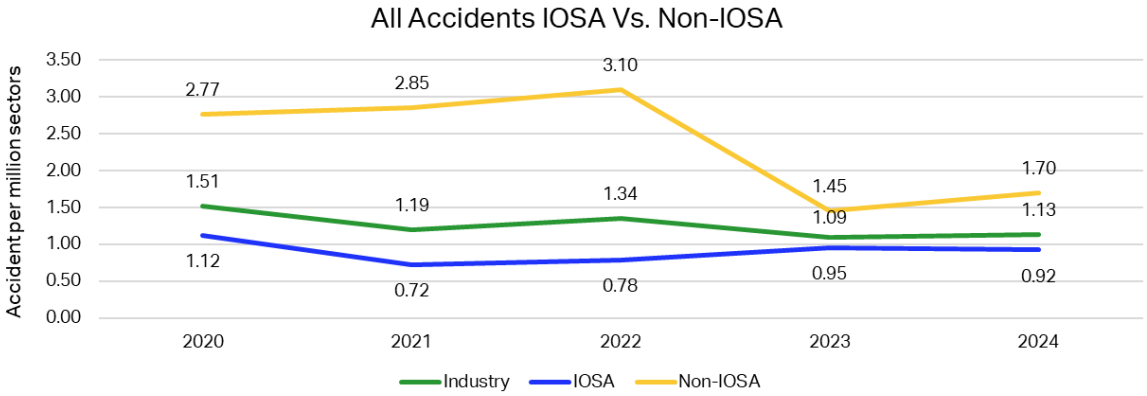
IOSA Registered Carriers vs. non-IOSA

The positive results of IOSA are demonstrated when the All Accident rate is broken down to show the rate for IOSA registered airlines compared to the rate for operators not on the IOSA registry.



Notes

1. All data in this report is extracted from the IATA Safety Report.
2. IATA defines 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, training, maintenance/test flights are all excluded.
   - The aircraft is turbine powered and has a certificated Maximum Take-Off Weight (MTOW) of at least 5,700KG (12,540 lbs.).

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

3. A hull loss is an accident in which the aircraft is destroyed or substantially damaged and is not subsequently repaired for whatever reason including a financial decision of the owner.
4. The sectors used to create the accident rates in this Safety Fact Sheet are the most up-to-date available from OAG at the time of production. Accident rates presented in this document may not exactly match earlier editions due to data updates during the intervening period.