



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. It usually meets twice a year to review, validate and classify each accident. The membership list can be found on Section 1 of the annual IATA Safety Report. 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

	2017	2018	2019	2020	2021	Trend	Average 2017 - 2021
Yearly Flights (Millions)*	42.5	45.5	46.8	22.2	25.7		36.6
Total Accidents	46	62	52	35	26		44.2
Fatal Accidents	6	11	8	5	7		7.4
Fatalities	19	523	240	132	121		207

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.

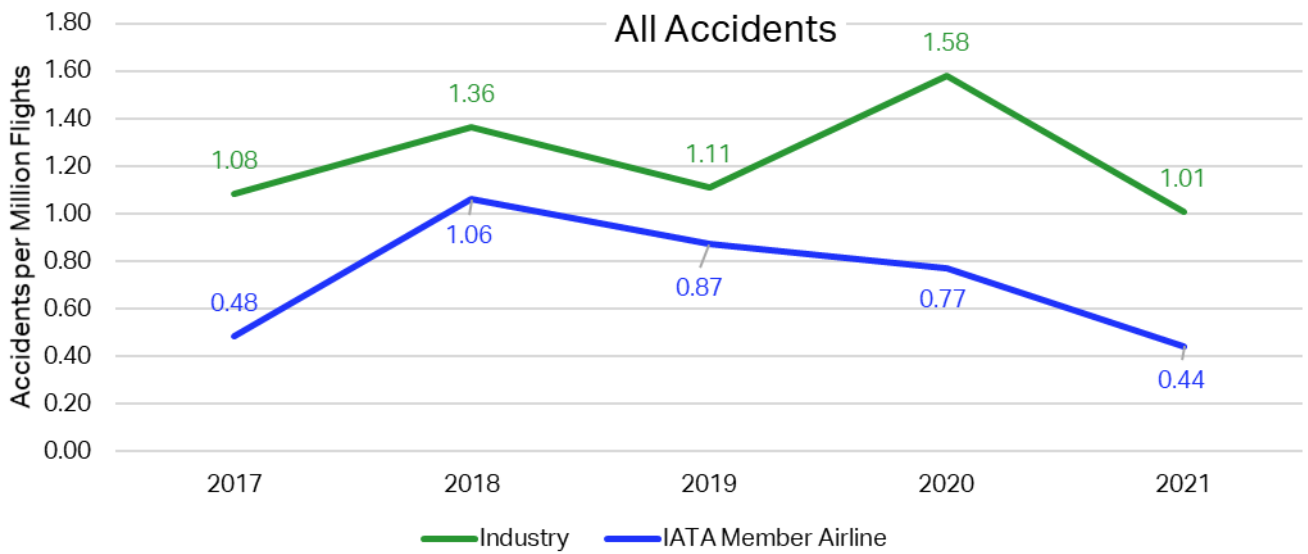
*Flight information for 2021 provided by OAG. Flight numbers are updated with the most accurate counts available at the time of production of this document. Numbers may vary slightly when compared to previous releases of this document.

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.

	2017	2018	2019	2020	2021	Trend	5Y Average (2017-2021)
Industry	1.08	1.36	1.11	1.58	1.01		1.23
IATA Member Airline	0.48	1.06	0.87	0.77	0.44		0.72

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.

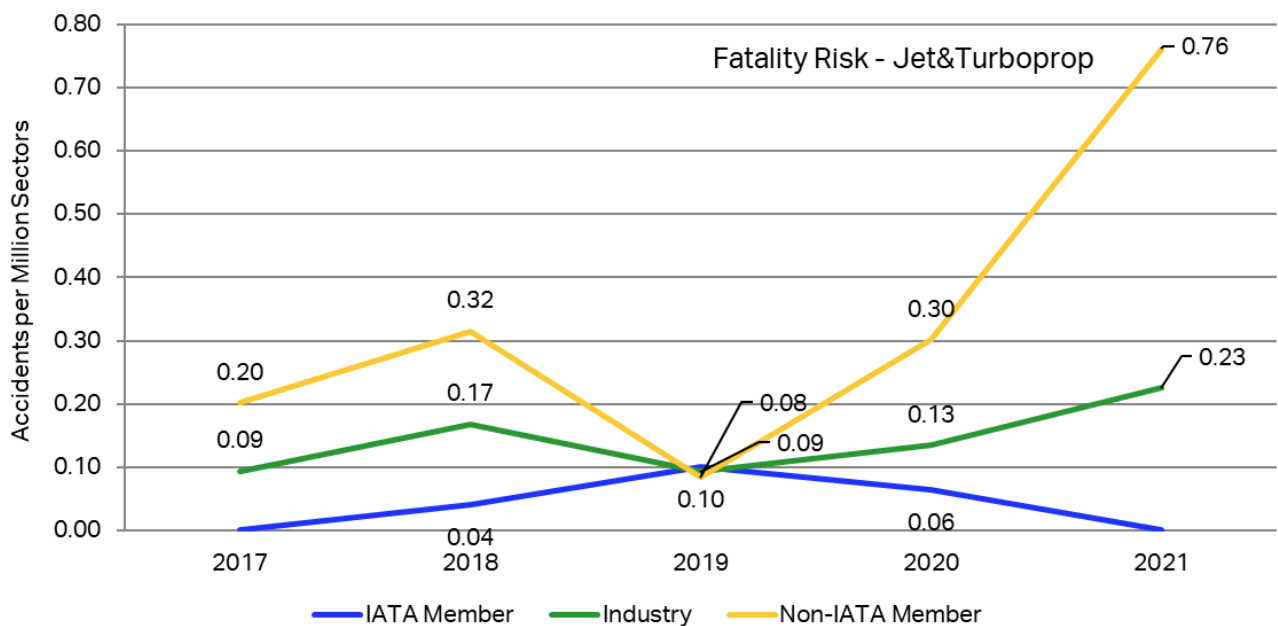


Fatality Risk (Jet and Turboprop)

(Full-Loss Equivalents per Million Sectors)


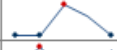
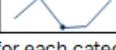
	2017	2018	2019	2020	2021	Trend	5Y Average (2017-2021)
Industry	0.09	0.17	0.09	0.13	0.23		0.14
IATA Member	0.00	0.04	0.10	0.06	0.00		0.04
Non-IATA Member	0.20	0.32	0.08	0.30	0.76		0.33

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.

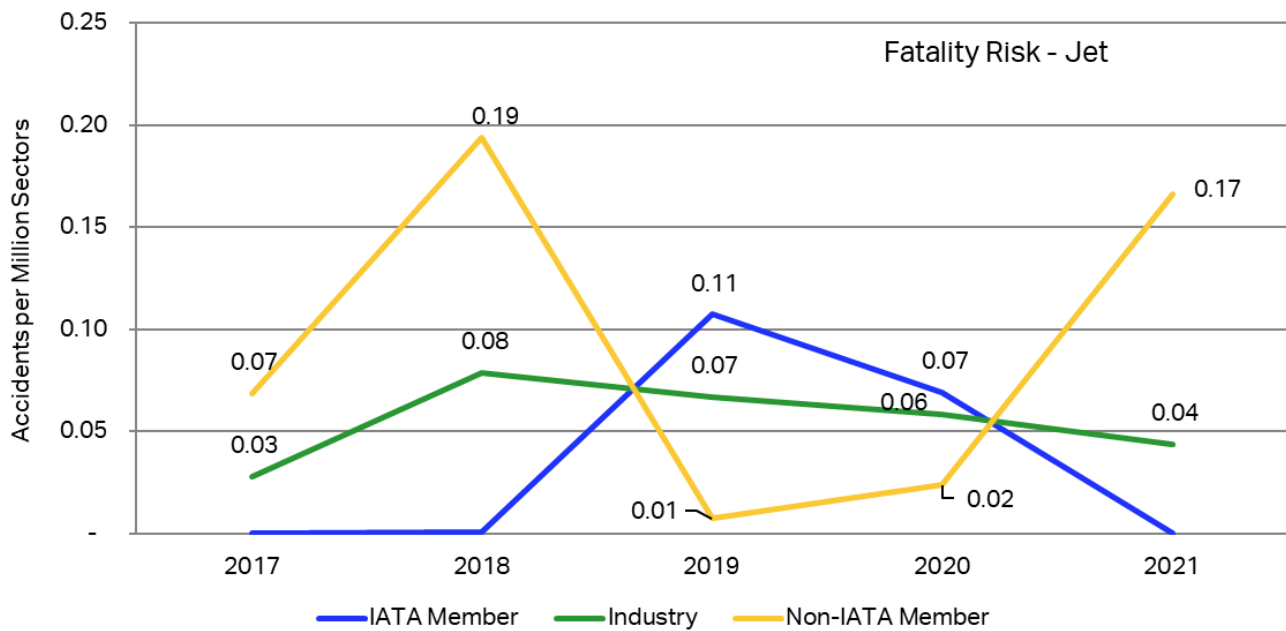


Source: IATA GADM

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

	2017	2018	2019	2020	2021	Trend	5Y Average (2017-2021)
Industry	0.03	0.08	0.07	0.06	0.04		0.06
IATA Member	0.00	0.00	0.11	0.07	0.00		0.04
Non-IATA Member	0.07	0.19	0.01	0.02	0.17		0.09

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.

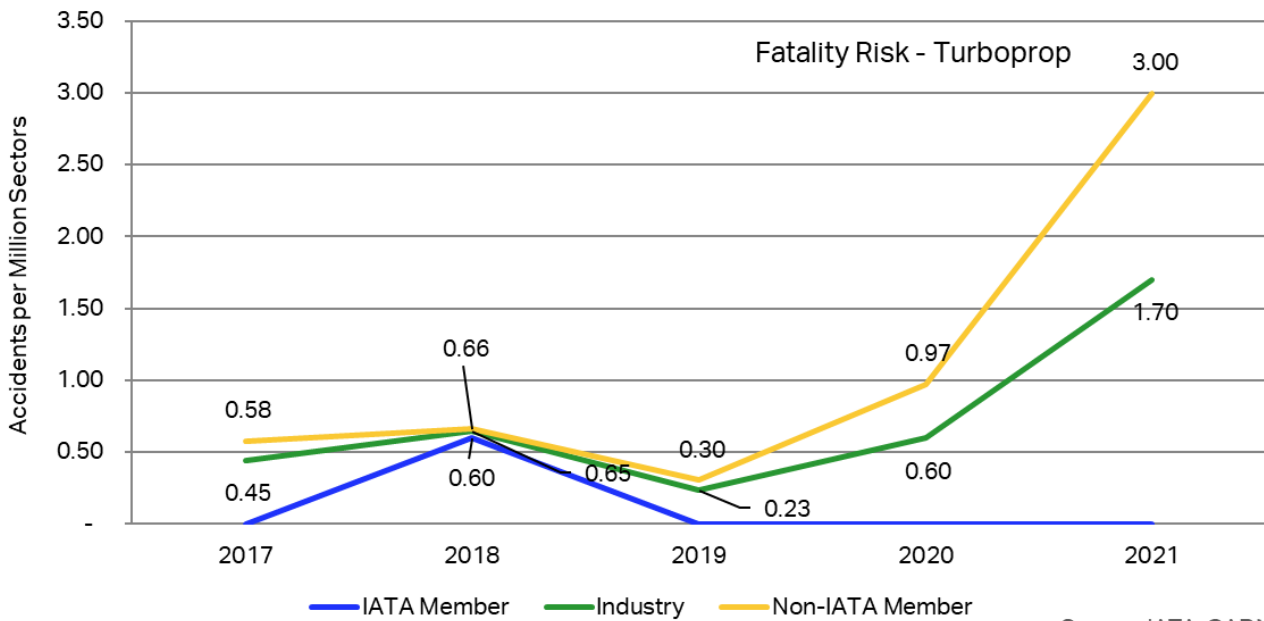


Source: IATA GADM

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

	2017	2018	2019	2020	2021	Trend	5Y Average (2017-2021)
Industry	0.45	0.65	0.23	0.60	1.70		0.72
IATA Member	0.00	0.60	0.00	0.00	0.00		0.12
Non-IATA Member	0.58	0.66	0.30	0.97	3.00		1.10

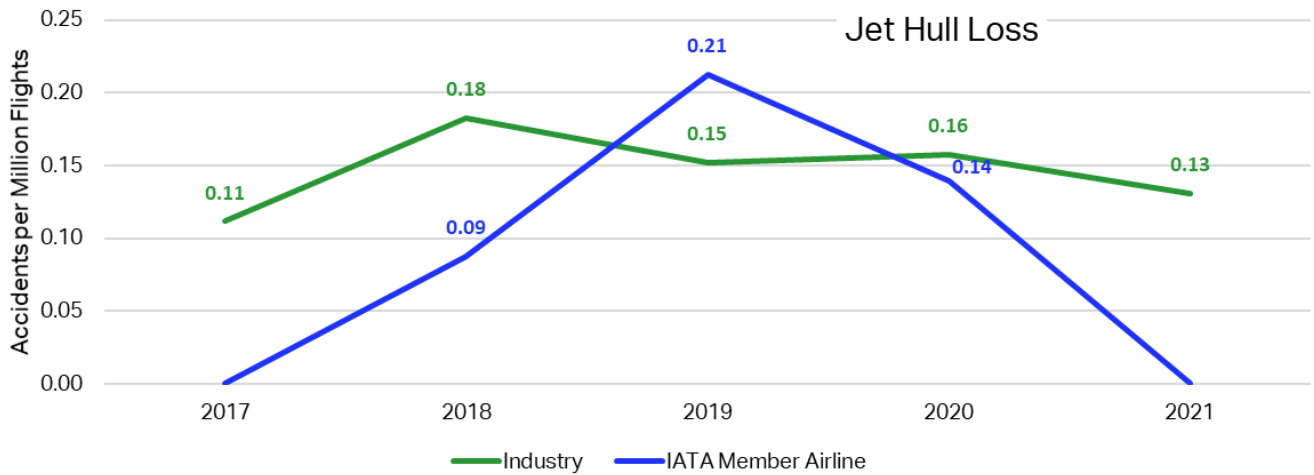
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Jet Hull Loss - Industry vs. IATA

	2017	2018	2019	2020	2021	Trend	5Y Average (2017-2021)
Industry	0.11	0.18	0.15	0.16	0.13		0.15
IATA Member Airline	0.00	0.09	0.21	0.14	0.00		0.09

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.



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 number of accidents per million sectors.

	2017	2018	2019	2020	2021	Trend	5Y Average (2017-2021)
Africa	0.00	0.00	1.39	0.00	0.00		0.28
Asia Pacific	0.17	0.32	0.00	0.62	0.33		0.29
Commonwealth of Independent States	0.87	1.53	2.21	0.00	0.00		0.92
Europe	0.12	0.00	0.00	0.31	0.27		0.14
Latin America and the Caribbean	0.40	0.77	0.00	0.00	0.00		0.23
Middle East and North Africa	0.00	0.00	0.00	0.00	0.00		0.00
North America	0.00	0.09	0.09	0.00	0.14		0.06
North Asia	0.00	0.00	0.15	0.00	0.00		0.03
Industry	0.11	0.18	0.15	0.16	0.13		0.15
IATA Member Airlines	0.00	0.09	0.21	0.14	0.00		0.09

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Turboprop Hull Loss - Industry vs. IATA

	2017	2018	2019	2020	2021	Trend	5Y Average (2017-2021)
Industry	1.35	0.70	0.69	1.59	1.77		1.22
IATA Member Airline	0.00	0.60	0.58	0.00	0.00		0.24

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

	2017	2018	2019	2020	2021	Trend	5Y Average (2017-2021)
Africa	6.07	2.68	1.29	9.77	5.59		5.08
Asia Pacific	0.61	0.56	0.55	0.00	0.00		0.34
Commonwealth of Independent States	17.51	8.19	15.79	0.00	42.53		16.81
Europe	0.00	0.00	0.00	0.00	0.00		0.00
Latin America and the Caribbean	0.00	0.00	1.32	2.35	0.00		0.73
Middle East and North Africa	0.00	7.21	0.00	0.00	0.00		1.44
North America	1.02	0.00	0.00	1.74	0.00		0.55
North Asia	0.00	0.00	0.00	0.00	0.00		0.00
Industry	1.35	0.70	0.69	1.59	1.77		1.22
IATA Member Airlines	0.00	0.60	0.58	0.00	0.00		0.24

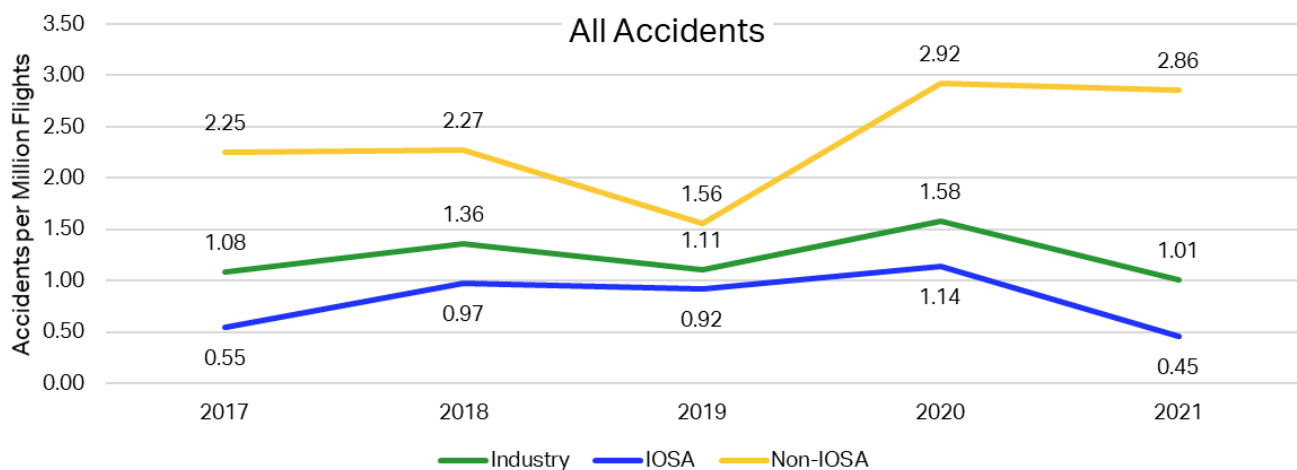
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IOSA Registered Carriers vs. non-IOSA

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.

	2017	2018	2019	2020	2021	Trend	5Y Average (2017-2021)
Industry	1.08	1.36	1.11	1.58	1.01		1.23
IOSA	0.55	0.97	0.92	1.14	0.45		0.81
Non-IOSA	2.25	2.27	1.56	2.92	2.86		2.37

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Notes

1. All data in this report is extracted from the IATA Global Aviation Data Management ADX (Accident Data eXchange) platform.
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.).
 - The aircraft has sustained major structural damage exceeding \$ 1 million or 10% of the aircraft's hull reserve value, whichever is lower, or has been declared a hull loss.
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.