



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

	2021	2022	2023	2024	2025	Trend	5-year average
Yearly Flight (Millions)*	26.6	33.0	36.1	37.9	38.7		34.5
Total Accidents	30	43	42	54	51		44
Fatal Accidents	7	8	1	7	8		6
Fatalities on board	121	158	72	244	394		198

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.

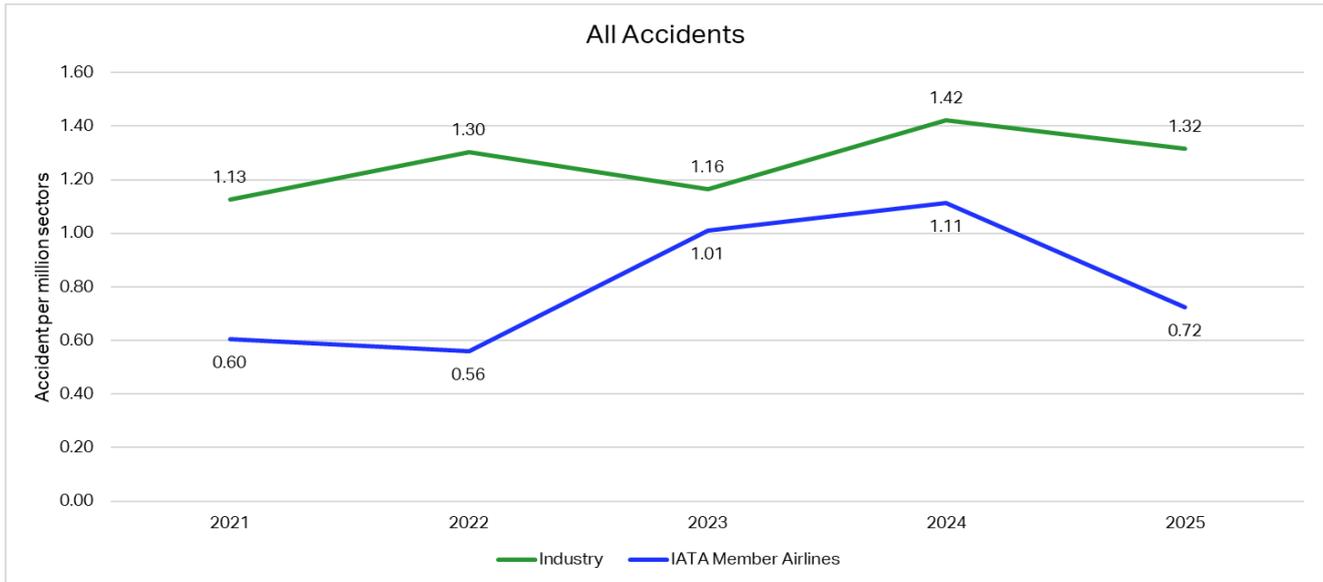
*Flight information for 2025 provided by OAG. Flight numbers are updated with the most accurate counts available at the time of production of this document. Numbers may vary slightly when compared to previous releases of this document.

All Accident Rate - Industry vs. IATA

This rate includes accidents for all aircraft that meet IATA's criteria, including Substantial Damage and Hull Loss events 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.

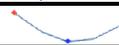
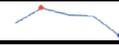
	2021	2022	2023	2024	2025	Trend	5-year average
Industry	1.13	1.30	1.16	1.42	1.32		1.27
IATA Member Airlines	0.60	0.56	1.01	1.11	0.72		0.80

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All Accident Rate - Regional

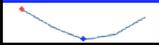
(Accident Rates per Million Sectors)

Region of Operator	2021	2022	2023	2024	2025	Trend	5-year average
Africa (AFI)	6.31	11.97	8.59	12.13	7.86		9.37
Asia Pacific (ASPAC)	1.42	0.56	0.98	1.08	0.91		0.99
Commonwealth of Independent States (CIS)	3.94	2.15	1.05	1.44	2.74		2.26
Europe (EUR)	0.70	1.01	1.04	1.48	1.30		1.11
Latin American and Caribbean (LATAM/CAR)	1.08	4.63	0.76	1.84	1.77		2.02
Middle East and North Africa (MENA)	0.92	1.36	1.16	1.09	0.53		1.01
North America (NAM)	1.19	0.68	1.60	1.49	1.68		1.33
North Asia (NASIA)	0.19	0.39	0.00	0.16	0.16		0.18

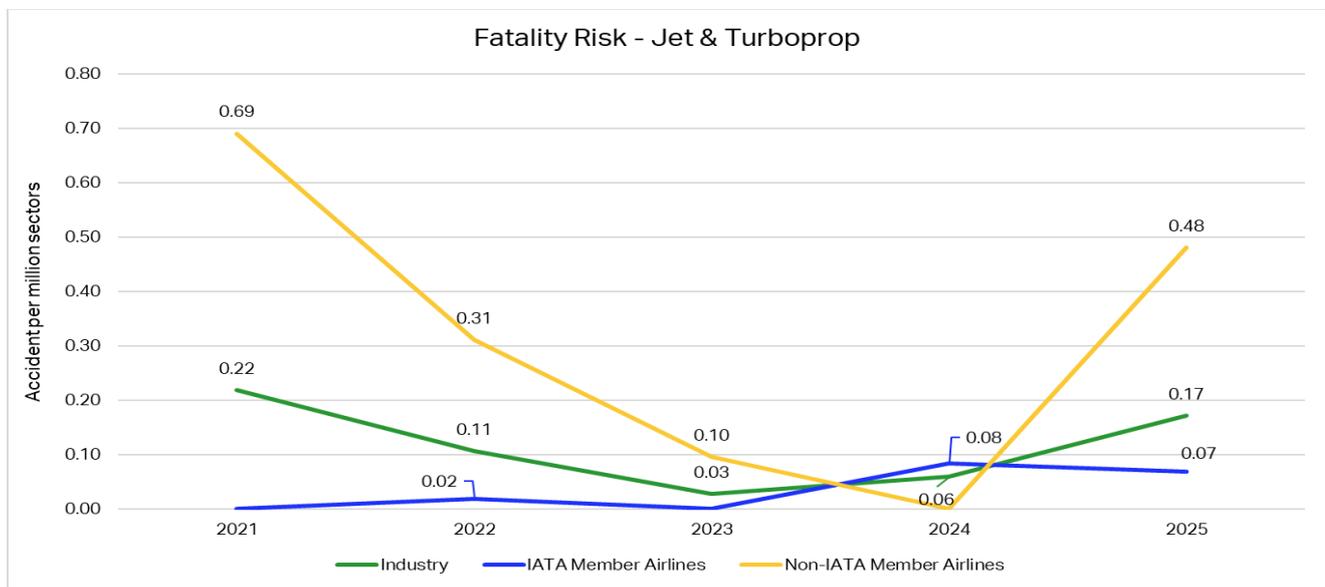
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Fatality Risk (Jet and Turboprop)

(Full-Loss Equivalents per Million Sectors)

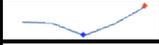
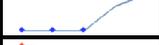
	2021	2022	2023	2024	2025	Trend	5-year average
Industry	0.22	0.11	0.03	0.06	0.17		0.12
IATA Member Airlines	0.00	0.02	0.00	0.08	0.07		0.03
Non-IATA Member Airlines	0.69	0.31	0.10	0.00	0.48		0.32

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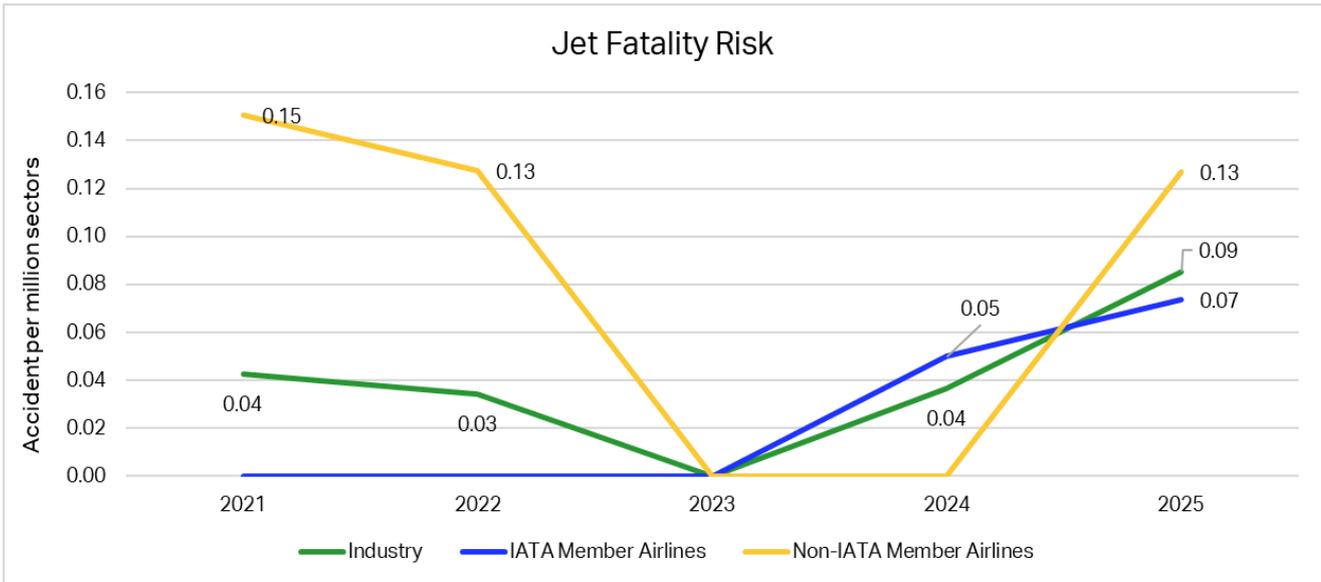


Jet Fatality Risk (Full-Loss Equivalents per Million Sectors)

(Full-Loss Equivalents per Million Sectors)

	2021	2022	2023	2024	2025	Trend	5-year average
Industry	0.04	0.03	0.00	0.04	0.09		0.04
IATA Member Airlines	0.00	0.00	0.00	0.05	0.07		0.02
Non-IATA Member Airlines	0.15	0.13	0.00	0.00	0.13		0.08

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.

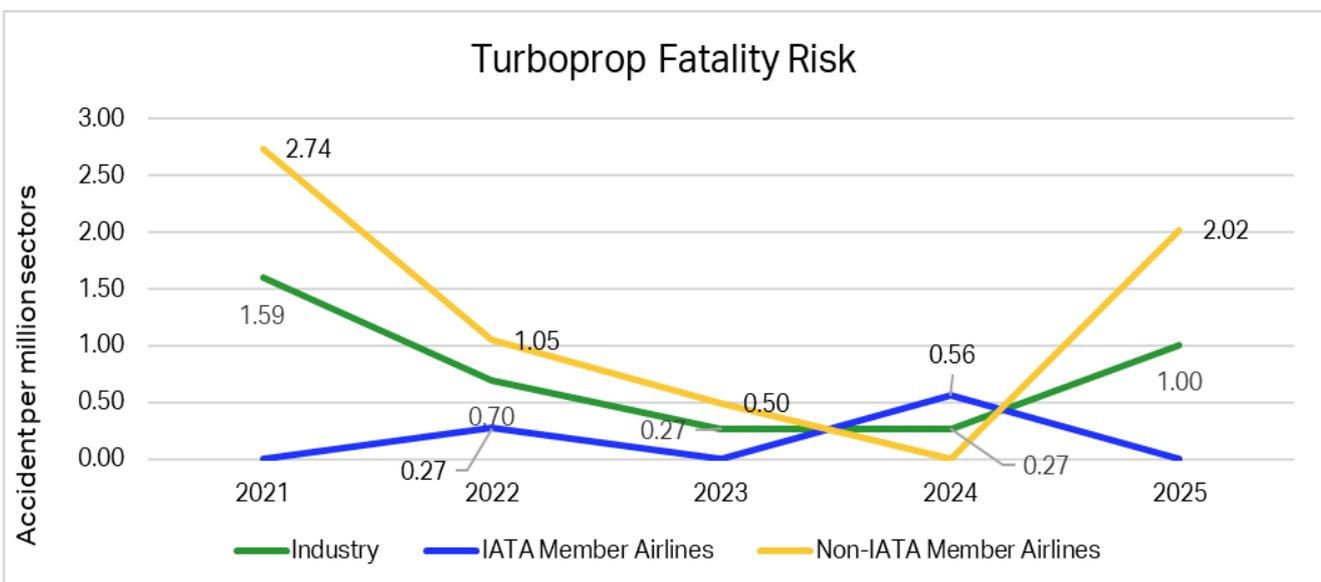


Turboprop Fatality Risk (Full-Loss Equivalents per Million Sectors)

(Full-Loss Equivalents per Million Sectors)

	2021	2022	2023	2024	2025	Trend	5-year average
Industry	1.59	0.70	0.27	0.27	1.00		0.77
IATA Member Airlines	0.00	0.27	0.00	0.56	0.00		0.17
Non-IATA Member Airlines	2.74	1.05	0.50	0.00	2.02		1.26

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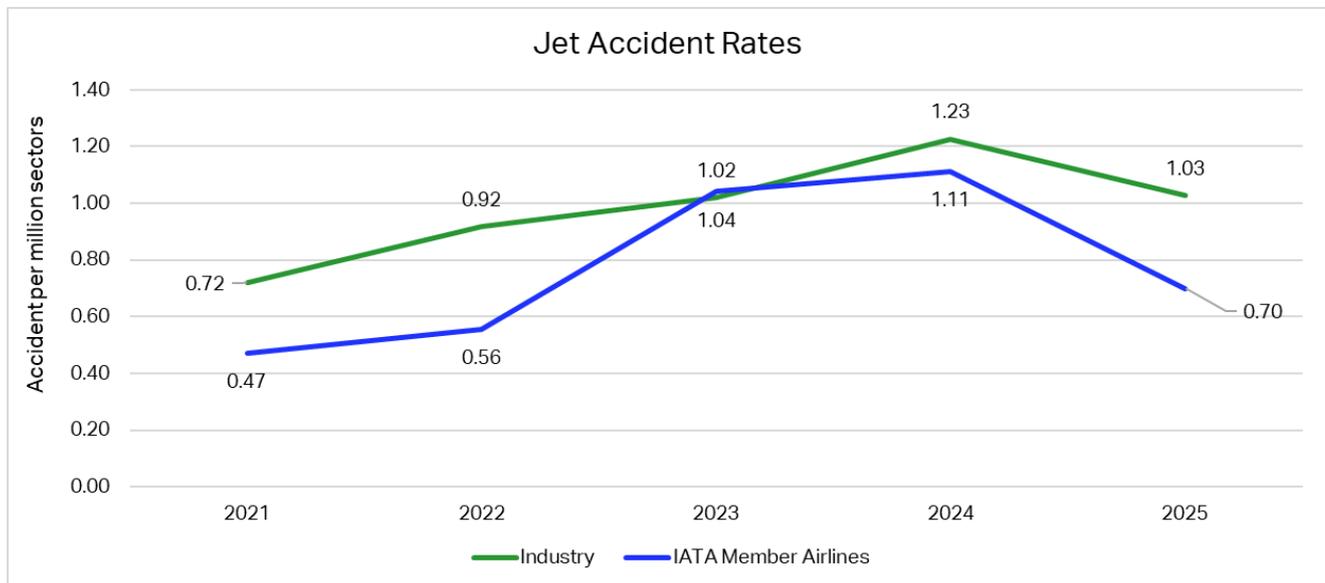


Jet Accidents - Industry vs. IATA

This rate reflects accidents involving all jet aircraft. The jet accident rate is calculated as a number of accidents per million sectors.

	2021	2022	2023	2024	2025	Trend	5-year average
Industry	0.72	0.92	1.02	1.23	1.03		0.98
IATA Member Airlines	0.47	0.56	1.04	1.11	0.70		0.78

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Jet Accident Rate – Regional

This rate reflects accidents involving all jet aircraft and is reported according to the operators' region. The Jet accident rate is calculated as a number of accidents per million sectors.

Region of Operator	2021	2022	2023	2024	2025	Trend	5-Year Average
Africa (AFI)	0.00	4.33	5.84	13.10	3.59		5.37
Asia Pacific (ASPAC)	1.52	0.69	0.79	0.92	1.07		1.00
Commonwealth of Independent States (CIS)	0.00	1.17	1.16	1.51	0.00		0.77
Europe (EUR)	0.80	1.13	1.17	1.65	1.04		1.16
Latin American and Caribbean (LATAM/CAR)	1.32	2.44	0.43	1.25	0.81		1.25
Middle East and North Africa (MENA)	0.00	1.40	1.19	1.12	0.54		0.85
North America (NAM)	0.98	0.60	1.58	1.12	1.78		1.21
North Asia (NASIA)	0.00	0.39	0.00	0.16	0.16		0.14

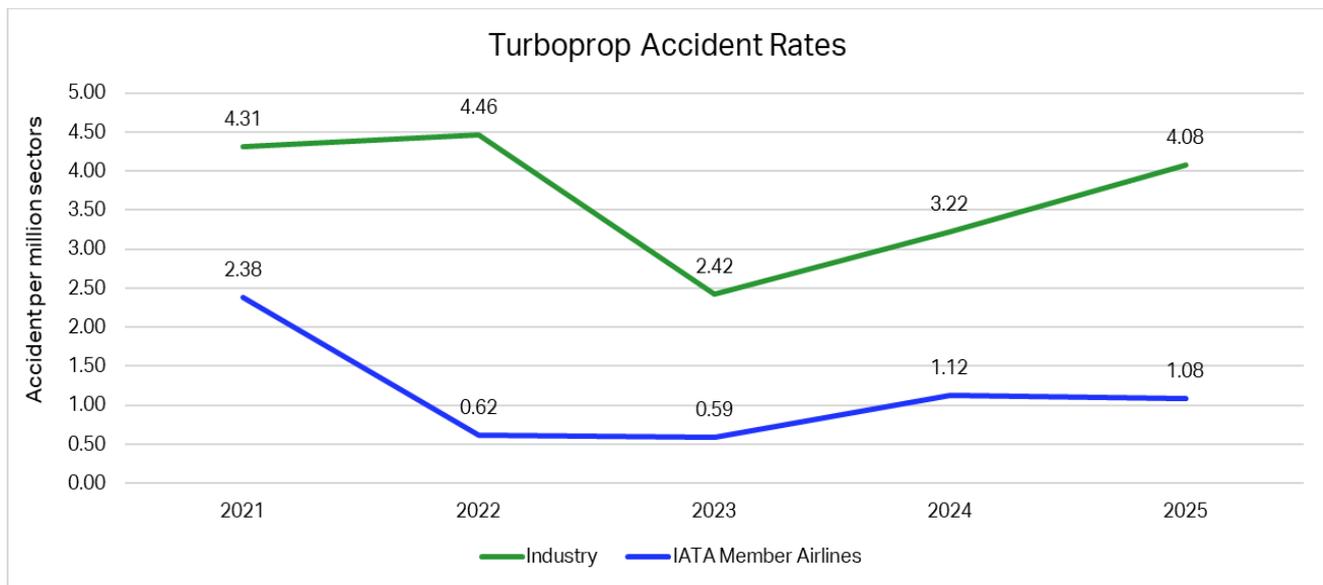
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Turboprop Accident Rate - Industry vs. IATA

This rate reflects accidents involving all turboprop aircraft. The Turboprop accident rate is calculated as a number of accidents per million sectors.

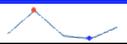
	2021	2022	2023	2024	2025	Trend	5-year average
Industry	4.31	4.46	2.42	3.22	4.08		3.70
IATA Member Airlines	2.38	0.62	0.59	1.12	1.08		1.16

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Turboprop Accident- Regional

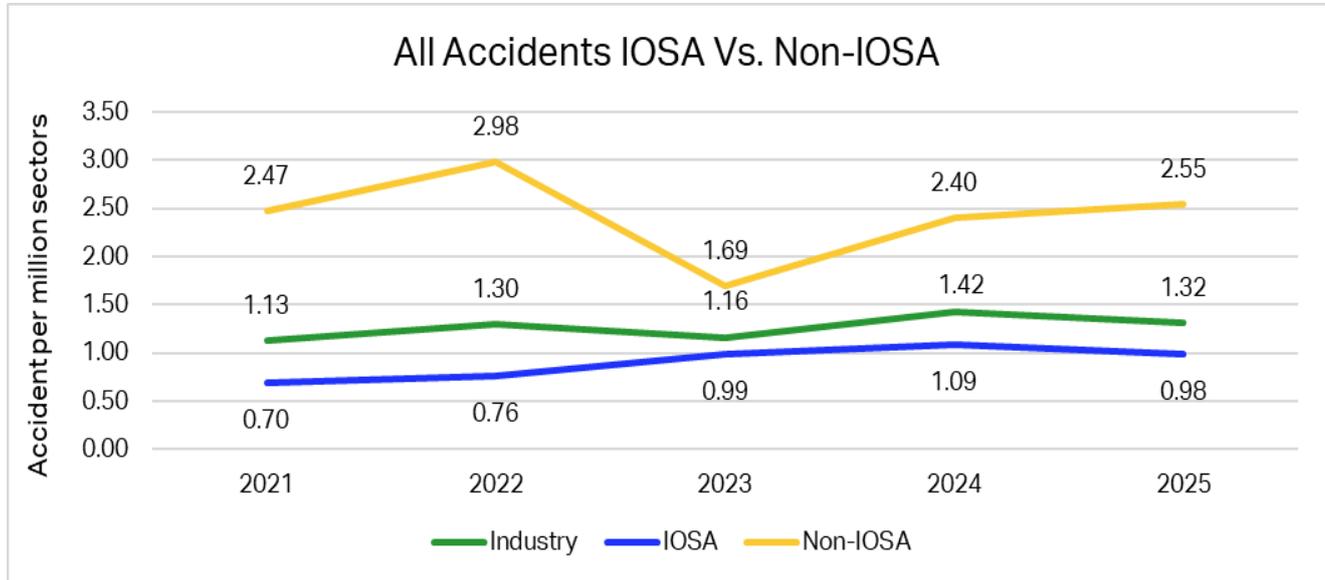
This rate reflects accidents involving all turboprop aircraft and is reported according to the operators' region. The Turboprop accident rate is calculated as a number of accidents per million sectors.

Region of Operator	2021	2022	2023	2024	2025	Trend	5-Year Average
Africa (AFI)	12.91	21.39	11.99	10.74	14.96		14.40
Asia Pacific (ASPAC)	1.06	0.00	1.86	1.86	0.00		0.96
Commonwealth of Independent States (CIS)	42.68	12.72	0.00	0.00	64.86		24.05
Europe (EUR)	0.00	0.00	0.00	0.00	3.69		0.74
Latin American and Caribbean (LATAM/CAR)	0.00	18.57	3.10	6.09	8.77		7.31
Middle East and North Africa (MENA)	29.73	0.00	0.00	0.00	0.00		5.95
North America (NAM)	4.77	2.05	2.02	7.97	0.00		3.36
North Asia (NASIA)	18.23	0.00	0.00	0.00	0.00		3.65

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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

- All data in this report is extracted from the IATA Safety Report.
- IATA defines an accident as an event where ALL of the following criteria are satisfied:
 - 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 operations¹ 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

¹ Commercial operation refers to an aircraft operation involving the transport of passengers or cargo for remuneration or hire. This definition includes both scheduled and non-scheduled services including charter flights, where remuneration or hire means payment is made for the carriage of people or cargo."

- Test flights
 - Piston aircraft
 - **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
3. 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.