



# Fact Sheet

## Safety

### Safety Trends

Accident information is 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](#). 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

	2018	2019	2020	2021	2022	Trend	5-year average
Yearly Flight (Millions)*	45.5	46.8	22.1	25.7	32.2		34.4
Total Accidents	60	52	34	29	39		43
Fatal Accidents	9	8	4	7	5		7
Fatalities on board	512	240	125	121	158		231

**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 2022 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.

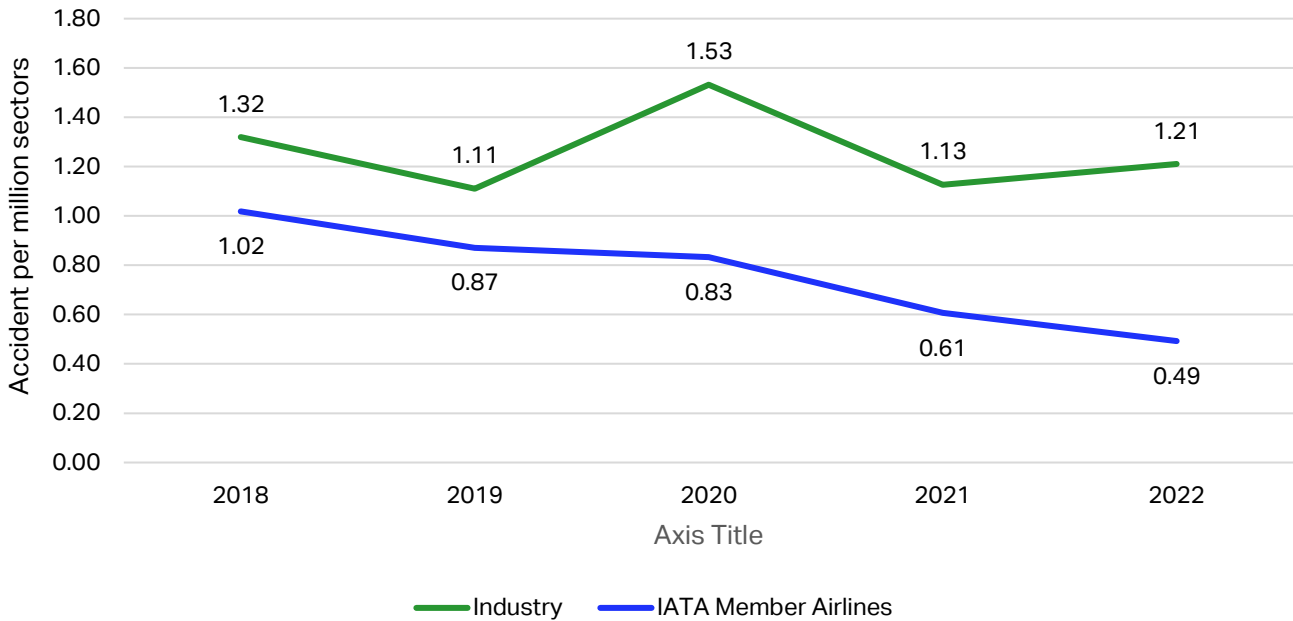
### All Accident Rate - Industry vs. IATA

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.

	2018	2019	2020	2021	2022	Trend	5-year average
Industry	1.32	1.11	1.53	1.13	1.21		1.26
IATA Member Airlines	1.02	0.87	0.83	0.61	0.49		0.76

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## All Accidents



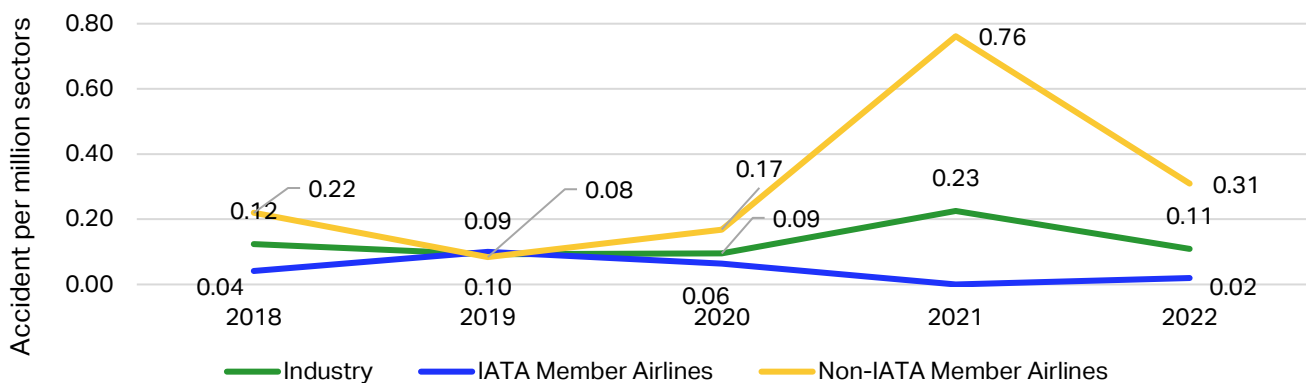
## Fatality Risk (Jet and Turboprop)

(Full-Loss Equivalents per Million Sectors)

	2018	2019	2020	2021	2022	Trend	5-year average
Industry	0.12	0.09	0.09	0.23	0.11		0.13
IATA Member Airlines	0.04	0.10	0.06	0.00	0.02		0.05
Non-IATA Member Airlines	0.22	0.08	0.17	0.76	0.31		0.31

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## Fatality Risk - Jet & Turboprop



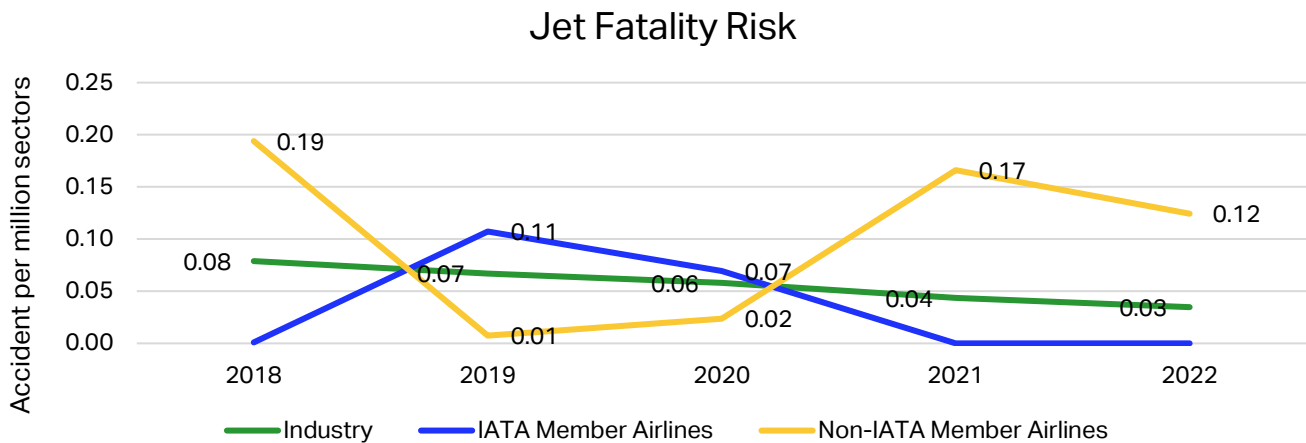


## Jet Fatality Risk (Full-Loss Equivalents per Million Sectors)

(Full-Loss Equivalents per Million Sectors)

	2018	2019	2020	2021	2022	Trend	5-year average
Industry	0.08	0.07	0.06	0.04	0.03		0.06
IATA Member Airlines	0.00	0.11	0.07	0.00	0.00		0.04
Non-IATA Member Airlines	0.19	0.01	0.02	0.17	0.12		0.10

**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.



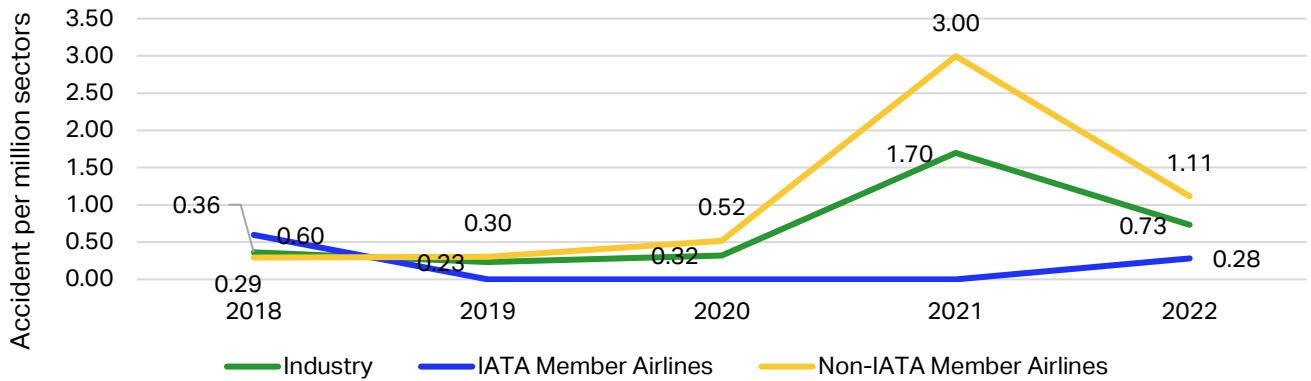
## Turboprop Fatality Risk (Full-Loss Equivalents per Million Sectors)

(Full-Loss Equivalents per Million Sectors)



	2018	2019	2020	2021	2022	Trend	5-year average
Industry	0.36	0.23	0.32	1.70	0.73		0.67
IATA Member Airlines	0.60	0.00	0.00	0.00	0.28		0.18
Non-IATA Member Airlines	0.29	0.30	0.52	3.00	1.11		1.05

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## Turboprop Fatality Risk

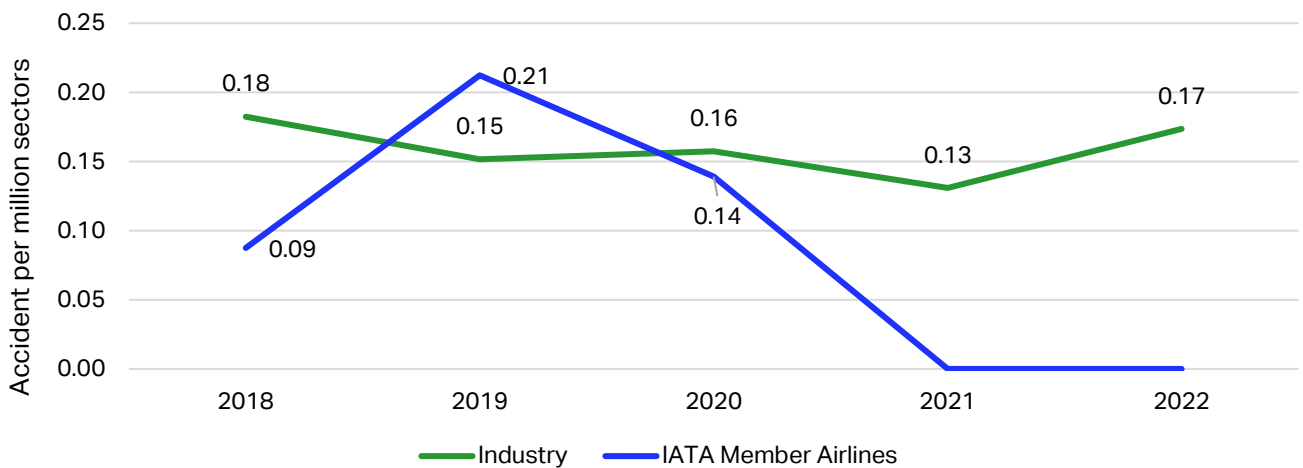


## Jet Hull Loss - Industry vs. IATA

	2018	2019	2020	2021	2022	Trend	5-year average
Industry	0.18	0.15	0.16	0.13	0.17		0.16
IATA Member Airlines	0.09	0.21	0.14	0.00	0.00		0.09

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## Jet Hull Loss Accidents





## 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.

Region of Operator	2018	2019	2020	2021	2022	Trend	5-Year Average
Africa (AFI)	0.00	1.39	0.00	0.00	0.00		0.28
Asia Pacific (ASPAC)	0.32	0.00	0.62	0.33	0.00		0.26
Commonwealth of Independent States (CIS)	1.53	2.21	0.00	0.00	1.18		0.98
Europe (EUR)	0.00	0.00	0.31	0.27	0.00		0.12
Latin American and Caribbean (LATAM/CAR)	0.77	0.00	0.00	0.00	0.95		0.34
Middle East and North Africa (MENA)	0.00	0.00	0.00	0.00	0.00		0.00
North America (NAM)	0.09	0.09	0.00	0.14	0.00		0.06
North Asia (NASIA)	0.00	0.15	0.00	0.00	0.46		0.12

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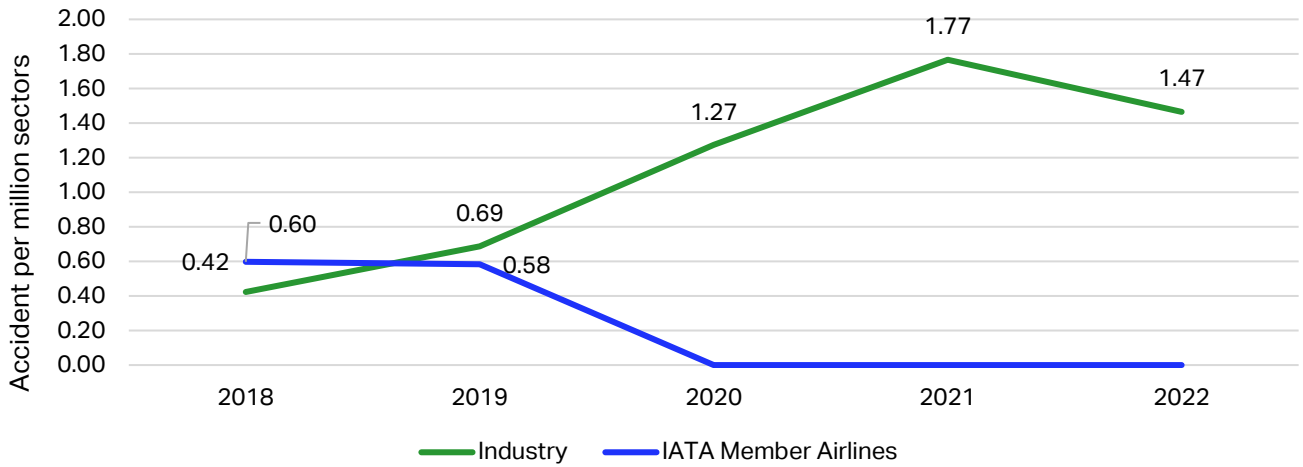
## Turboprop Hull Loss - Industry vs. IATA

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

	2018	2019	2020	2021	2022	Trend	5-year average
Industry	0.42	0.69	1.27	1.77	1.47		1.12
IATA Member Airlines	0.60	0.58	0.00	0.00	0.00		0.24

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## Turboprop Hull Loss Accidents



## 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 number of accidents per million sectors.

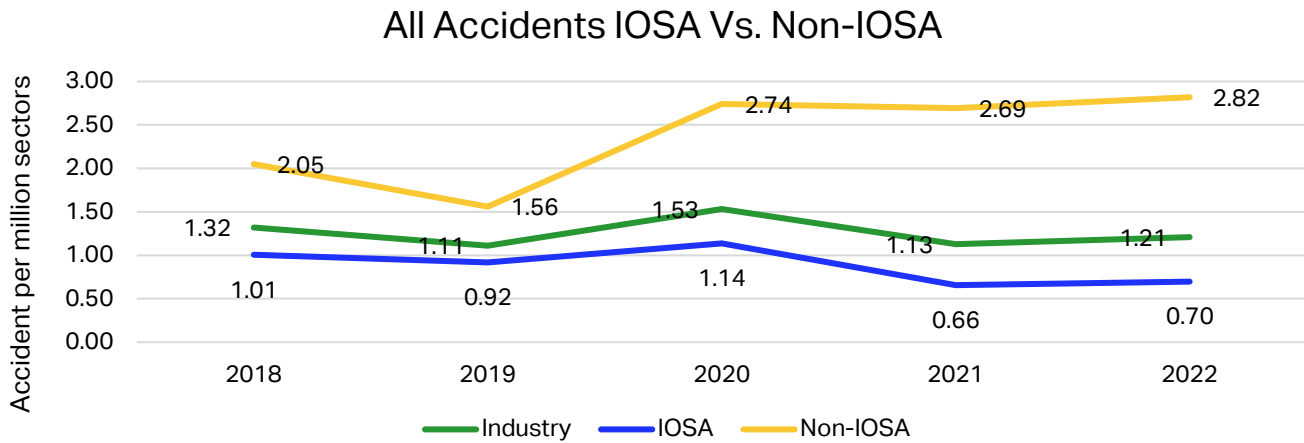
Region of Operator	2018	2019	2020	2021	2022	Trend	5-Year Average
Africa (AFI)	0.00	1.29	6.51	5.59	7.05		4.09
Asia Pacific (ASPAC)	0.56	0.55	0.00	0.00	0.00		0.22
Commonwealth of Independent States (CIS)	8.19	15.79	0.00	42.53	0.00		13.30
Europe (EUR)	0.00	0.00	0.00	0.00	0.00		0.00
Latin American and Caribbean (LATAM/CAR)	0.00	1.32	2.35	0.00	5.64		1.86
Middle East and North Africa (MENA)	7.21	0.00	0.00	0.00	0.00		1.44
North America (NAM)	0.00	0.00	1.74	0.00	0.00		0.35
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.).
  - 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.
5. Fatality risk: Fatality risk measures the exposure of a passenger or crew to a catastrophic accident with no survivors. The calculation of fatality risk does not take into account aircraft size or how many were onboard. What is measured is the percentage of fatalities among those onboard. This is expressed as fatality risk per millions of flights. Refer to Addendum A for additional information.
6. Full-Loss Equivalent: Number representing the equivalent of a catastrophic accident where all people onboard died. For an individual accident, the full-loss equivalent is a value between 0 and 1, representing the ratio between the number of people who perished and the number of people on board the aircraft. In a broader context, the full-loss equivalent is the sum of each accident's full-loss equivalent value. Refer to Addendum A for additional information.

To learn about our definitions, please visit IATA Safety Report [2022 Addendums and Appendixes](#).