



2011 AVIATION SAFETY PERFORMANCE

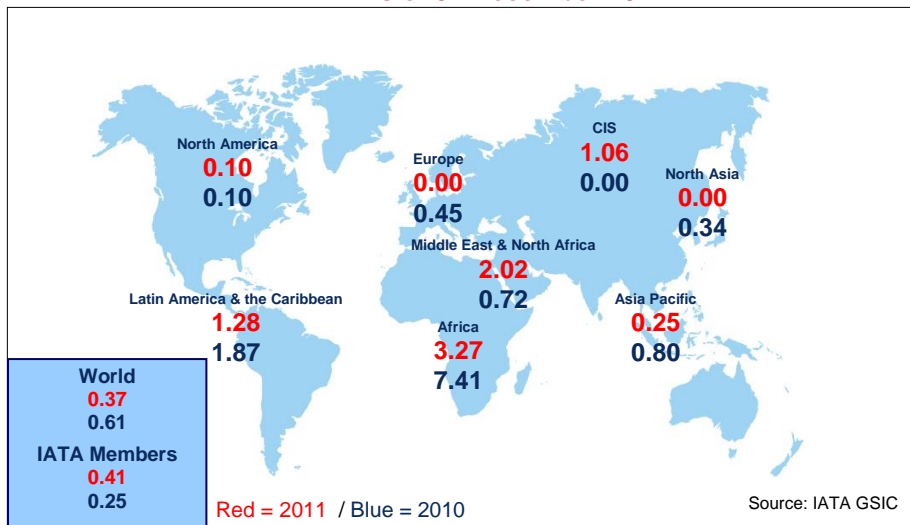
Western-built jet Hull Losses per million sectors

	2005	2006	2007	2008	2009	2010	2011
Africa	9.21	4.31	4.09	2.12	9.94	7.41	3.27
Asia-Pacific	1.00	0.67	2.76	0.58	0.86	0.80	0.25
Commonwealth of Independent States	0.00	8.60	0.00	6.43	0.00	0.00	1.06
Europe	0.33	0.32	0.29	0.42	0.45	0.45	0.00
Latin America & the Caribbean	2.59	1.80	1.61	2.55	0.00	1.87	1.28
Middle East & North Africa	3.84	0.00	1.08	1.89	3.32	0.72	2.02
North America	0.19	0.49	0.09	0.58	0.41	0.10	0.10
North Asia	0.00	0.00	0.88	0.00	0.00	0.34	0.00
Industry	0.77	0.65	0.75	0.81	0.71	0.61	0.37
IATA Member Airlines	0.43	0.48	0.68	0.52	0.62	0.25	0.41

Summary:

- As of 31 December 2011, the industry rate is lower compared to 2010 (0.37 vs. 0.61)
 - 1 Western-built jet hull loss accident per 2.7 million flights (2011) vs. 1 per 1.6 million flights (2010)
 - The IATA members' rate is 1 accident per 2.4 million flights
 - According to the 2011 industry rate, if you were to take a flight everyday, odds are you could go more than 7,000 years without an accident

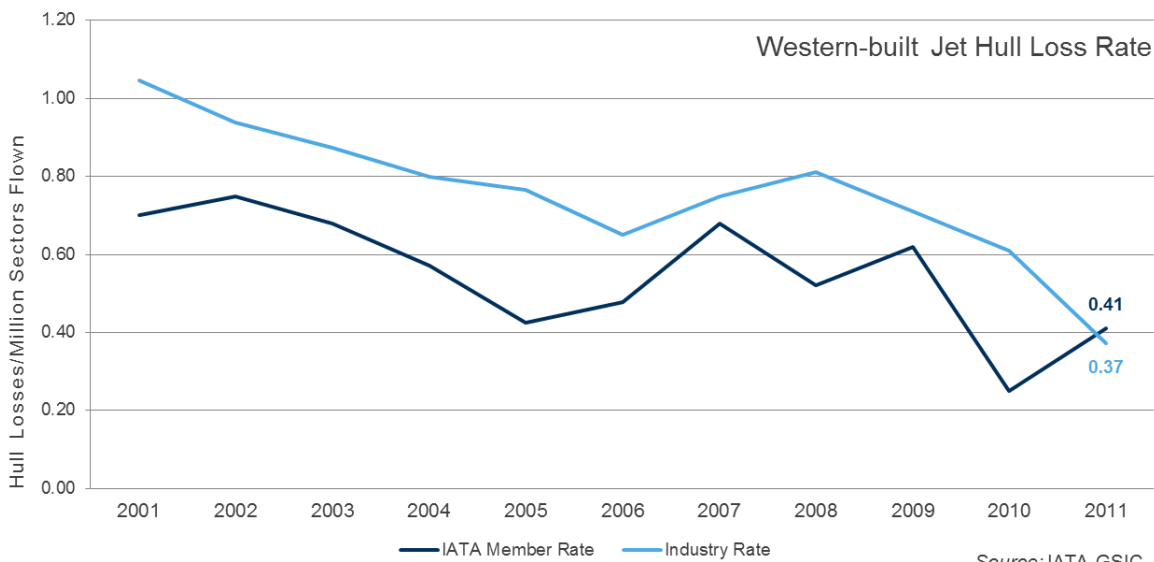
Regional Accident Rates Western-built Jet Hull Losses per Million Sectors As of 31 December 2011



Note:

- IATA member airlines hull loss rates are based on the number of Western-built jet hull losses per million flights for airlines that are members of IATA at the time of the accident

**Global Accident Rate
Western-built Jet Hull Losses per Million Flights**



Summary:

- The 2011 global Western-built jet accident rate of 0.37 is the best ever recorded – the previous one being the 2010 rate of 0.61
 - A 39% improvement
- The 2011 IATA rate of 0.41 is slightly higher than the average for the industry.

**Breakdown Western-built Jet Hull Losses by Region
2011**

Region	Operator	A/C Type	Fatal
Africa	Africa Charter Airline	737	
	Hewa Bora Airways	727	Yes
Asia-Pacific	Asiana Airlines	747	Yes
Commonwealth of Independent States	Georgian Airways	CRJ	Yes
Latin America & The Caribbean	Caribbean Airlines	737	
	TAME Ecuador	EMB-190	
	Aerpostal	DC-9	
Middle East & North Africa	Iran Air	727	Yes
	Saudi Arabian Airlines	747	
	Egyptair	777	
North America	First Air	737	Yes

**Accidents Overview
(All Aircraft Types, Eastern and Western-built)**

2011 vs. 2010

	2011	2010
Total Accidents	92	94
Accidents with IATA Members	34	26
Western-built Jet Hull Losses	11	17
Fatal Accidents	22	23
Fatalities	486	786

Summary – Accidents overview (all aircraft types, Eastern and Western-built):

- The 2011 total number of accidents is 2% lower than 2010 (92 vs. 94)
- 37% of all accidents involved IATA members (vs. 28% in 2010)
- The IATA-member rate for all accidents is 1.84 compared to the industry rate of 2.40
 - IATA-members' rate is 23% better than the industry rate
- IOSA operators rate for all accidents is 52% better than non-IOSA operators (1.73 vs. 3.58)
- The number of accidents involving Western-built Jet Hull Losses decreased by 35% (11 vs. 17)
- 24% of the total number of accidents were fatal
- The 2011 number of fatalities decreased by 38% compared to 2010 (486 vs. 786)

**Total Accidents by Region
(All Aircraft Types, Eastern and Western-built)**

2011 vs. 2010

Region	2011	2010
Africa	8	18
Asia-Pacific	13	12
Commonwealth of Independent States	13	9
Europe	15	12
Latin America & The Caribbean	15	12
Middle East & North Africa	8	10
North America	17	18
North Asia	3	3

Summary:

- In 2011, Africa had a significant reduction of the number of total accidents compared to 2010. Middle East & North Africa and North America also had fewer number of total accidents than in 2010
- Asia-Pacific, the Commonwealth of Independent States, Europe, Latin America & The Caribbean had a higher number of accidents than in 2010
- The total number of accidents in North Asia remained unchanged
- Of the 92 total number of accidents in 2011
 - 79 passengers flights, 10 cargo flights and 3 ferry flights
 - 55 jet plane accidents and 37 turboprop accidents

Notes:

1. All data in this report is extracted from the IATA Global Safety Information Center (GSIC).
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 multi-engine, turbine powered, and has a certificated Maximum Take-Off Weight (MTOW) of at least 5,700KG (12,540 lbs) for Turboprops and 15,000KG (33,000 lbs) for Jets.
 - 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. Industry hull loss rates are based on the number of Western-built jet hull losses per million flights (i.e. excluding turboprop aircraft and Eastern-built jet aircraft).