



2012 AVIATION SAFETY PERFORMANCE

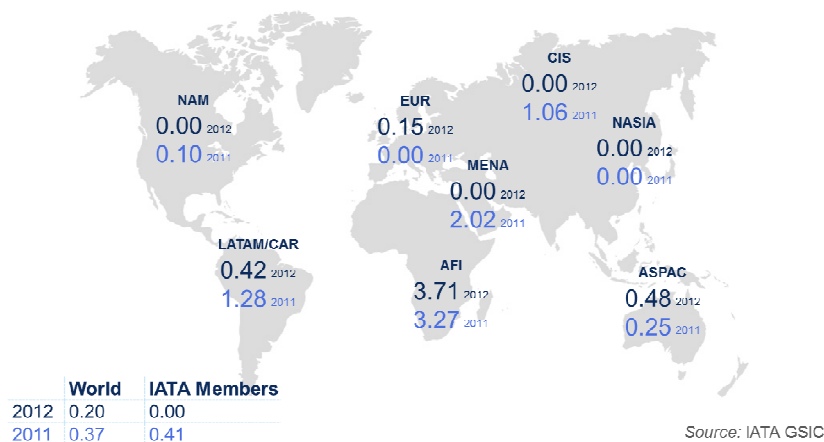
Western-built jet Hull Losses per million sectors

	2006	2007	2008	2009	2010	2011	2012
Africa	4.31	4.09	2.12	9.94	7.41	3.27	3.71
Asia-Pacific	0.67	2.76	0.58	0.86	0.80	0.25	0.48
Commonwealth of Independent States	8.60	0.00	6.43	0.00	0.00	1.06	0.00
Europe	0.32	0.29	0.42	0.45	0.45	0.00	0.15
Latin America & the Caribbean	1.80	1.61	2.55	0.00	1.87	1.28	0.42
Middle East & North Africa	0.00	1.08	1.89	3.32	0.72	2.02	0.00
North America	0.49	0.09	0.58	0.41	0.10	0.10	0.00
North Asia	0.00	0.88	0.00	0.00	0.34	0.00	0.00
Industry	0.65	0.75	0.81	0.71	0.61	0.37	0.20
IATA Member Airlines	0.48	0.68	0.52	0.62	0.25	0.41	0.00

Summary:

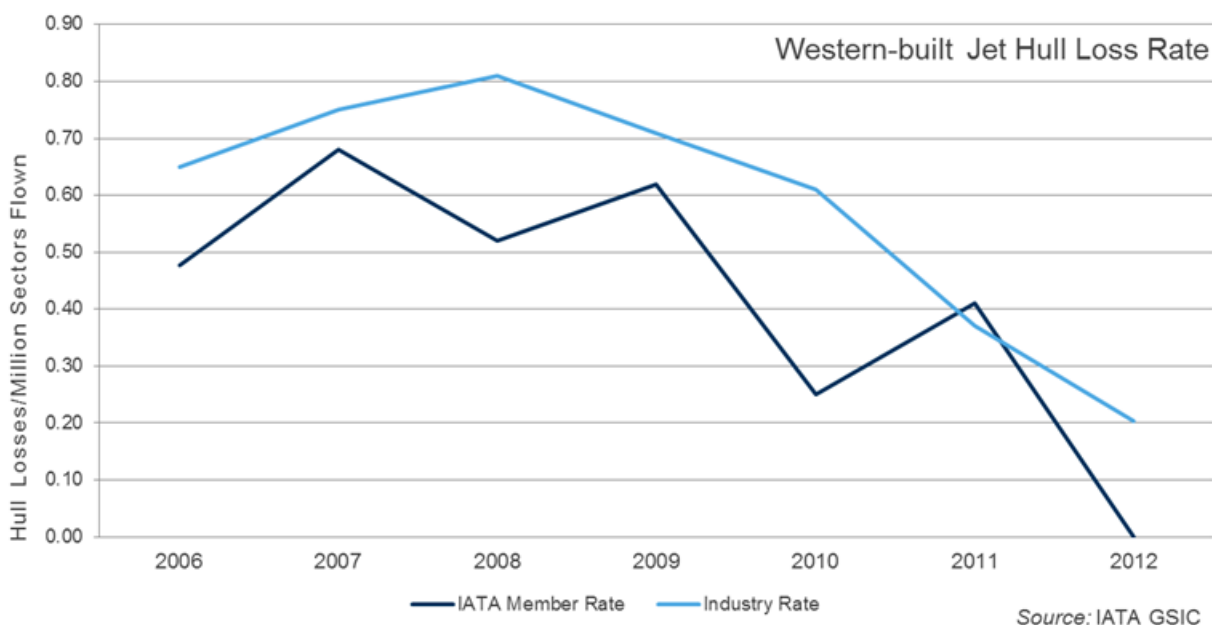
- As of 31 December 2012, the industry rate is lower compared to 2011 (0.20 vs. 0.37)
 - 1 Western-built jet hull loss accident per 5 million flights (2012) vs. 1 per 2.7 million flights (2011)
 - According to the 2012 industry rate, if you were to take a flight every day, odds are you could go more 13,500 years without an accident
- The IATA members' rate for 2012 is 0.00 (compared to 0.41 in 2011)

Regional Accident Rates Western-built Jet Hull Losses per Million Sectors As of 31 December 2012



- **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 2012 global Western-built jet accident rate of 0.20 is the best ever recorded – the previous one being the 2011 rate of 0.37
 - A 46% improvement
- The 2012 IATA rate of 0.00 is the best accident rate ever recorded for IATA member airlines

**Breakdown Western-built Jet Hull Losses by Region
2012**

Region	Operator	A/C Type	Fatal
Africa	Allied Air Cargo	B727-200F	
	Dana Air	MD-83	Yes
Asia-Pacific	Bhoja Air	B737-200	Yes
	Air Bagan	Fokker 100	Yes
Latin America & The Caribbean	Aserca Airlines	MD-82	
Europe	Swiftair	MD-83	

Note: There were ground fatalities in the Allied Air Cargo accident. For data consistency purposes only onboard fatalities are included in IATA statistics.

Accidents Overview
(All Aircraft Types, Eastern and Western-built)
2012 vs. 2011

	2012	2011
Total Accidents	75	92
Accidents with IATA Members	13	34
Western-built Jet Hull Losses	6	11
Fatal Accidents	15	22
Fatalities	414	486

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

- The 2012 total number of accidents is 18% lower than 2011 (75 vs. 92)
- 17% of all accidents involved IATA members (vs. 37% in 2011)
- The 2012 IATA-member rate for all accidents is 0.71 compared to the industry rate of 2.01
 - IATA-members' rate is 65% better than the industry rate
- IOSA operators rate for all accidents is 4.3 better or 77% than non-IOSA operators (0.96 vs. 4.11)
- The number of accidents involving Western-built Jet Hull Losses decreased by 45% (6 vs. 11)
- 20% of the total number of accidents were fatal
- The 2012 number of fatalities decreased by 15% compared to 2011 (414 vs. 486)

Total Accidents by Region
(All Aircraft Types, Eastern and Western-built)
2012 vs. 2011

Region	2012	2011
Africa	13	8
Asia-Pacific	16	13
Commonwealth of Independent States	5	13
Europe	16	15
Latin America & The Caribbean	6	15
Middle East & North Africa	3	8
North America	14	17
North Asia	2	3

Summary:

- In 2012, the Commonwealth of Independent States, Latin America & the Caribbean and Middle East & North Africa had a significant reduction of the number of total accidents compared to 2011. North America and North Asia also had fewer number of total accidents than in 2011
- Africa, Asia-Pacific and Europe had a higher number of accidents than in 2011
- Of the 75 total number of accidents in 2012
 - 58 passengers flights, 14 cargo flights and 3 ferry flights
 - 29 jet plane accidents and 46 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).
5. The accident rates in this report are those that were published in the IATA Safety Report of the year indicated.