## 2010 AVIATION SAFETY PERFORMANCE

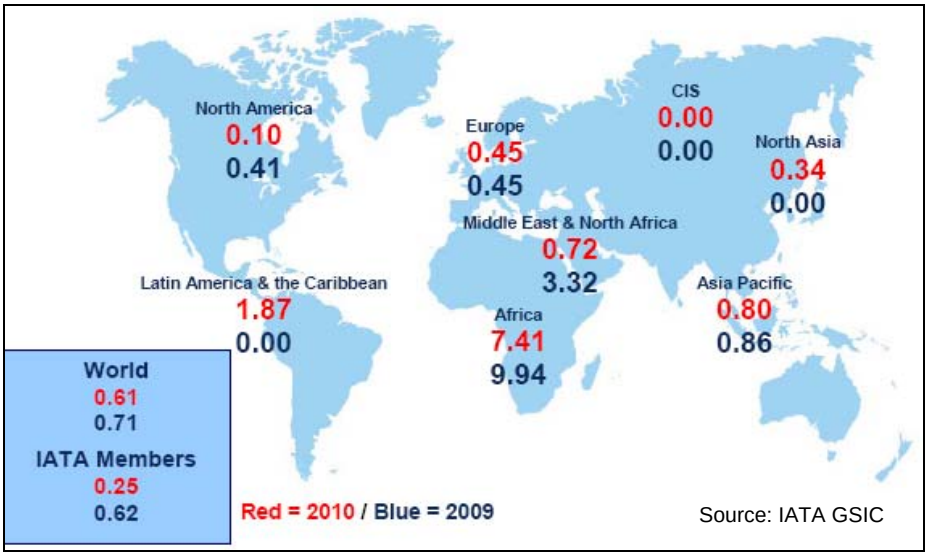
**Western-built jet Hull Losses per million sectors**

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

**Summary:**

- As of 31 December 2010, the industry rate is lower compared to 2009 (0.61 vs. 0.71)
  - 1 Western-built hull loss accident per 1.6 million flights (2010) vs. 1 accident per 1.4 million flights (2009)
  - The IATA members' rate correspondent to 1 accident per 4 million flights
  - According to the 2010 industry rate, if you were to take a flight everyday, odds are you could go 4,491 years without an accident

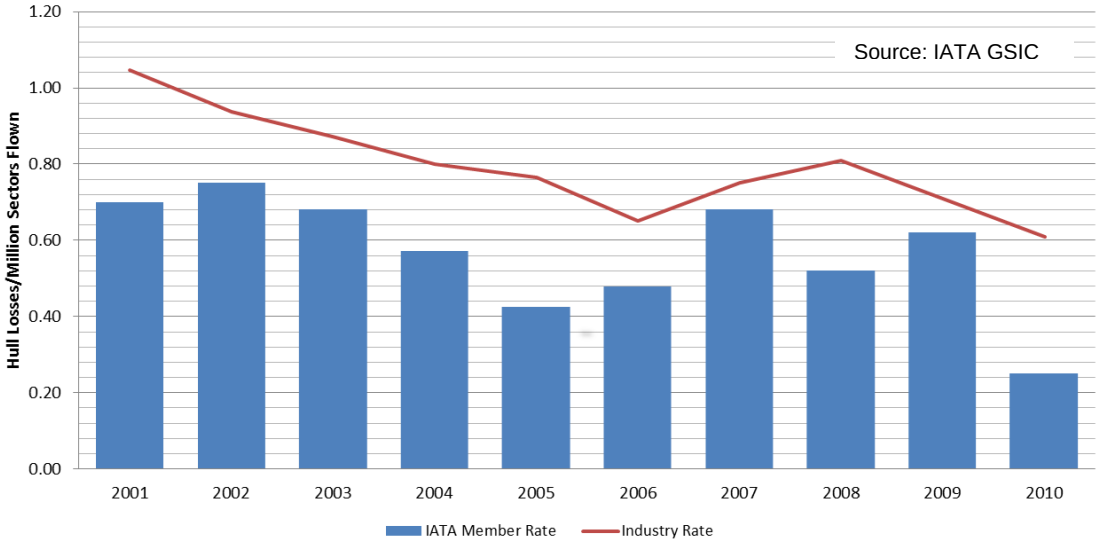
**Regional Accident Rates**
**Western-built Jet Hull Losses per Million Sectors**
**As of 31 December 2010**




**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 2010 global accident rate of 0.61 is the best ever recorded
- The 2010 IATA rate of 0.25 is 59% better than the 2010 global historic level of 0.61

**Breakdown Western-built Jet Hull Losses by Region**
**2010**

| Region | Operator | A/C Type | Fatal |
|---|---|---|---|
| Africa | Compagnie Africaine d'Aviation | B727 | |
| | Ethiopian Airlines | B737-800 | Yes |
| | Air Tanzania | B737-200 | |
| | Mauritania Airways | B737-700 | |
| Asia-Pacific | Merpati Nusantara Airlines | B737-300 | |
| | Air India Express | B737-800 | Yes |
| | Airblue | A321 | Yes |
| Commonwealth of Independent States | ----(none)---------- | ---- | --- |
| Europe | ACT Airlines | A300 | |
| | Lufthansa Cargo | MD-11 | |
| | Windjet | A319 | |
| Latin America & The Caribbean | AeroUnion | A300 | Yes |
| | SATENA | ERJ-145 | |
| | Aires Colombia | B737-700 | Yes |
| | Passaredo Transportes Aereos | ERJ-145 | |
| Middle East & North Africa | Afriqiyah Airways | A330 | Yes |
| North America | UPS | B747-400 | Yes |
| North Asia | Henan Airlines | EMB-190 | Yes |

**Accidents Overview**
**(All Aircraft Types, Eastern and Western-built)**
**2010 vs. 2009**

| | 2010 | 2009 |
|---|---|---|
| Total Accidents | 94 | 90 |
| Accidents with IATA Members | 26 | 28 |
| Western-built Jet Hull Losses | 17 | 19 |
| Fatal Accidents | 23 | 18 |
| Fatalities | 786 | 685 |

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

- The 2010 total number of accidents is higher than 2009 (94 vs. 90)
- 28% of all accidents involved IATA members
- The IATA-member rate for all accidents is 1.50 compared to the rate for non-IATA members of 3.51
    - IATA-members' rate is 57% better than the rate for non-IATA members
- 18% of the total number of accidents involved Western-built Jet Hull Losses
- 24% of the total number of accidents were fatal
- The 2010 number of fatalities is higher than 2009 (786 vs. 685)
    - Operators based in North America and Europe recorded no fatalities in 2010 during passenger operations

**Total Accidents by Region**
**(All Aircraft Types, Eastern and Western-built)**
**2010 vs. 2009**

| Region | 2010 | 2009 |
|---|---|---|
| Africa | 19 | 14 |
| Asia-Pacific | 12 | 15 |
| Commonwealth of Independent States | 9 | 2 |
| Europe | 12 | 17 |
| Latin America & The Caribbean | 12 | 10 |
| Middle East & North Africa | 9 | 15 |
| North America | 18 | 14 |
| North Asia | 3 | 3 |

**Summary:**

- In 2010, Asia-Pacific, Europe, Middle East and North Africa had fewer number of total accidents than in 2009
- Africa, the Commonwealth of Independent States, Latin America & The Caribbean and North America had a higher number of accidents than in 2009
- The total number of accidents in North Asia remained unchanged
- Of the 94 total number of accidents in 2010
    - 69 passengers flights, 23 cargo flights and 2 ferry flights
    - 59 jet plane accidents and 35 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, positioning or 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 USD 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).