



# 2022 Full Year Accident Update

Performance at 31<sup>st</sup>  
December 2022



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# 2022 Accidents

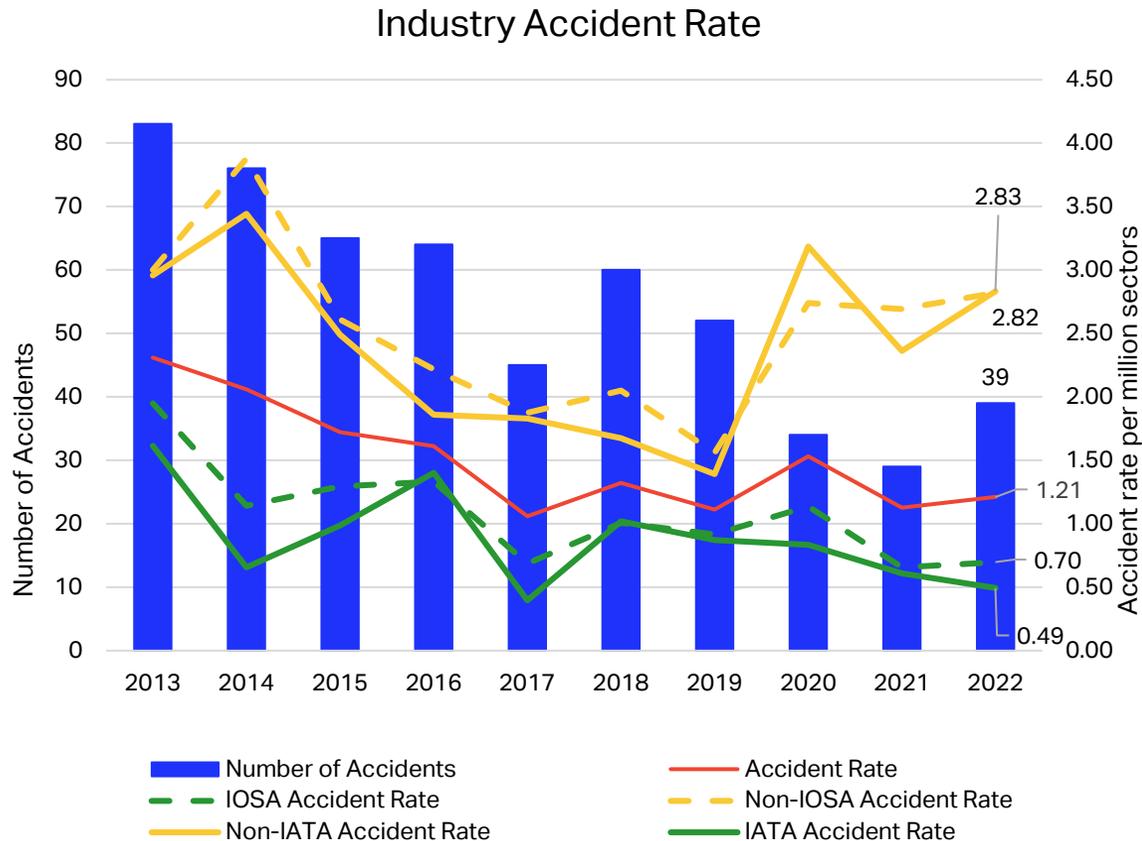


# Accidents Overview

	2020	2021	2022	5-Year Average
Accident Count	34	29	39	43
Accident Rate	1.53	1.13	1.21	1.26
Jet Hull Losses	3	3	5	5
Turboprop Hull Losses	4	5	5	4
Fatal Accidents	4	7	5	7
Fatalities on-Board	125	121	158	231
Fatality Risk	0.09	0.23	0.11	0.13
IATA Members	13	11	11	16
IOSA Carriers	19	13	17	22
Sectors - per million sectors	22.1	25.7	32.2	34.4

# Industry Accident Rate

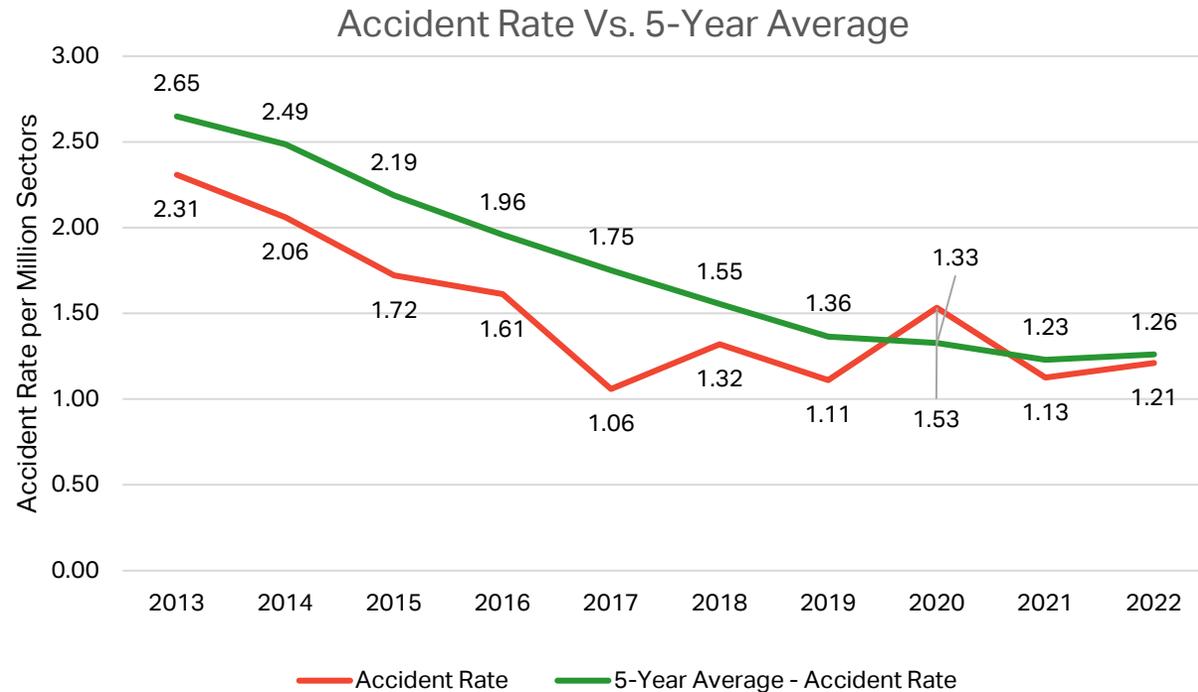
## All accidents per million sectors



- The industry accident rate went from 1.13 in 2021 up to 1.21 accidents per million sectors in 2022.
- The accident rate for IOSA-registered carriers in 2022 was lower than that for non-IOSA carriers (0.70 vs 2.82) and is below the 2022 industry accident rate of 1.21.

# Longer Term View

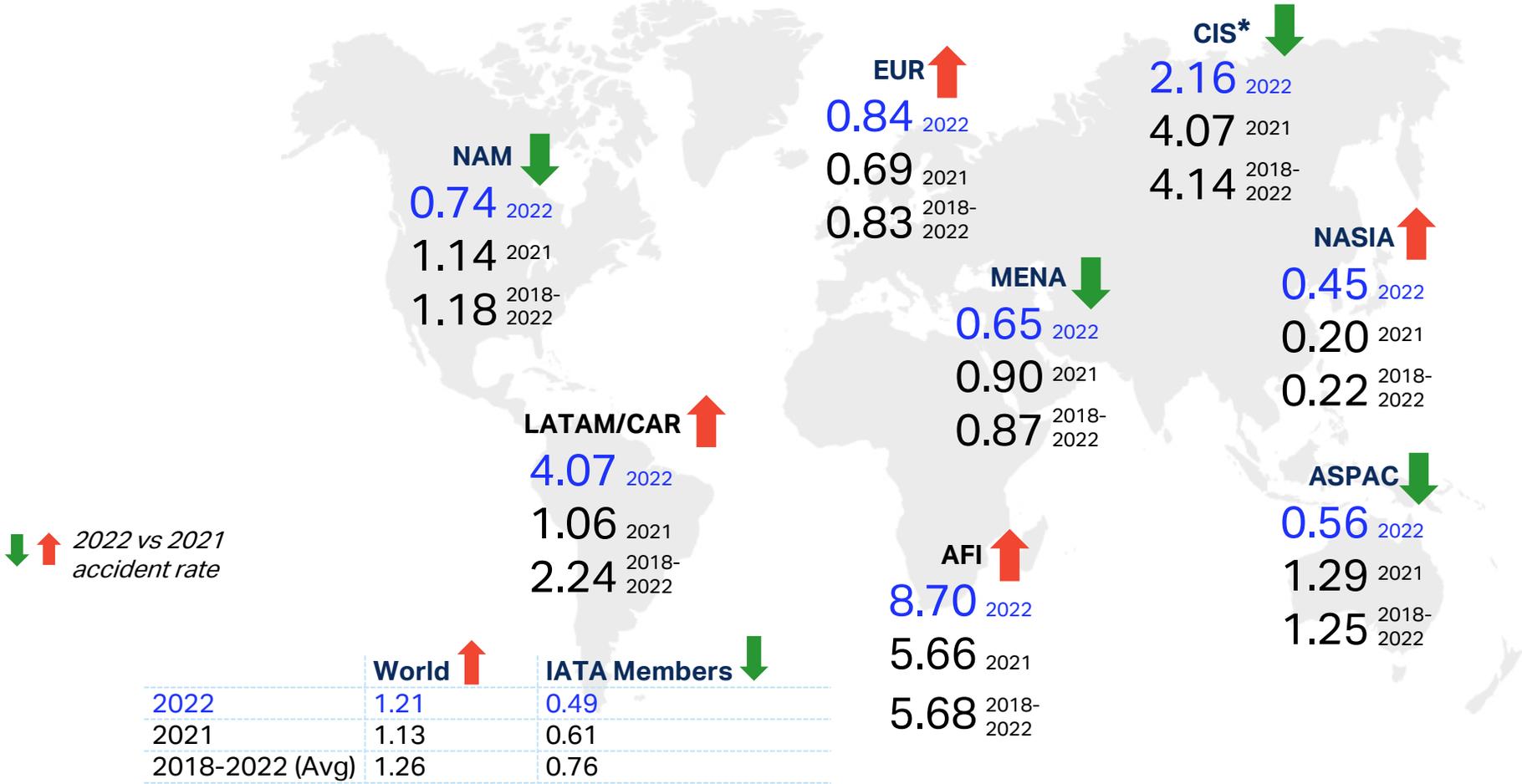
## All accidents per million sectors



- The industry has improved its overall safety performance over the last ten years by
  - 52%, with an accident rate in 2022 of 1.21 per million sectors, compared to 2.31 in 2013
  - 48%, with a 5-year (2009-2013) rolling average of 2.65, compared to current 5-year (2018-2022) average of 1.26 accidents per million sectors
- The 2022 industry accident rate of 1.21 is below the 5-year (2018-2022) accident rolling average of 1.26.

# All Accident Rate per Region of Operator

4 regions witnessed an increase in the accident rate per million sectors



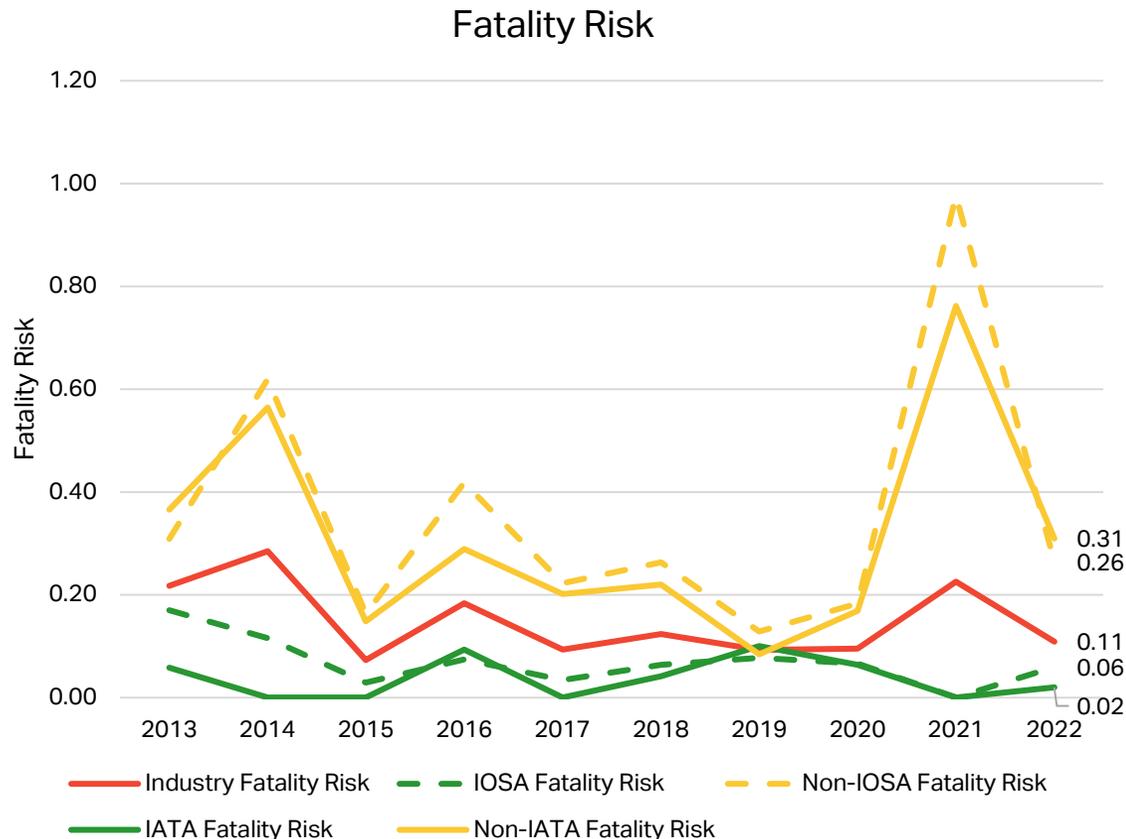
\* CIS sectors may undergo larger revisions than normal once actual flown sectors becomes available – this will affect accident rate as well as fatality risk calculations

# Fatality Risk



# Industry Fatality Risk

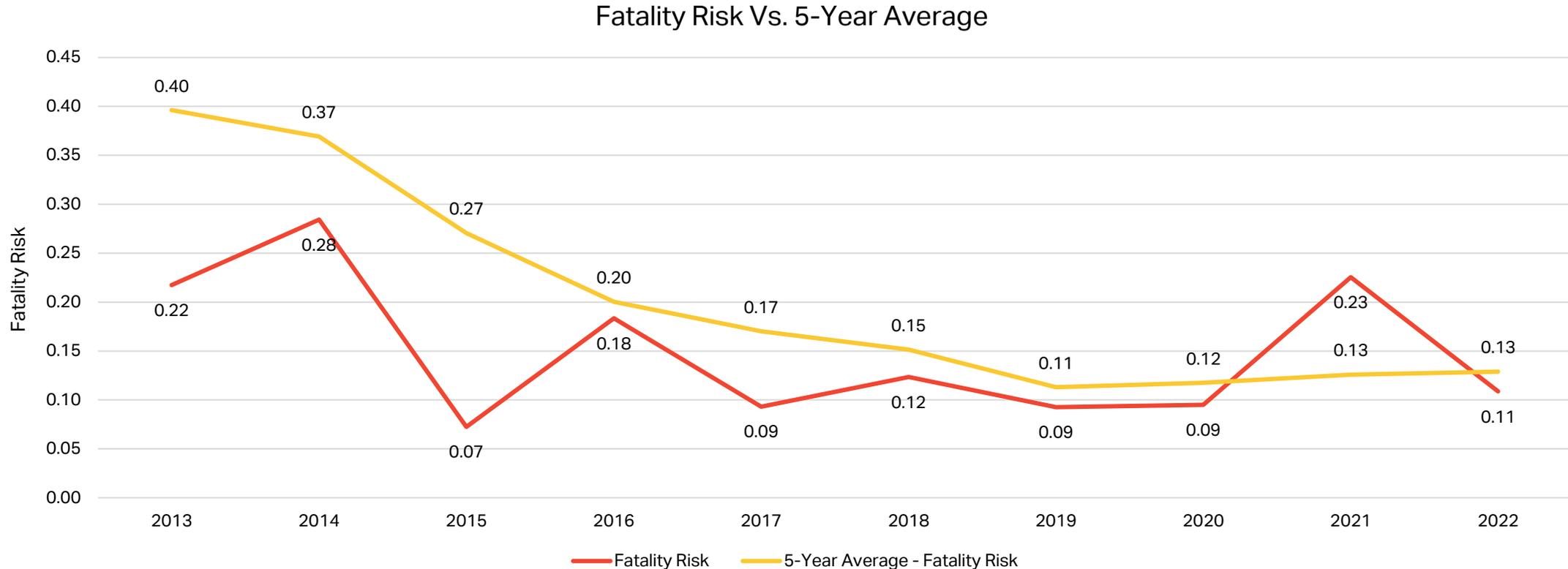
## All accidents per million sectors



- The industry fatality risk went from 0.23 in 2021 down to 0.11 accidents per million sectors in 2022.
- The fatality risk for IOSA-registered carriers in 2022 was lower than that for non-IOSA carriers (0.06 vs 0.26) and is below the 2022 industry fatality risk of 0.11.

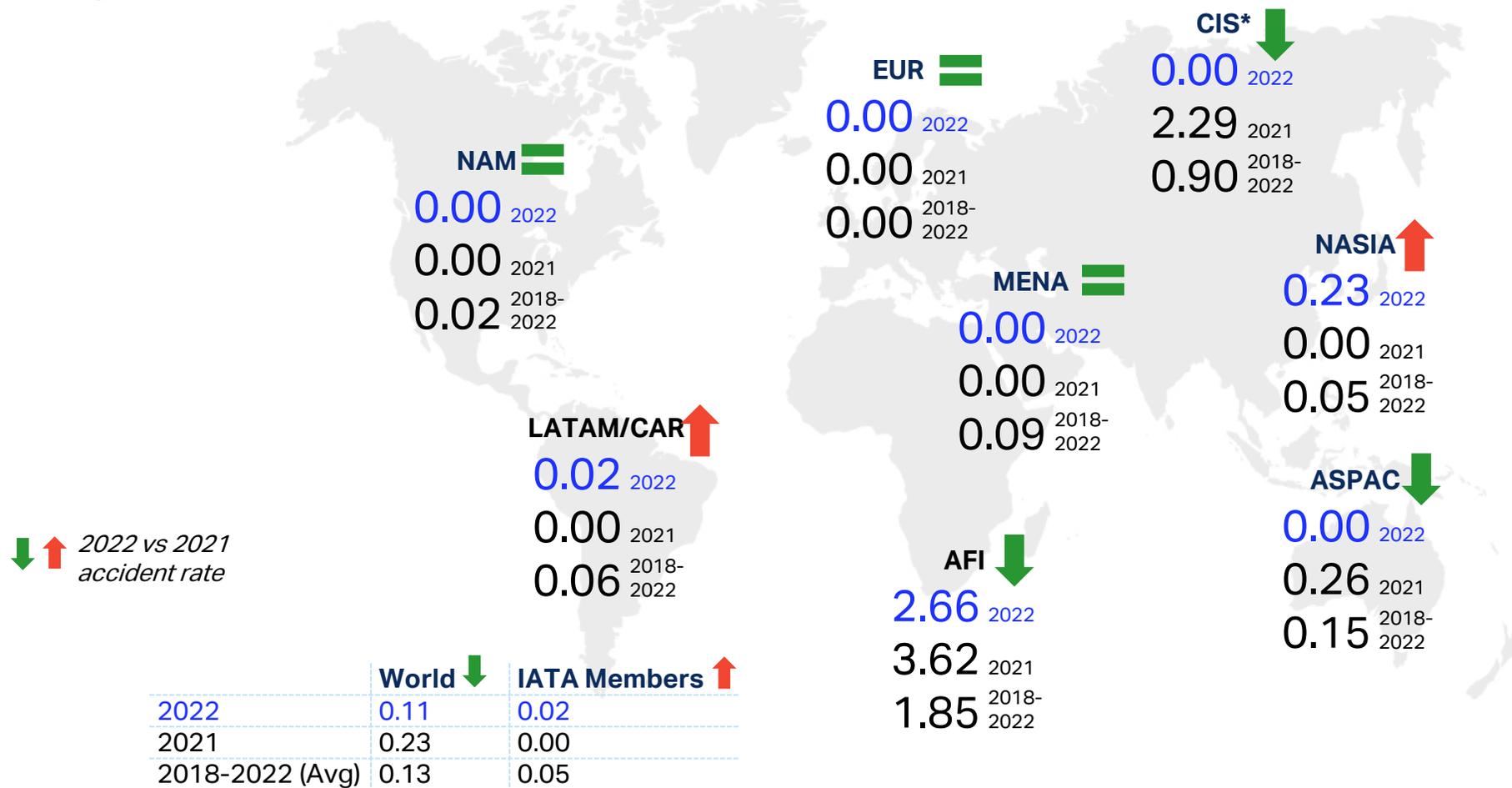
# Industry Fatality Risk Vs. 5- Year Rolling Average

## Accidents per million sectors



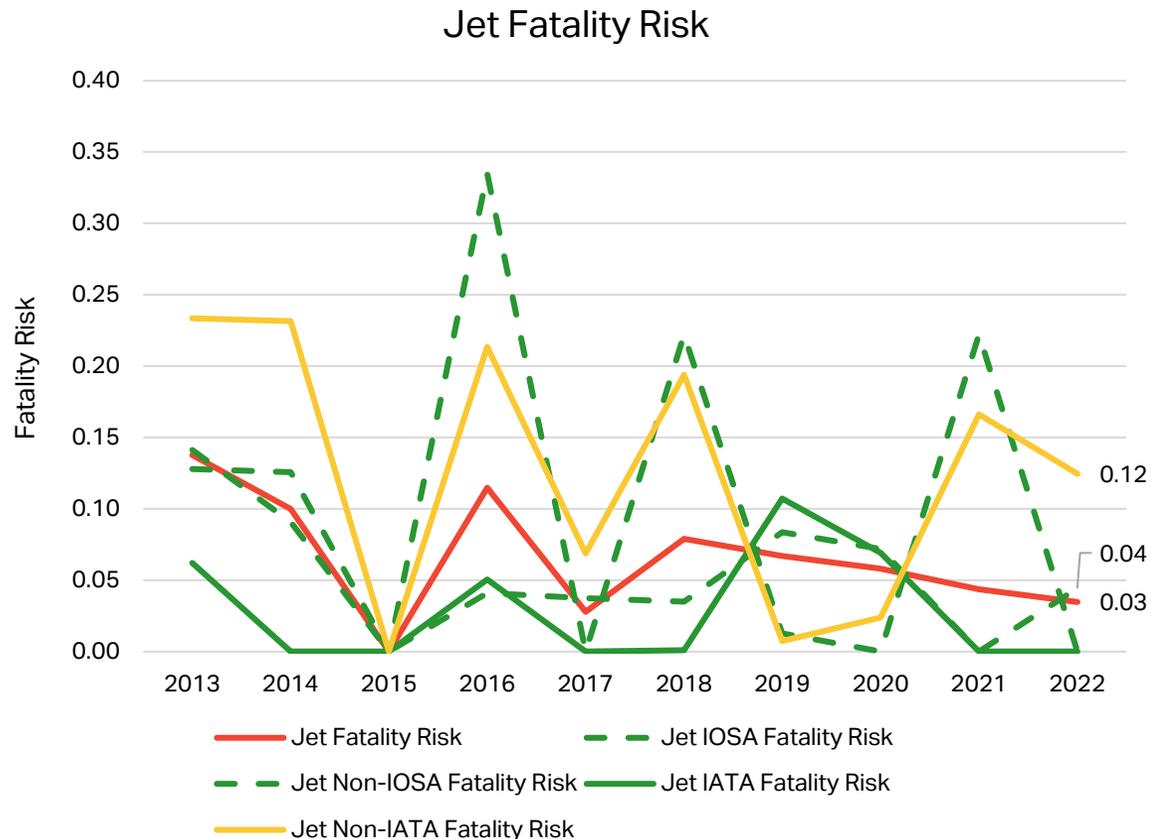
# Industry Fatality Risk per Region of Operator

## 2 Regions have seen an increase in the Fatality Risk



\* CIS sectors may undergo larger revisions than normal once actual flown sectors becomes available – this will affect accident rate as well as fatality risk calculations

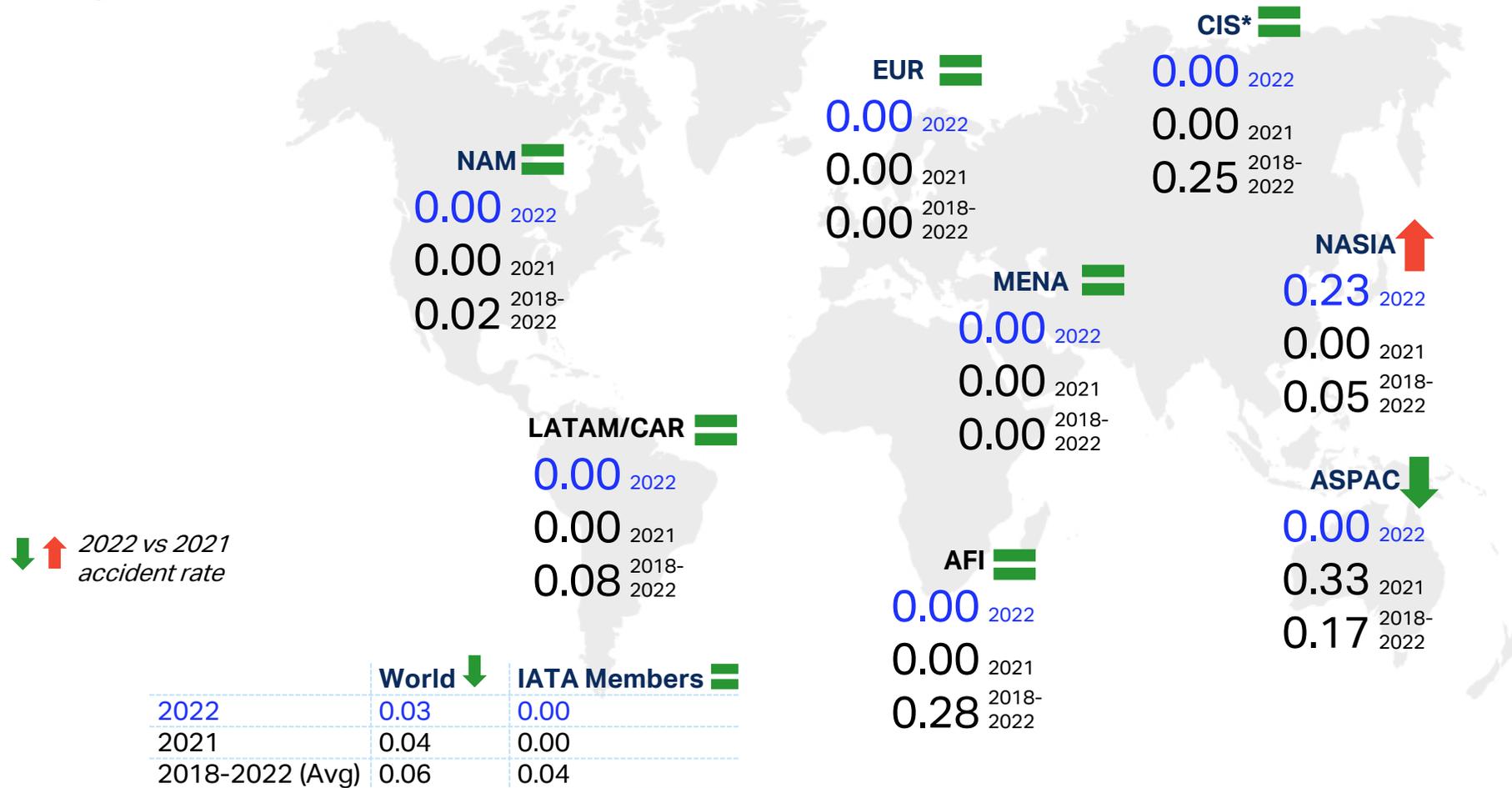
# Industry Jet Fatality Risk



- The jet fatality risk has slightly improved from 0.04 in 2021 down to 0.03 in 2022.
- Zero jet fatality risk for IATA members in 2022.
- 7 Regions had zero jet fatality risk in 2022
- The jet fatality risk for Asia Pacific (ASPAC) operators went from 0.33 in 2021 down to 0.00 in 2022.
- The jet fatality risk for North Asia (NASIA) operators rose from 0.00 in 2021 to 0.23 in 2022.

# Jet Fatality Risk per Region of Operator

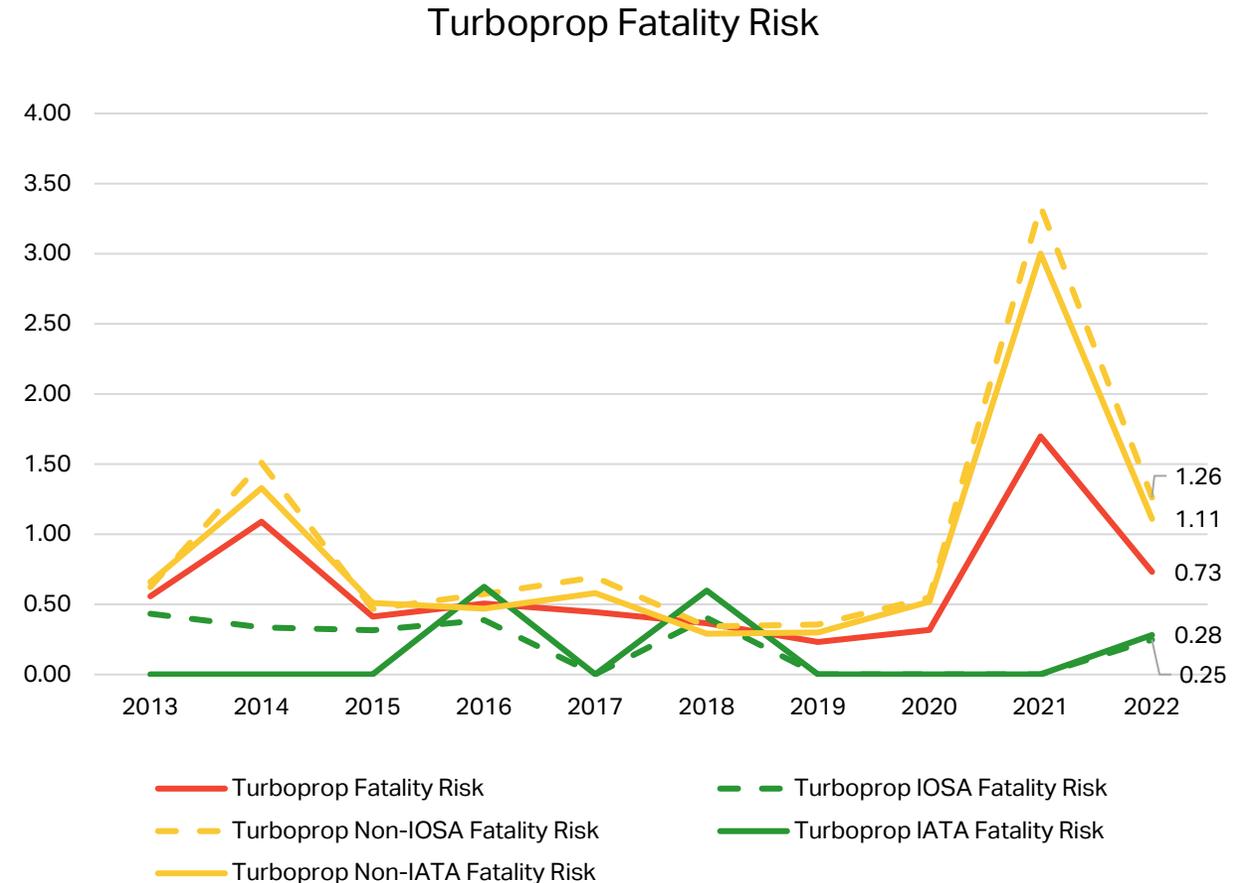
## 7 Regions had Zero Fatality Risk



\* CIS sectors may undergo larger revisions than normal once actual flown sectors becomes available – this will affect accident rate as well as fatality risk calculations

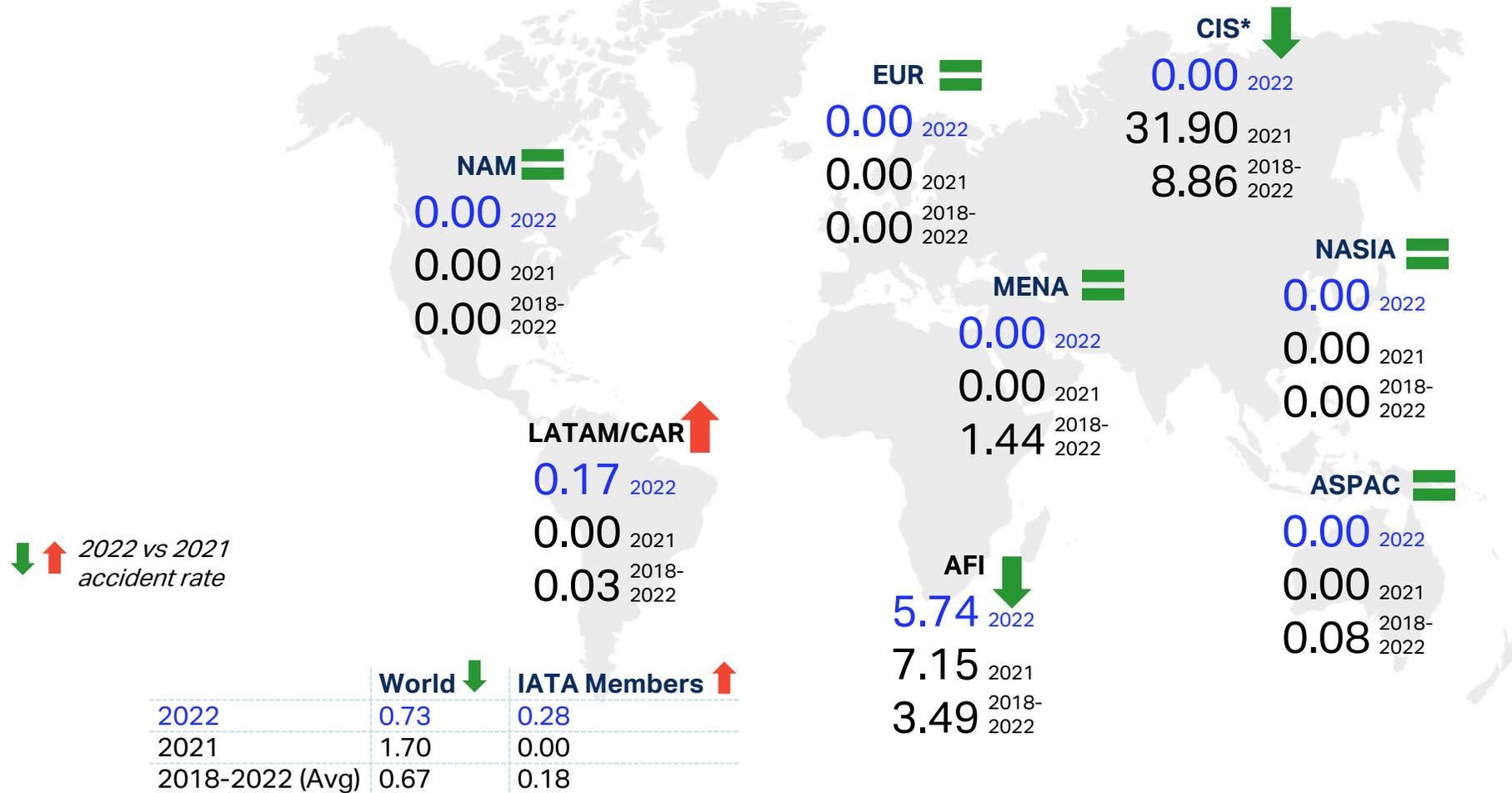
- The turboprop fatality risk went from 1.70 in 2021 down to 0.73 in 2022.
- The turboprop fatality risk for IOSA carriers and IATA members rose from 0.00 in 2021 to 0.25 and 0.28 respectively in 2022.
- 6 Regions had zero turboprop fatality risk in 2022.
- The turboprop fatality risk for Africa (AFI) operators went from 7.15 in 2021 down to 5.74 in 2022.
- The turboprop fatality risk for Commonwealth of Independent States (CIS) operators went from 31.90 in 2021 down to 0.00 in 2022.
- The turboprop fatality risk for Latin America & Caribbean (LATAM/CAR) operators rose from 0.00 in 2021 to 0.17 in 2022.

# Turboprop Fatality Risk



# Turboprop Fatality Risk per Region of Operator

## 6 Regions had Zero Fatality Risk



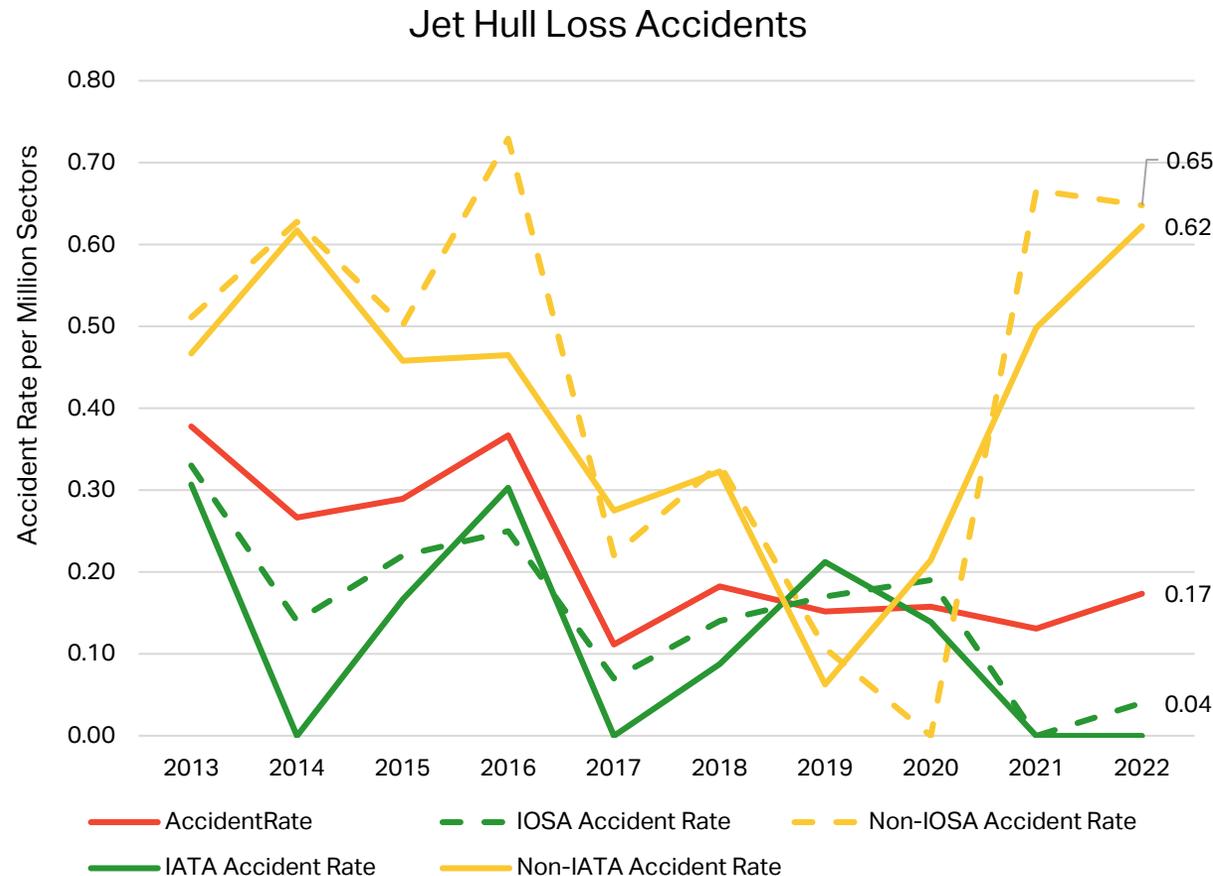
\* CIS sectors may undergo larger revisions than normal once actual flown sectors becomes available – this will affect accident rate as well as fatality risk calculations

# Jet and Turboprop Hull Losses



# Jet Hull Loss Accident Rate

## All Accidents per million sectors

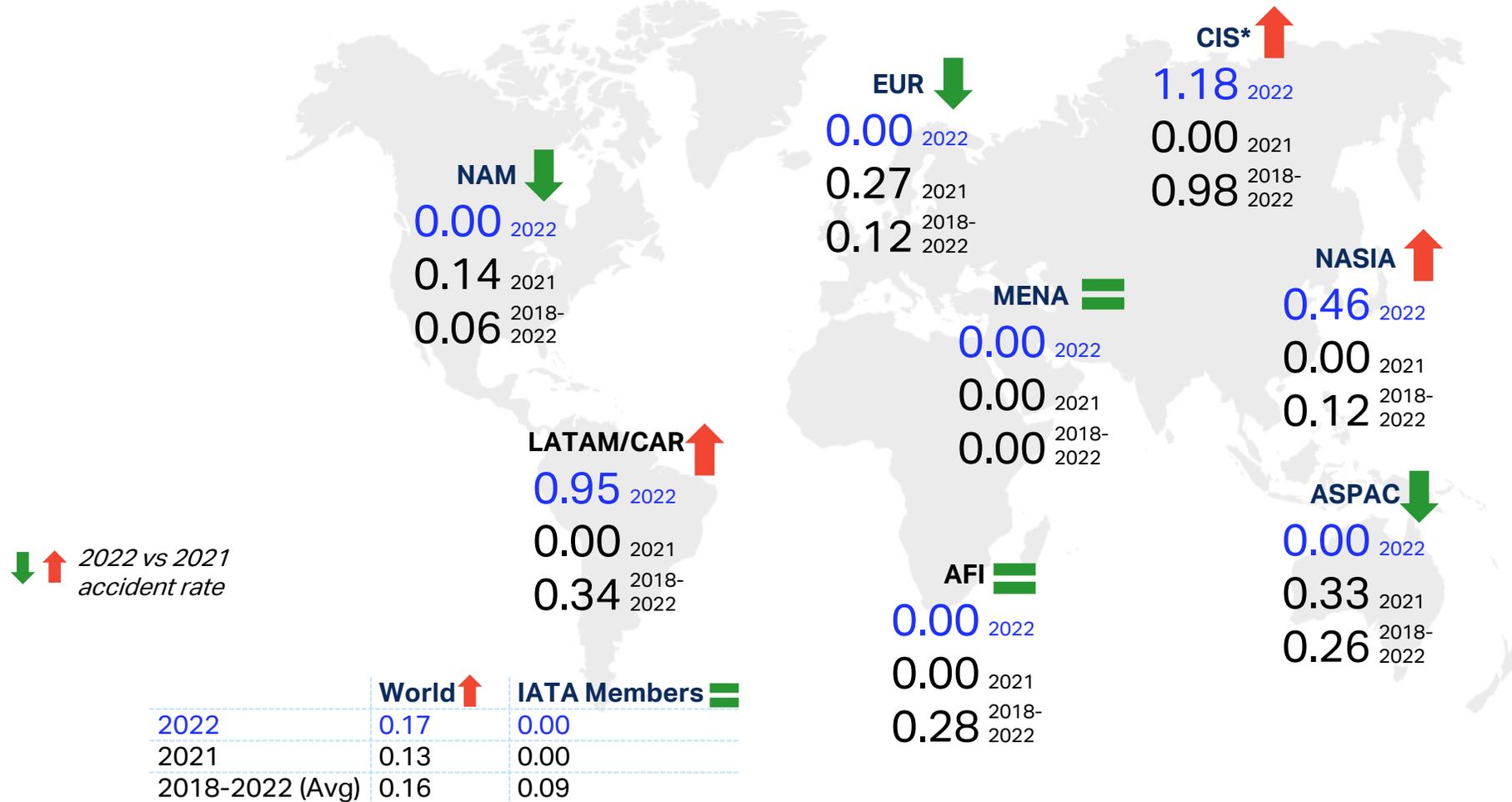


- The jet hull loss accident rate went from 0.13 in 2021 up to 0.17 accidents per million sectors in 2022.
- The jet hull loss accident rate for IATA members in 2022 was zero.
- The jet hull loss accident rate for IOSA-registered carriers in 2022 was lower than that for non-IOSA carriers (0.04 vs 0.65) and is below the 2022 industry accident rate of 0.17.
- The jet hull loss accident rate for CIS and LATAM/CAR operators went from 0.00 in 2021 up to 1.18 and 0.95 respectively in 2022.



# Jet Hull Loss per Region of Operator

Jet hull loss accident rate is lower or the same in 5/8 Regions

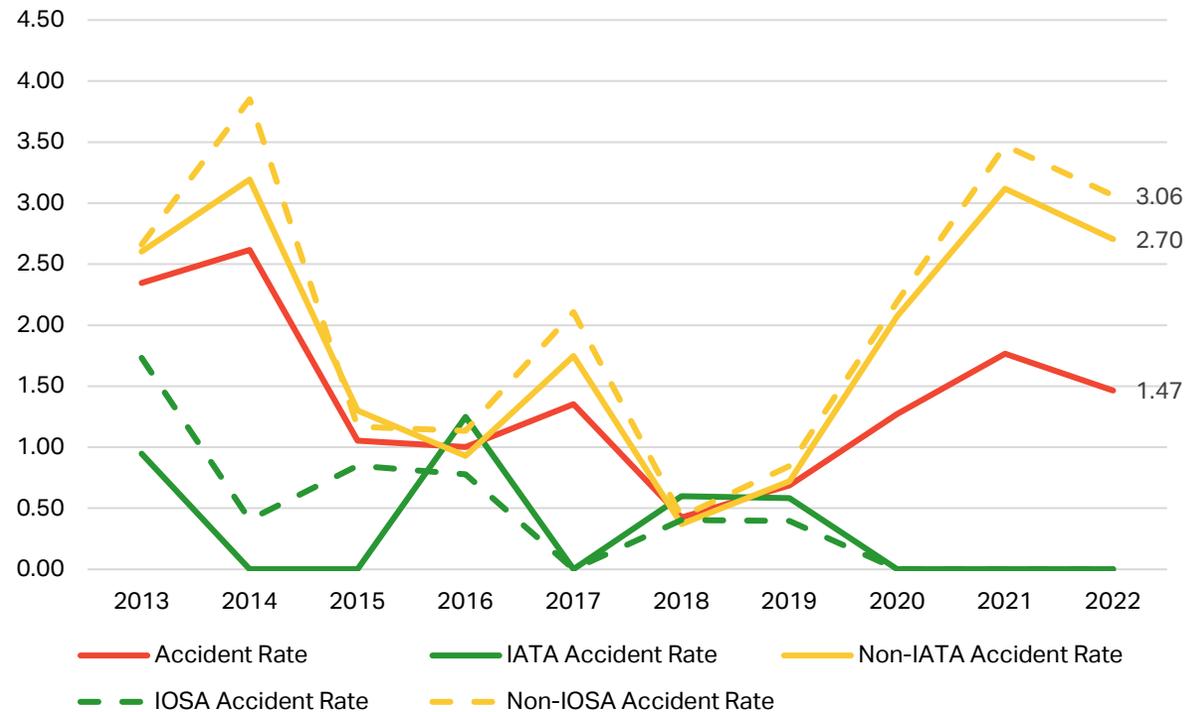


\* CIS sectors may undergo larger revisions than normal once actual flown sectors becomes available – this will affect accident rate as well as fatality risk calculations

# Turboprop Hull Loss Accident Rate

## All Accidents per million sectors

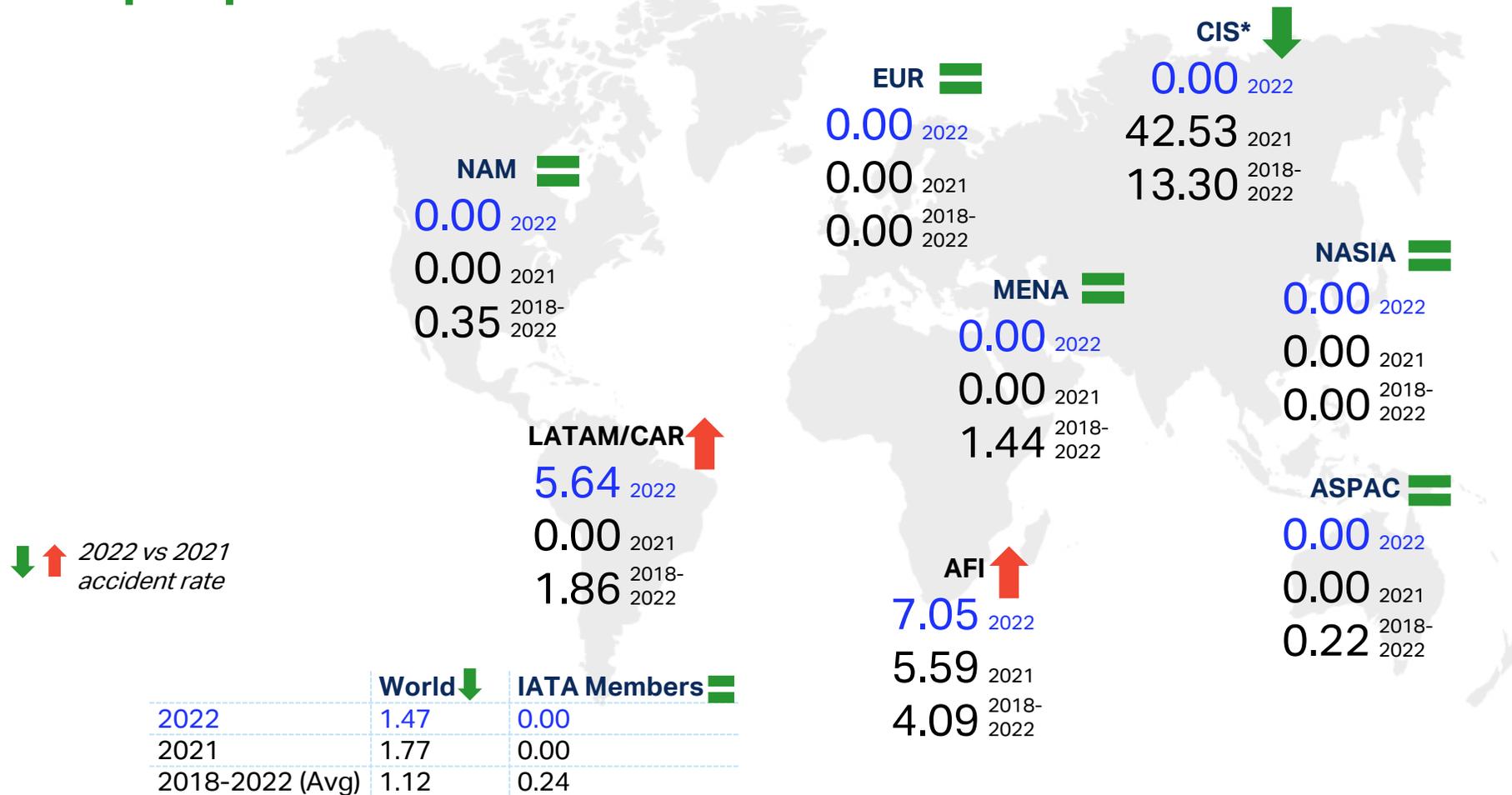
Turboprop Hull Loss Accidents



- The turboprop hull loss accident rate went from 1.77 in 2021 down to 1.47 accidents per million sectors in 2022.
- Zero turboprop hull Loss accidents for IATA members and IOSA carriers in 2022
- The turboprop hull loss accidents per million sectors went for
  - LATAM/CAR operators from 0.00 in 2021 up to 5.64 in 2022
  - AFI operators from 5.59 in 2021 up to 7.05 in 2022

# Turboprop Hull Loss per Region of Operator

Turboprop hull loss accident rate is lower or the same in 6/8 Regions



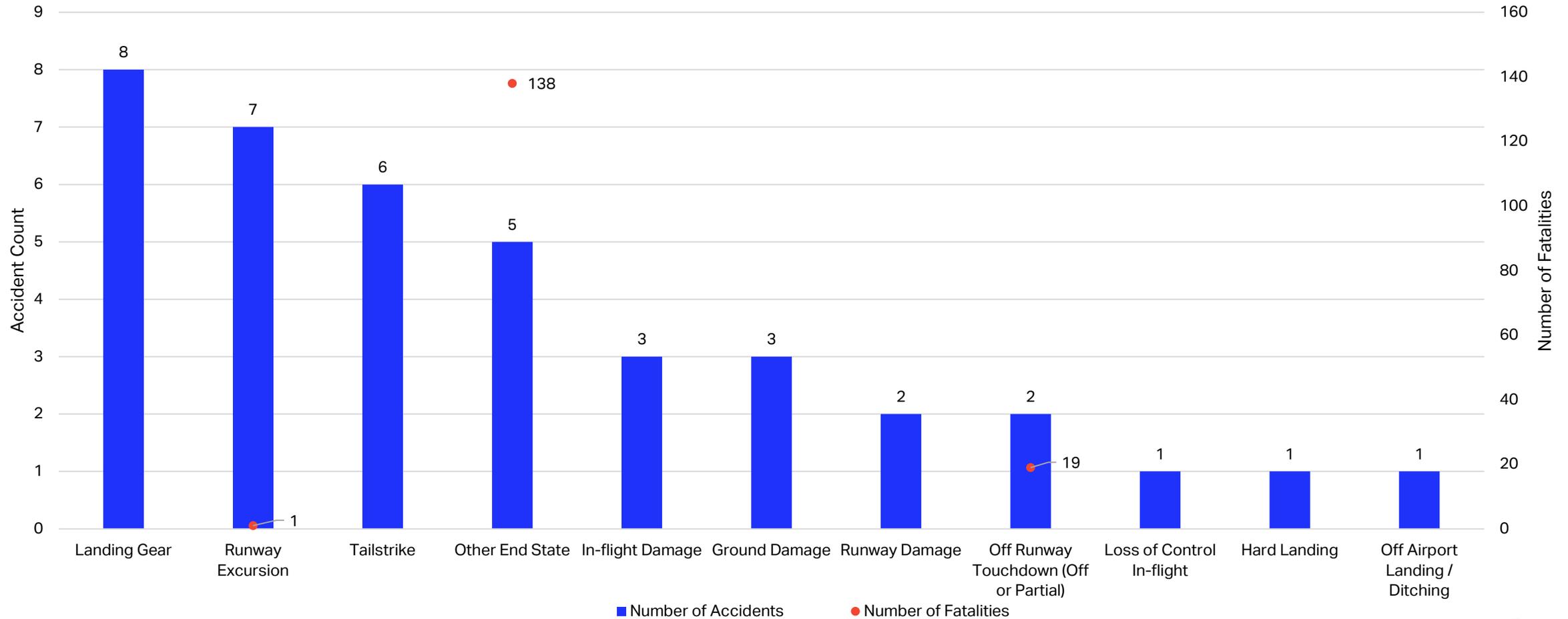
\* CIS sectors may undergo larger revisions than normal once actual flown sectors becomes available – this will affect accident rate as well as fatality risk calculations

# Accident Categories Overview



# Industry Accident Count per Accident Category

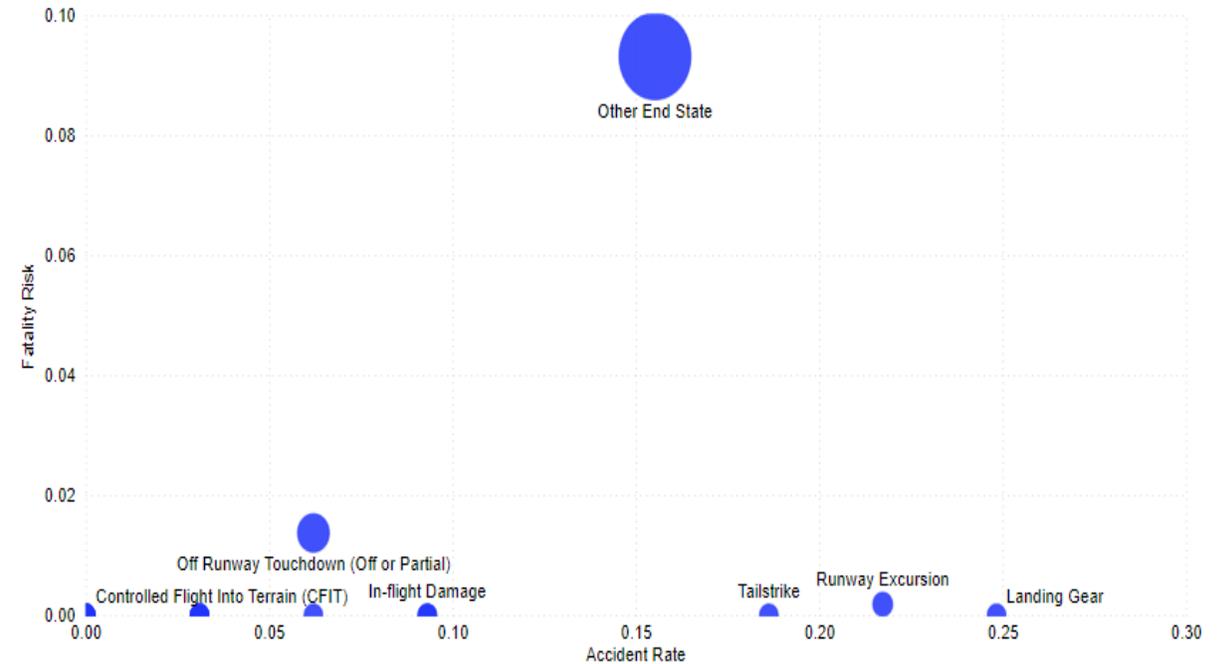
2022 All Accidents and Fatalities



# Fatality Risk by Accident Category - 2022

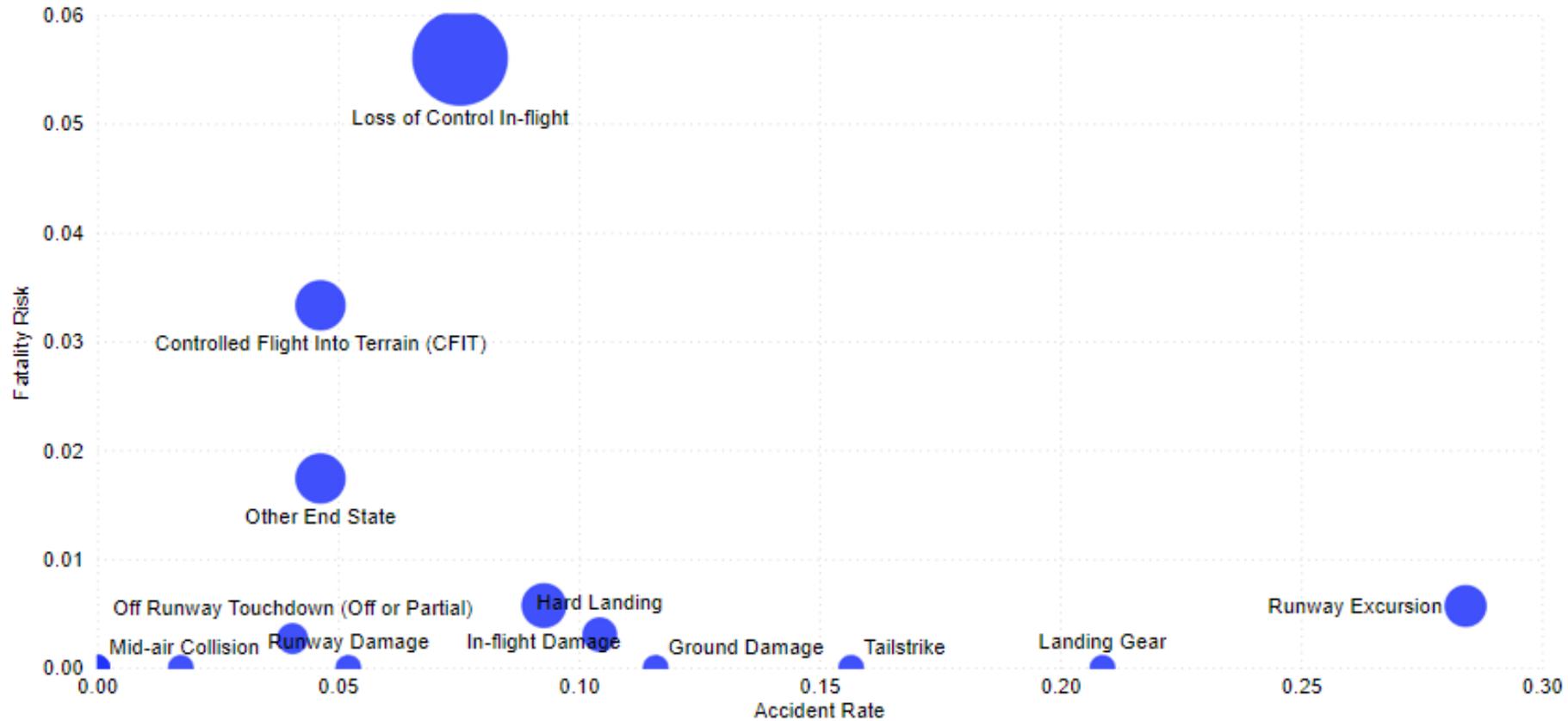
The Other End State is used where:

- Information available at the ACTF meeting was not enough to determine the accident end state. For example:
  - Aircraft is missing,
  - The investigation is still ongoing or report not available and the ACTF is unable to assign an end state classification
- The End State does not fit into other categories



# Fatality Risk by Accident Category – 2018-2022

## LOC-I caused the highest fatalities during this period

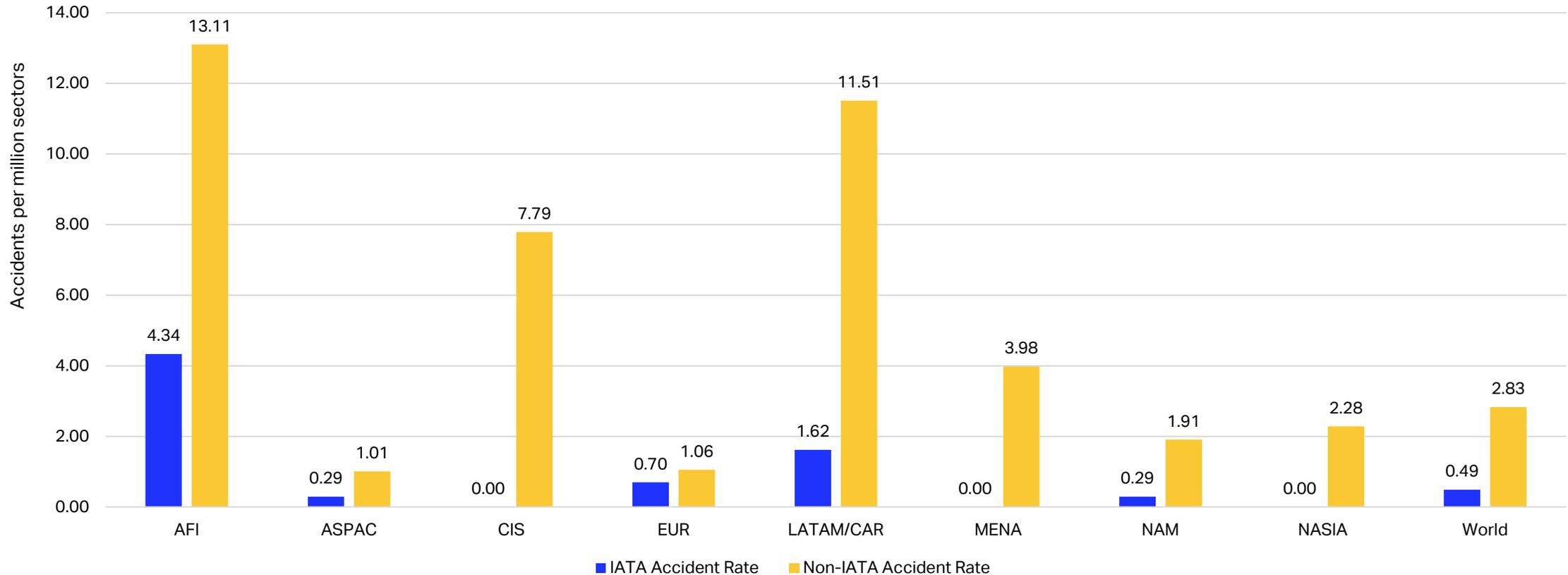


# IATA / IOSA Accidents



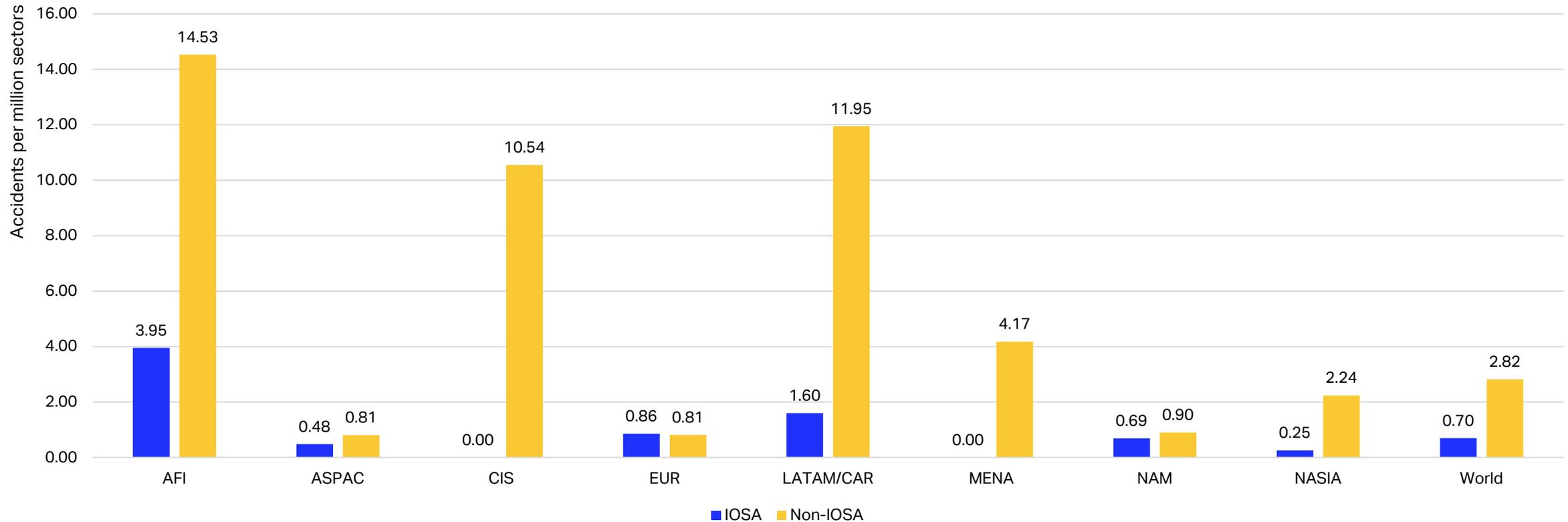
# Industry Accident Rate for IATA Vs. Non-IATA

2022 IATA Vs. Non-IATA Accident Rates



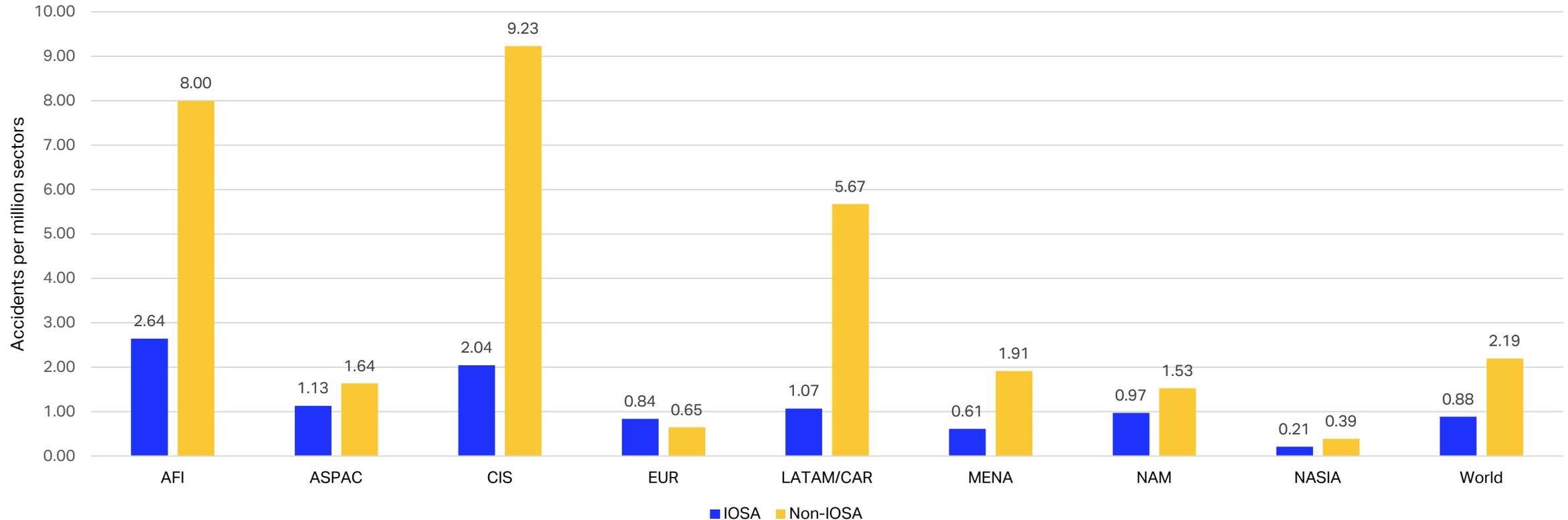
# Industry Accident Rate for IOSA Vs. Non-IOSA

2022 IOSA vs. NON-IOSA



# Industry Accident Rate for IOSA Vs. Non-IOSA

2018-2022 IOSA vs. Non-IOSA



# List of 2022 Accidents



# List of 2022 Accidents

Accident Date	Region of Operator	Operator Name	Aircraft Model	Engine Type	Severity	Fatalities Onboard	IATA Member	IOSA Member	End State
2022-12-31	NAM	Envoy Air Inc.	E175	Jet	Substantial Damage	0	No	Yes	Ground Damage
2022-12-17	AFI	BLUE BIRD AVIATION LTD	Dash 8-400	Turboprop	Substantial Damage	0	No	No	Off Runway Touchdown (Off or Partial)
2022-11-20	EUR	Blafugl ehf.	B737-400	Jet	Substantial Damage	0	No	No	Ground Damage
2022-11-18	LATAM/CAR	LATAM Airlines Group S.A.	A320neo Passenger	Jet	Substantial Damage	0	Yes	Yes	Runway Damage
2022-11-17	LATAM/CAR	LEAIR CHARTER SERVICES LTD	EMB110 Bandeirante	Turboprop	Substantial Damage	0	No	No	Landing Gear
2022-11-15	NAM	AMERIFLIGHT, INC. (BURBANK, CA)	Metro	Turboprop	Substantial Damage	0	No	No	Other End State
2022-11-06	AFI	Precision Air Services Plc	ATR 42-300	Turboprop	Substantial Damage	19	Yes	Yes	Off Runway Touchdown (Off or Partial)
2022-11-03	AFI	Goma Express	Let L-410	Turboprop	Hull Loss	3	No	No	Other End State
2022-10-23	ASPAC	Korean Air Lines Co. Ltd.	A330-300	Jet	Substantial Damage	0	Yes	Yes	Other End State
2022-10-06	AFI	Ethiopian Airlines Group	B787-9	Jet	Substantial Damage	0	Yes	Yes	Tailstrike
2022-10-01	EUR	Transavia Airlines	B737-800	Jet	Substantial Damage	0	No	Yes	Hard Landing
2022-09-25	LATAM/CAR	Compania Panamena de Aviacion, S.A.	B737-800	Jet	Substantial Damage	0	Yes	Yes	Runway Excursion
2022-09-24	EUR	Swiftair, S.A.	B737-400	Jet	Substantial Damage	0	No	No	Runway Excursion
2022-09-20	LATAM/CAR	Saeta Peru	BAE Jetstream 31	Turboprop	Hull Loss	1	No	No	Runway Excursion
2022-09-19	AFI	Equaflight Service	B1900-C	Turboprop	Substantial Damage	0	No	No	Landing Gear
2022-09-15	LATAM/CAR	AERONAVES TSM, S.A. DE C.V.	Metro	Turboprop	Substantial Damage	0	No	No	Off Airport Landing / Ditching
2022-09-10	AFI	Tracep Congo Aviation	An-28	Turboprop	Hull Loss	3	No	No	Other End State
2022-09-02	EUR	TAP Portugal	A320	Jet	Substantial Damage	0	Yes	Yes	Runway Damage
2022-08-17	CIS	Open Joint Stock Company "Angara	An-24	Turboprop	Substantial Damage	0	No	No	In-flight Damage
2022-08-06	NAM	Delta Air Lines, Inc.	B757-200	Jet	Substantial Damage	0	Yes	Yes	Tailstrike
2022-07-30	ASPAC	Nok Airlines Public Company Limited	B737-800	Jet	Substantial Damage	0	No	No	Runway Excursion
2022-07-18	AFI	Jubba Airways Limited	Fokker 50	Turboprop	Hull Loss	0	No	No	Loss of Control In-flight
2022-06-21	LATAM/CAR	RED AIR	MD-80-82	Jet	Hull Loss	0	No	No	Landing Gear
2022-06-16	AFI	Gomair	B737-300	Jet	Substantial Damage	0	No	No	Landing Gear
2022-05-18	NAM	Frontier Airlines, Inc.	A320	Jet	Substantial Damage	0	No	Yes	Tailstrike
2022-05-12	NASIA	TIBET AIRLINES CO., LTD	A319	Jet	Hull Loss	0	No	No	Runway Excursion
2022-05-07	ASPAC	Jetstar Airways Pty Limited	B787	Jet	Substantial Damage	0	No	Yes	In-flight Damage
2022-05-06	EUR	BLUE AIR AVIATION S.A.	B737-800	Jet	Substantial Damage	0	Yes	Yes	Tailstrike
2022-04-21	LATAM/CAR	Aeromexico	B787	Jet	Substantial Damage	0	Yes	Yes	In-flight Damage
2022-04-14	NAM	Key Lime Air Corporation	Metro	Turboprop	Substantial Damage	0	No	No	Landing Gear
2022-04-08	LATAM/CAR	Aliansa - Aerolineas Andinas	Basler Turbo-67 (BT-67)	Turboprop	Hull Loss	0	No	No	Runway Excursion
2022-04-07	LATAM/CAR	DHL Aero Expreso S.A.	B757-200 Freighter	Jet	Hull Loss	0	No	No	Runway Excursion
2022-03-21	NASIA	China Eastern Yunnan Airlines	B737-800	Jet	Hull Loss	132	No	Yes	Other End State
2022-02-08	EUR	KLM	A330-300	Jet	Substantial Damage	0	Yes	Yes	Tailstrike
2022-02-04	NAM	MN Airlines LLC	B737-800	Jet	Substantial Damage	0	No	Yes	Landing Gear
2022-01-22	NAM	Jetblue Airways Corporation	A320	Jet	Substantial Damage	0	Yes	Yes	Tailstrike
2022-01-08	CIS	Aviastar-TU Co. Aviacompany	Tu-204 / Tu-214	Jet	Hull Loss	0	No	No	Ground Damage
2022-01-05	MENA	CASPIAN AIRLINES	B737-400	Jet	Substantial Damage	0	No	No	Landing Gear
2022-01-04	LATAM/CAR	LINEA AEREA NACIONAL DE HONDURAS, S.A. DE C.V. (LANHSA)	BAE Jetstream 31	Turboprop	Substantial Damage	0	No	No	Landing Gear



For further inquiries, please feel free to contact [Safety@iata.org](mailto:Safety@iata.org)

