

# 2020 Mid-Year Accident Update

Performance at 30th  
June 2020

20 August 2020



# Disclaimer

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# Manipulating the Interactive Report

Interactive reporting enables the reader to customize reports.



If you see an Excel icon, such as the one here, it means the chart is interactive.

To run an interactive chart, follow these steps:

- Double-click on the graph icon at the top right-hand corner of the chart.
- Click Enable Macros, if asked.
- Select the desired conditions in the filter box next to the chart.
- Select the range of years at top of the chart.

This mid year analysis report allows you to focus more precisely on certain data by applying a combination of filters. Click and highlight your selection, and the data will automatically correspond to your choice. While each chart is presented in the best way for its data, you may select the options you like in any way you would like them displayed.

# Observations

- This is an update of 2020 accidents classified by the Accident Classification Technical Group (ACTG) on July 2<sup>nd</sup>, 7<sup>th</sup> and 8<sup>th</sup>.
- Due to the latency time between an accident occurrence and its reporting, this update may not contain all accidents that occurred in the first half of 2020.
- The rates in this presentation are based on the most accurate flight counts available to IATA at the time of production. Historical rates may have changed slightly as actual sector counts replace previous estimates. Some regions may have greater variability on the sector count as new and more up-to-date data is available. This may result in differences in the accident rates when compared to previous IATA reports.

# Executive Summary

- During HY 2020, there were a total of 20 accidents worldwide, of which two incurred fatalities.
- At this time, one fatal accident could not be assigned an End State due to insufficient information.
- The two Jet fatal accidents incurred 100 on board fatalities.
- IATA member airlines suffered a total of 8 accidents, two of which resulted in the 100 fatalities.
- In the category 'all accidents per million sectors' IATA member airlines continue to trend lower than all industry at 0.87 versus 1.15 in 2020, a pattern which is also reflected in the five-year average.
- It is worth noting that the accident rate is extremely low, so any accident will create a spike.

# Accidents

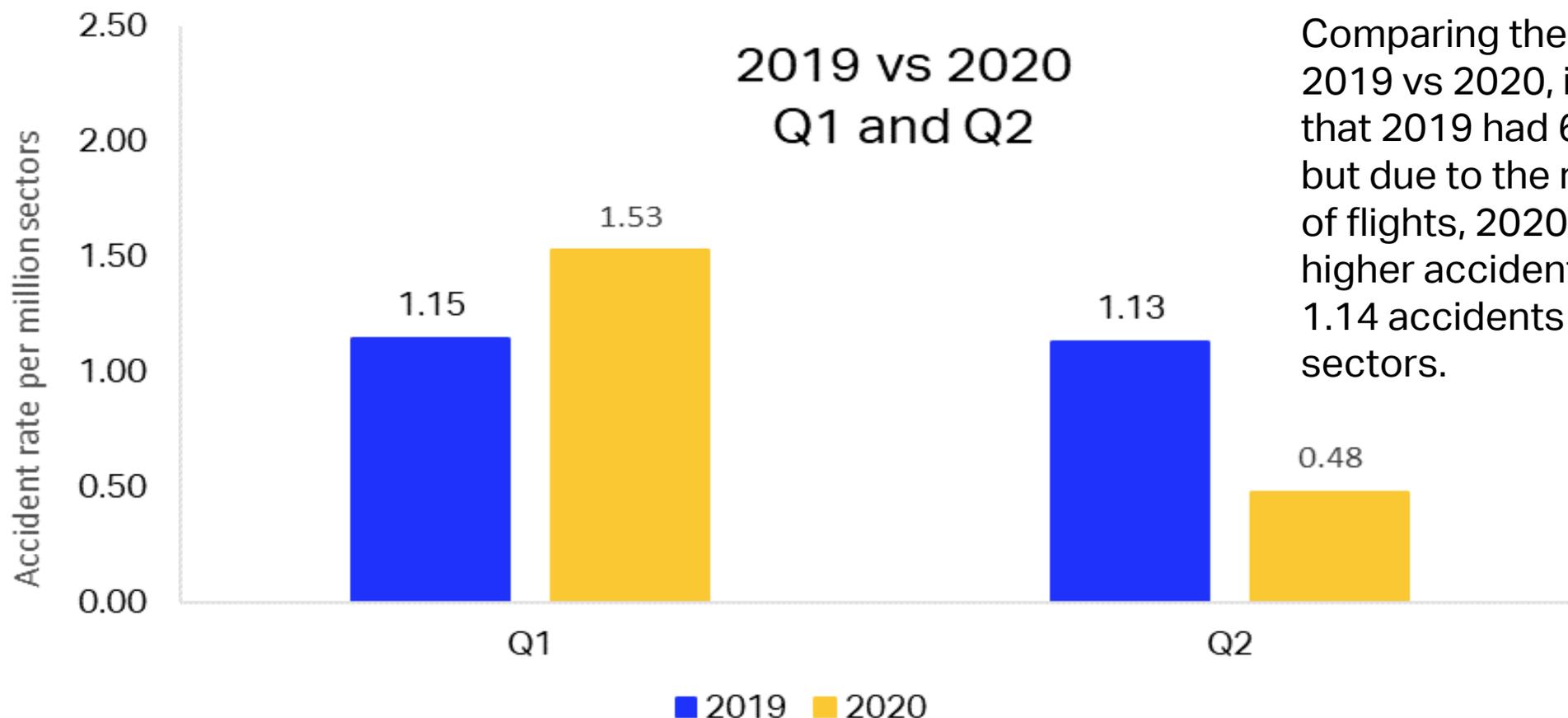


# 2020 Half Year (HY) Accidents Overview

Total Accidents	20
Total Jet Hull Losses	2
Total Turboprop Hull Losses	0
Total Fatal Accidents	2
Total Fatalities on board	100
Total IATA Member Accidents	8

# Q1 and Q2 Accident Rate (Jet and Turboprop)

All Accidents per Million Sectors 2015 to 2020



2019 vs 2020  
Q1 and Q2

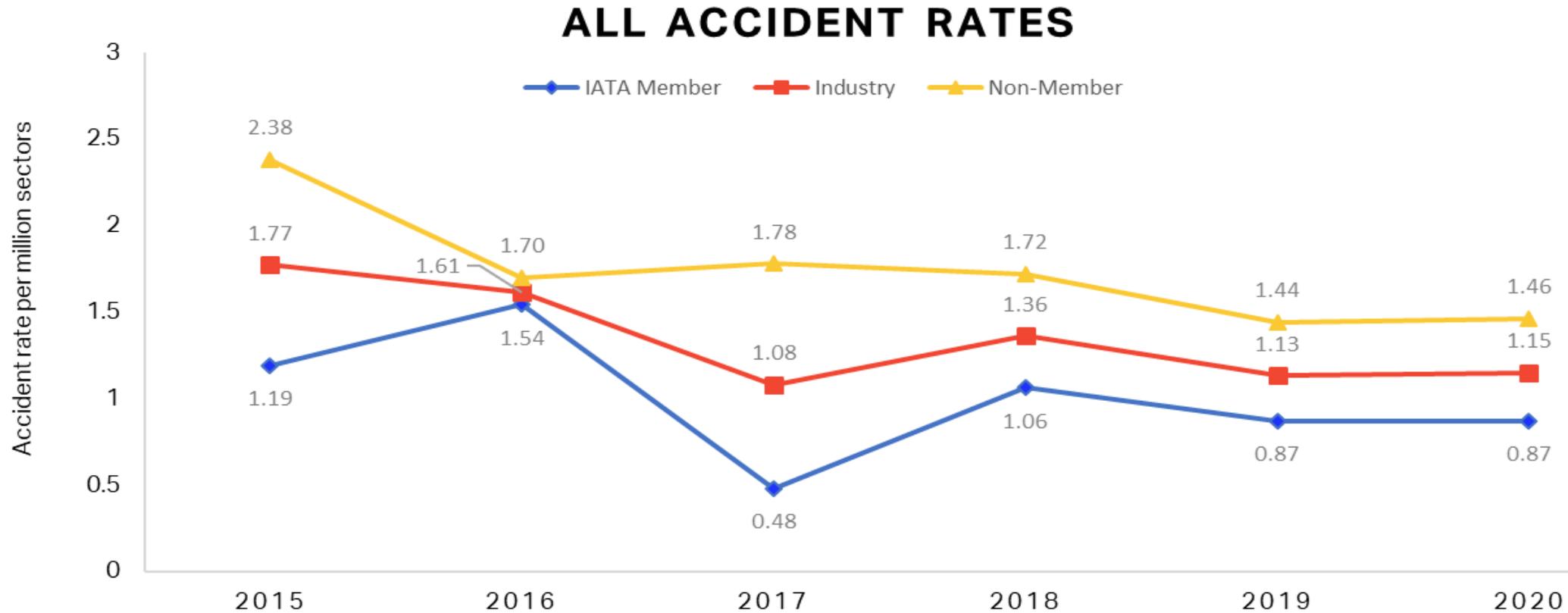
Comparing the first two quarters 2019 vs 2020, it is to be noted that 2019 had 6 more accidents; but due to the reduced number of flights, 2020 had a slightly higher accident rate of 1.15 vs. 1.14 accidents per million sectors.

Source: IATA GADM



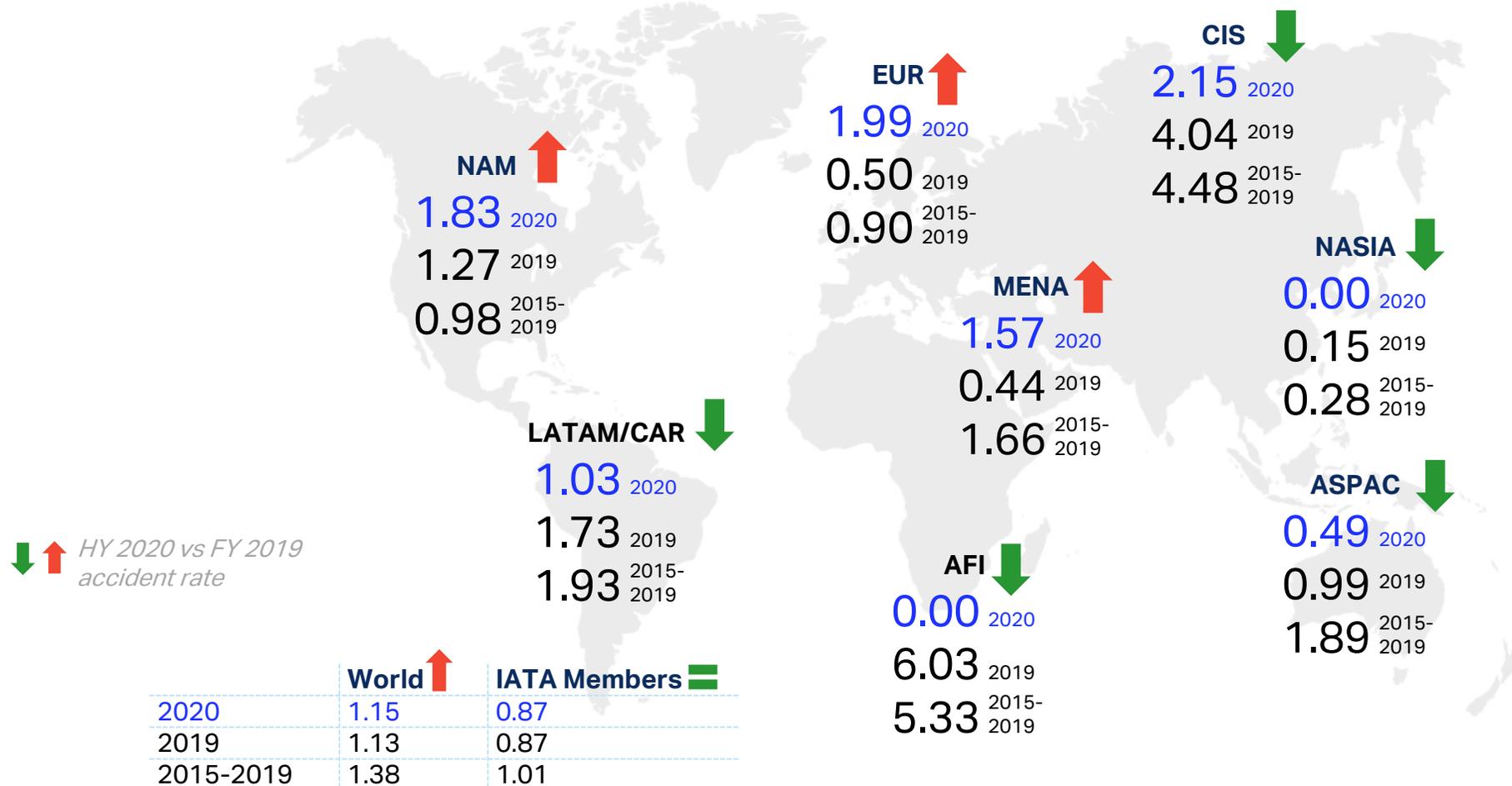
# Accident Rate (Jet and Turboprop)

All Accidents per Million Sectors 2015 to 2020 (Mid Year)



# Accident Rate per Region of Operator

All Accident Rates per Region of Operator as 30<sup>th</sup> June 2020



Source: IATA GADM



# Fatalities

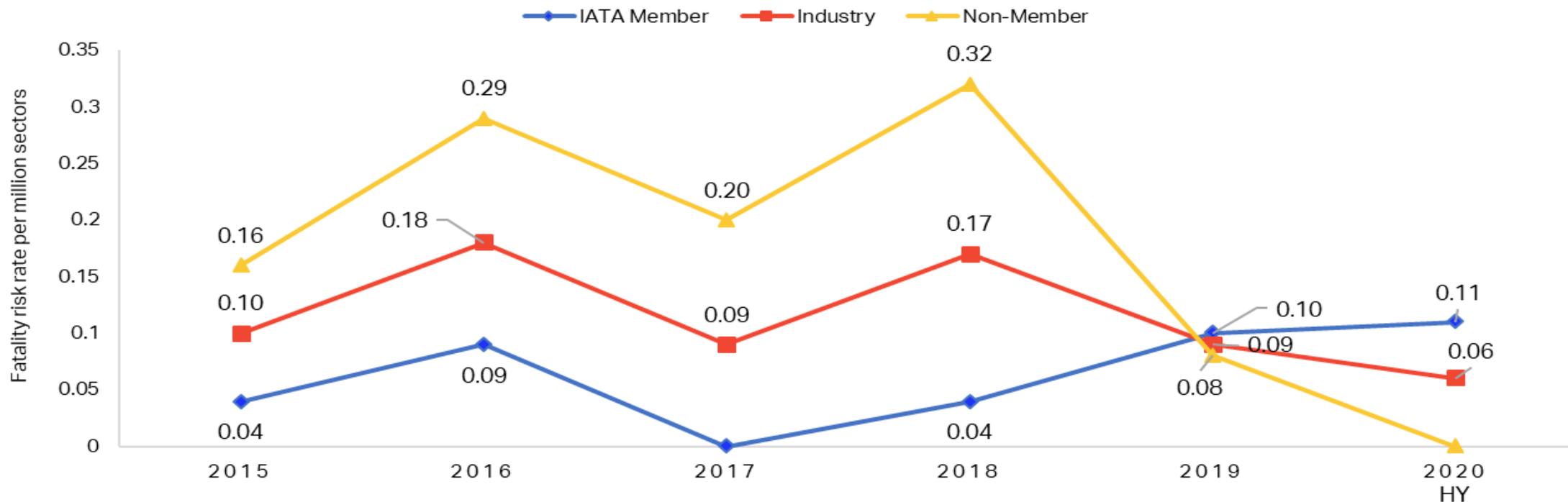


# Industry Fatality Risk

Fatality Risk (Full-Loss Equivalents per Million Sectors)



## FATALITY RISK - JET AND TURBOPROP

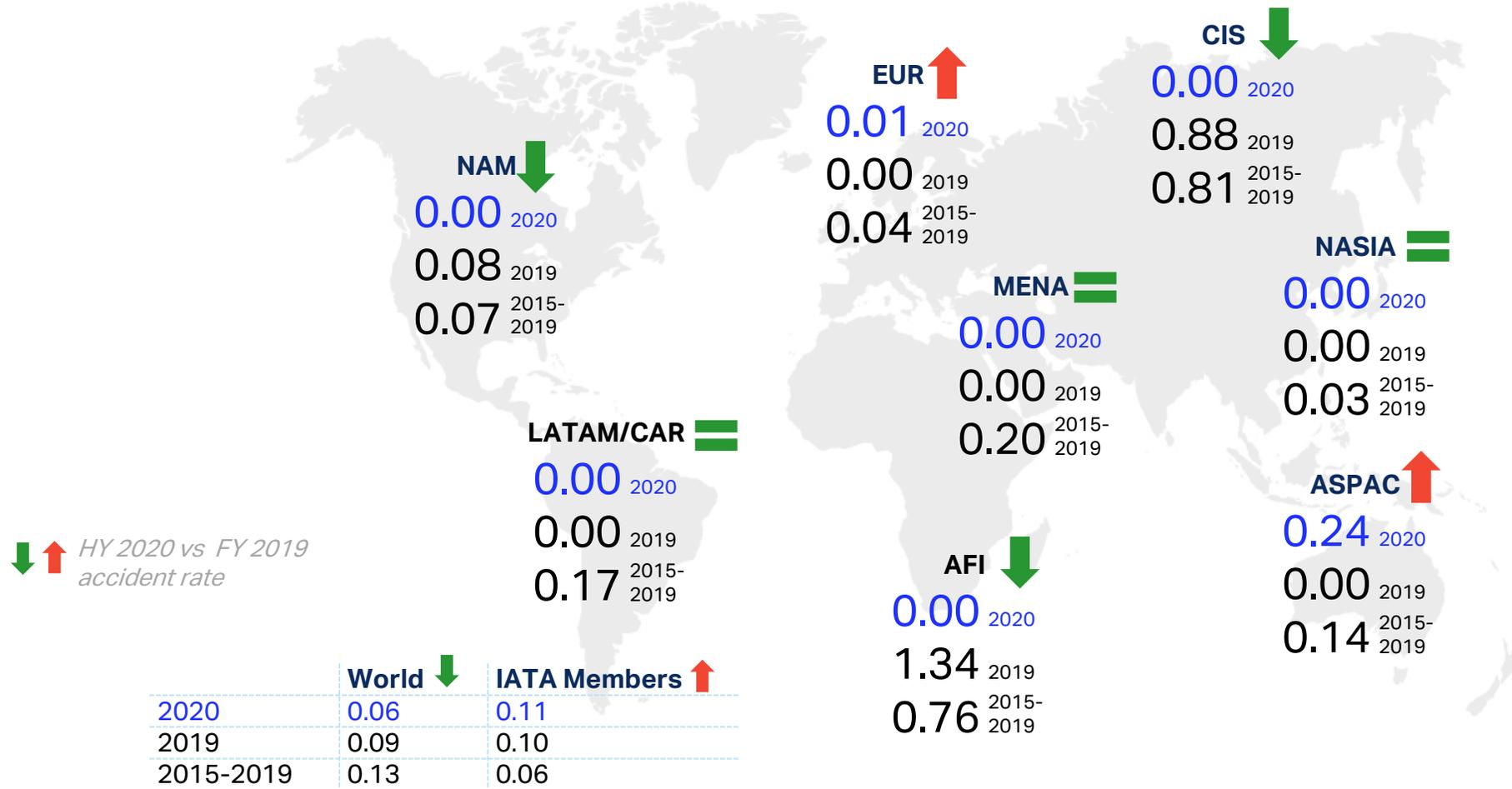


Source: IATA GADM



# Fatality Risk per Region of Operator

Fatality Risk per Region of Operator as at 30<sup>th</sup> June 2020



Source: IATA GADM

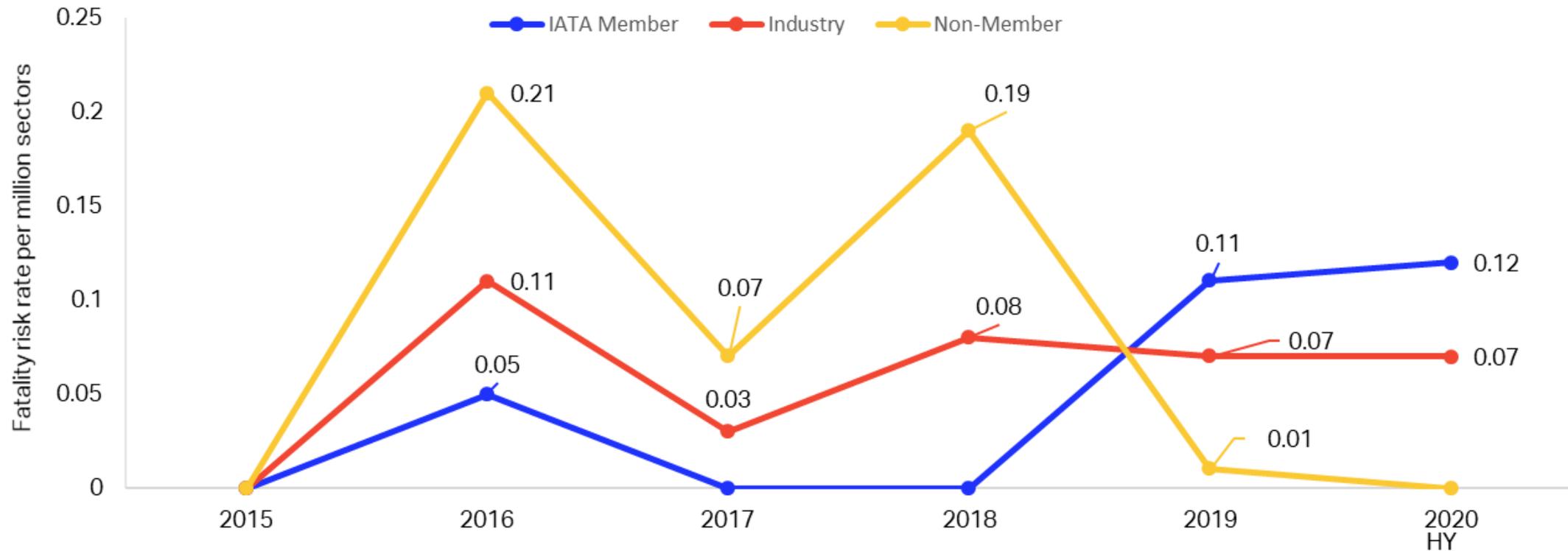


# Jet Fatality Risk

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



### Fatality Risk - Jet

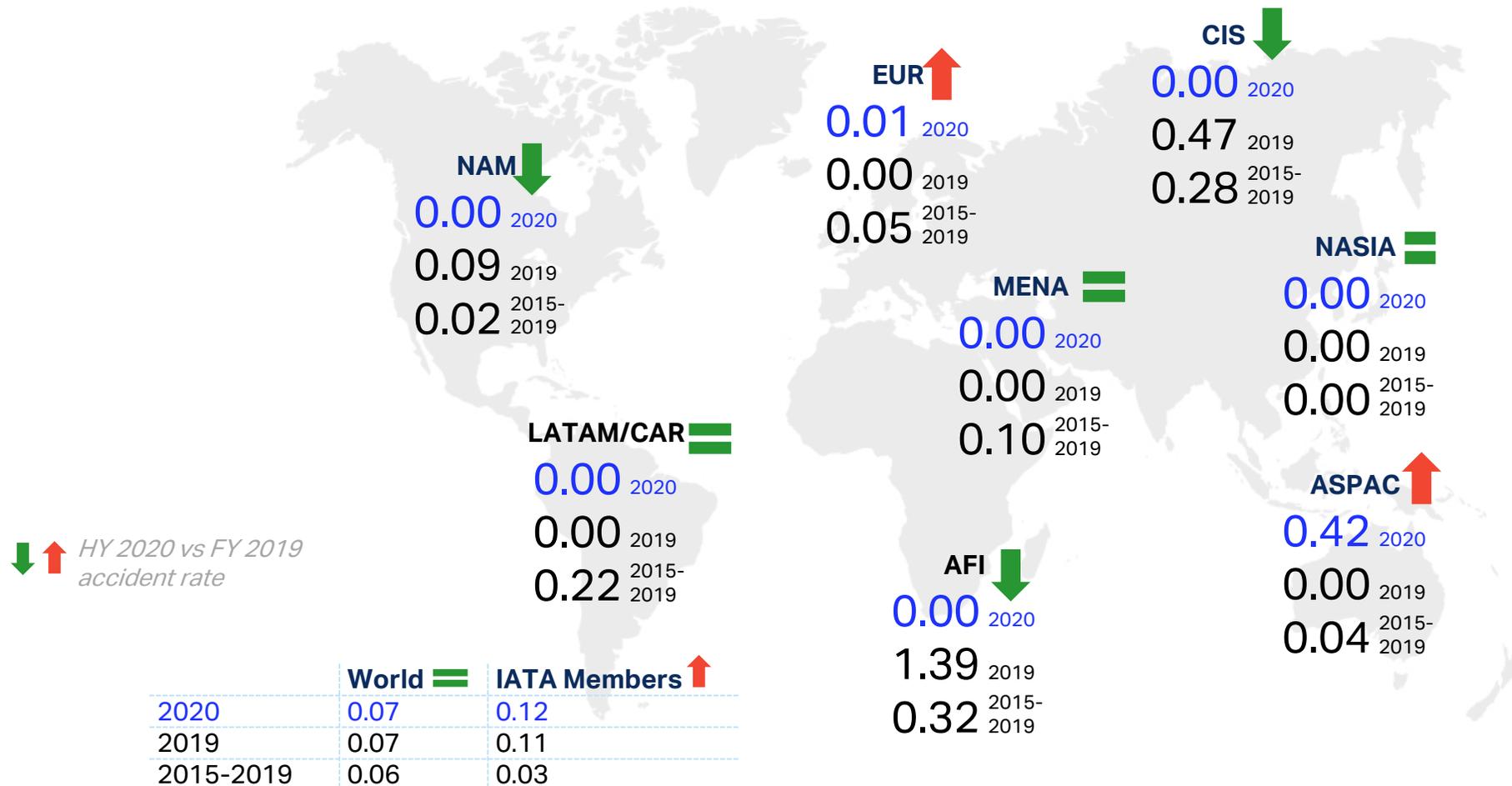


Source: IATA GADM



# Jet Fatality Risk per Region of Operator

Jet Fatality Risk per Region of Operator as at June 30<sup>th</sup> 2020

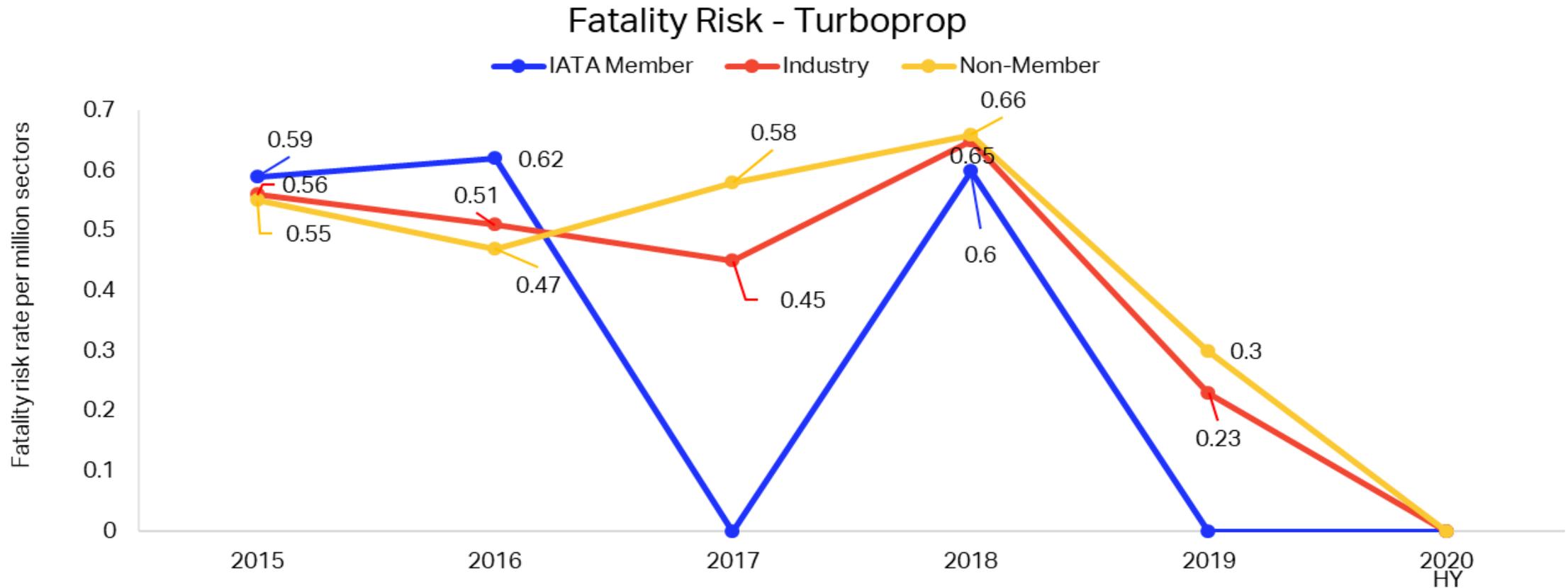


Source: IATA GADM



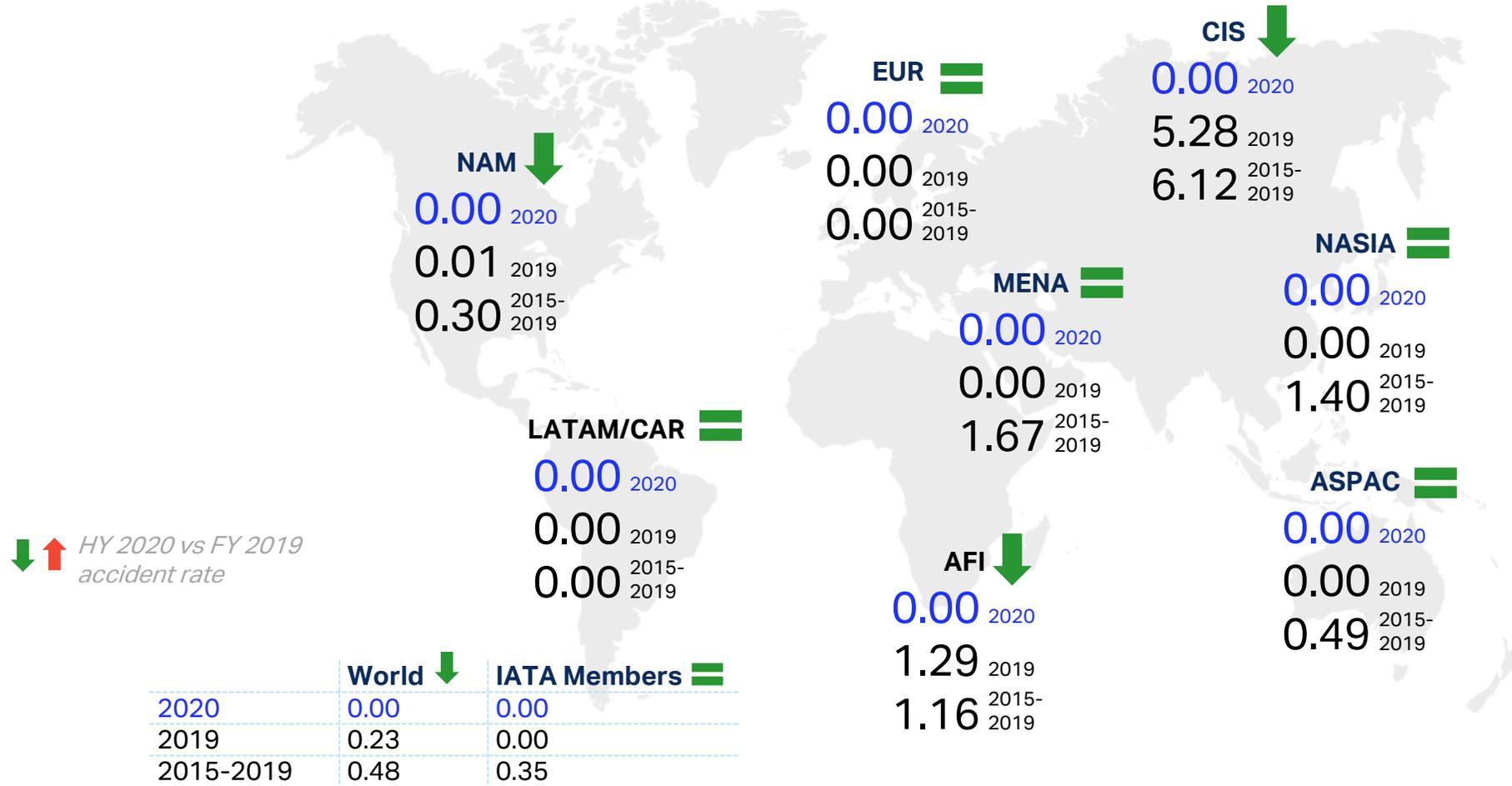
# Turboprop Fatality Risk Decreased in 2020

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



# Turboprop Fatality Risk

Turboprop Fatality Risk per Region of Operator 31<sup>st</sup> December 2019

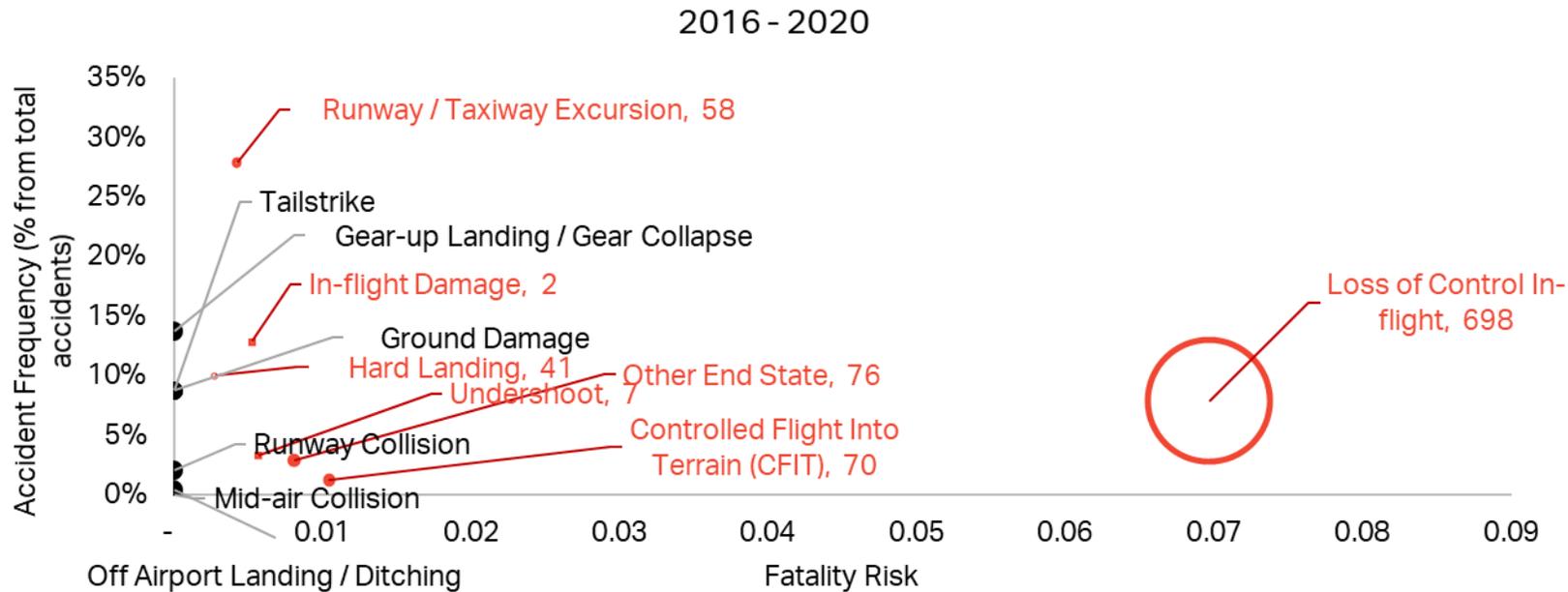


Source: IATA GADM



# Fatality Risk by Accident Category

## Fatality Risk by Accident Category from 2016-2020



- Five accidents could not be assigned an End State due to insufficient information

Note:

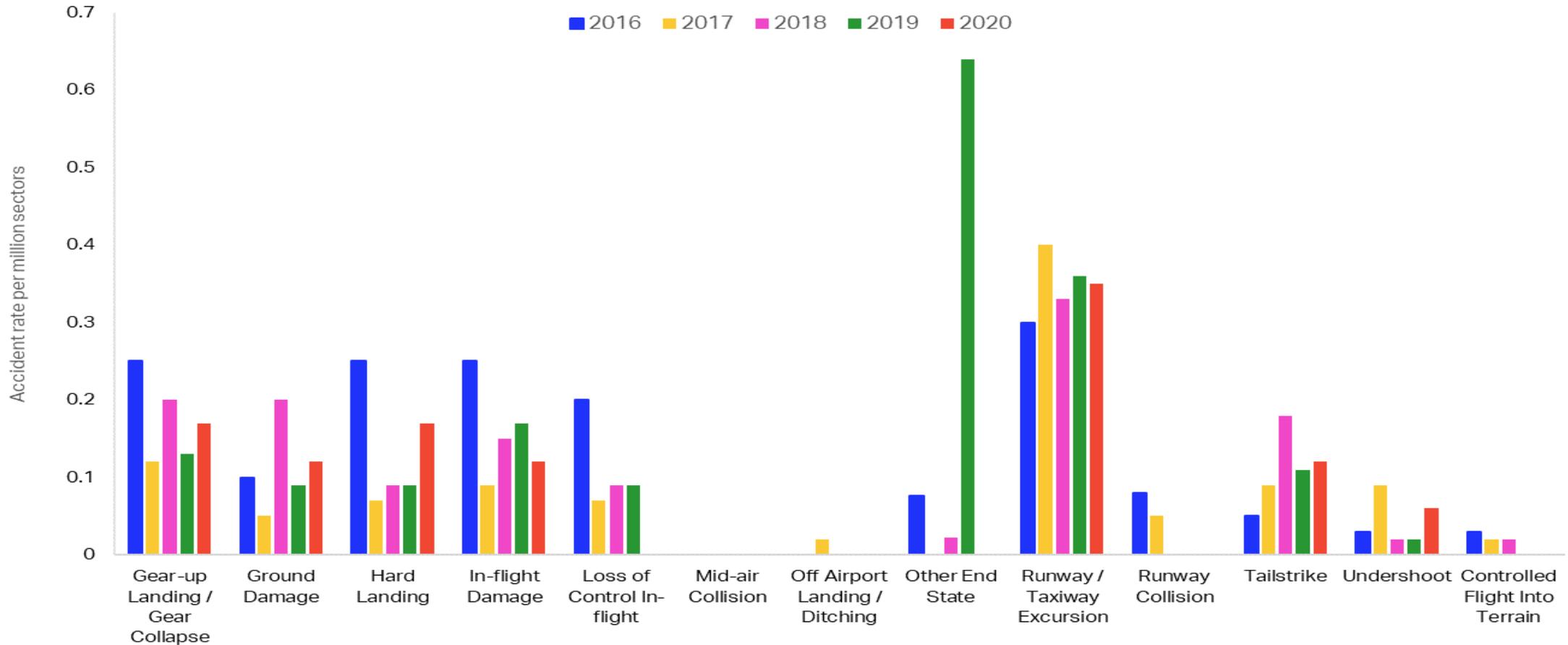
- (1) The area of the bubble indicates the number of fatalities associated with the particular accident category, the value is displayed
- (2) Fatality Risk: number of full-loss equivalents per 1 million flights
- (3) Accidents not involving fatalities are displayed on this graph as black circles

Source: IATA GADM



# Accident Category: Rates per Year

Accident Category from 2016-2020

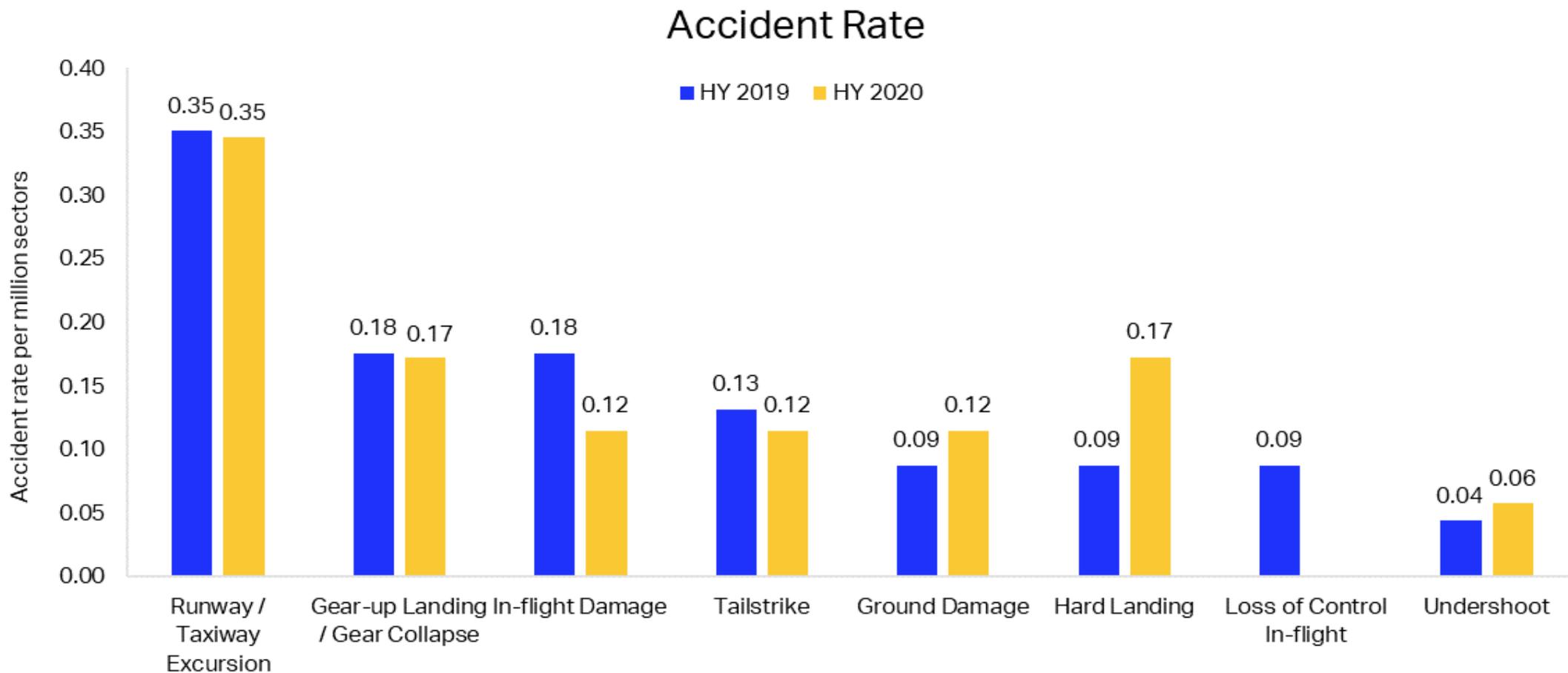


Source: IATA GADM



# Accident Category: Rates

Accident Category HY 2019 vs HY 2020



Source: IATA GADM



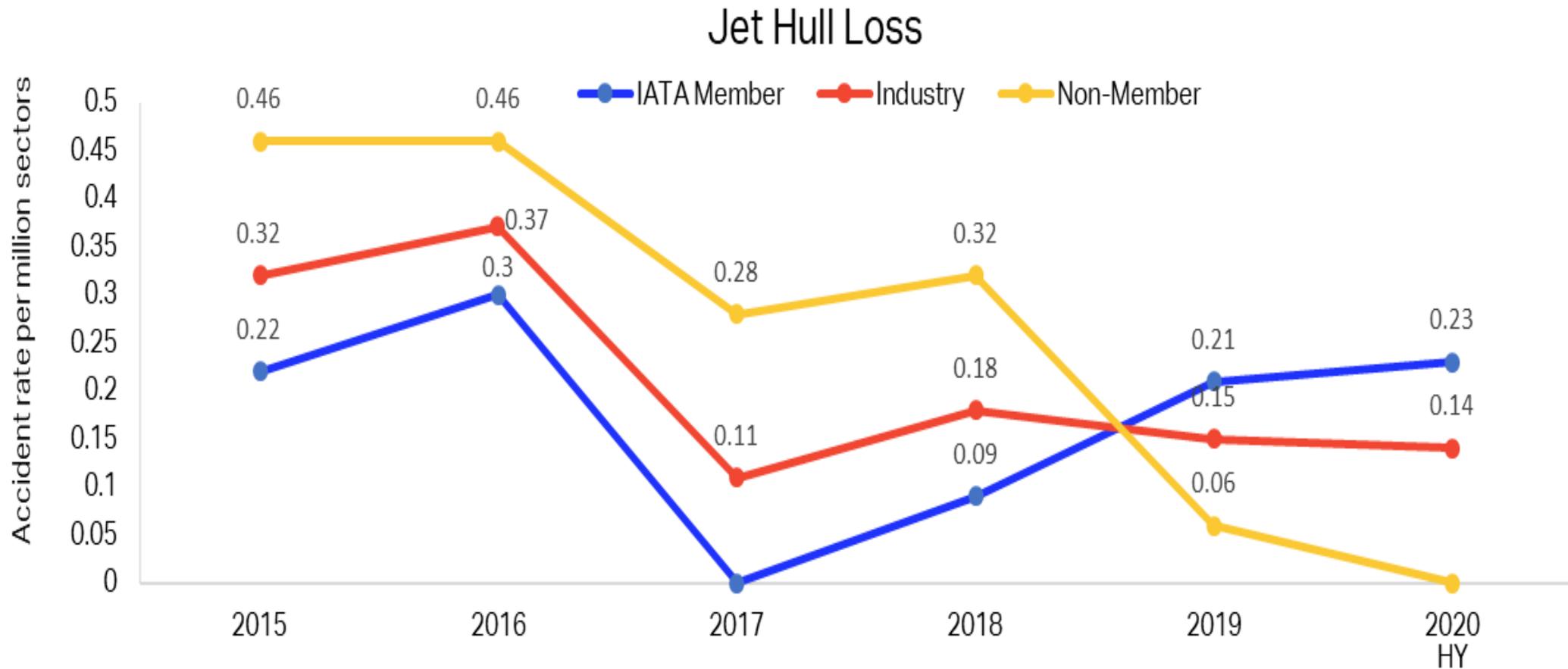
# Jet Hull Losses



# Global Jet Hull Loss



Jet Hull Loss Rate per Million Sectors

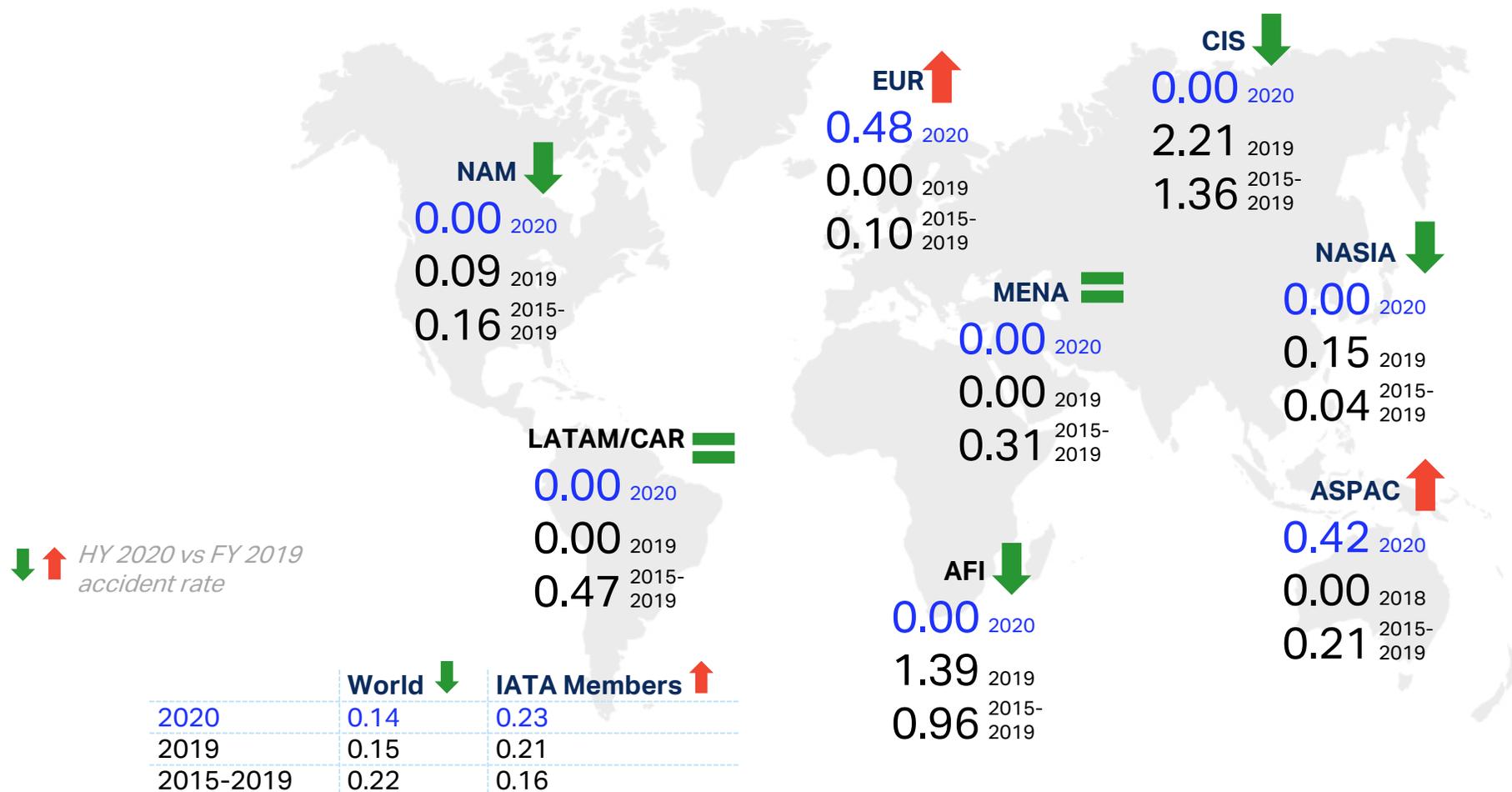


Source: IATA GADM



# Jet Hull Loss Accident Rate per Region of Operators

Jet Hull Loss Rate per Region of Operator as at 30<sup>th</sup> June 2020



Source: IATA GADM

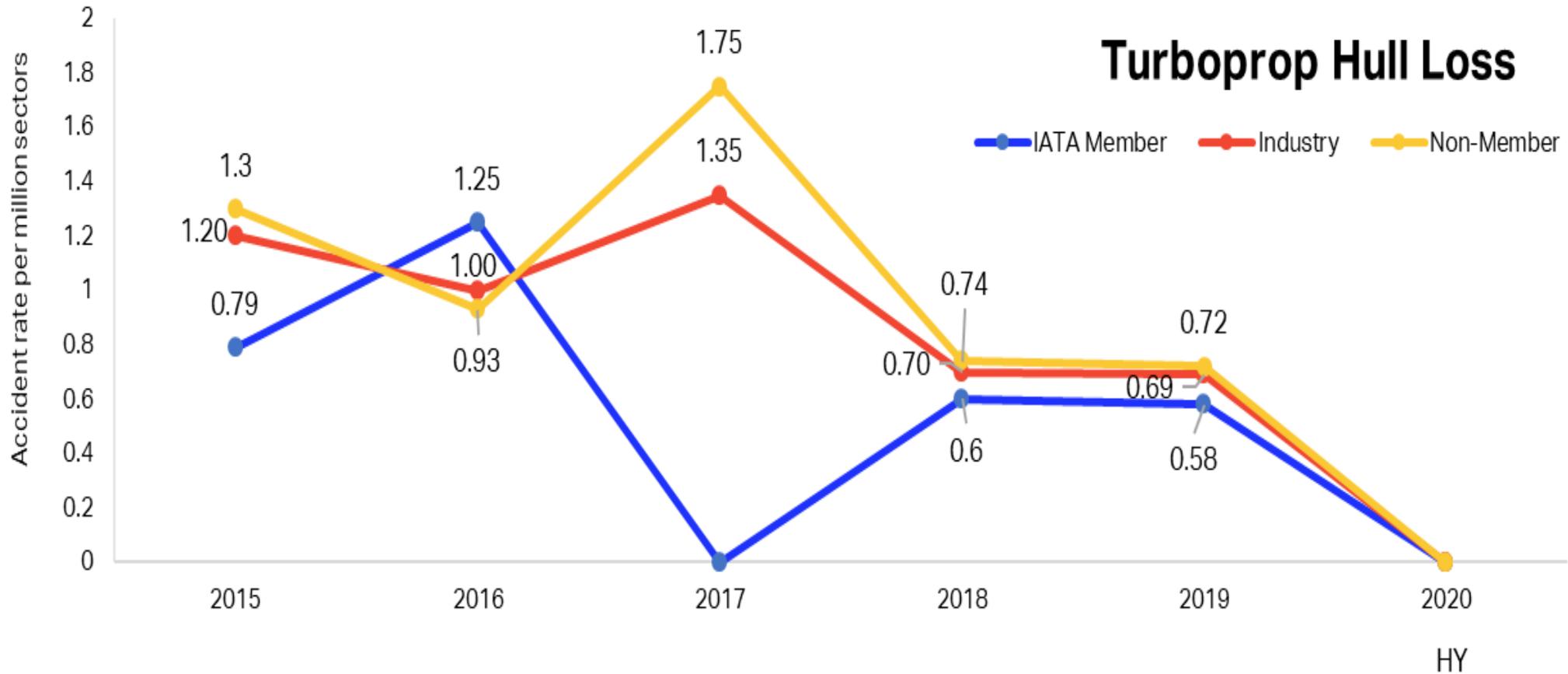


# Turboprop Hull Losses



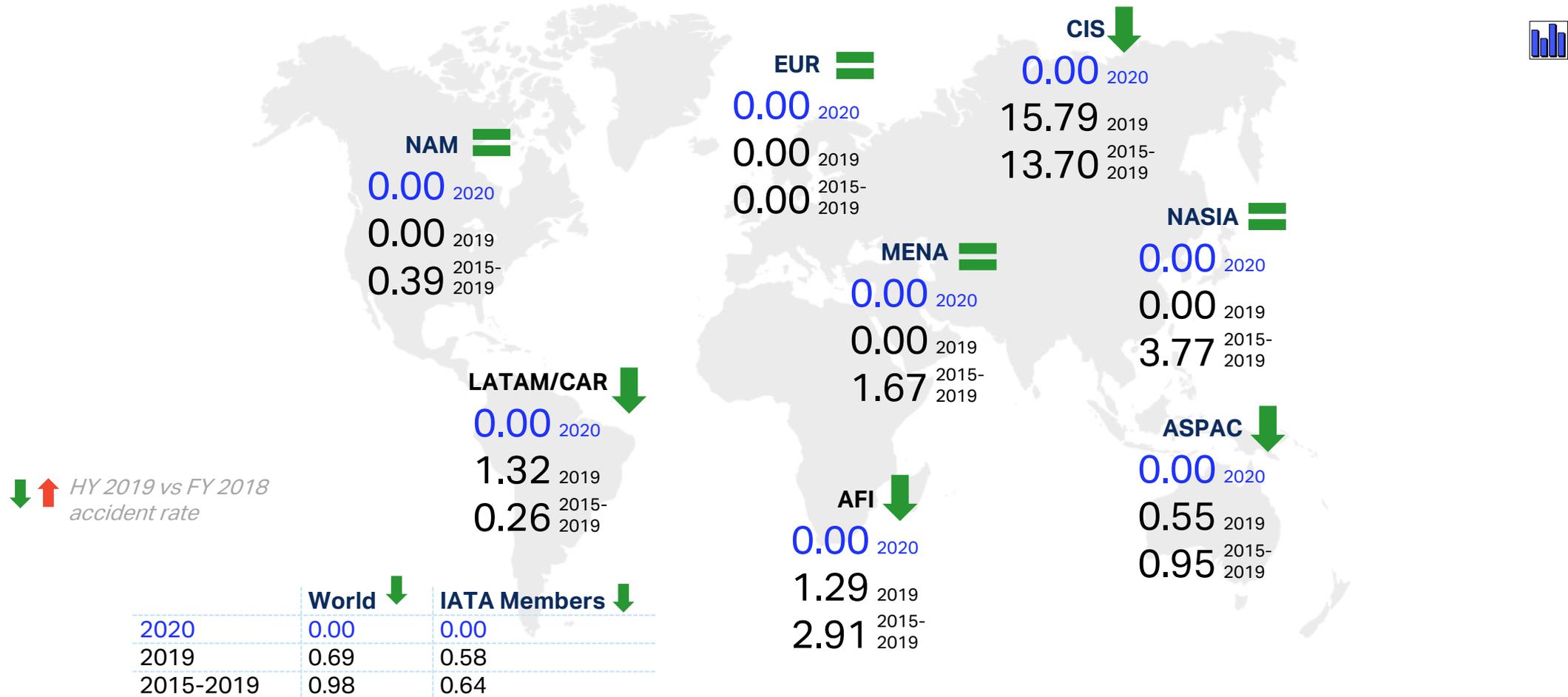
# Turboprop Hull Losses

Turbo-Prop Hull Losses per Million Sectors



# Turboprop Hull Loss Rate by Region of Operator

Turboprop Hull Loss Rate per Region of Operator as at 30<sup>th</sup> June 2020



Source: IATA GADM

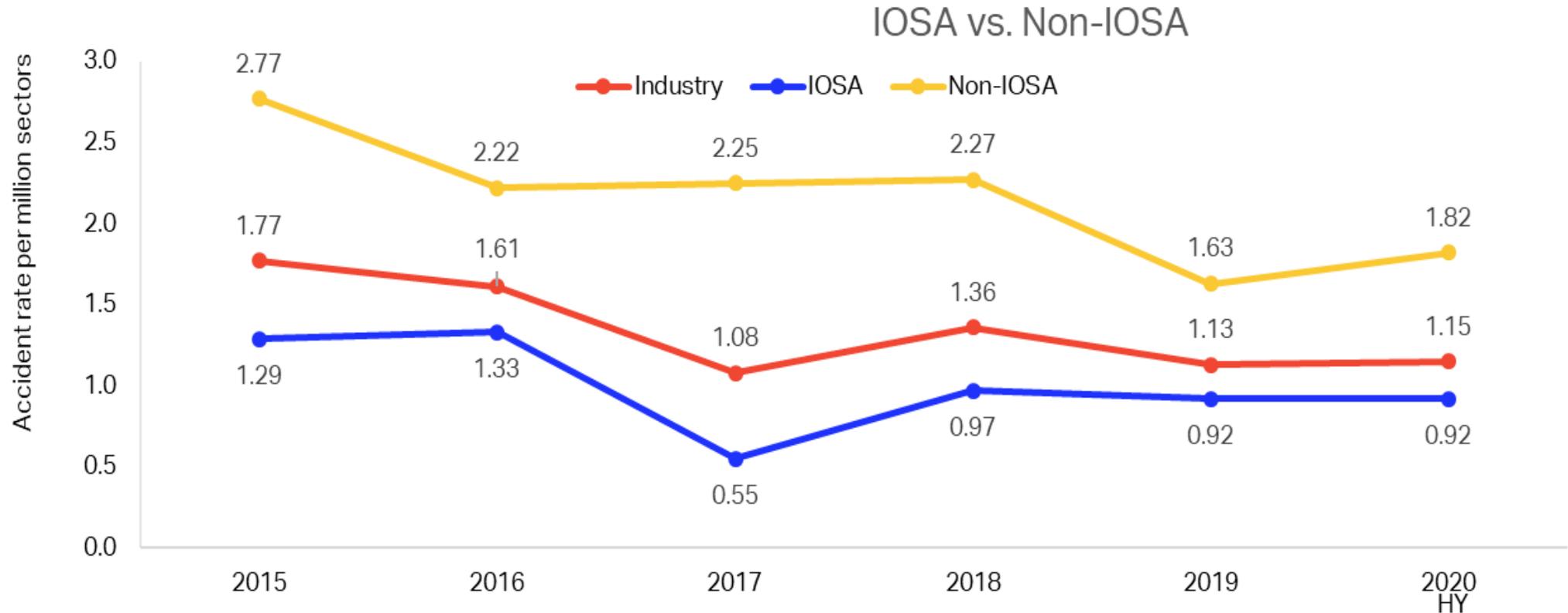


# IATA/ IOSA Accidents



# IOSA Operators Accident Rate Is Higher in 1 out 8 IATA Regions

All Accident Rate (Jet & Turboprop) for IOSA Operators vs. Non-IOSA, 2020



# List of Accidents in HY 2020



# Accident List in HY 2020

Date	Month	Operator Region	Operator	AIRCRAFT	Propulsion	Severity	Fatalities on Board	IATA Members	IOSA Members	EndState
2020-01-07	January	EUR	Pegasus	B737-800	Jet	Substantial Damage	-	Yes	Yes	RWY Excursion Lateral
2020-01-19	January	NAM	Perimeter	Metro	Turboprop	Substantial Damage	-	No	No	RWY Excursion Lateral
2020-01-27	January	MENA	Caspian Airlines	MD-80-83	Jet	Substantial Damage	-	No	No	RWY Excursion Overrun
2020-01-31	January	NAM	WestJet Encore	Dash 8-400	Turboprop	Substantial Damage	-	No	Yes	RWY Excursion Lateral
2020-02-01	February	EUR	ACT Airlines	B747-400	Jet	Substantial Damage	-	No	Yes	Tailstrike
2020-02-03	February	NAM	Kalitta Air	B747-400	Jet	Substantial Damage	-	No	Yes	Ground Damage
2020-02-03	February	NAM	Air Canada	B767-300	Jet	Substantial Damage	-	Yes	Yes	In-flight Damage
2020-02-05	February	EUR	Pegasus	B737-800	Jet	Hull Loss	3	Yes	Yes	RWY Excursion Overrun
2020-02-07	February	EUR	Icelandair	B757-200	Jet	Substantial Damage	-	Yes	Yes	Gear-up Landing / Gear Collapse
2020-02-09	February	CIS	UTair	B737-500	Jet	Substantial Damage	-	Yes	Yes	Undershoot
2020-02-21	February	LATAM	JetSmart	A320	Jet	Substantial Damage	-	No	No	Hard Landing
2020-02-24	February	NAM	Perimeter	Metro	Turboprop	Substantial Damage	-	No	No	RWY Excursion Lateral
2020-02-25	February	ASPAC	Trigana Air	B737-300	Jet	Substantial Damage	-	No	No	Gear-up Landing / Gear Collapse
2020-02-27	February	EUR	Turkish Airlines	A321	Jet	Substantial Damage	-	Yes	Yes	Hard Landing
2020-02-28	February	CIS	Sigma Airlines	A300-B4 / C4 / F4	Jet	Substantial Damage	-	No	No	Ground Damage
2020-03-08	March	NAM	Omni Air International	B767-300	Jet	Substantial Damage	-	No	Yes	Hard Landing
2020-03-21	March	NAM	American Airlines	B757-200	Jet	Substantial Damage	-	Yes	Yes	Tailstrike
2020-05-08	May	NAM	Ameriflight	B1900-C	Turboprop	Substantial Damage	-	No	No	Gear-up Landing / Gear Collapse
2020-05-19	May	NAM	iAero	B737-800	Jet	Substantial Damage	-	No	No	In-flight Damage
2020-05-22	May	ASPAC	Pakistan International Airlines	A320	Jet	Hull Loss	97	Yes	Yes	End State Not assigned