



2024 Full Year Accident Update

Performance at 31st December 2024

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2024 Accidents



Note

1. In 2023, the definition of “accident” was revised to also include fatal accidents that result in fatalities either on the ground or on other aircraft. The fatalities of such accidents will be included in a separate category titled “Other Fatalities”.
 - Fatalities in the “Other Fatalities” category include deaths either on other aircraft or on the ground; such as an accident where an aircraft collided with either a motorcycle, fire truck, or another aircraft. It also includes ground workers ingested into the engine.
 - The “Other Fatalities” are calculated separately from the onboard fatalities such as passengers, or flight crew.

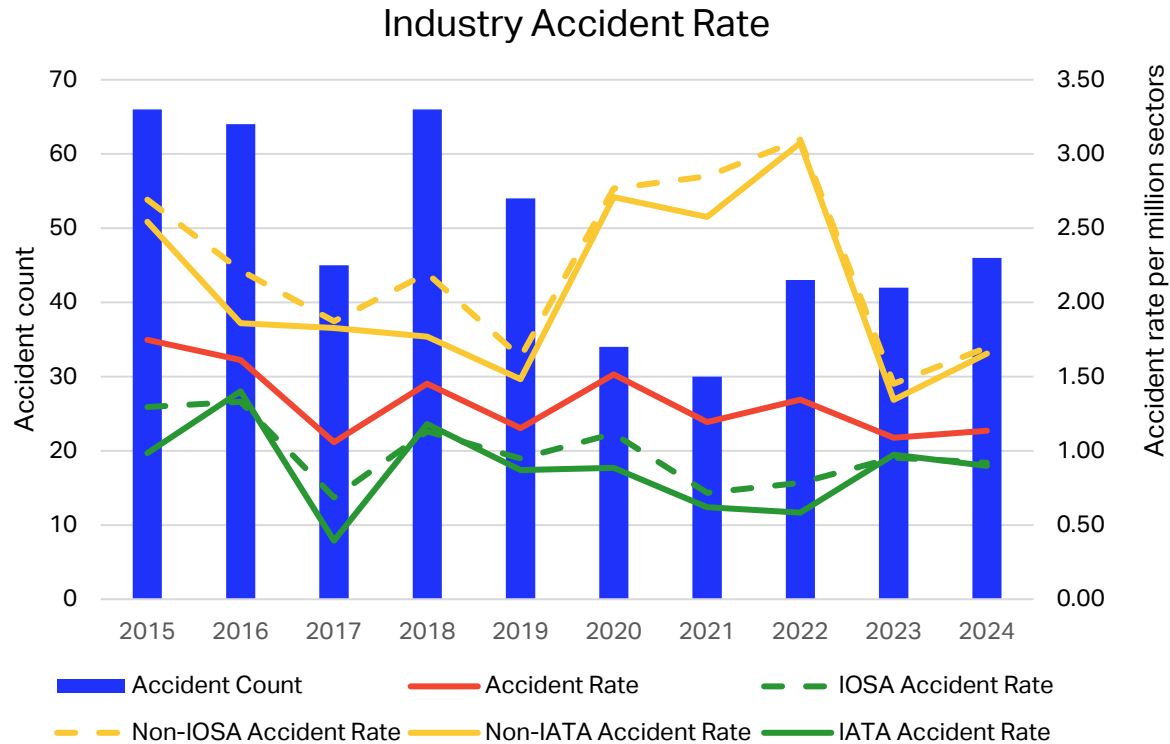
The revised definition can be found at [Appendix “A”](#) to this report.
2. The dataset presented in this report does not exactly match earlier editions due to the revised definition of accident criteria and improved sectors and accident information during the intervening period.
3. All figures are based on two decimal points. Throughout the report, there are minor differences when data is represented in three decimal points.

Accidents Overview

	2022	2023	2024	5-Year Average
Accident Count	43	42	46	39
Accident Rate	1.34	1.09	1.13	1.25
Jet Hull Losses	7	2	5	4
Turboprop Hull Losses	6	3	4	4
Fatal Accidents	8	1	7	5
Fatalities on-Board	158	72	244	144
Fatality Risk	0.11	0.03	0.06	0.10
IATA Members	13	26	25	18
IOSA Carriers	19	27	27	21
Sectors – in millions	32.0	38.6	40.6	31.8

Industry Accident Rate

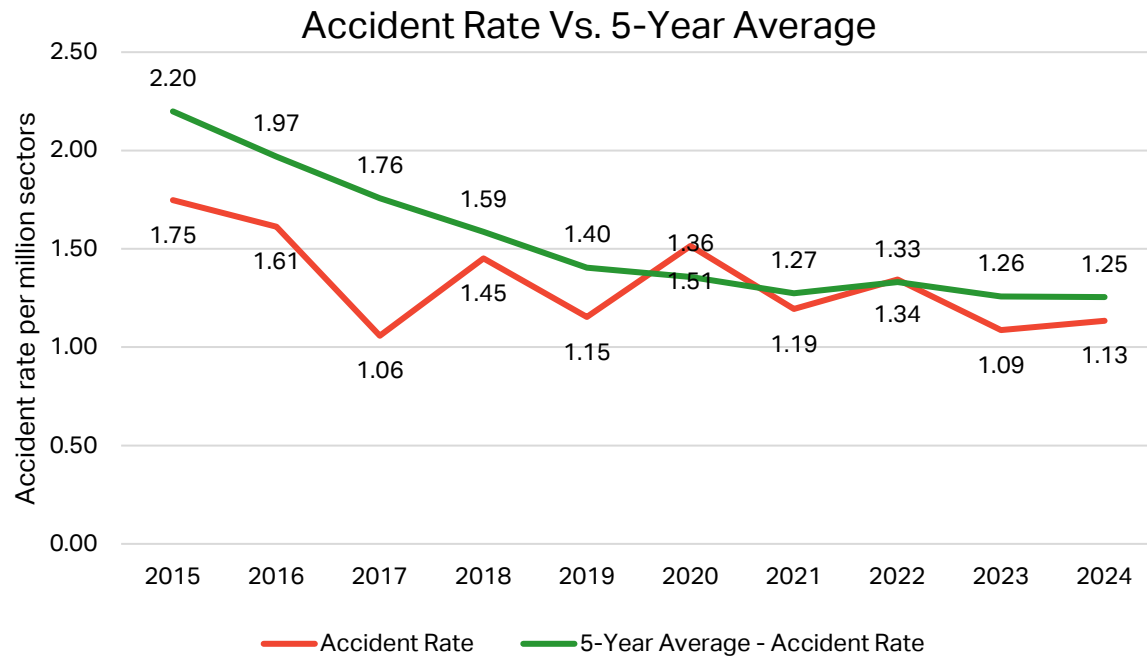
All accidents per million sectors



- The industry accident rate per million sectors rose from 1.09 in 2023 up to 1.13, which remains below the 5-year average of 1.25
- The 2024 IOSA accident rate went from 0.95 in 2023 down to 0.92 accidents per million sectors.
- The accident rate for IOSA-registered carriers in 2024 was lower than that for non-IOSA carriers (0.92 vs 1.70).
- It is worth noting that the number of sectors flown by IOSA carriers is much more than that of non-IOSA carriers.
 - Likewise, the number of IOSA registered operators has been growing

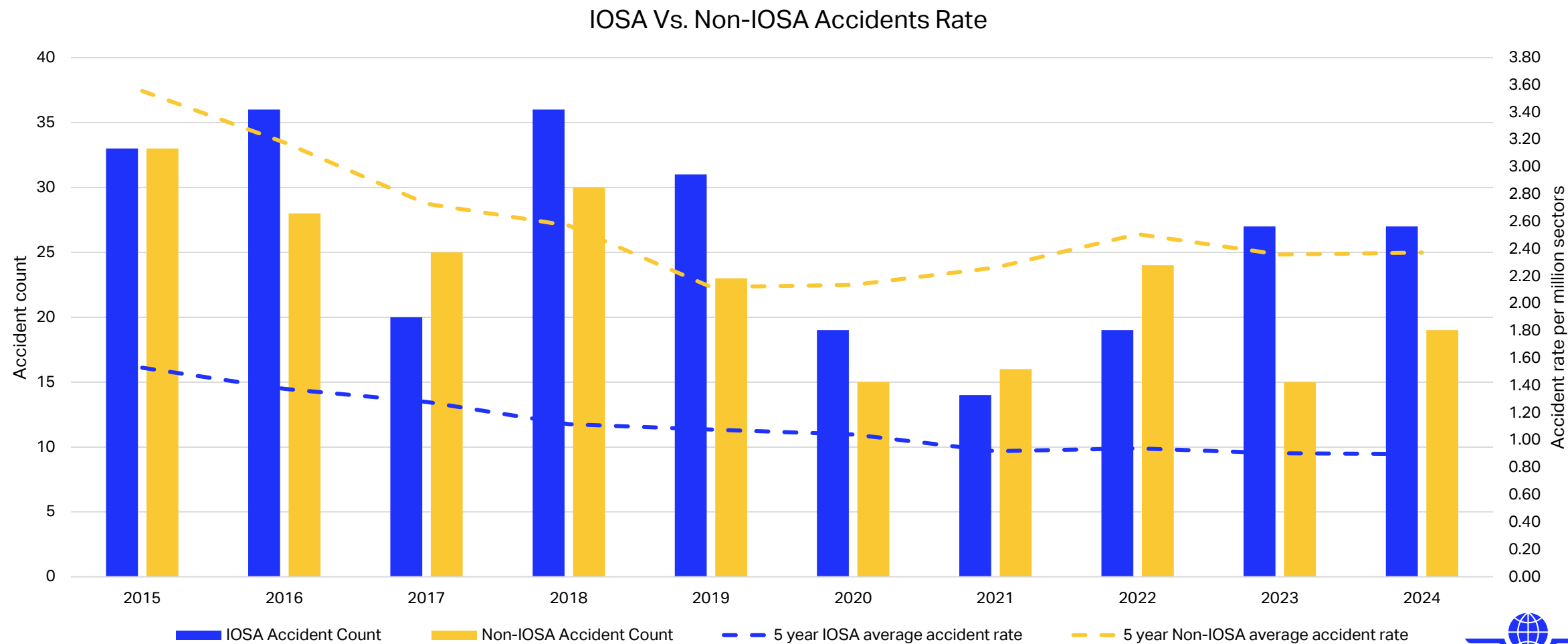
Longer Term View

All accidents per million sectors



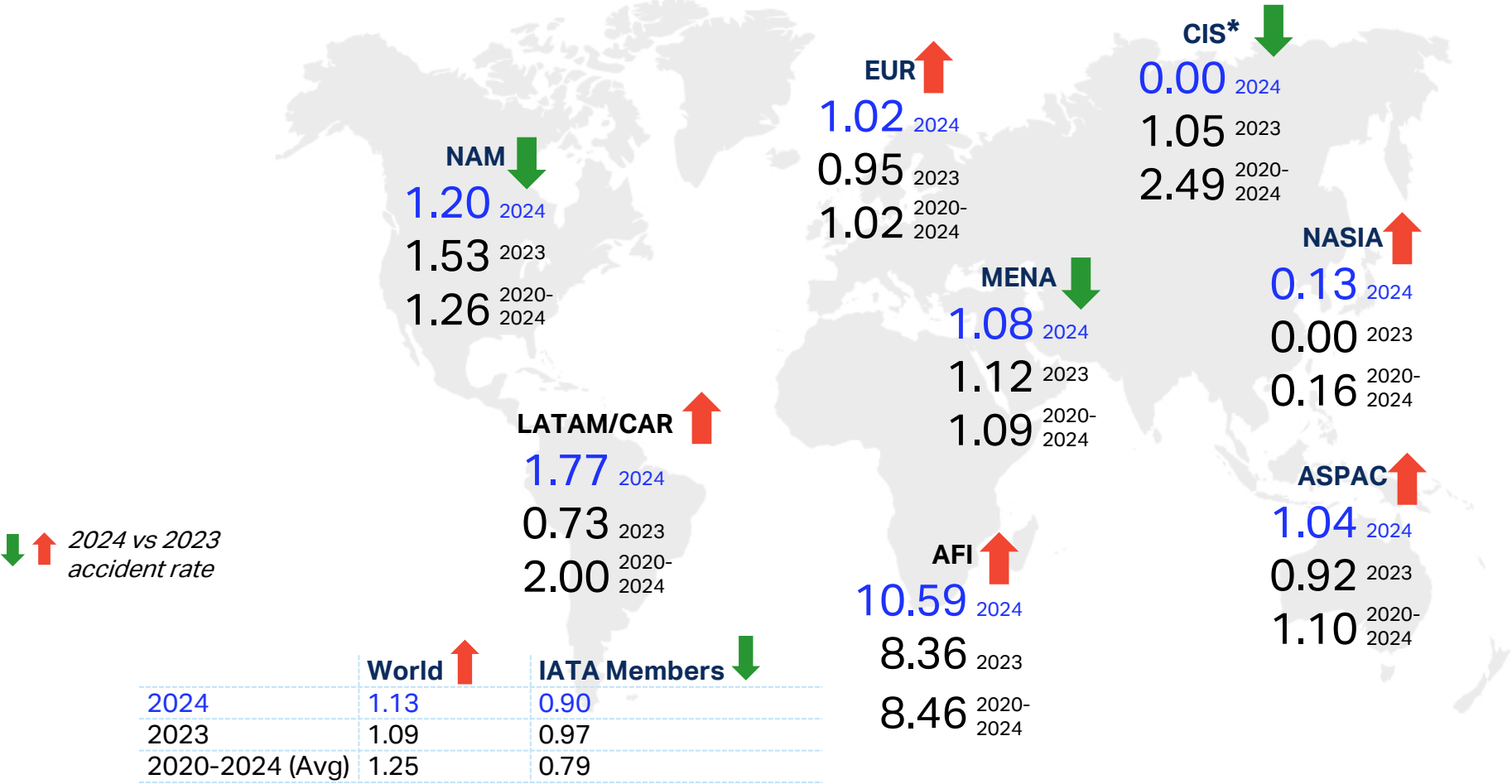
- Commercial aviation remains one of the safest modes of public transportation.
- This is evidenced by a long-term trend showing a significant reduction in accident rates, from 1.75 accidents per million sectors in 2015 down to 1.13 accidents per million sectors in 2024.
- The aviation uses a 5-year rolling accident average accident rate to monitor the safety health.
- The safety health of the industry has shown continued improvement.

IOSA Vs. Non-IOSA Accident Rates- 5-Years Rolling Average Accident Rate



All Accident Rate per Region of Operator

3 regions saw an improvement in the accident rate per million sectors

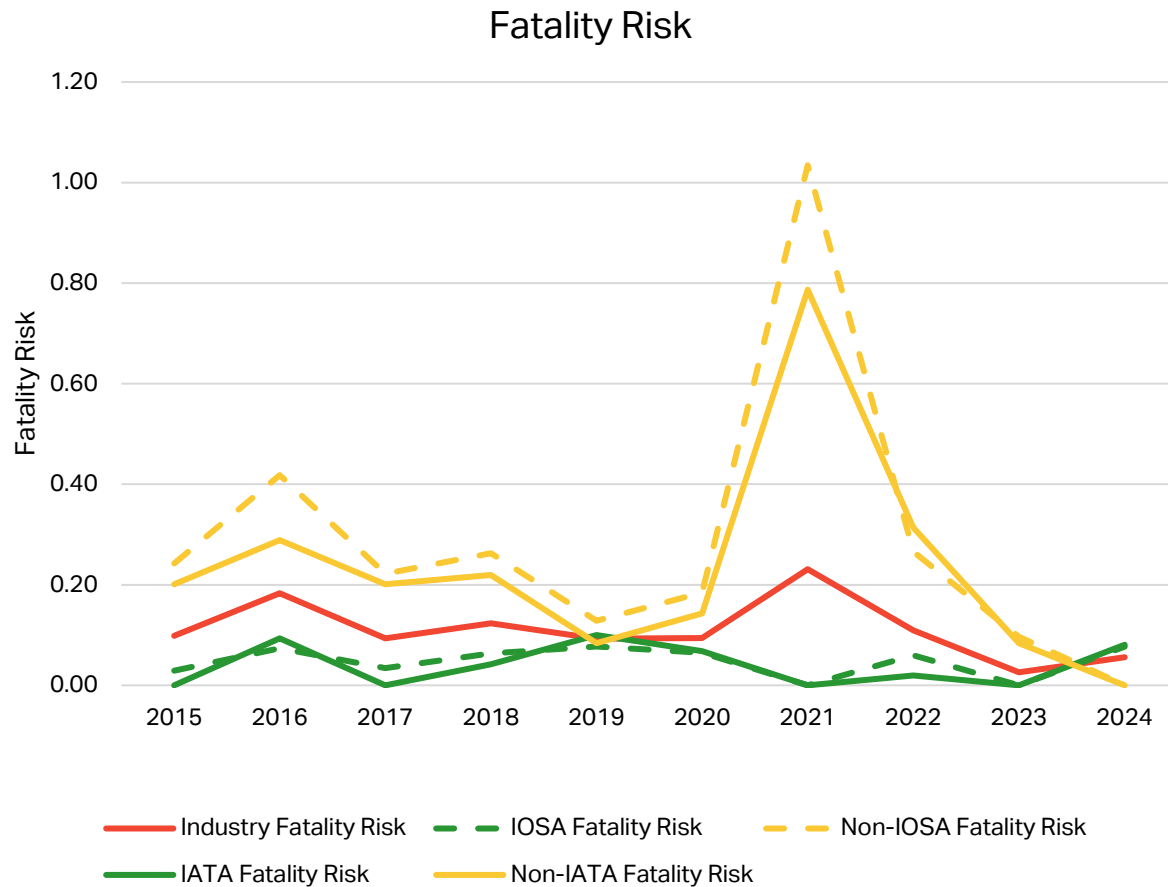


* CIS has limited accident information, CIS may undergo larger revisions than normal once data becomes available – this will affect accident rate as well as fatality risk calculations

Fatality Risk



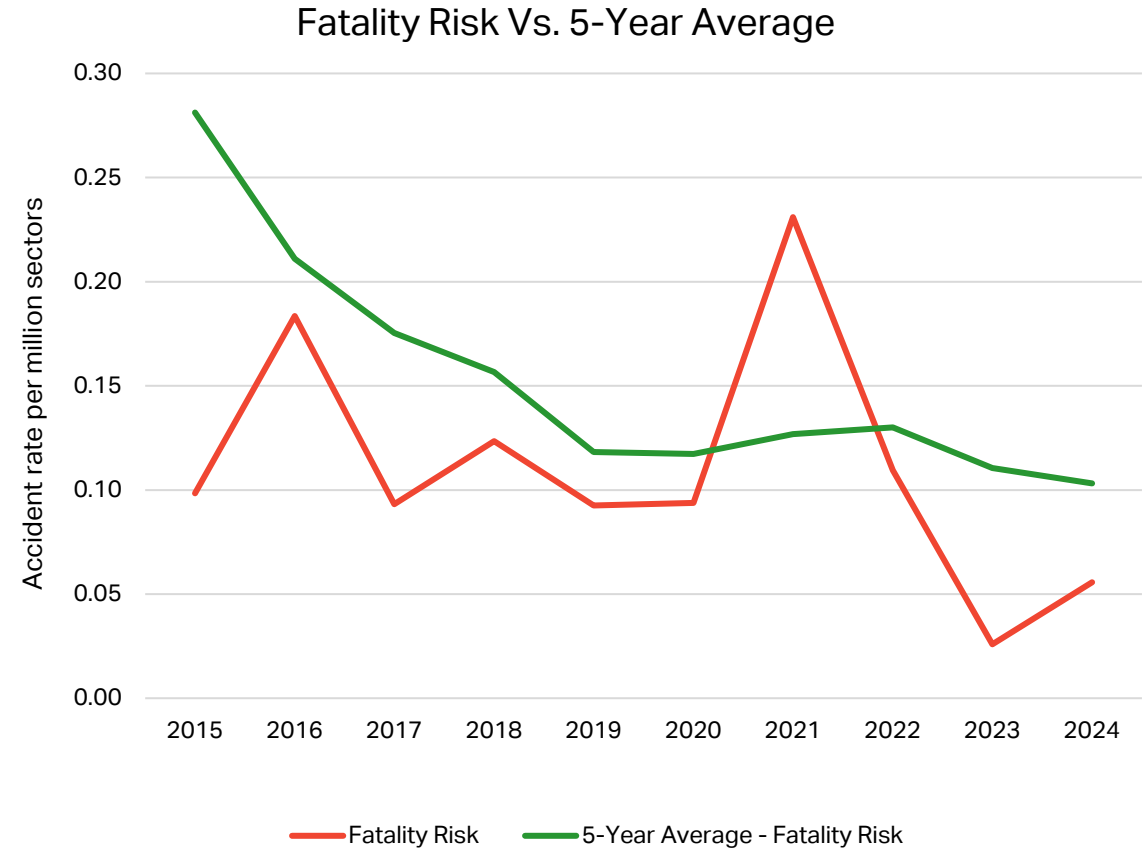
Fatality Risk Rate per million sectors



- The fatality risk rate per million sectors rose from 0.03 in 2023 to 0.06 in 2024.
- There were 7 fatal accident in 2024, resulting in a total number of 251 on-board and other fatalities.
 - Note: 244 on-board fatalities are used to calculate the fatality risk rate.

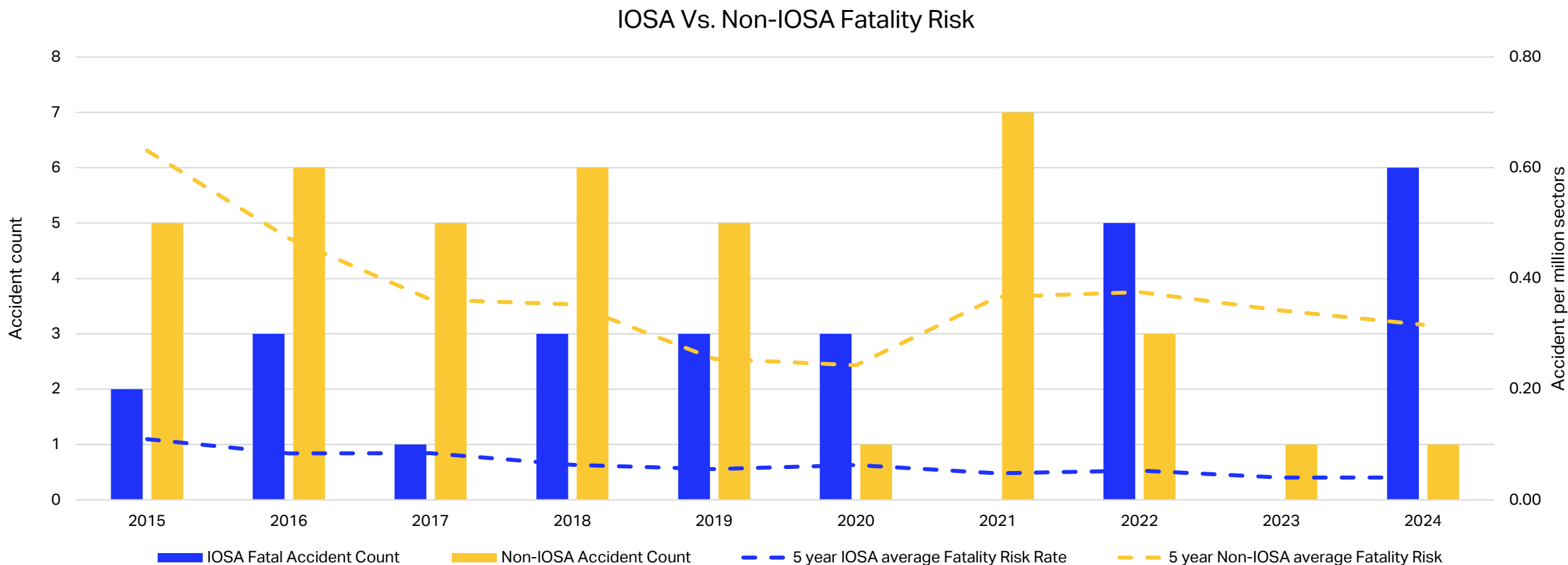
Industry Fatality Risk Vs. 5-Year Rolling Average

- Despite the increase in fatality risk rate in 2024, the fatality risk rate of 0.06 per million sectors remains below the 5-year (2020-2024) rolling average of 0.10.



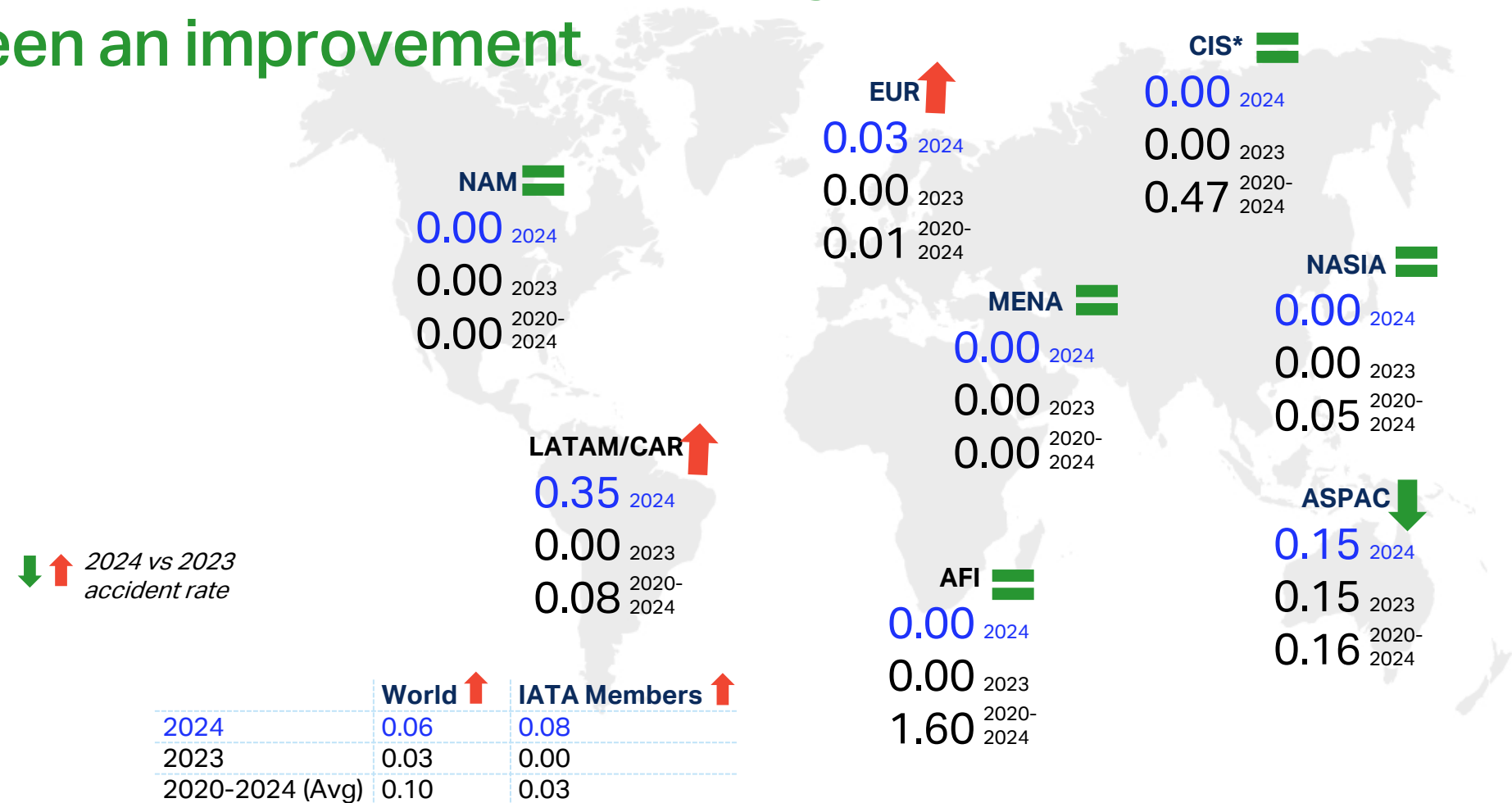
IOSA Vs. Non-IOSA Fatality Risk Rate

5-Years Rolling Average Fatality Risk Rate



Fatality Risk Rate per Region of Operator

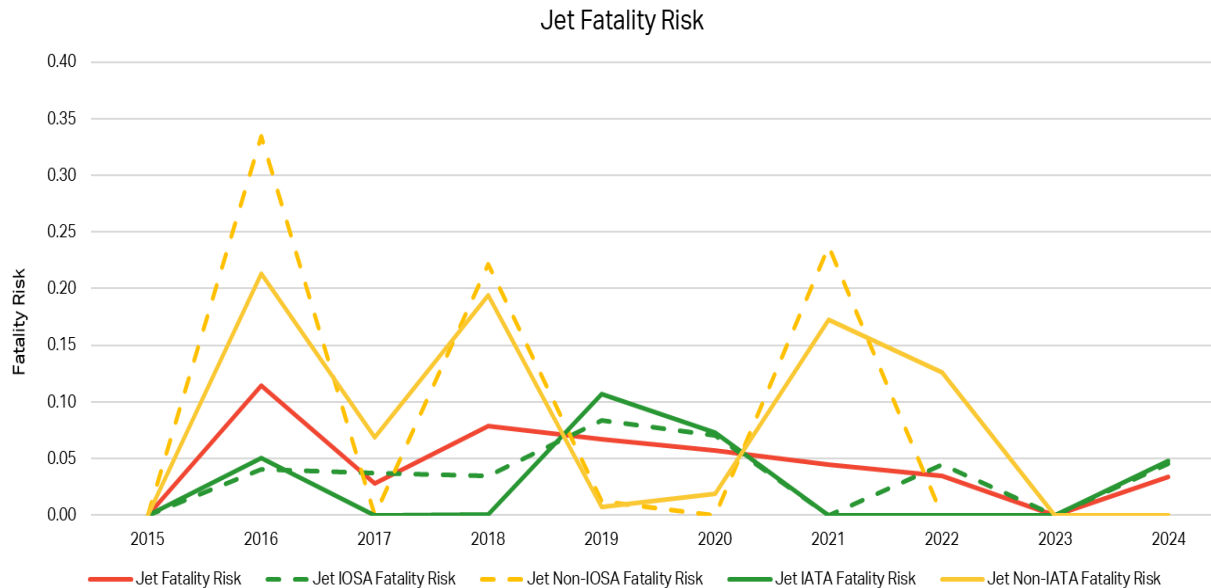
The Fatality Risk Rate for 6 regions had either remained the same or seen an improvement



* CIS has limited accident information, CIS may undergo larger revisions than normal once data becomes available – this will affect accident rate as well as fatality risk calculations

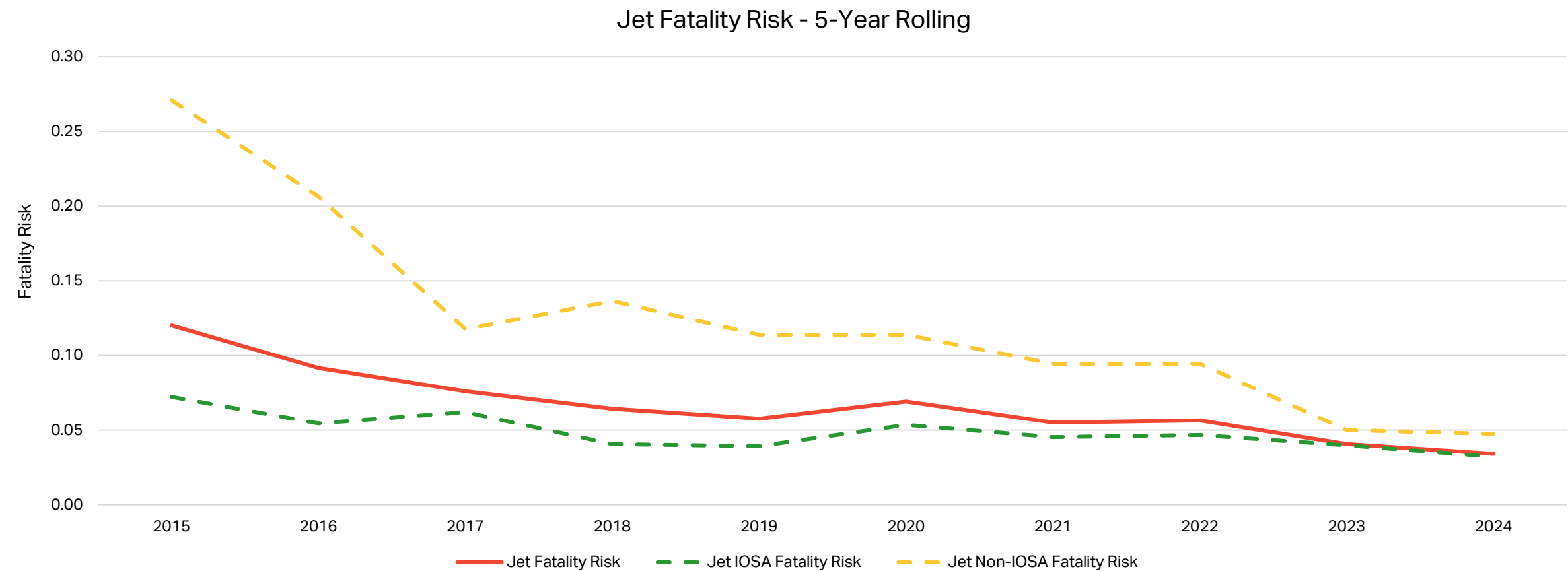
Jet Fatality Risk

In 2024, the Jet fatality rate increased across all domains, except for Non-IOSA and Non-IATA carriers, which remained at zero. This may be due to their smaller fleets, regional or shorter operations, which can reduce operational complexity and risk.



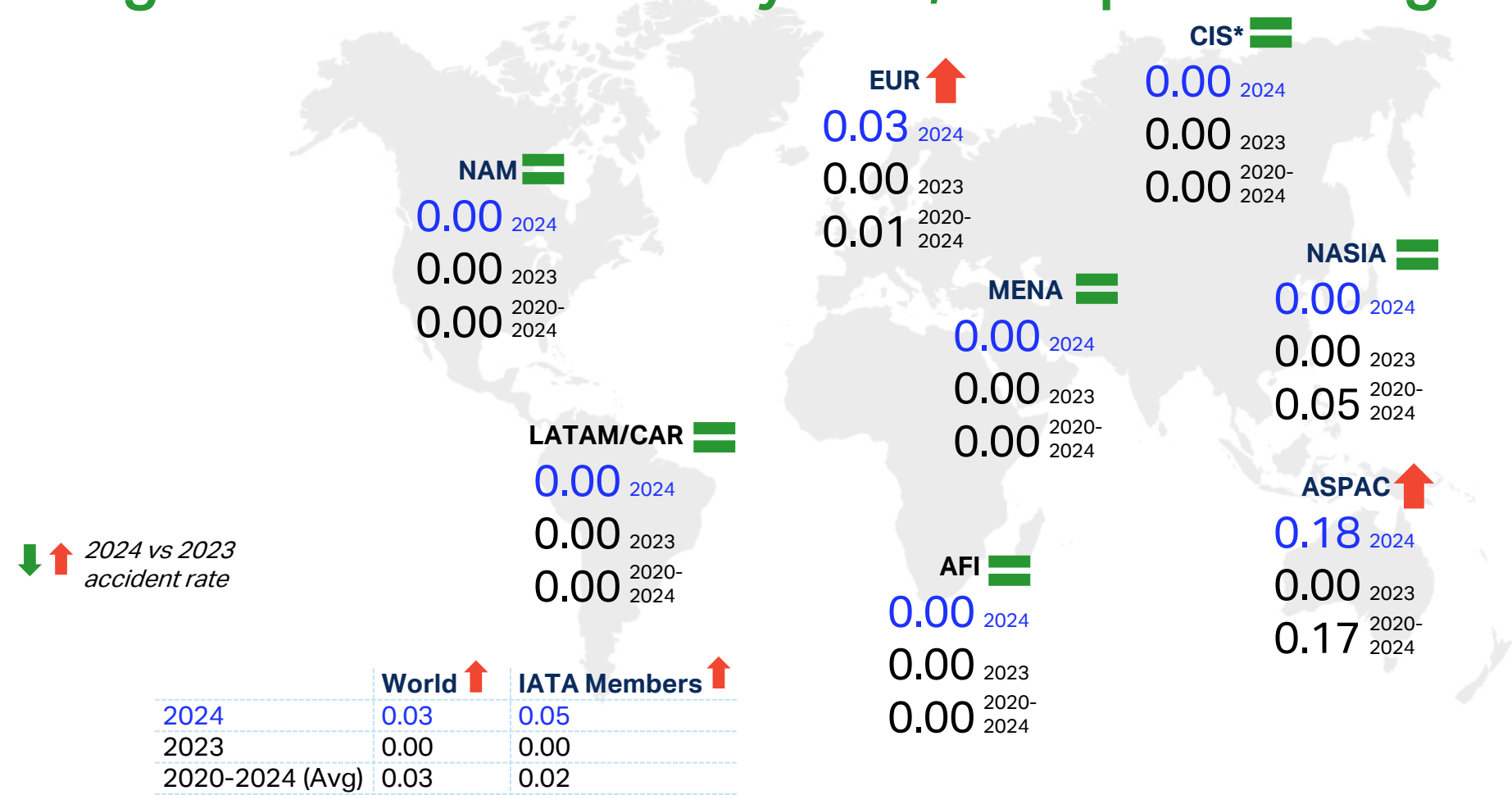
IOSA Vs. Non- IOSA Jet Fatality Risk

5-Years Rolling Average Fatality Risk Rate



Jet Fatality Risk per Region of Operator

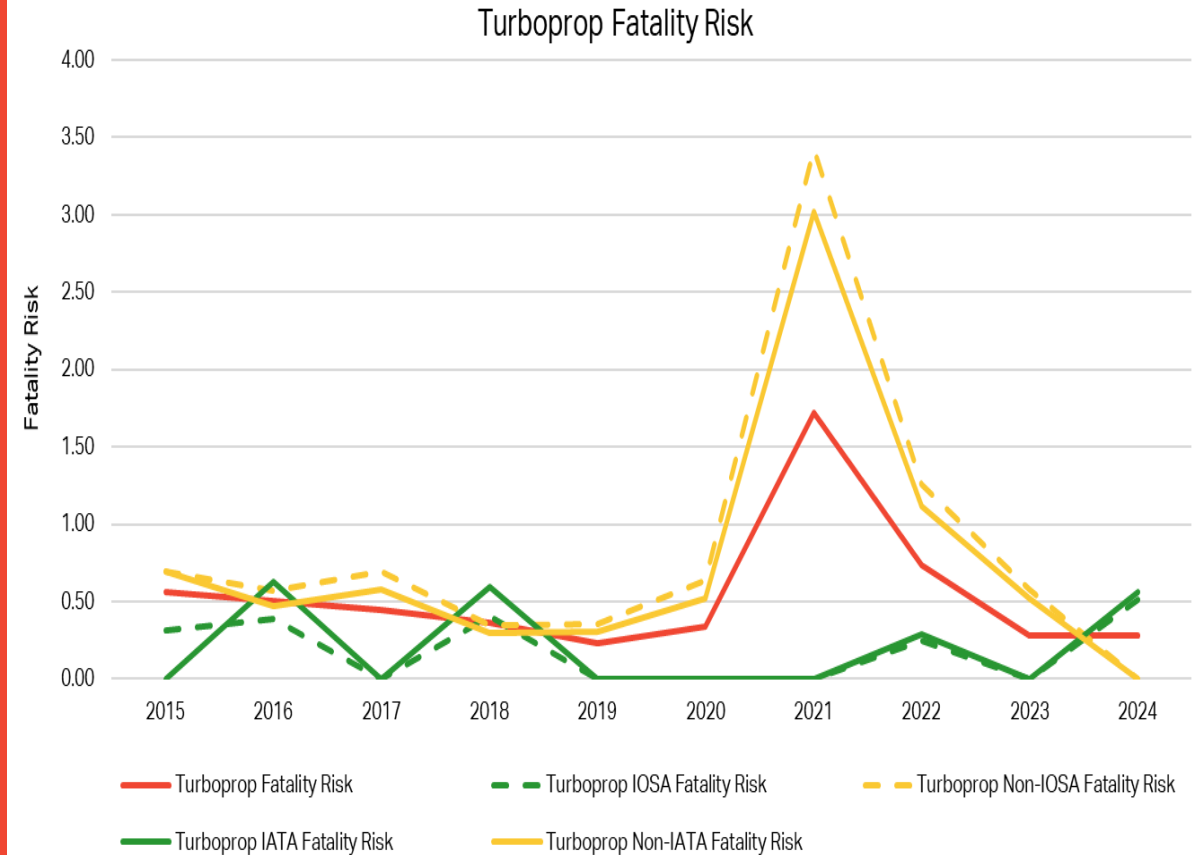
All Regions had Zero Fatality Risk, except for 2 Regions



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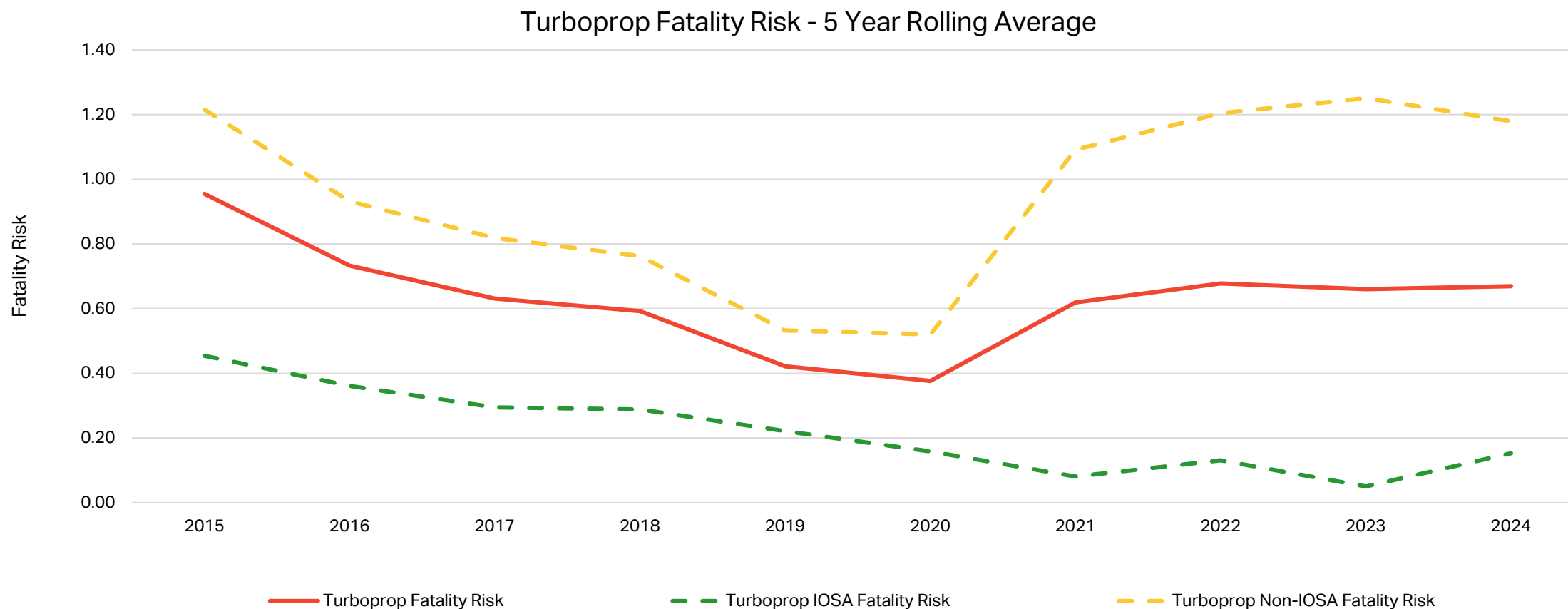
Turboprop Fatality Risk

- The turboprop fatality risk rate nearly unchanged at 0.28
 - The 0.28 is below the 5-year (2020-2024) fatality average risk rate of 0.67
 - The fatality risk rate for Non-IATA and Non-IOSA carriers has improved compared to 2023.



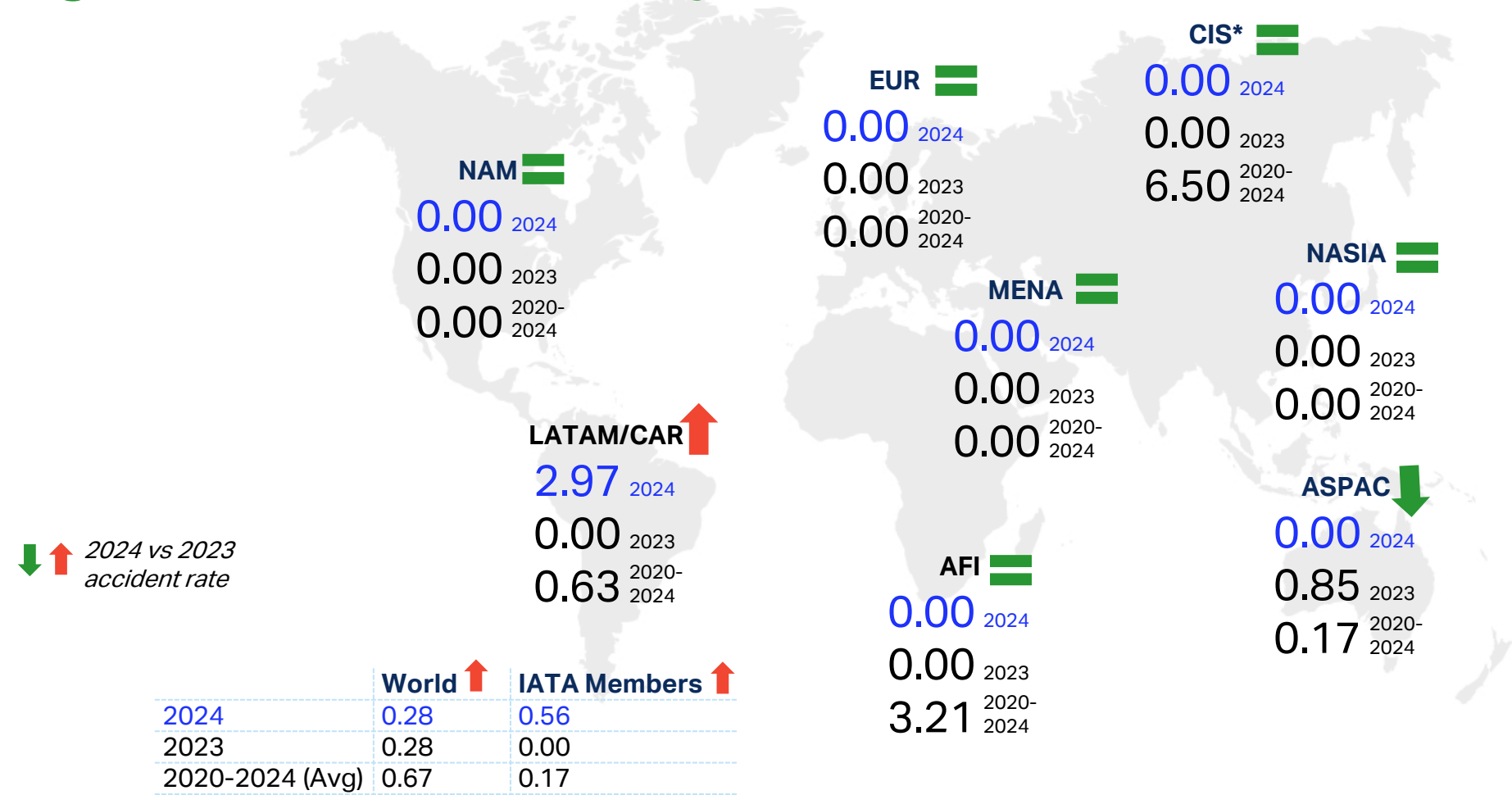
IOSA Vs. Non- IOSA Turboprop Fatality Risk

5-Years Rolling Average Fatality Risk Rate



Turboprop Fatality Risk per Region of Operator

7 Regions had Zero Fatality Risk



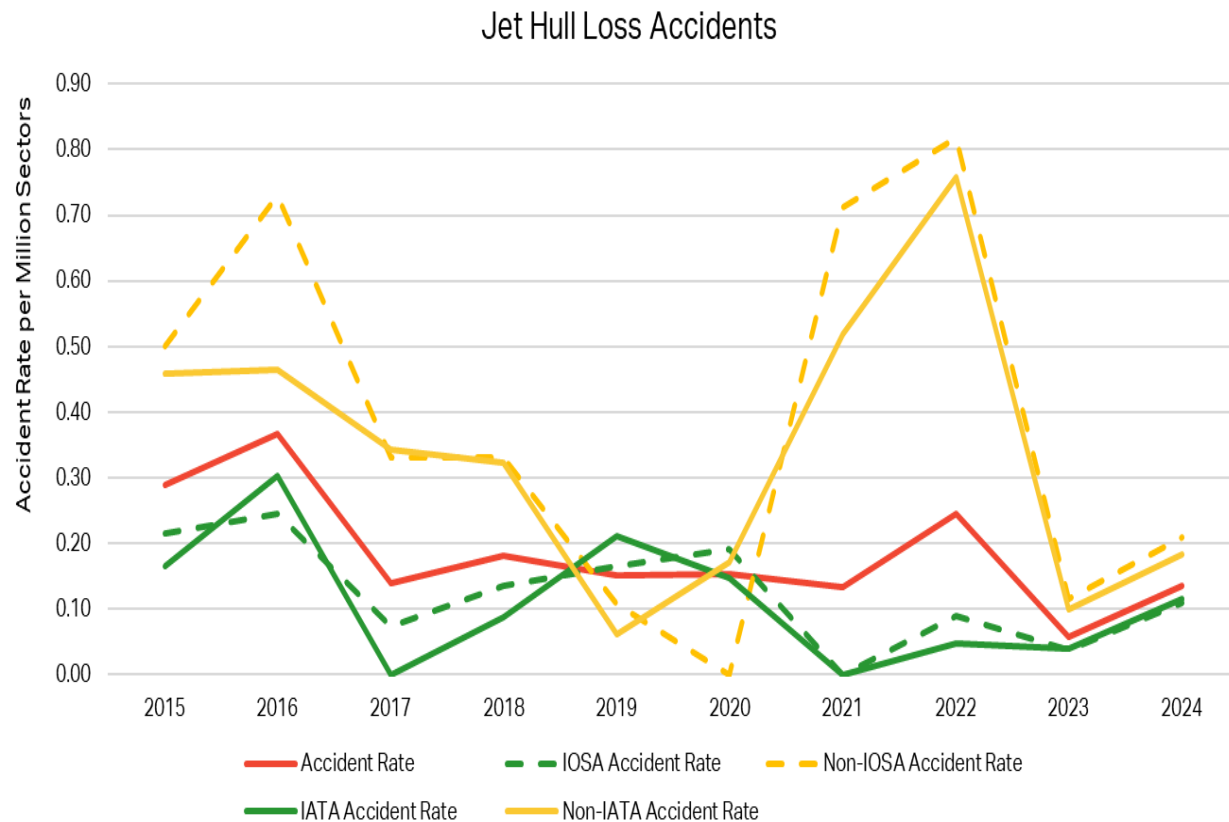
* CIS has limited accident information, CIS may undergo larger revisions than normal once data becomes available – this will affect accident rate as well as fatality risk calculations

Jet and Turboprop Hull Losses



Jet Hull Loss Accident Rate

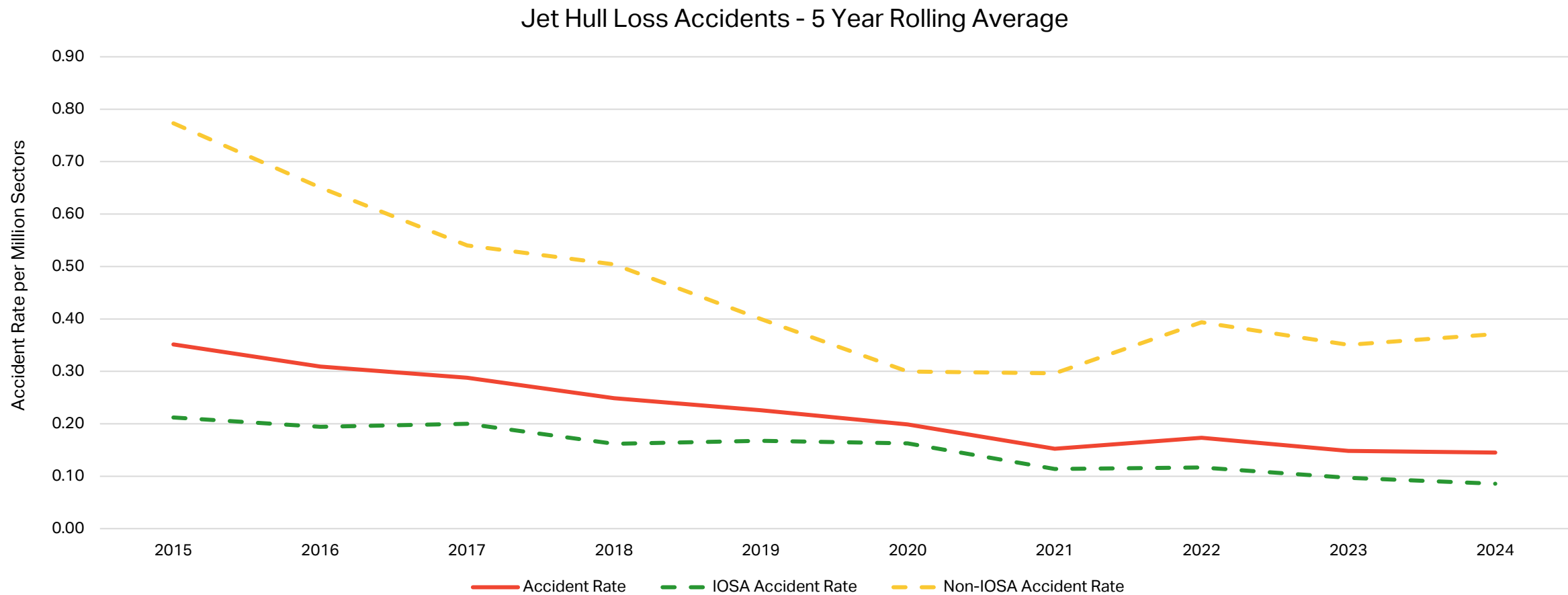
All Accidents per million sectors



- The jet hull loss accident rates per million sectors across all domains had increased compared to 2023

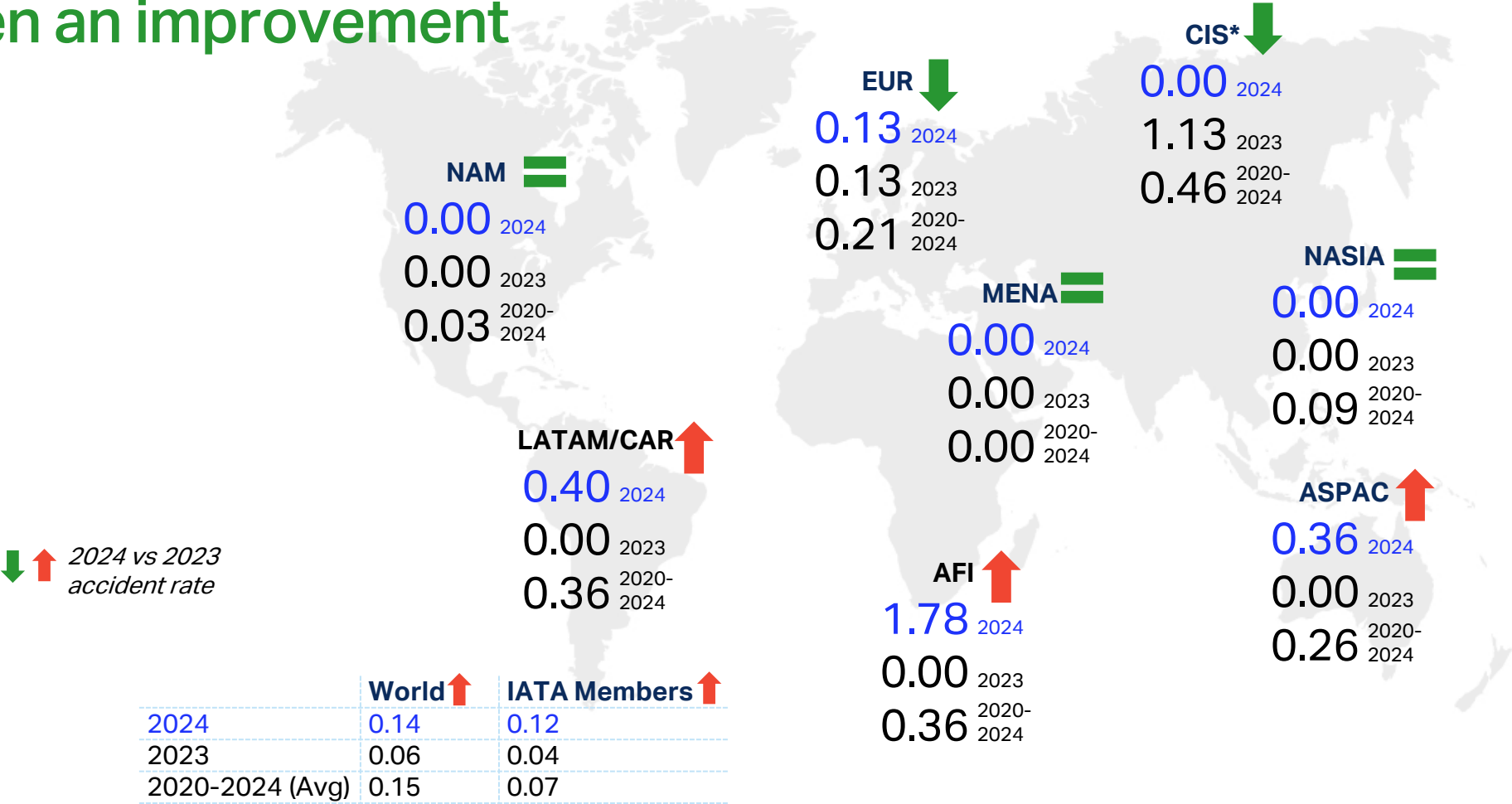
IOSA Vs. Non- IOSA Jet Hull Loss Accident Rates

5-Years Rolling Average Accident Rate



Jet Hull Loss per Region of Operator

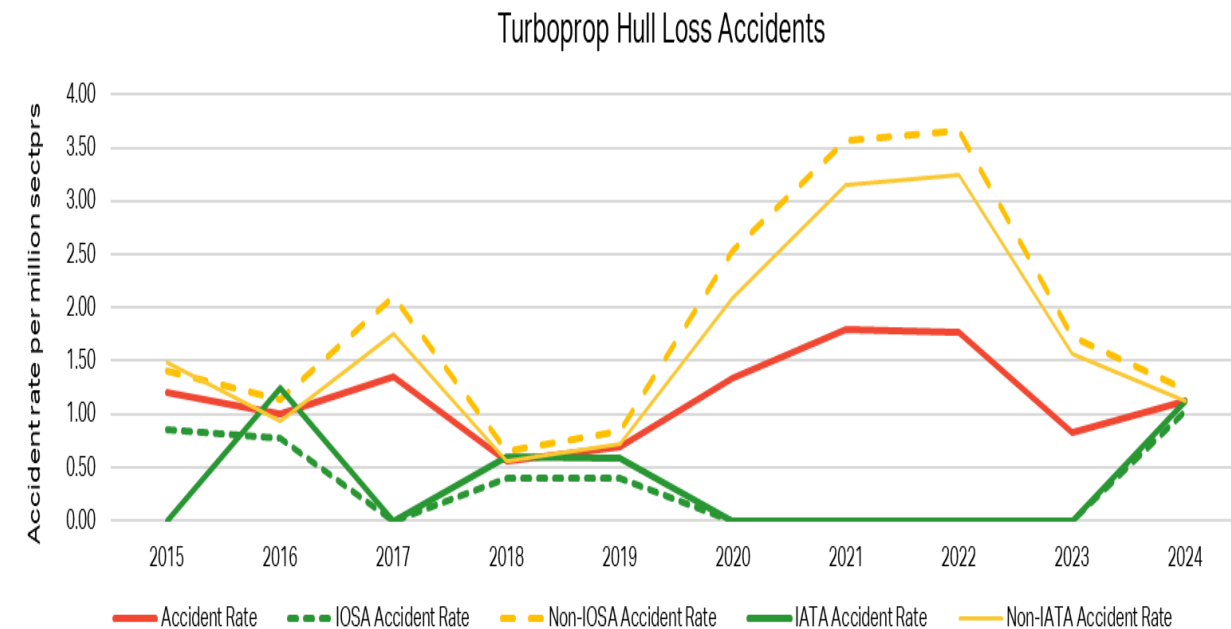
Jet hull loss accident rate for 5 regions had either remained the same or seen an improvement



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Turboprop Hull Loss Accident Rate

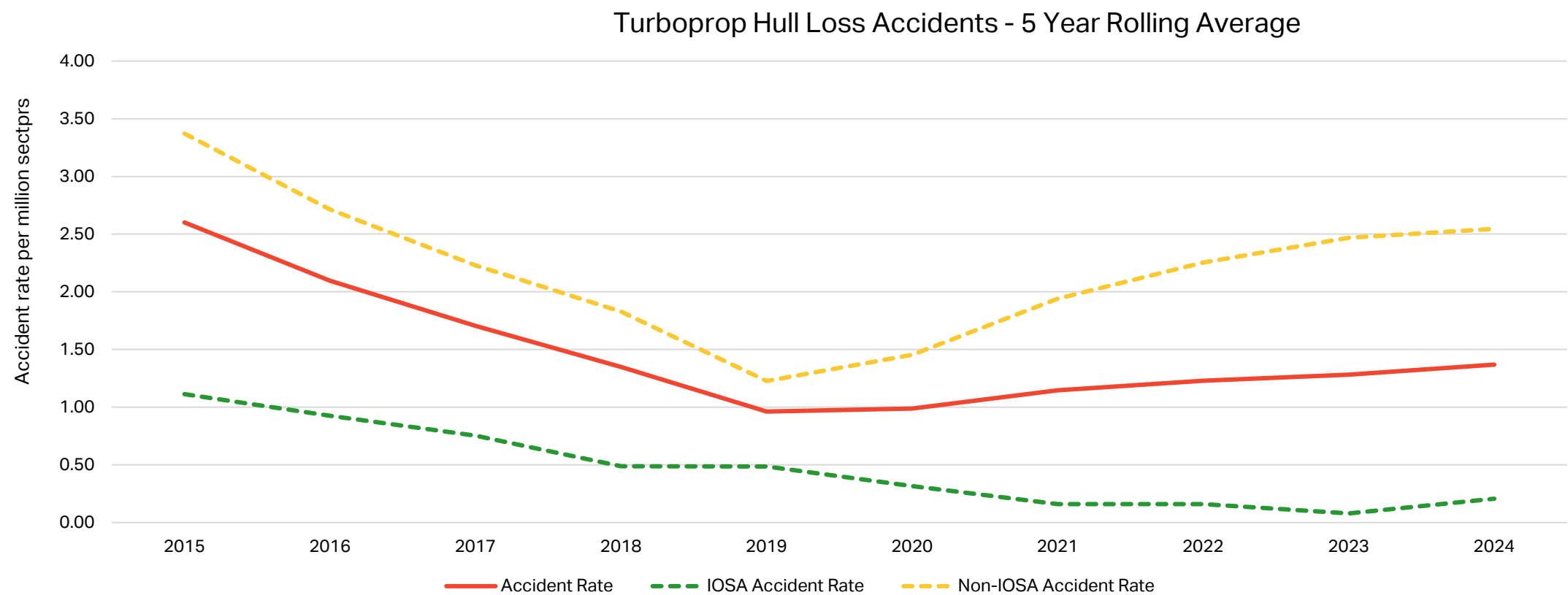
All Accidents per million sectors



- The turboprop hull loss accident rate per million sectors increased from 0.83 in 2023 to 1.12 in 2024
 - The turboprop hull loss accident rate per million sectors went from 1.73 in 2023 down to 1.23 for Non-IOSA carriers and from 1.57 down to 1.12 for Non-IATA carriers.

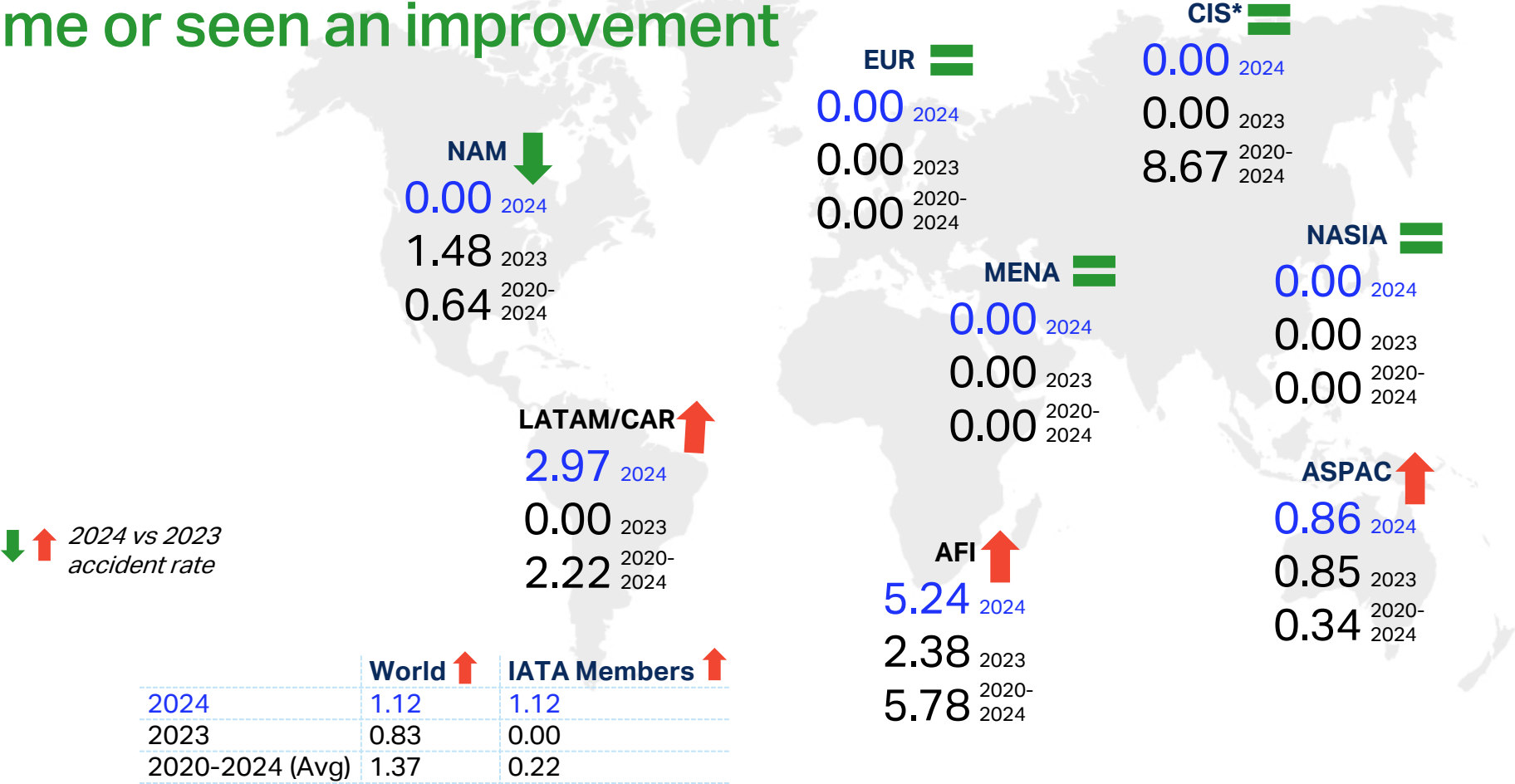
IOSA Vs. Non- IOSA Turboprop Hull Loss Accident Rates

5-Years Rolling Average Accident Rate



Turboprop Hull Loss per Region of Operator

Turboprop hull loss accident rate for 5 regions had either remained the same or seen an improvement

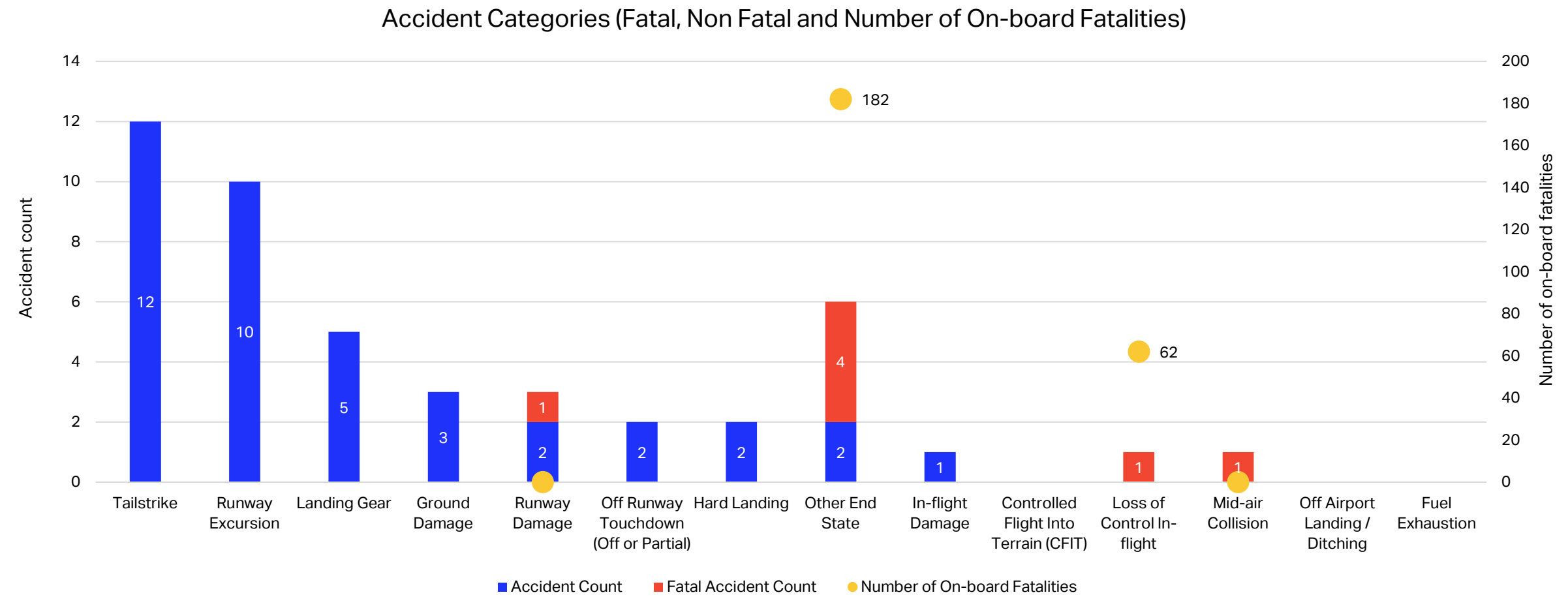


* CIS has limited accident information, CIS may undergo larger revisions than normal once data becomes available – this will affect accident rate as well as fatality risk calculations

Accident Categories Overview



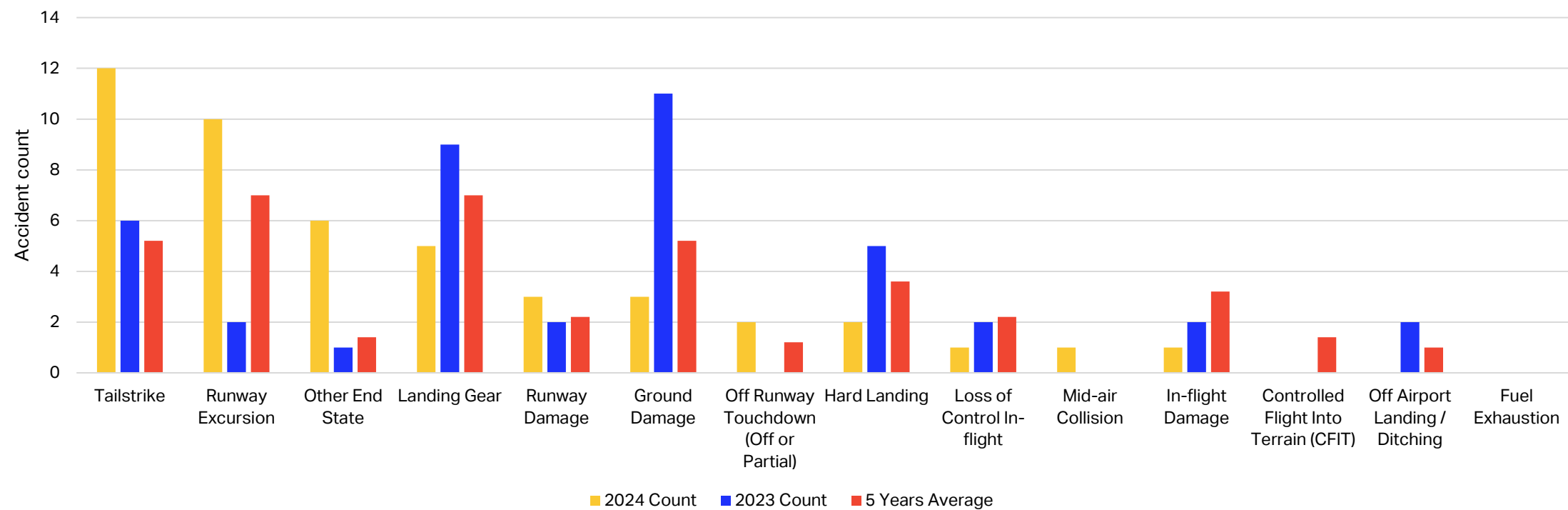
Industry Accident Fatal and Non-Fatal and Fatalities per Accident Category (2024)



Industry Accident Count per Accident Category

2024 Vs. 2023 & 5-year average (2019-2023)

Accident Categories



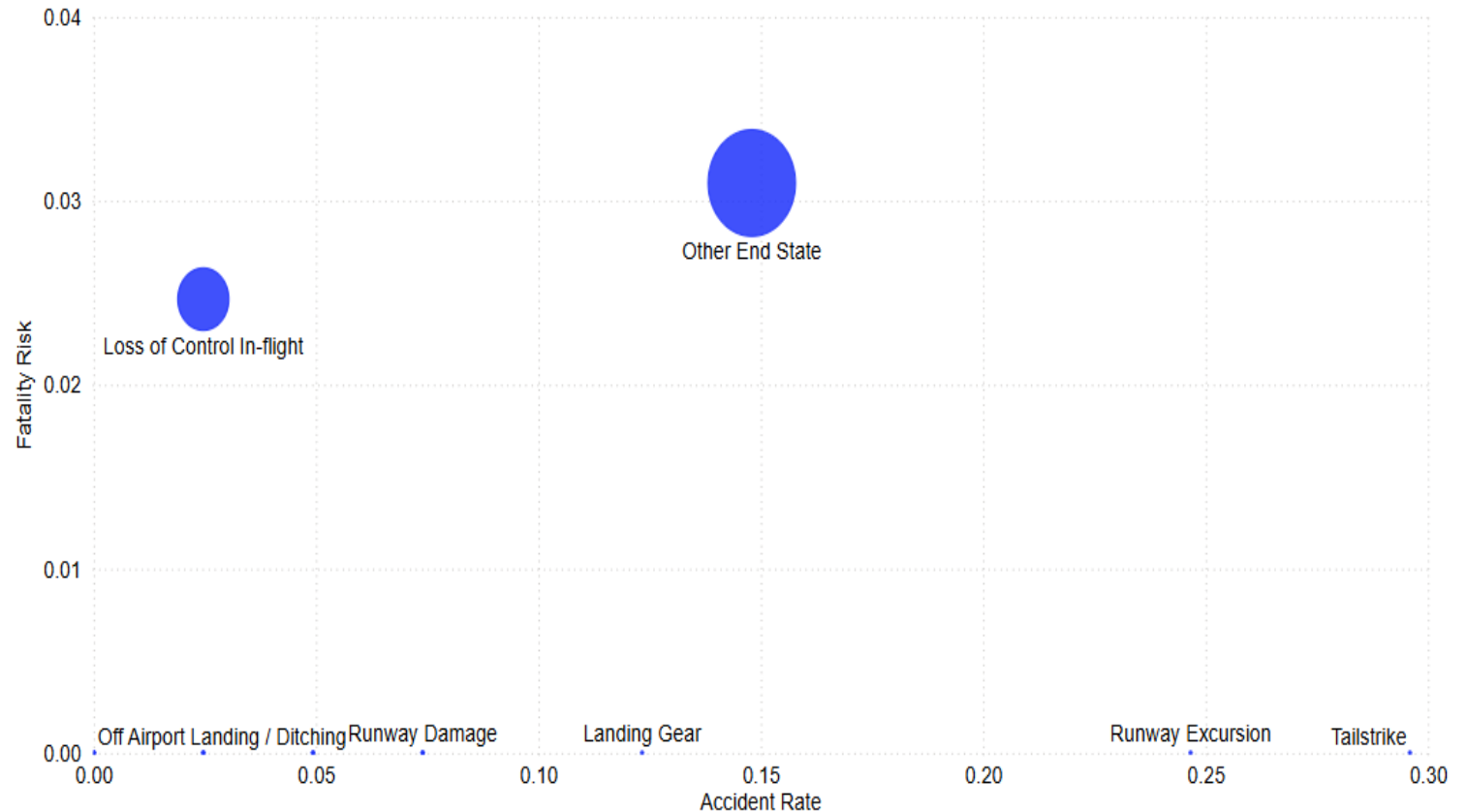
* **Other End State:** is when the information available at the ACTF meeting was not enough to determine the accident end state. For example: The aircraft is missing; the investigation is still ongoing and the ACTF is unable to assign an end state classification; and the aircraft crashed but no report is available. Also, it is used when the End State does not fit into other categories . Other End State is used when there is no damage to the aircraft, but has a fatality



Fatality Risk by Accident Category - 2024

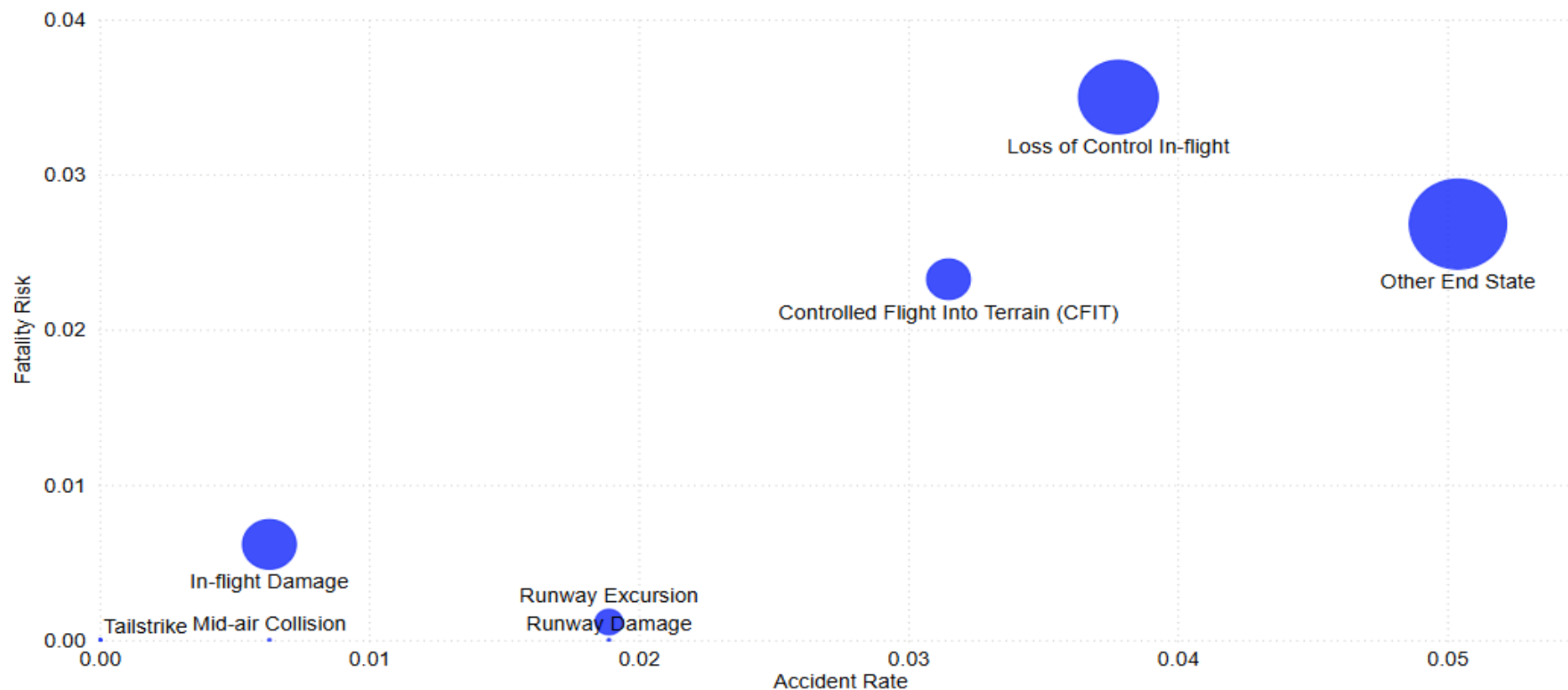
In 2024, in terms of fatal accidents, there were

- 4 Other Ent State accidents, resulted in 182 on-board fatalities
- 1 LOC-I accident, resulted in 62 on-board fatalities



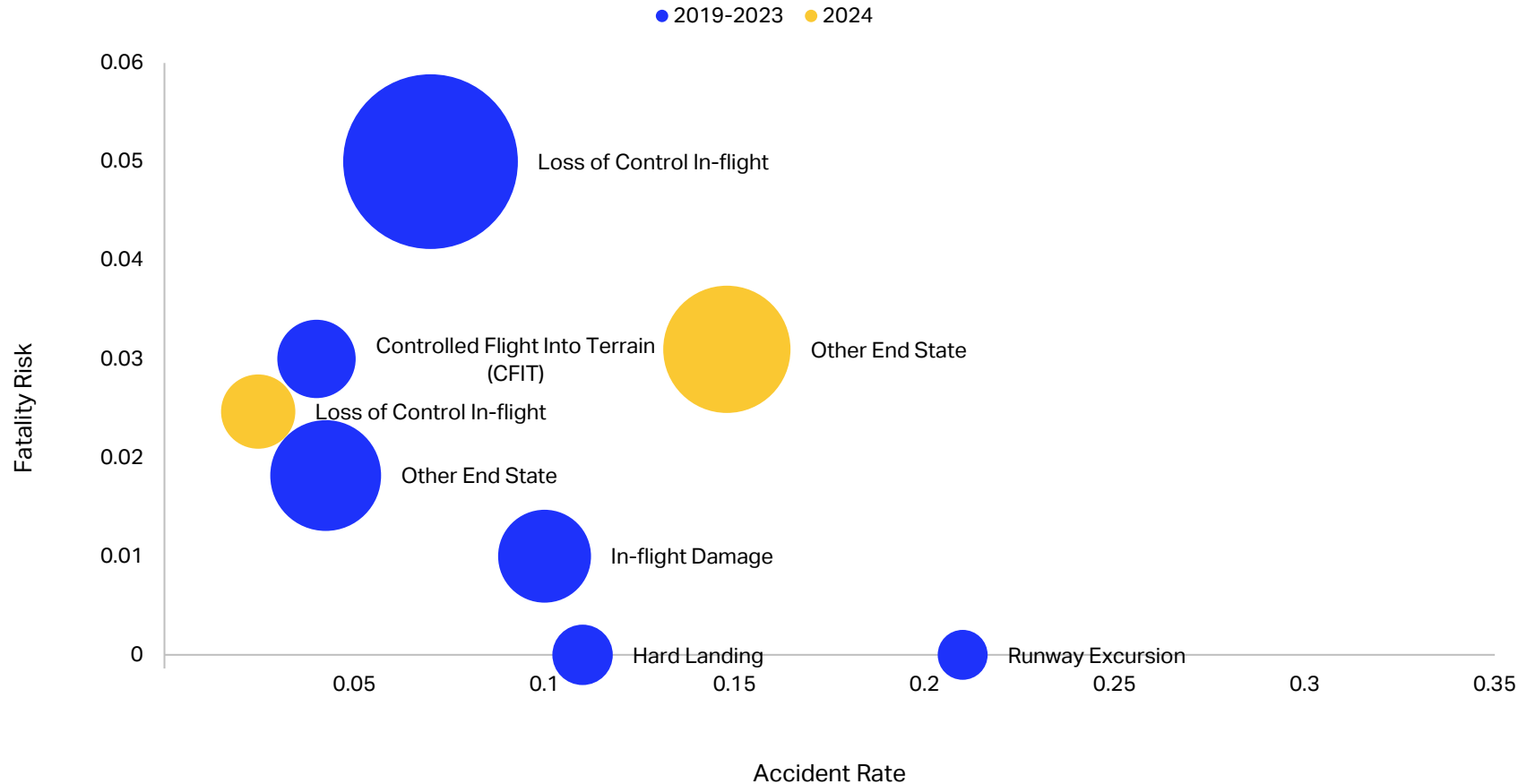
Fatality Risk by Accident Category – 2020-2024

Any Other End State had the highest number of fatalities during this period



Onboard Fatality Risk (2019-2023 Vs. 2024)

Other End State has the highest number of fatalities



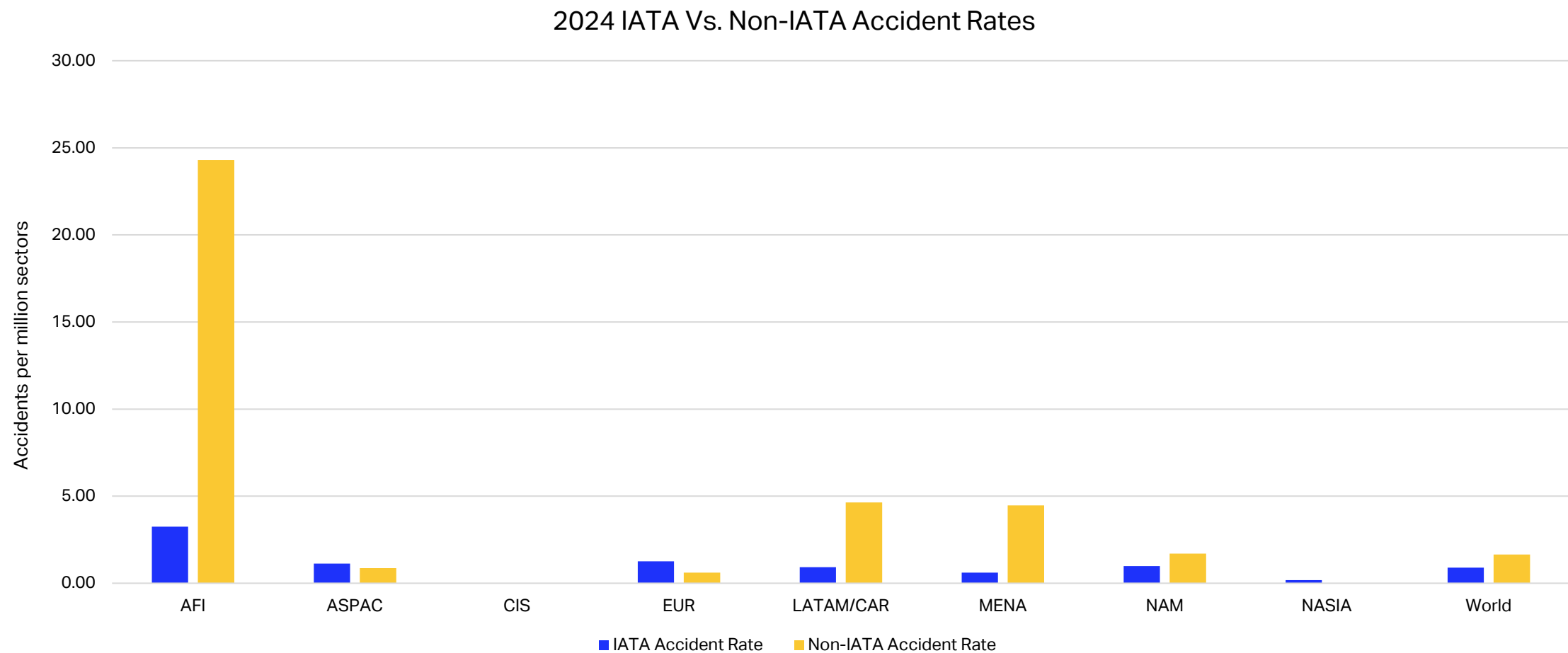
- This chart illustrates the End State with onboard fatalities only.
- The size of the bubble presents the total number of onboard fatalities.

IATA / IOSA Accidents



Industry Accident Rate for IATA Vs. Non-IATA

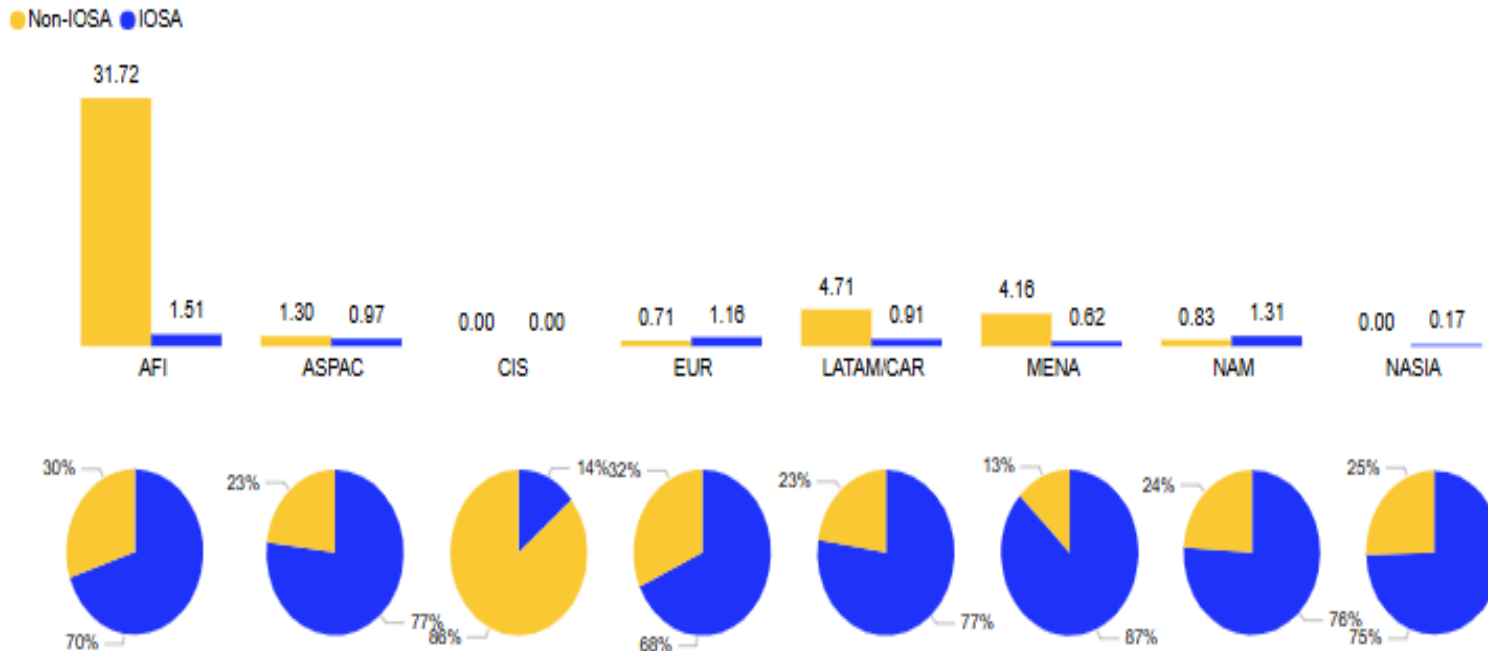
2024



Industry Accident Rate for IOSA Vs. Non-IOSA

2024

2024 IOSA versus Non-IOSA Accident Rates



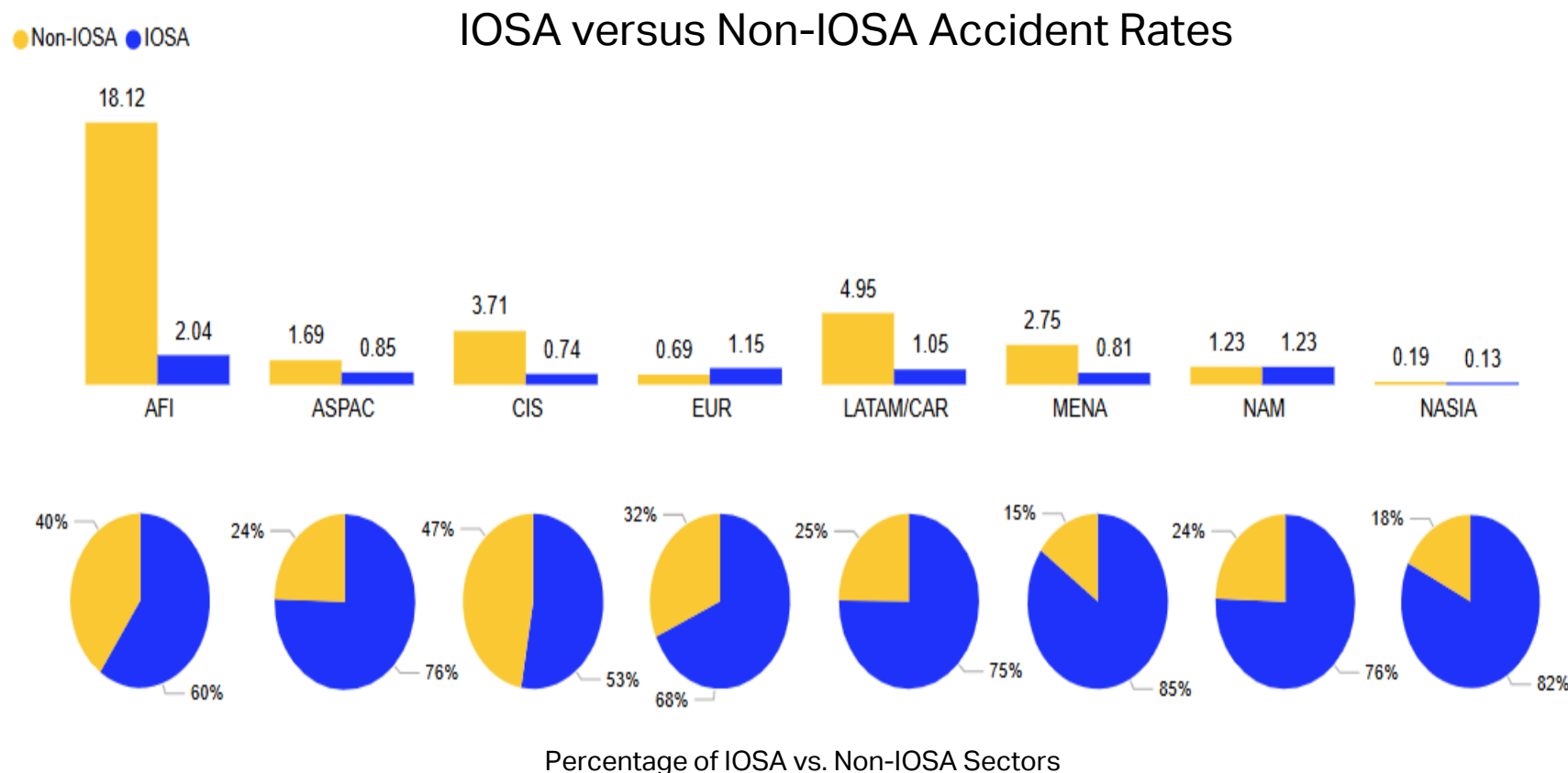
Percentage of IOSA vs. Non-IOSA Sectors

In 2024, the accident rate per million sectors for

- IOSA Carriers was 0.92
- Non-IOSA Carriers was 1.70
- As of February 2025, there are 439 IOSA carriers, of which some 340 airlines are IATA members
 - This constitutes 80-90% of the world's commercial aviation capacity
- Looking at the sectors flown in 2024, IOSA Carriers flew 162% more sectors than non-IOSA Carriers (29.4M vs. 11.2M)

Industry Accident Rate for IOSA Vs. Non-IOSA

Five Years (2020-2024)



- Industry Accident Rate for IOSA Carriers reported in the last five years (2020-2024) is 0.90.
- Industry Accident Rate for Non-IOSA Carriers reported in the last five years (2020-2024) is 2.21.

List of 2024 Accidents



List of 2024 Accidents

Accident Date	Operator Name	Aircraft Model	Engine Type	End State	Fatal	Fatalities Onboard	Other Fata	Severity
December 29, 2024	Jeju Air Co., LTD	Boeing 737-800	Jet	Other End State	Fatal	179	0	Hull Loss
December 28, 2024	PAL Airlines LTD	De Havilland (Bombardier) DHC-8-400	Turboprop	Landing Gear	Non-Fatal	0	0	Substantial Damage
December 23, 2024	SWISS Internation Air Lines Ltd	Airbus A220-300	Jet	Other End State	Fatal	1	0	Substantial Damage
December 11, 2024	Allied Air Limited	Boeing 737-400	Jet	Other End State	Non-Fatal	0	0	Substantial Damage
November 27, 2024	Les Investissements Nolinor Inc.	Boeing 737-400	Jet	Other End State	Non-Fatal	0	0	Substantial Damage
November 25, 2024	Swiftair, S.A.	Boeing 737-400	Jet	Other End State	Fatal	1	0	Hull Loss
November 19, 2024	CargoJet Airways LTD	Boeing 767-300	Jet	Runway Excursion	Non-Fatal	0	0	Substantial Damage
November 19, 2024	Unknown	Aircraft Industries (LET) 410	Turboprop	Runway Excursion	Non-Fatal	0	0	Substantial Damage
November 9, 2024	Total Linhas Aereas S.A.	Boeing 737-400	Jet	In-flight Damage	Non-Fatal	0	0	Hull Loss
October 24, 2024	WestJet Encore Ltd.	De Havilland (Bombardier) DHC-8-400	Turboprop	Tailstrike	Non-Fatal	0	0	Substantial Damage
October 21, 2024	China Southern Airlines	Boeing 787-9	Jet	Tailstrike	Non-Fatal	0	0	Substantial Damage
October 8, 2024	Alliance Air Aviation Limited	ATR 72	Turboprop	Off Runway Touchd	Non-Fatal	0	0	Substantial Damage
September 24, 2024	Brussels Airlines	Airbus A320	Jet	Tailstrike	Non-Fatal	0	0	Substantial Damage
September 10, 2024	Endeavor Air	Canadair (Bombardier) Regional Jet 900 and Challenger 89	Jet	Ground Damage	Non-Fatal	0	0	Substantial Damage
September 9, 2024	PT.Trigana Air Service	ATR 42	Turboprop	Runway Excursion	Non-Fatal	0	0	Hull Loss
September 9, 2024	Interglobe Aviation Ltd. dba IndiGo	Airbus A321neo	Jet	Tailstrike	Non-Fatal	0	0	Substantial Damage
August 29, 2024	Ceiba International	Boeing 737-800	Jet	Runway Excursion	Non-Fatal	0	0	Substantial Damage
August 27, 2024	DHL Aviation	Boeing 767-300	Jet	Tailstrike	Non-Fatal	0	0	Substantial Damage
August 23, 2024	Ariana Afghan Airlines	Boeing 737-400	Jet	Runway Excursion	Non-Fatal	0	0	Substantial Damage
August 12, 2024	Atlas Air, INC	Boeing 747-400	Jet	Runway Damage	Non-Fatal	0	0	Substantial Damage
August 9, 2024	Passaredo Transportes Aereos S.A.	ATR 72	Turboprop	Loss of Control In-f	Fatal	62	0	Hull Loss
August 5, 2024	Turkish Airlines Inc	Boeing 737 MAX 8	Jet	Ground Damage	Non-Fatal	0	0	Substantial Damage
July 9, 2024	Tam Linhas Aereas SA	Boeing 777-300ER	Jet	Tailstrike	Non-Fatal	0	0	Substantial Damage
June 28, 2024	Porter Airlines Inc.	De Havilland (Bombardier) DHC-8-400	Turboprop	Hard Landing	Non-Fatal	0	0	Substantial Damage
June 27, 2024	Marabu Airlines OU	Airbus A320neo	Jet	Tailstrike	Non-Fatal	0	0	Substantial Damage
June 11, 2024	Atlas Air, INC	Boeing 747-400	Jet	Runway Damage	Non-Fatal	0	0	Substantial Damage
June 4, 2024	Bangkok Airways Public Co., Ltd.	Airbus A319	Jet	Ground Damage	Non-Fatal	0	0	Substantial Damage
May 21, 2024	Singapore Airlines Limited	Boeing 777-300ER	Jet	Other End State	Fatal	1	0	Minor Damage
May 9, 2024	Groupe Transair S.A	Boeing 737-300	Jet	Runway Excursion	Non-Fatal	0	0	Substantial Damage
May 8, 2024	Federal Express Corporation	Boeing 767-300	Jet	Landing Gear	Non-Fatal	0	0	Substantial Damage
May 5, 2024	Serve Air	Boeing 737-300	Jet	Hard Landing	Non-Fatal	0	0	Hull Loss
May 5, 2024	R'Komor	Fokker 50	Turboprop	Runway Excursion	Non-Fatal	0	0	Hull Loss
May 1, 2024	Servicio Aereo a Territorios Nacion	ATR 42	Turboprop	Landing Gear	Non-Fatal	0	0	Substantial Damage
April 23, 2024	Dana Airlines Limited	Boeing (Douglas) MD-82	Jet	Landing Gear	Non-Fatal	0	0	Substantial Damage
March 31, 2024	Safe Air Company	Boeing 727-200	Jet	Off Runway Touchd	Non-Fatal	0	0	Substantial Damage
March 23, 2024	ABX Air, Inc.	Boeing 767-300	Jet	Tailstrike	Non-Fatal	0	0	Substantial Damage
March 8, 2024	United Airlines Inc	Boeing 737 MAX 8	Jet	Runway Excursion	Non-Fatal	0	0	Substantial Damage
March 5, 2024	Safarilink Aviation LTD	De Havilland (Bombardier) DHC-8-300	Turboprop	Mid-air Collision	Fatal	0	2	Minor Damage
February 18, 2024	Marathon Airlines	Embraer 195 and Legacy 1000	Jet	Runway Excursion	Non-Fatal	0	0	Substantial Damage
February 9, 2024	European Air Transport Leipzig	Airbus A300-600	Jet	Tailstrike	Non-Fatal	0	0	Substantial Damage
February 3, 2024	JSC "Avion Express"	Airbus A320	Jet	Runway Excursion	Non-Fatal	0	0	Substantial Damage
January 21, 2024	Air France	Airbus A350-900	Jet	Tailstrike	Non-Fatal	0	0	Substantial Damage
January 18, 2024	Ethiopian Airlines Group	De Havilland (Bombardier) DHC-8-400	Turboprop	Landing Gear	Non-Fatal	0	0	Hull Loss
January 10, 2024	United Airlines Inc	Boeing 737-900	Jet	Tailstrike	Non-Fatal	0	0	Substantial Damage
January 5, 2024	F.B. Lineas Aereas SA	Boeing 737-800	Jet	Tailstrike	Non-Fatal	0	0	Substantial Damage
January 2, 2024	Japan Airlines Co., Ltd.	Airbus A350-900	Jet	Runway Damage	Fatal	0	5	Hull Loss



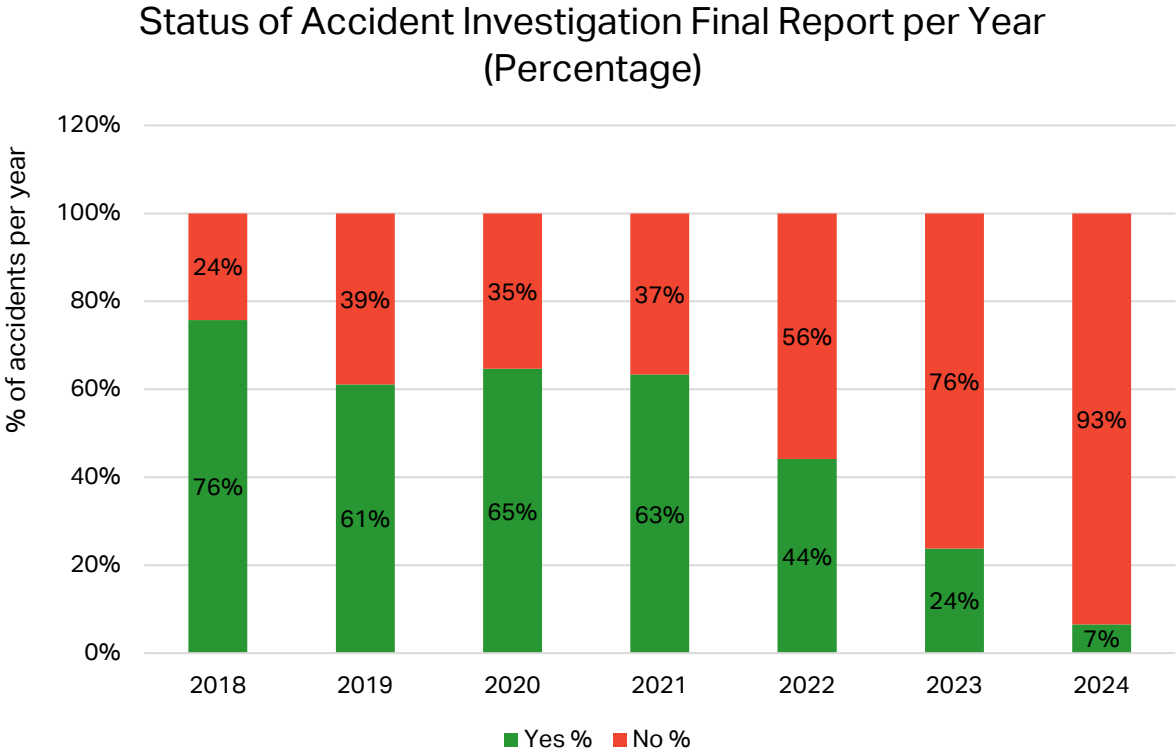
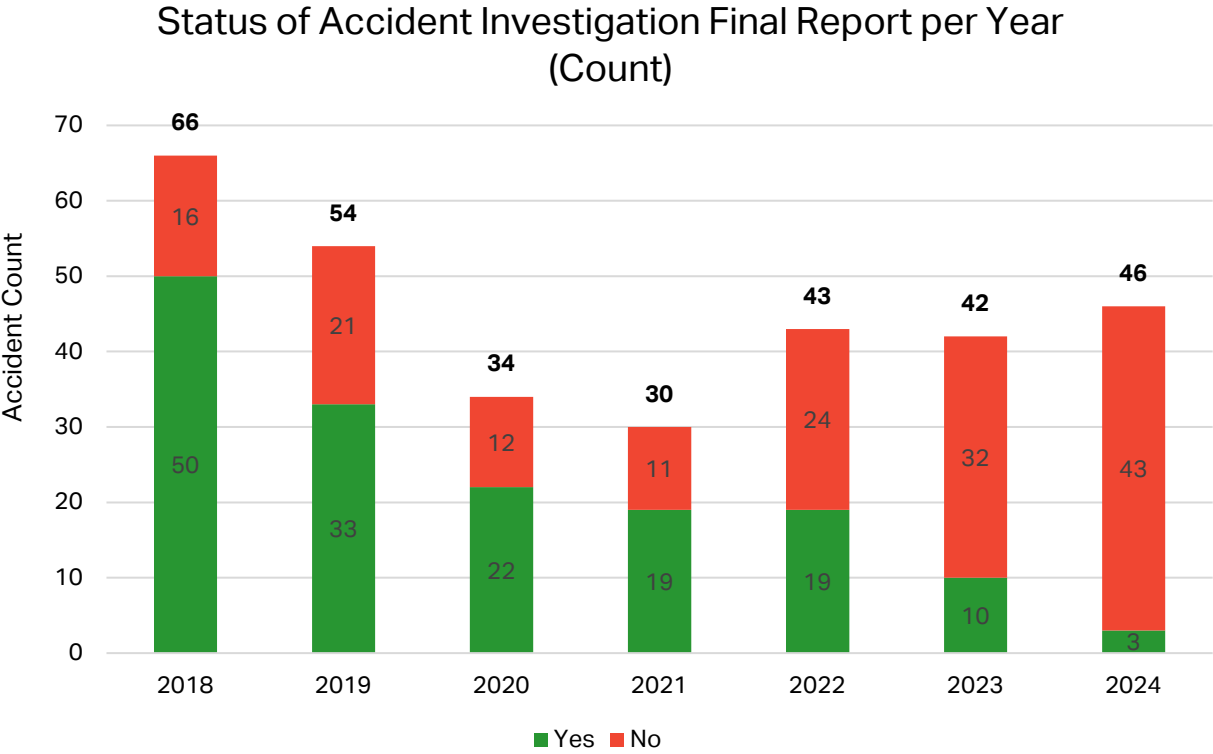


2018 – 2024

Accident Investigation Final Reports

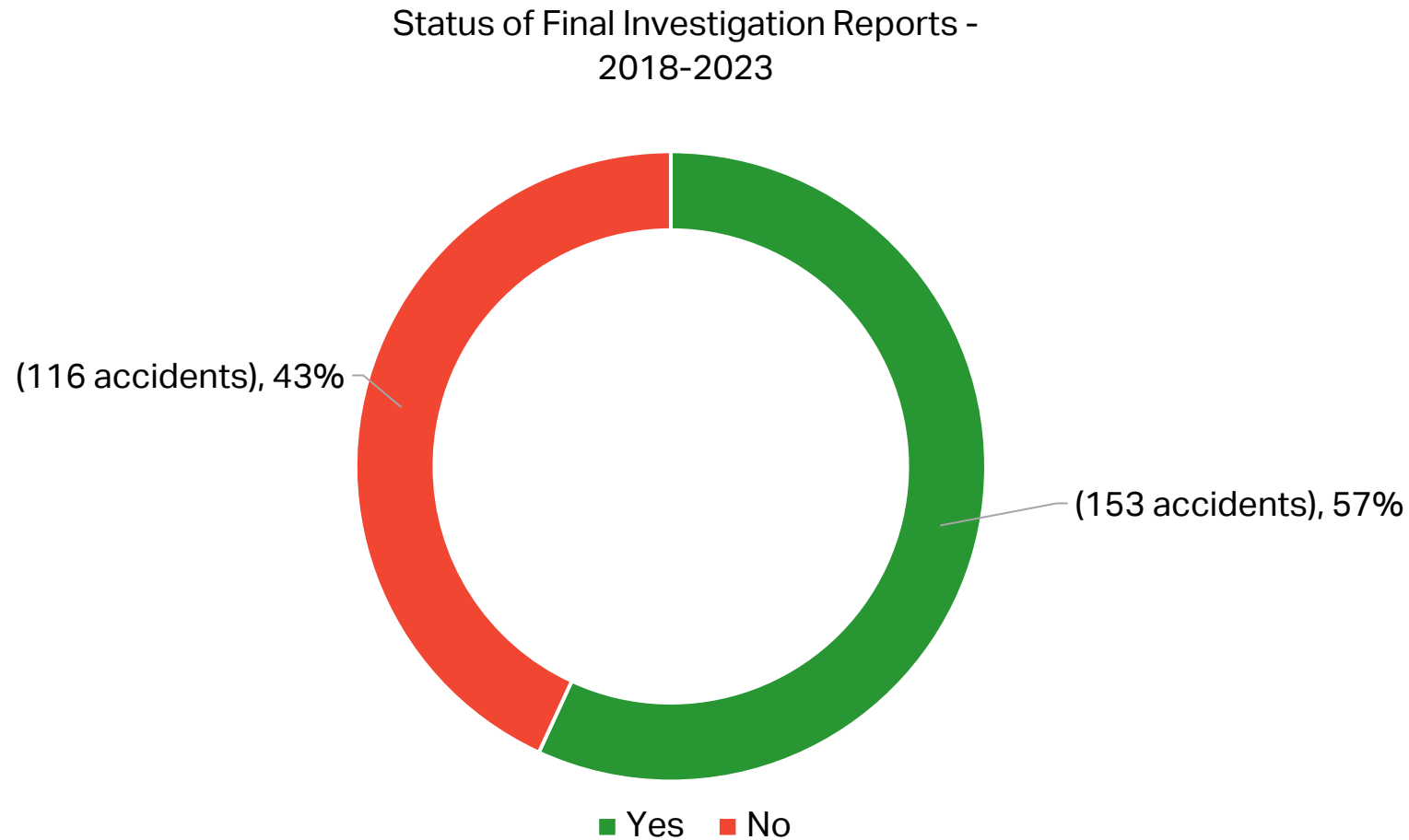
Status of Accident Investigation Final Reports

2020 – 2024



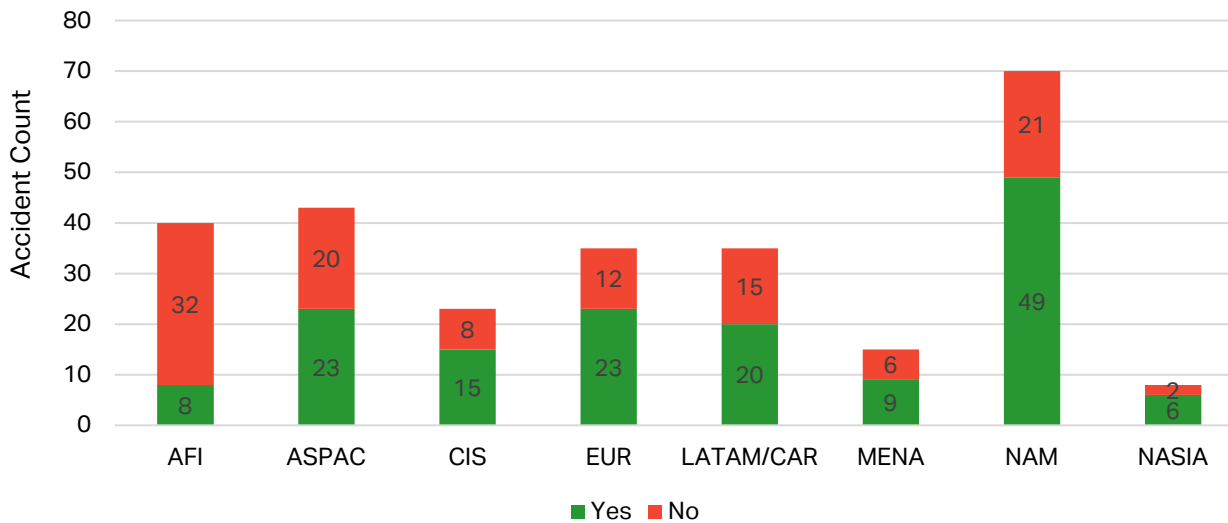
Accidents and Investigation Final Reports Status

57% of the 2018-2023 accidents have a Final Report published

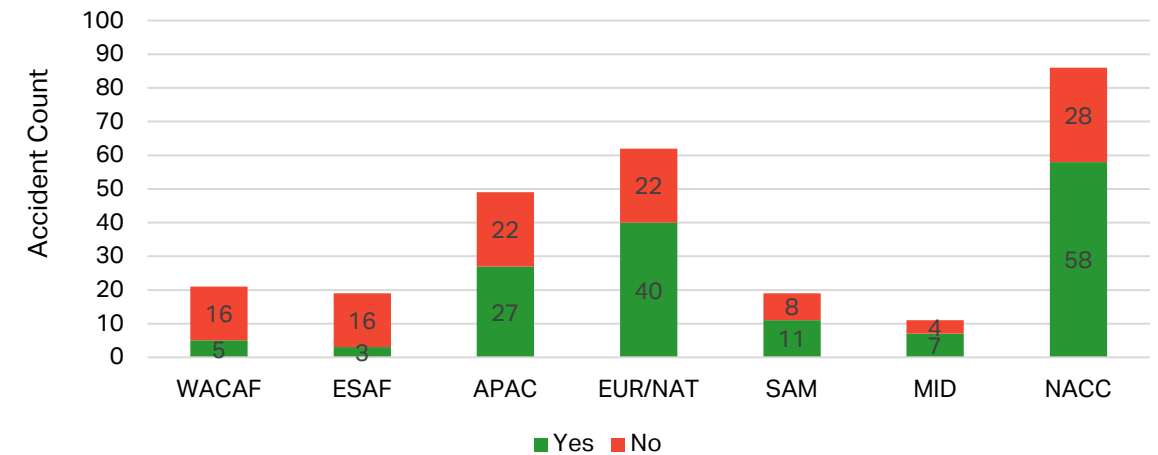


Accident Investigation Final Reports per Region of Occurrence (2018-2023)

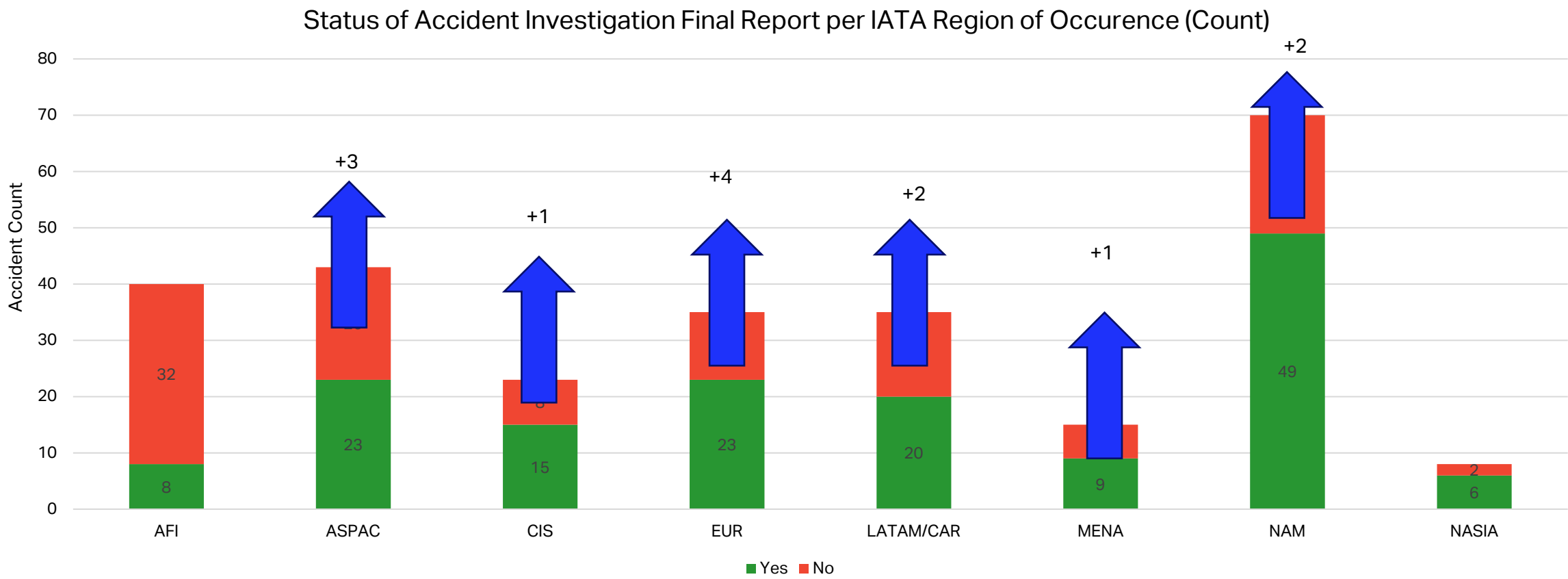
Status of Accident Investigation Final Report per IATA
Region of Occurrence (Count)



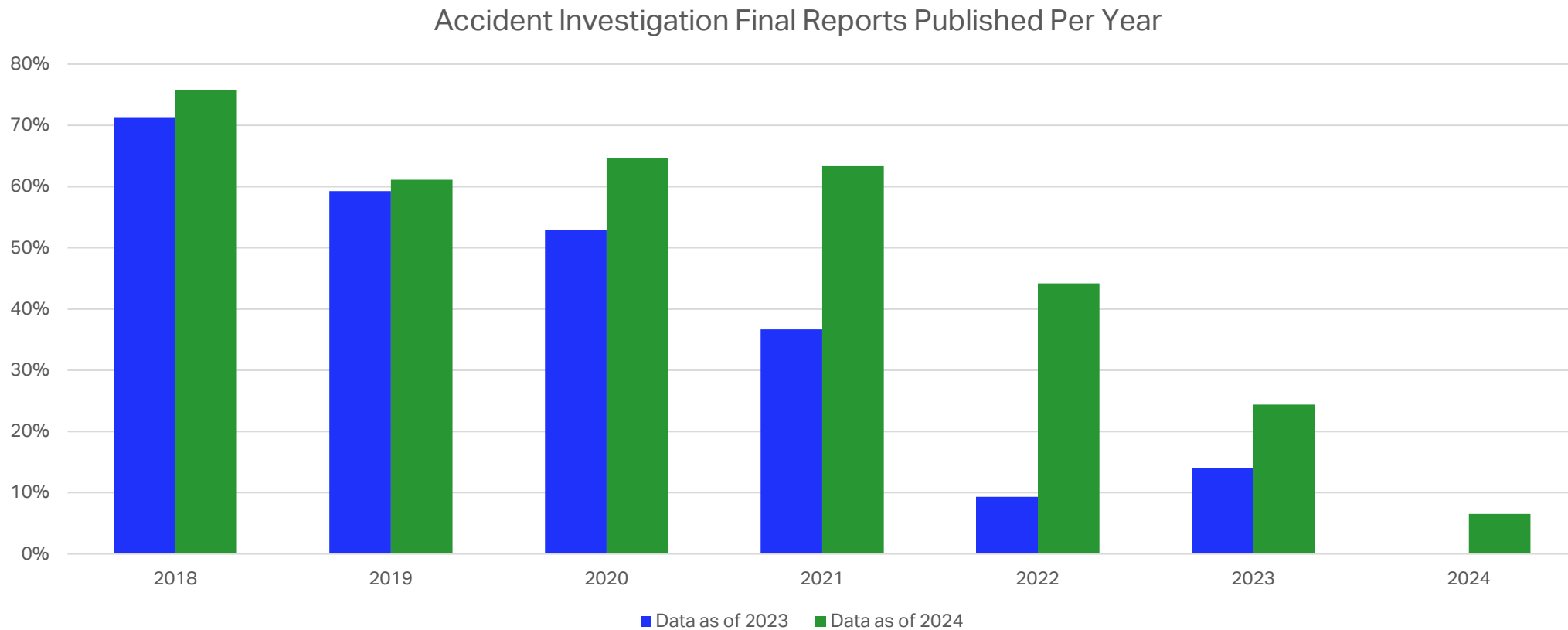
Status of Accident Investigation Final Report per ICAO
Region of Occurrence (Count)



Number of Accident Investigation Final Reports published per Region of Occurrence (2018-2023) since MID Year 2024



Accident Investigation Final Reports Comparison Between Two Time Periods



Appendix A – Revised Definition

Accident Criteria

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, military, and test flights are excluded.
- The aircraft is turbine-powered and has a certificated Maximum Takeoff Weight (MTOW) of at least 5,700 kg (12,540 lb.).

Either

- The aircraft has sustained major structural damage adversely affecting the structural strength, performance or flight characteristics of the aircraft and would normally require major repair or replacement of the affected component exceeding \$1 million USD or 10% of the aircraft's hull reserve value, whichever is lower, or if the accident is relevant by ACTF, or the aircraft has been declared a hull loss.
- An event in which a person is fatally injured, as a result of
 - being in the aircraft
 - being in a collision with the operating aircraft
 - being in direct or indirect contact with any part of the aircraft, including parts which have become detached from the aircraft
 - being in direct exposure to jet blast



For further inquiries, please feel free to contact Safety@iata.org

