Mid-Year 2024 Accident Update

Performance at 30th June 2024

First Half Year of 2024 (H1 2024) Accidents
January – June 2024

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First Half Year of 2024 (H1 2024) Accidents
January - June 2024

Note

1. The definition of “accident” has been amended 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.

Note: These tabs will take you back to the last page viewed

Accidents Overview	All Accident Rate per Region of Operator
Industry Fatality Risk per Region of Operator	Jet Fatality Risk per Region of Operator

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Highlight

- This report provides
  - Trends from 2014 - First Half Year (H1 2024) accidents
- The main highlights from H1 2024 accidents are categorized as follows:
  - 20 accidents reported. The global accident rate is at 1.01 accident rate per million sectors.
  - A total of three fatal accidents resulting in 1 onboard fatality and 7 "Other Fatalities'
    - No turboprop onboard fatalities were reported. But there was 1 fatal accident that resulted in "Other Fatalities" as a result of a mid-air collision with a Cessna - (2 fatalities occurred on the Cessna aircraft).
    - 5 "Other Fatalities" occurred onboard a Coast Guard aircraft, when a jet collided with it while trying to land on the same runway.
  - The most frequent accident category was tail strike followed by runway excursion. The accident rate, reported in H1 2024, for IOSA-registered carriers, was lower than that for Non-IOSA carriers.
  - IATA members continue to trend lower than that of Non-IATA members' accident rate per million sectors.

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Highlight

- AFI and LATAM/CAR saw an increase in their accident rate per million sectors compared to 2023.
  - 8 out of the 9 accidents of LATAM/CAR and AFI operators were non-IATA carriers
  - 4 runway safety accidents and 3 Landing Gear accidents
  - 4 out of the 9 were turboprops

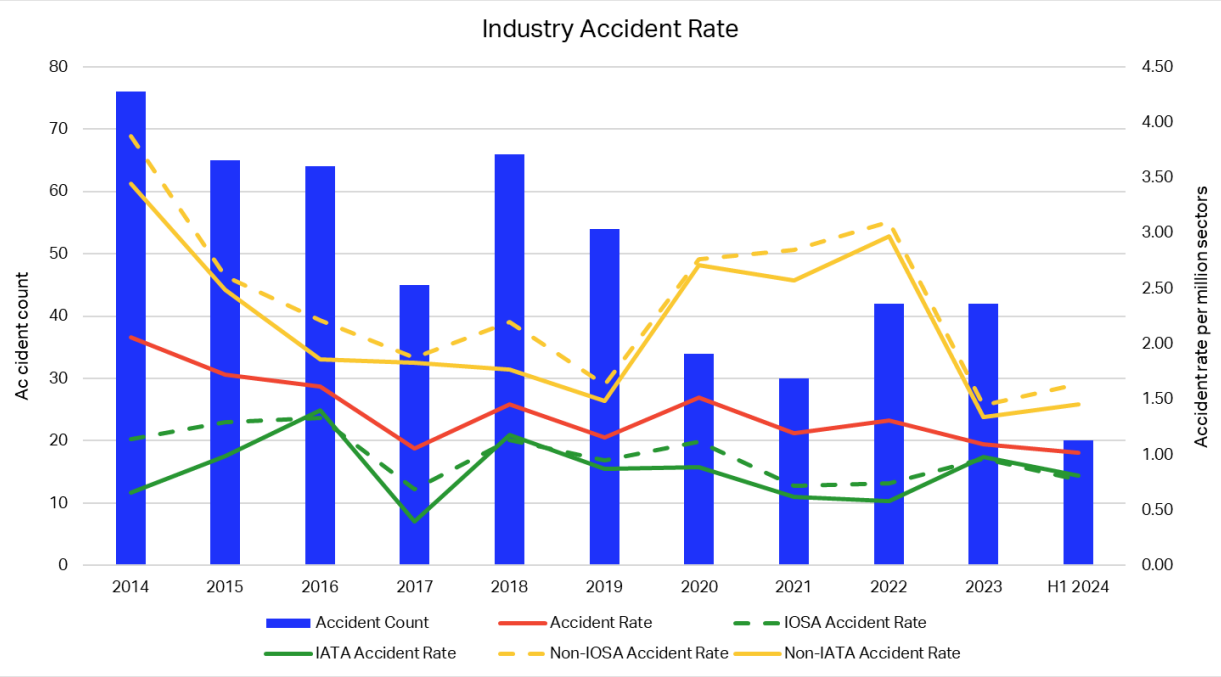
- The common contributing factors include operating in adverse weather conditions, non-adherence to SOPs, contaminated runways, unstable approaches, rejected takeoff after V_1, and others. Specifically,
  - Flight crew handling errors, such as mishandling of reversers and idle engine settings.
  - Landing with inappropriate flight control inputs
  - Go-around despite reverse thrust activation was also cited as a contributing factor
  - Insufficient maintenance inspection after a hard landing
  - Confusion about go-around policy
  - Landing gear /fatigue damage

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Accidents Overview

	2021	2022	2023	H1 2024	5-Year Average (2019-2023)
Accident Count	30	42	42	20	40
Accident Rate	1.19	1.31	1.09	1.01	1.25
Jet Hull Losses	3	7	2	2	4
Turboprop Hull Losses	5	6	4	2	5
Fatal Accidents Note1	7	7	1	3	5
Fatalities Onboard Passengers and/or flight crew	121	158	72	1	143
Fatalities Other Note2 Fatalities on the ground or other aircraft	0	4	0	7	2
Fatality Risk – Onboard	0.23	0.11	0.03	0.00	0.11
IATA Members	11	13	26	11	17
IOSA Carriers	14	18	27	11	22
Sectors - per million	25.1	32.0	38.4	19.7	33.0

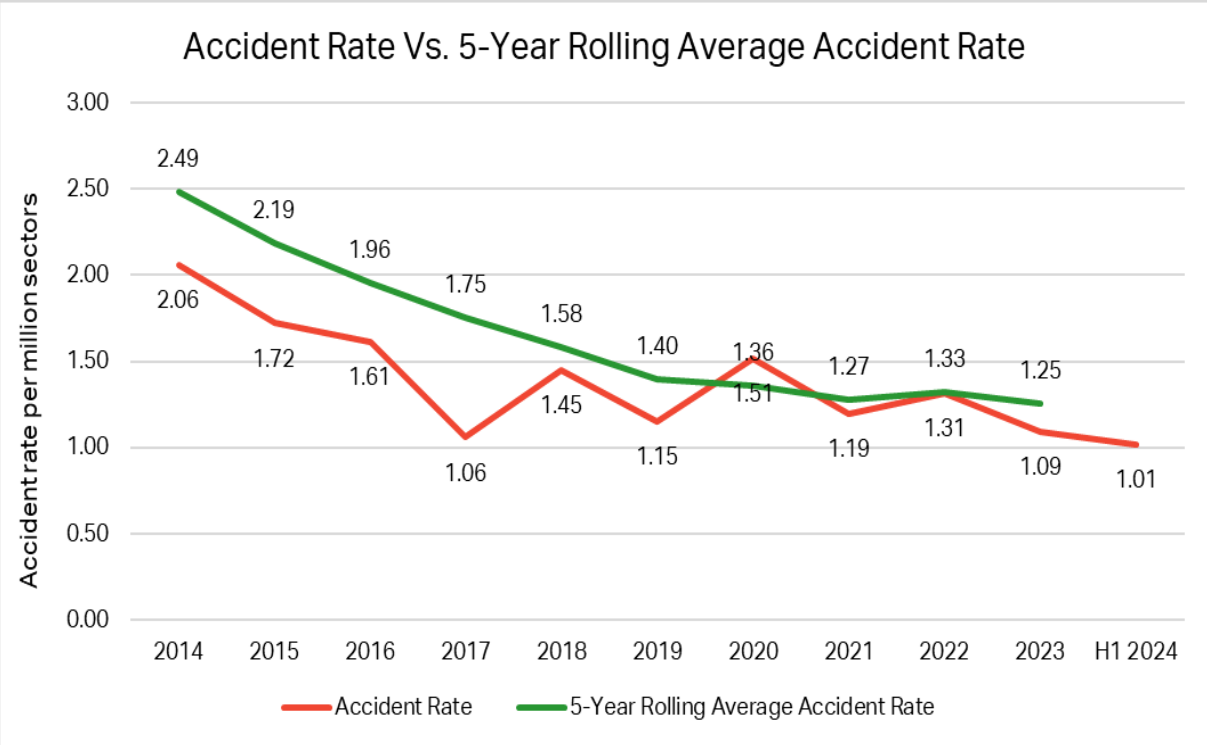
Industry Accident Rate
per million sectors



- There were 20 accidents reported in H1 2024
  - The industry accident rate is at 1.01 per million sectors.
  - The accident rate for IOSA-registered carriers was lower than that for non-IOSA carriers (0.77 vs 1.64) and was below the H1 2024 industry accident rate of 1.01 per million sectors.

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Longer Term View
Accidents per million sectors



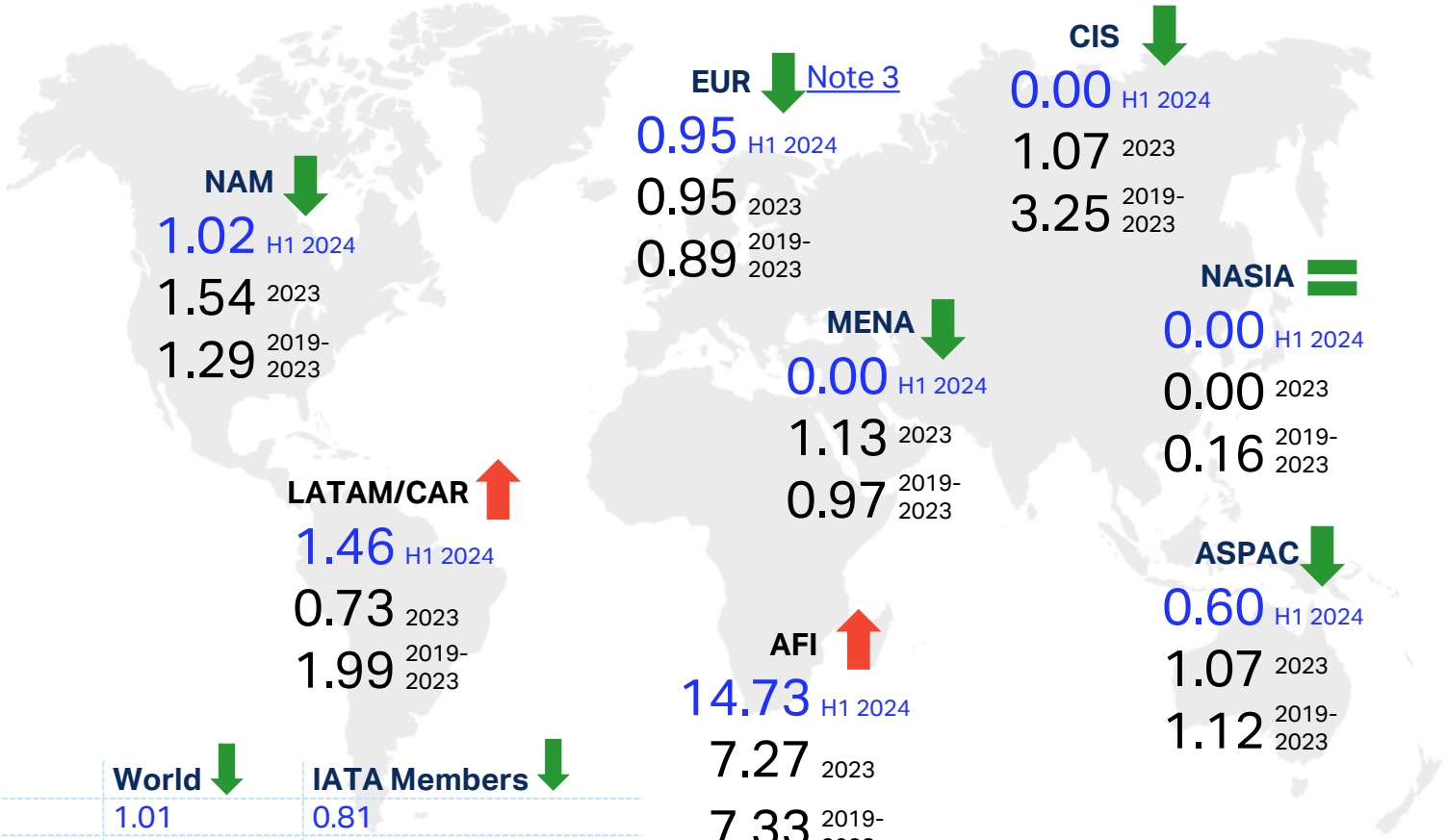
Rolling Average

- The 5-year rolling average rate is calculated until 2023 with an average of 1.25 accidents per million sectors for 2019-2023.
- The rolling average for 2020-2024 will be calculated at the end of this year.

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

All Accident Rate per Region of Operator

2 regions witness an increase in the accident rate per million sectors



H1 2024 vs 2023 accident rate

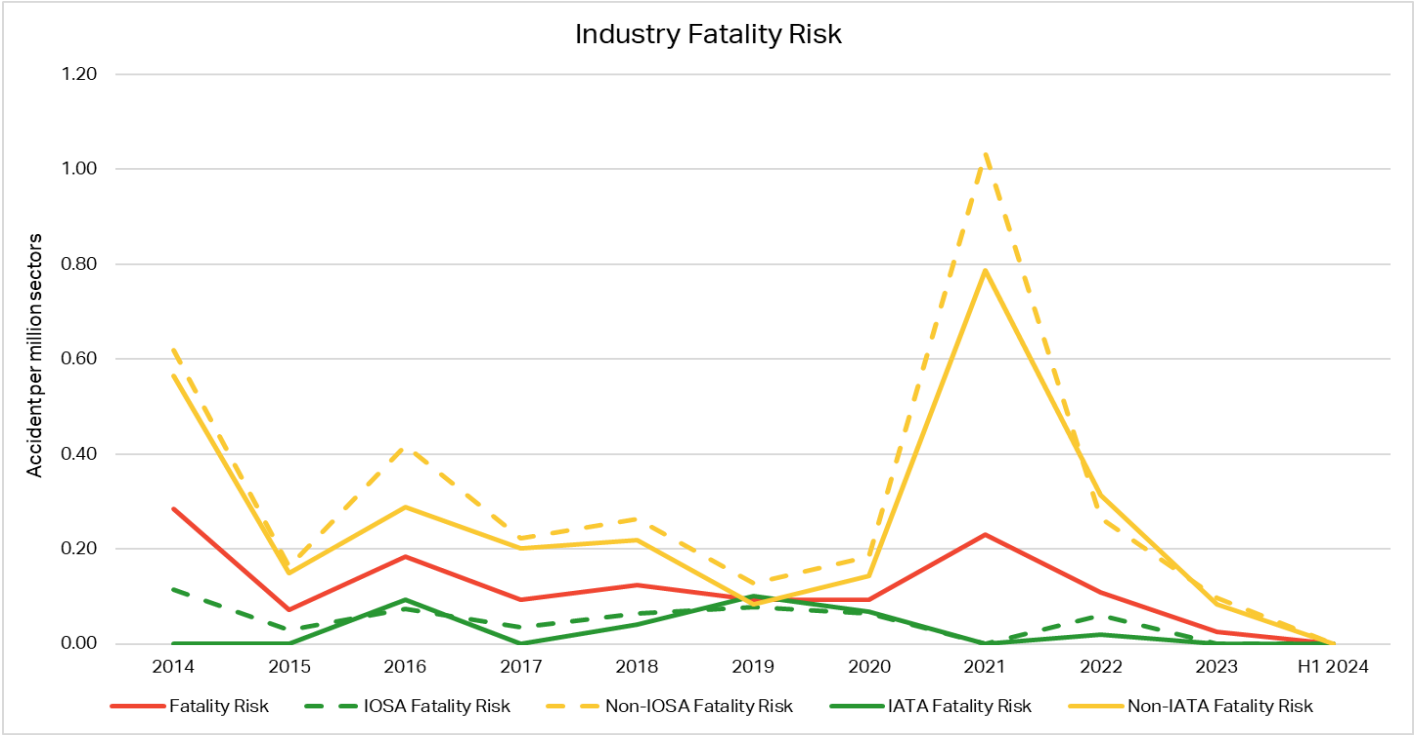
	World	IATA Members
H1 2024	1.01	0.81
2023	1.09	0.98
2019-2023 (Avg)	1.25	0.79

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Fatality Risk

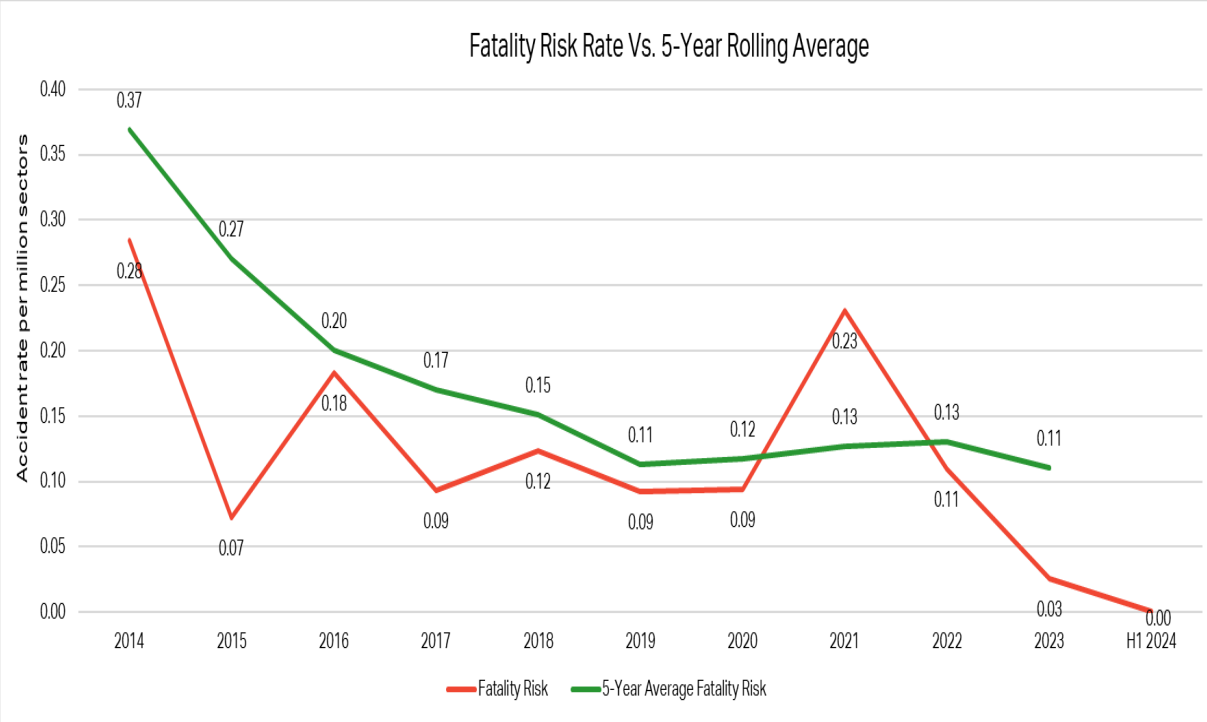
Industry Fatality Risk Rate
per million sectors

- There was one onboard fatality reported in H1 2024.
- When calculating the onboard fatality risk per million sectors, it rounds down to zero, but in reality, it is 0.00022.



Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Industry Fatality Risk Rate Vs. 5-Year Rolling Average
per million sectors

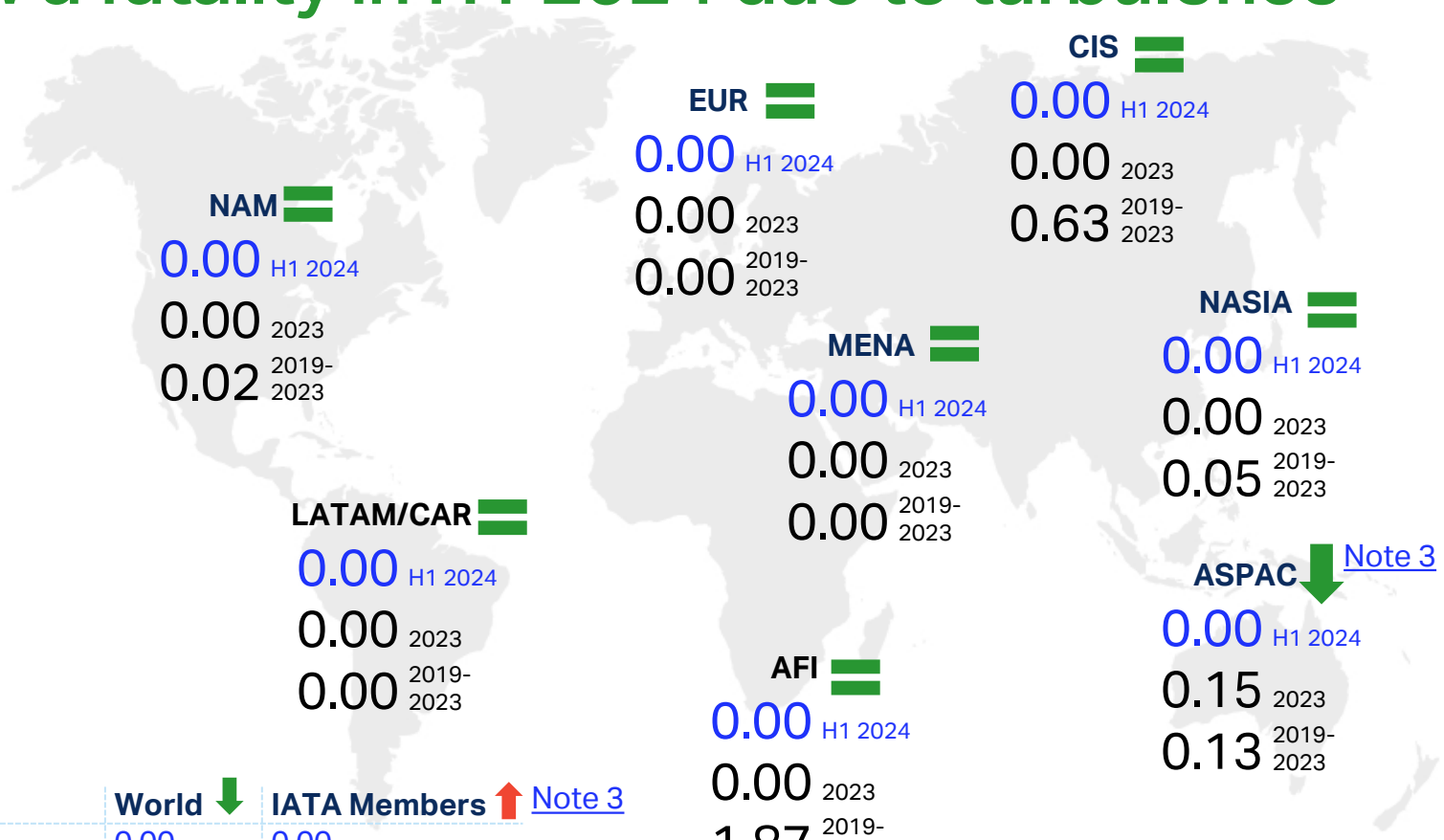


- The 5-year (2019-2023) fatality rolling average rate is calculated until 2023 with an average of 0.11 per million sectors.
- The 5-year fatality rolling average rate for 2020-2024 will be calculated at the end of this year.

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Industry Fatality Risk per Region of Operator

ASPAC saw a fatality in H1 2024 due to turbulence

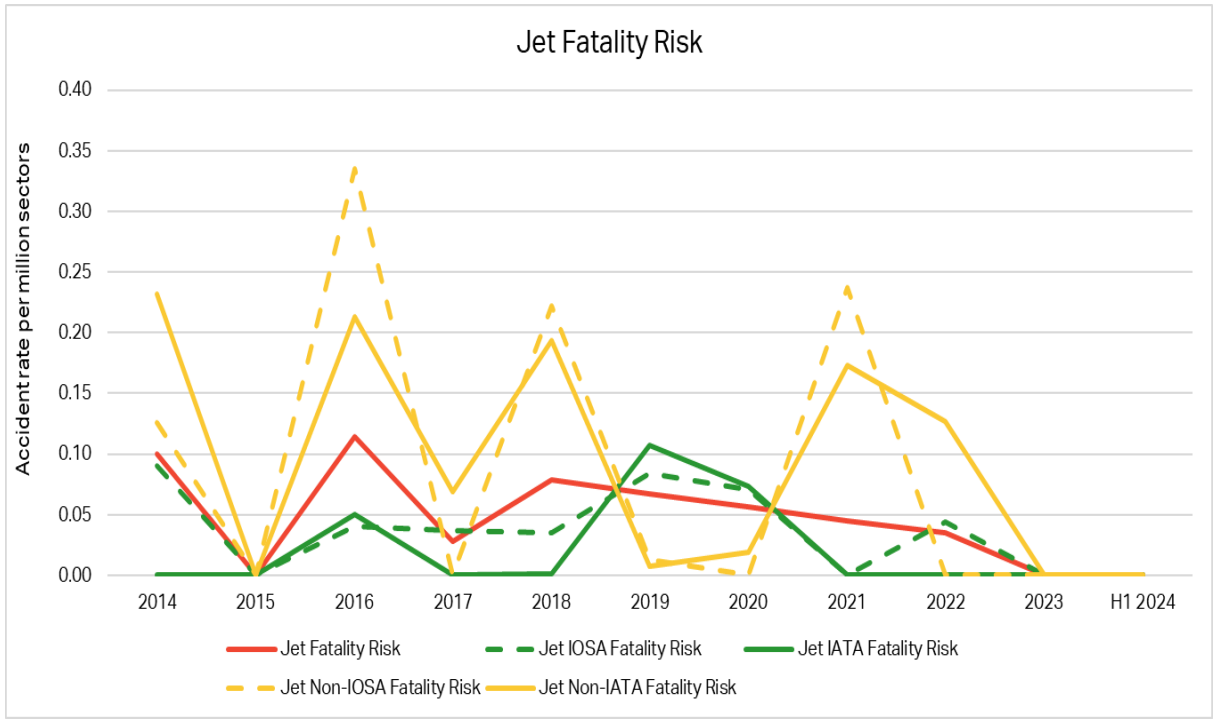


↓↑ *H1 2024 vs 2023 Fatality Risk*

	World ↓	IATA Members ↑ Note 3
H1 2024	0.00	0.00
2023	0.03	0.00
2019-2023 (Avg)	0.11	0.04

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Industry Jet Fatality Risk

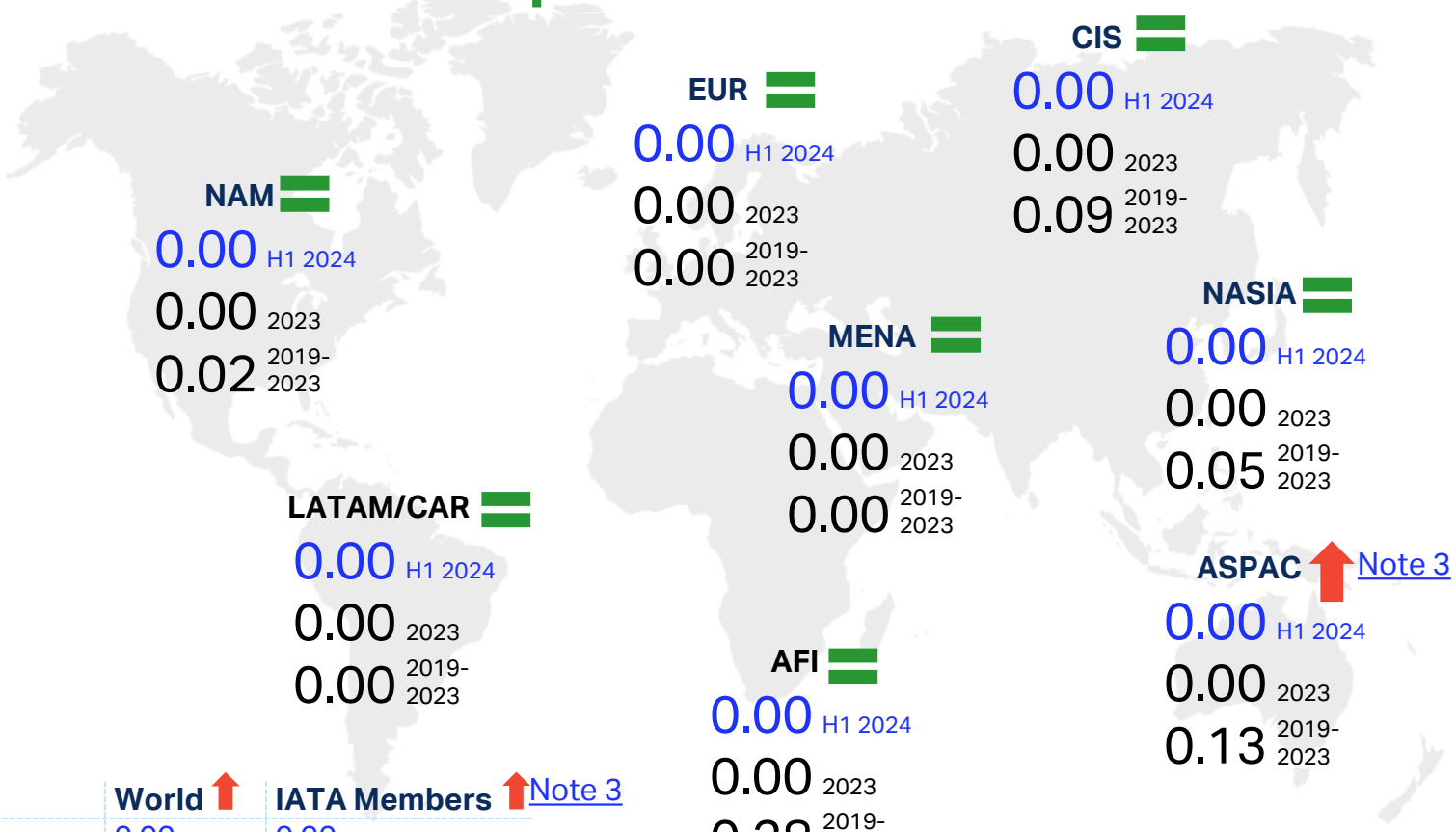


- On 21 May 2024, one aircraft experienced turbulence over Myanmar, leading to a single fatality.
  - This event involved a jet fleet, IOSA carrier and IATA member.
- The practice of rounding figures to two decimal points, per million sectors, can indeed result in a reported fatality rate of zero, especially when dealing with very small numbers.
- When possible, using additional decimal points or not rounding can provide a better representation of small rates.
- In this case the fatality rate for
  - Jet fleet is 0.00024
  - Jet fleet involving IATA members is 0.00035
  - Jet fleet involving IOSA carriers is 0.00033

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Jet Fatality Risk per Region of Operator

Seven regions have not experienced onboard fatalities



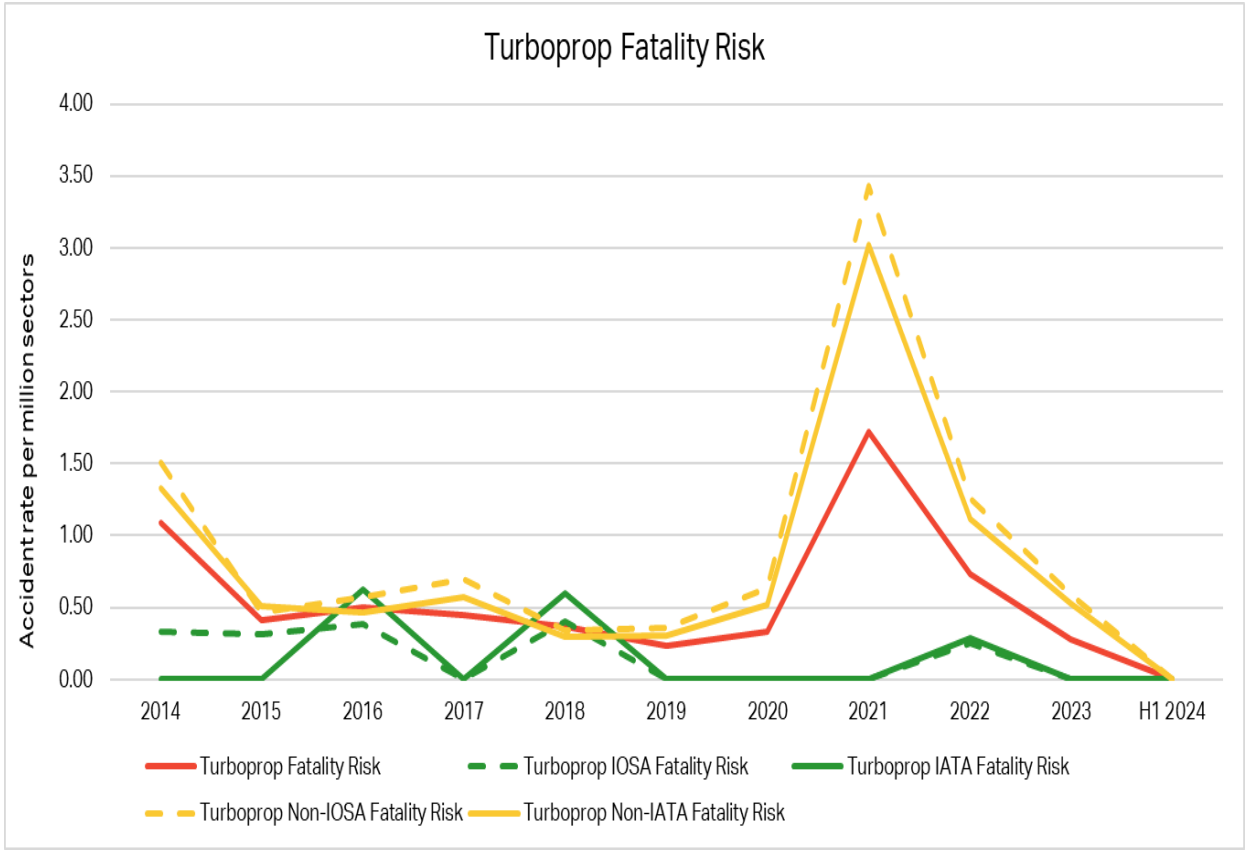
H1 2024 vs 2023
Jet fatality risk

	World	IATA Members Note 3
H1 2024	0.00	0.00
2023	0.00	0.00
2019-2023 (Avg)	0.04	0.04

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Turboprop Fatality Risk

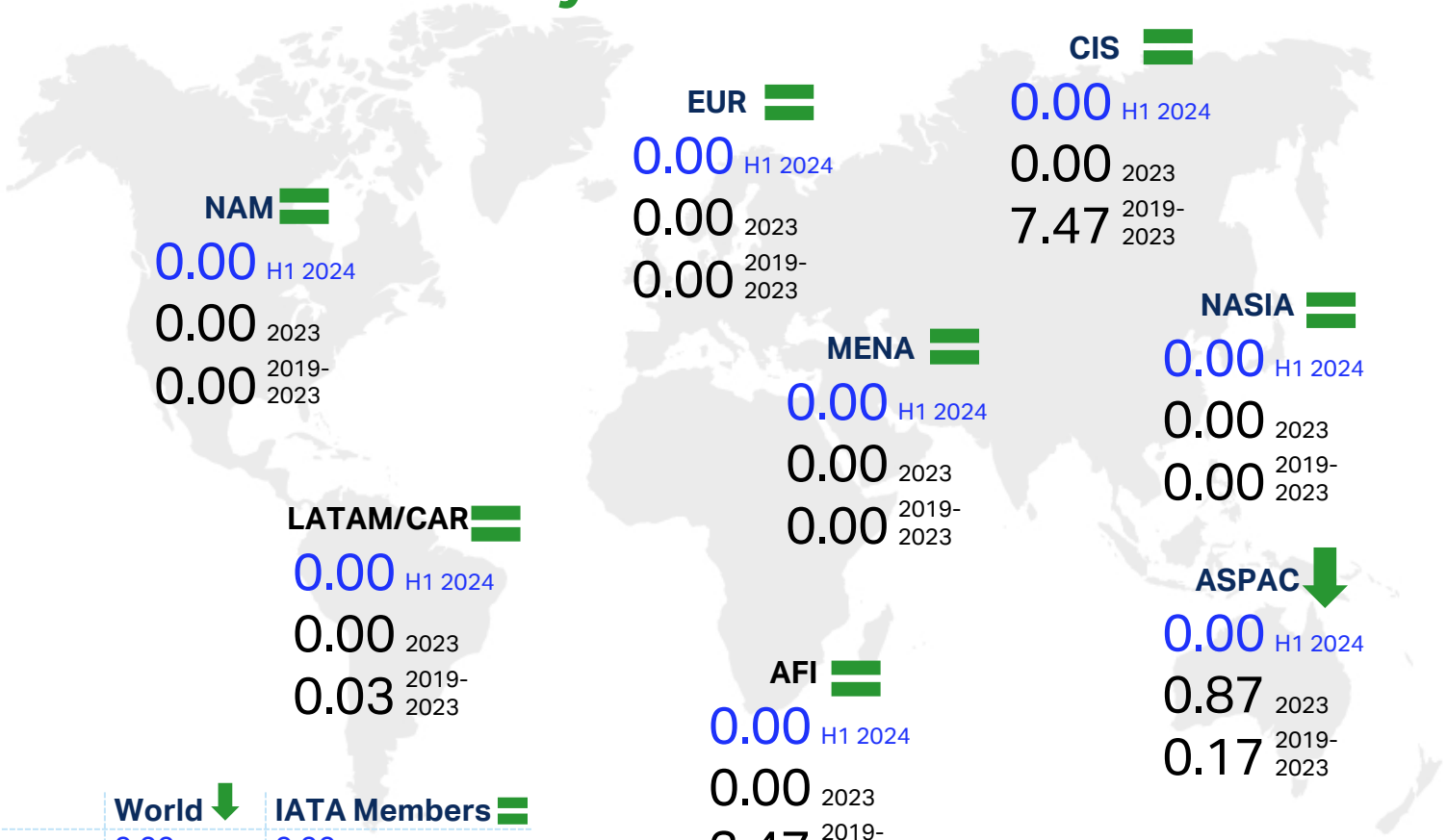
- The turboprop fatality rate for H1 2024 has been reported as zero, indicating a period without onboard fatalities involving commercial turboprop aircraft.
- There was one mid-air collision that caused 2 fatalities in other aircraft.
- Since the term "Other Fatalities", as mentioned previously, refers to individuals who were not passengers or crew on the involved commercial aircraft, but were fatally injured as a result of the collision, these 2 fatalities are part of this category.



Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Turboprop Fatality Risk per Region of Operator

All Regions have Zero Fatality Risk



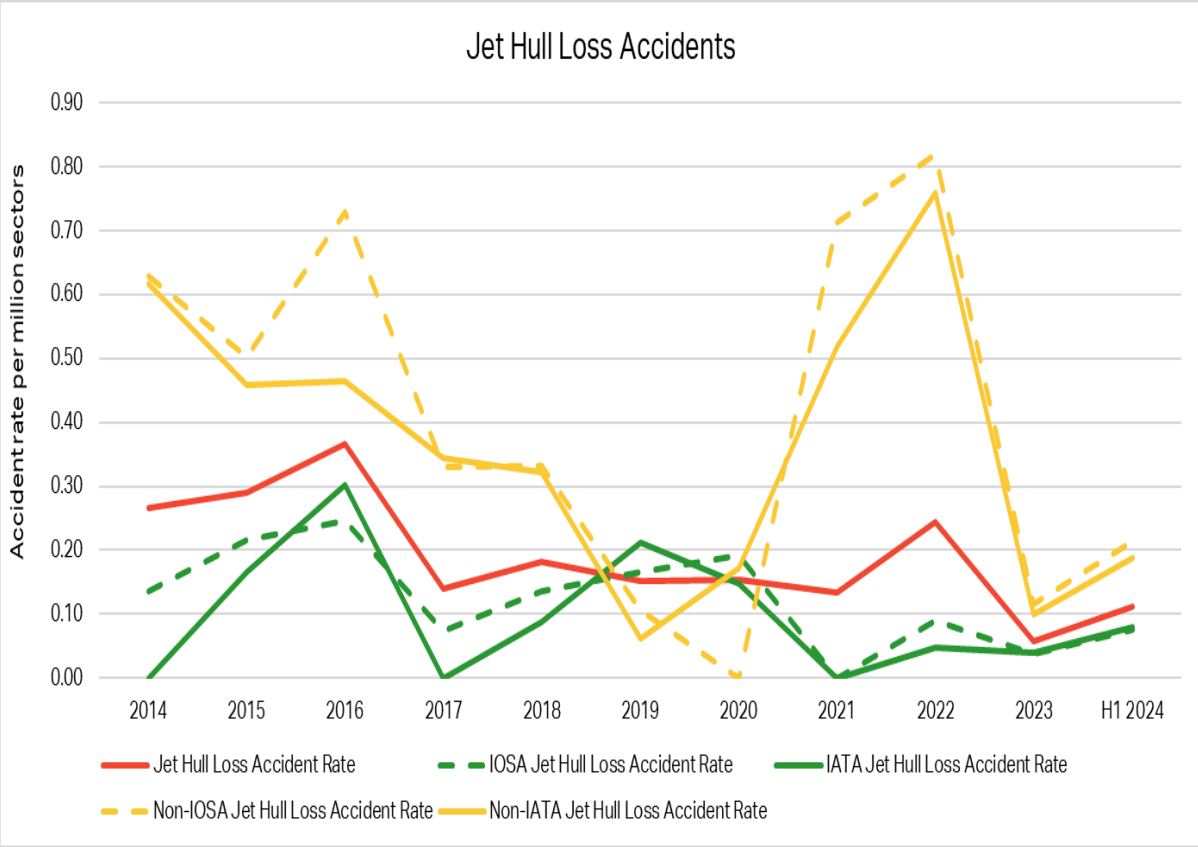
H1 2024 vs 2023 turboprop fatality risk

	World	IATA Members
H1 2024	0.00	0.00
2023	0.28	0.00
2019-2023 (Avg)	0.66	0.06

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Jet and Turboprop Hull Losses

Jet Hull Loss Accident Rate
per million sectors

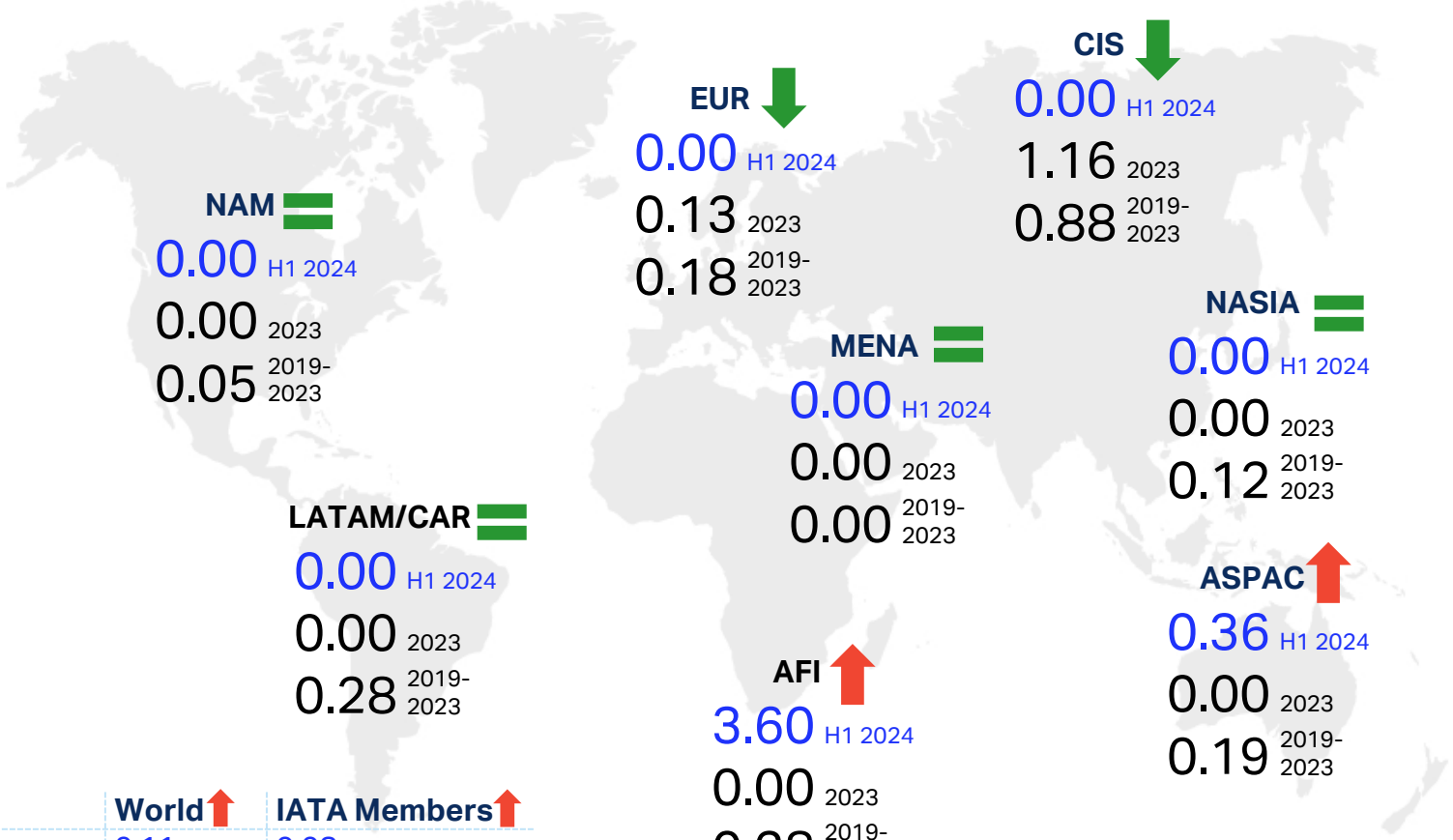


- The jet hull loss accident rates have increased across all domains when comparing the 1st half of 2024 rates with that of full year 2023.

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Jet Hull Loss per Region of Operator

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



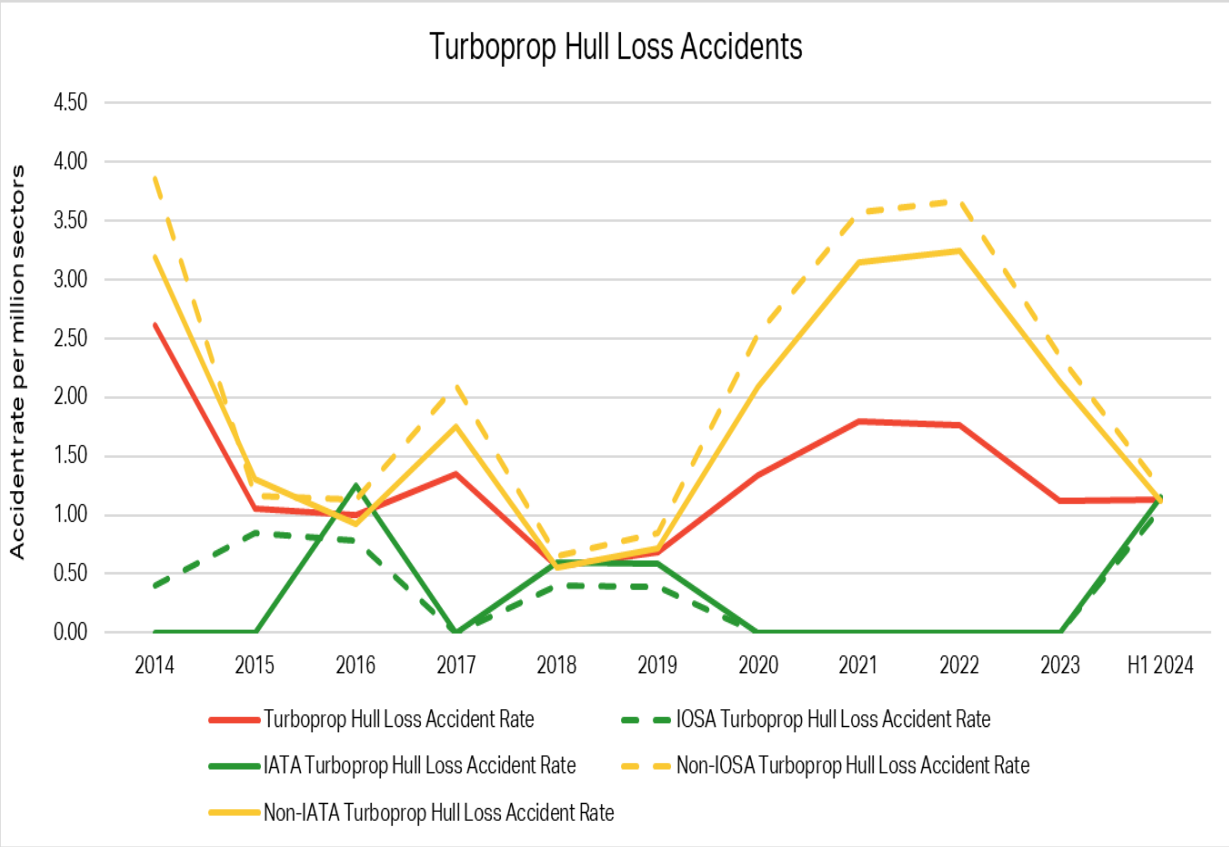
H1 2024 vs 2023 Jet hull loss accident rate

	World	IATA Members
H1 2024	0.11	0.08
2023	0.06	0.04
2019-2023 (Avg)	0.15	0.09

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Turboprop Hull Loss Accident Rate

Per million sectors

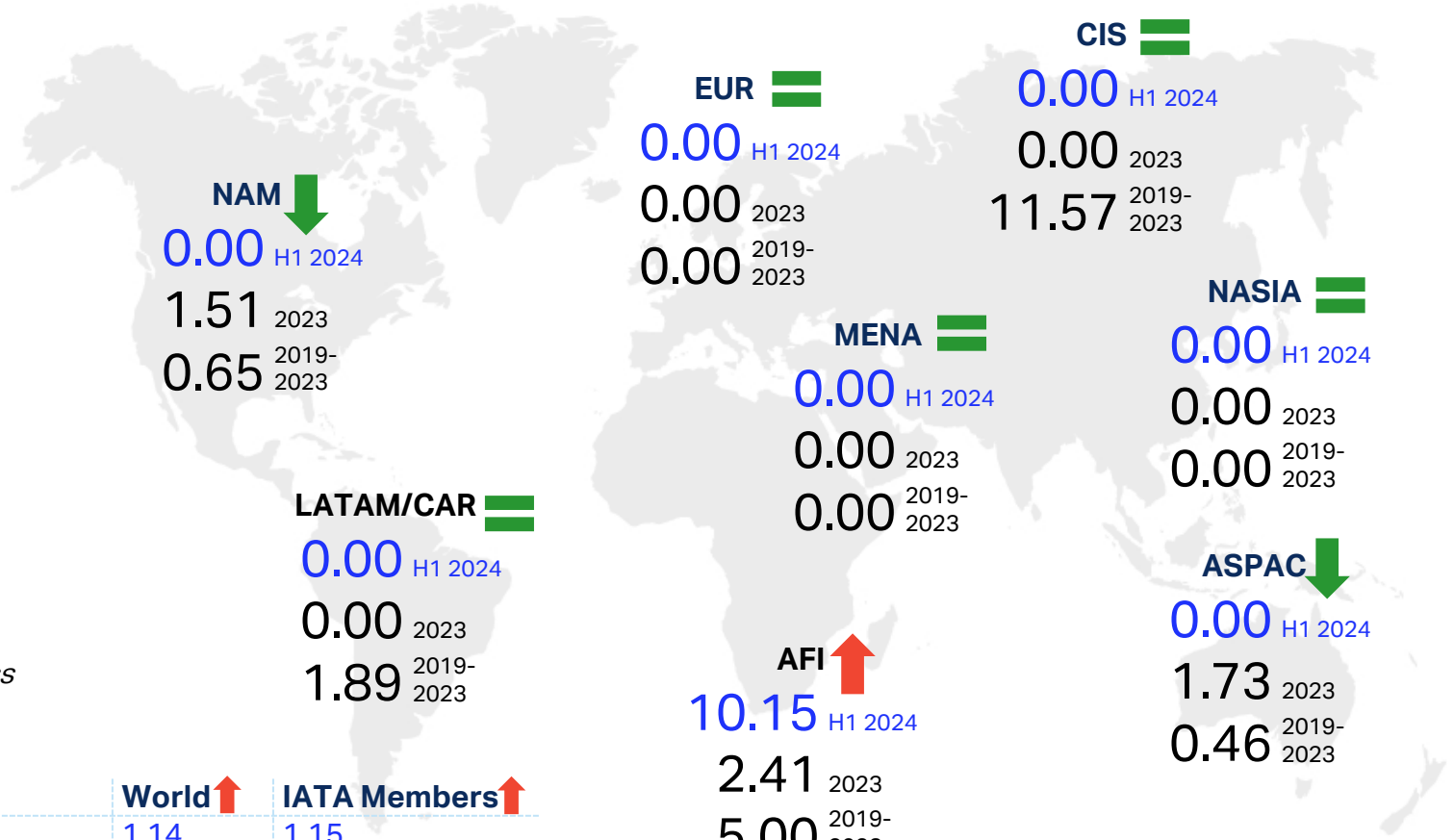


- The first half of 2024 turboprop hull loss accident rate was reported at 1.14 accidents per million sectors, which is below the 5-year (2019-2023) rolling average of 1.34 accidents per million sectors.

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Turboprop Hull Loss per Region of Operator

Turboprop hull loss accident rate is lower or the same in 7/8 Regions

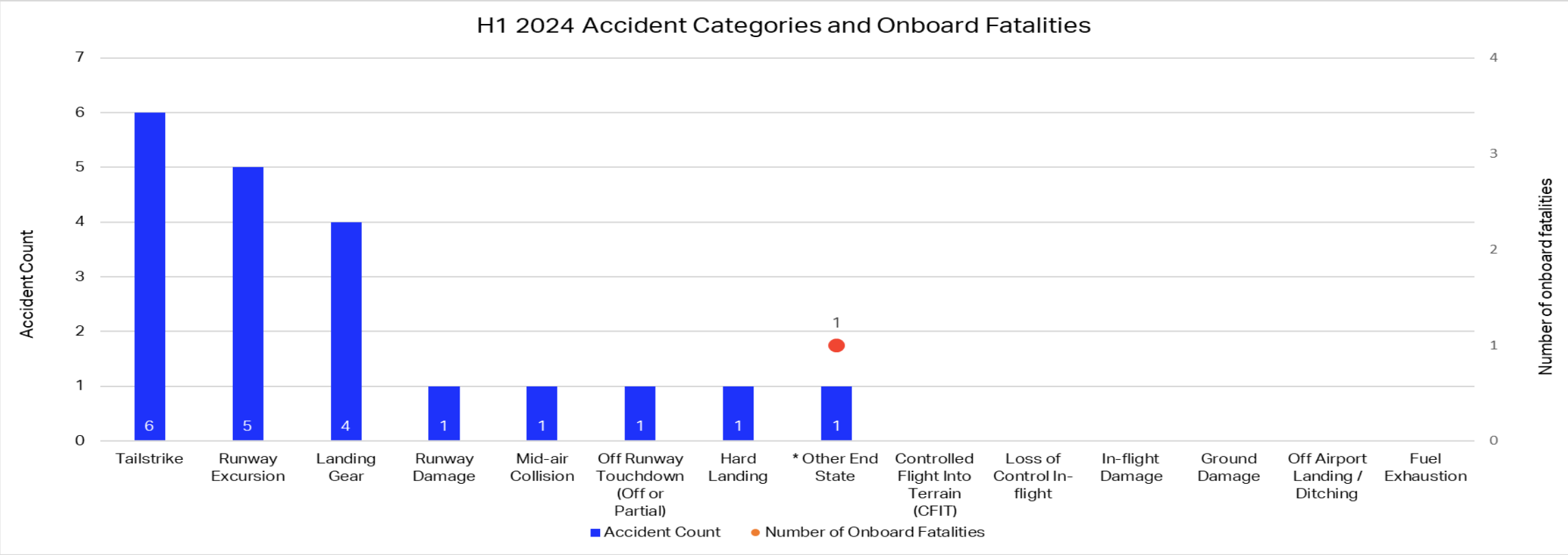


H1 2024 vs 2023 turboprop hull loss accident rate

	World	IATA Members
H1 2024	1.14	1.15
2023	1.12	0.00
2019-2023 (Avg)	1.34	0.12

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

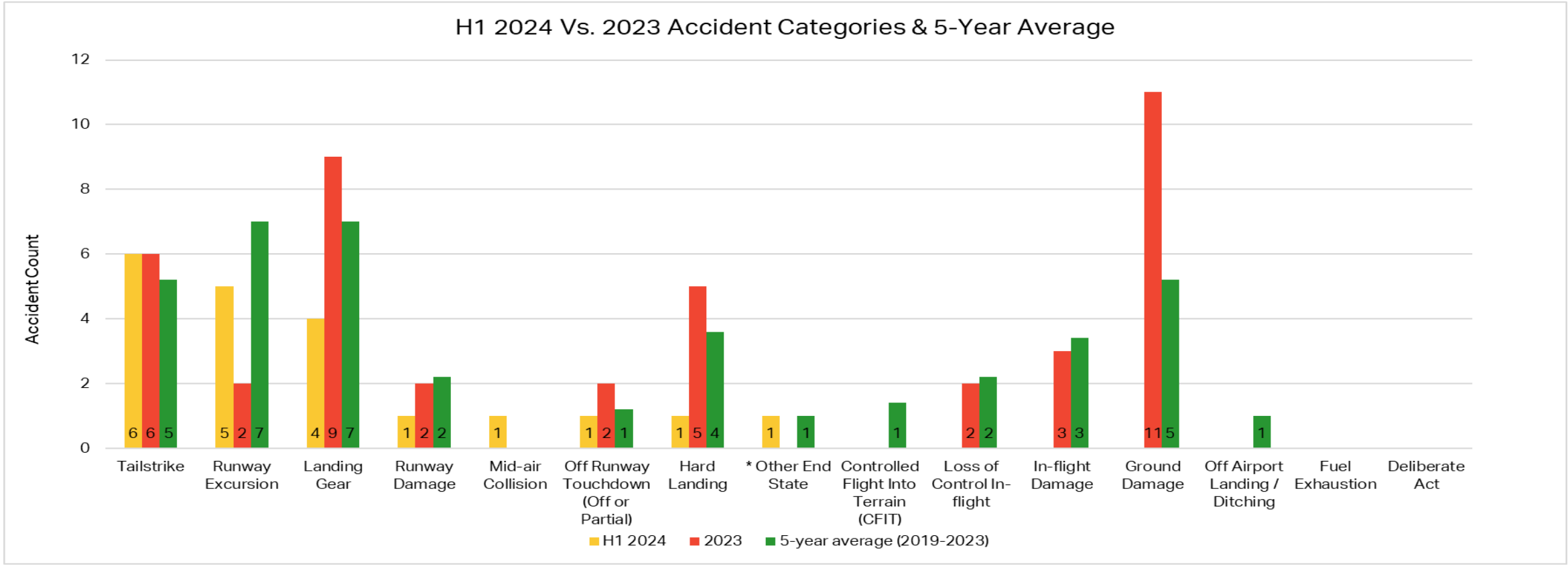
Industry Accident Count per Accident Category
H1 2024



*** 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

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Industry Accident Count per Accident Category
H1 2024 Vs. 2023 & 5-year average (2019-2023)

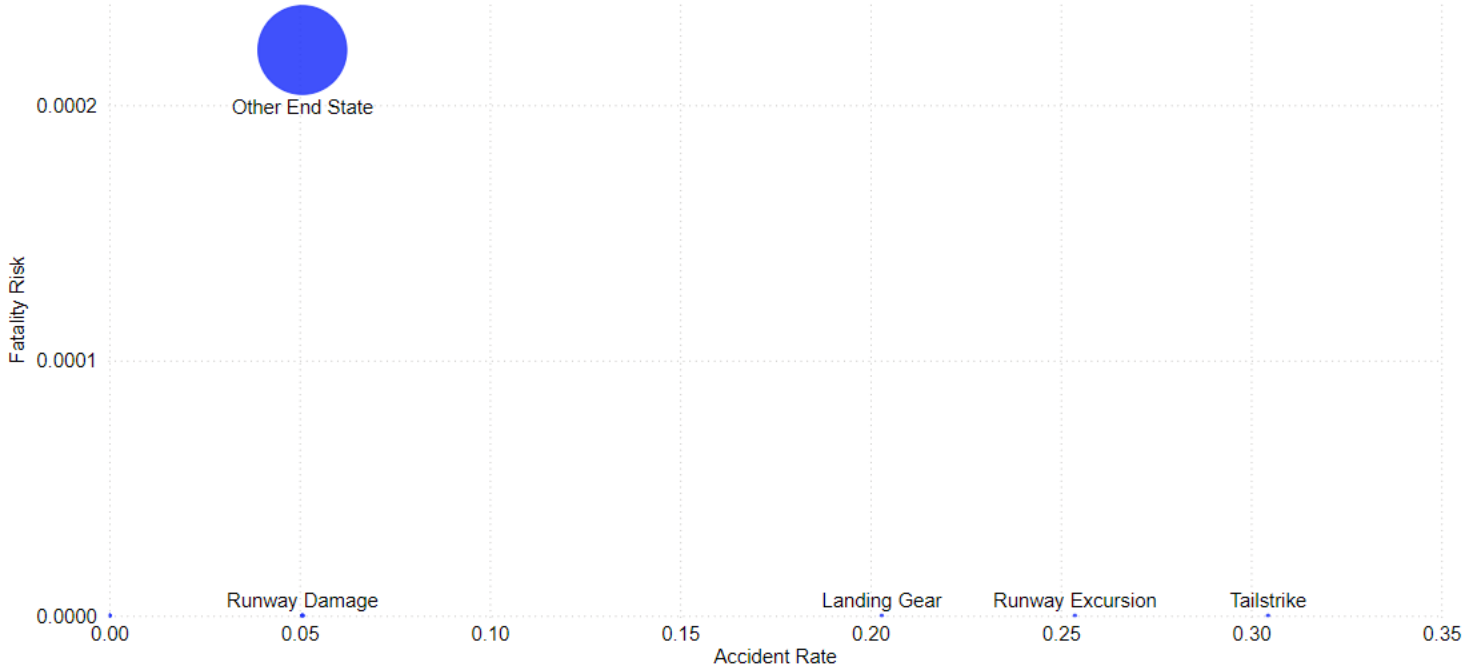


*** Other End State:** is when the information available at the ACTF meeting was not enough to determine the accident end state. For example: The aircraft is missing; the investigation is still ongoing and the ACTF is unable to assign an end state classification; and the aircraft crashed but no report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

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Fatality Risk by Accident Category – H1 2024

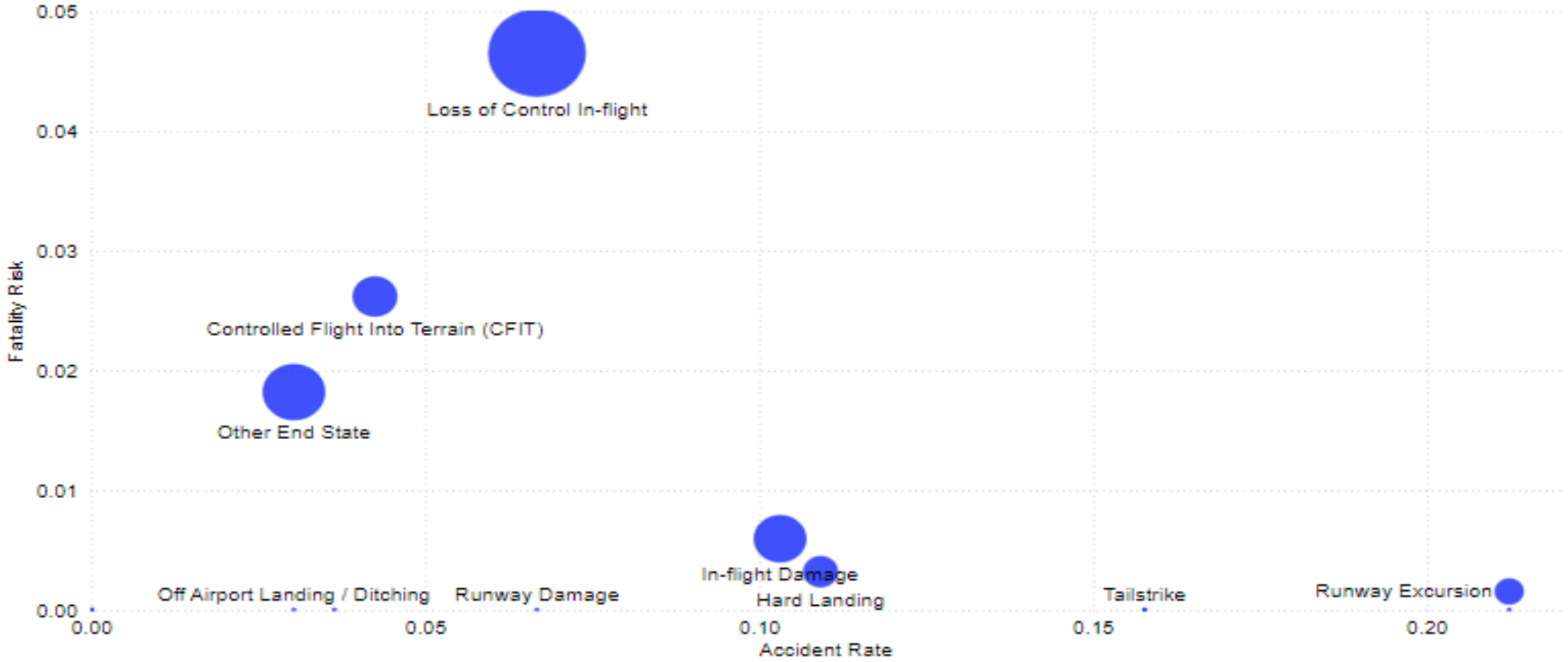
- In the first Half Year of 2024, one fatal accident was reported and classified as Other End State, owing it to a turbulence event.



Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Fatality Risk by Accident Category (2019-2023)

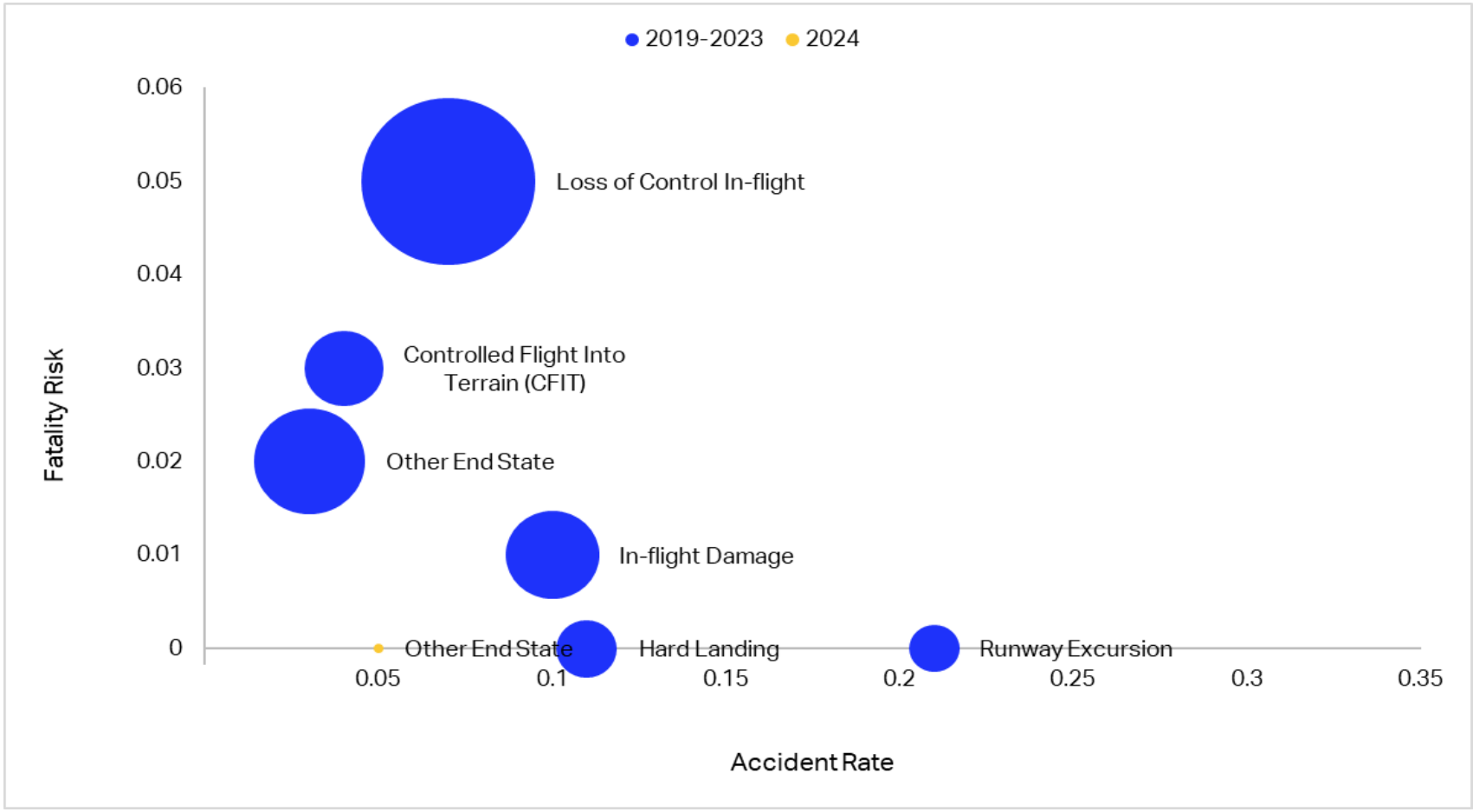
LOC-I caused the highest fatalities during this period



Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Onboard Fatality Risk (2019-2023 Vs. 2024)

LOC-I caused the highest fatalities during this period

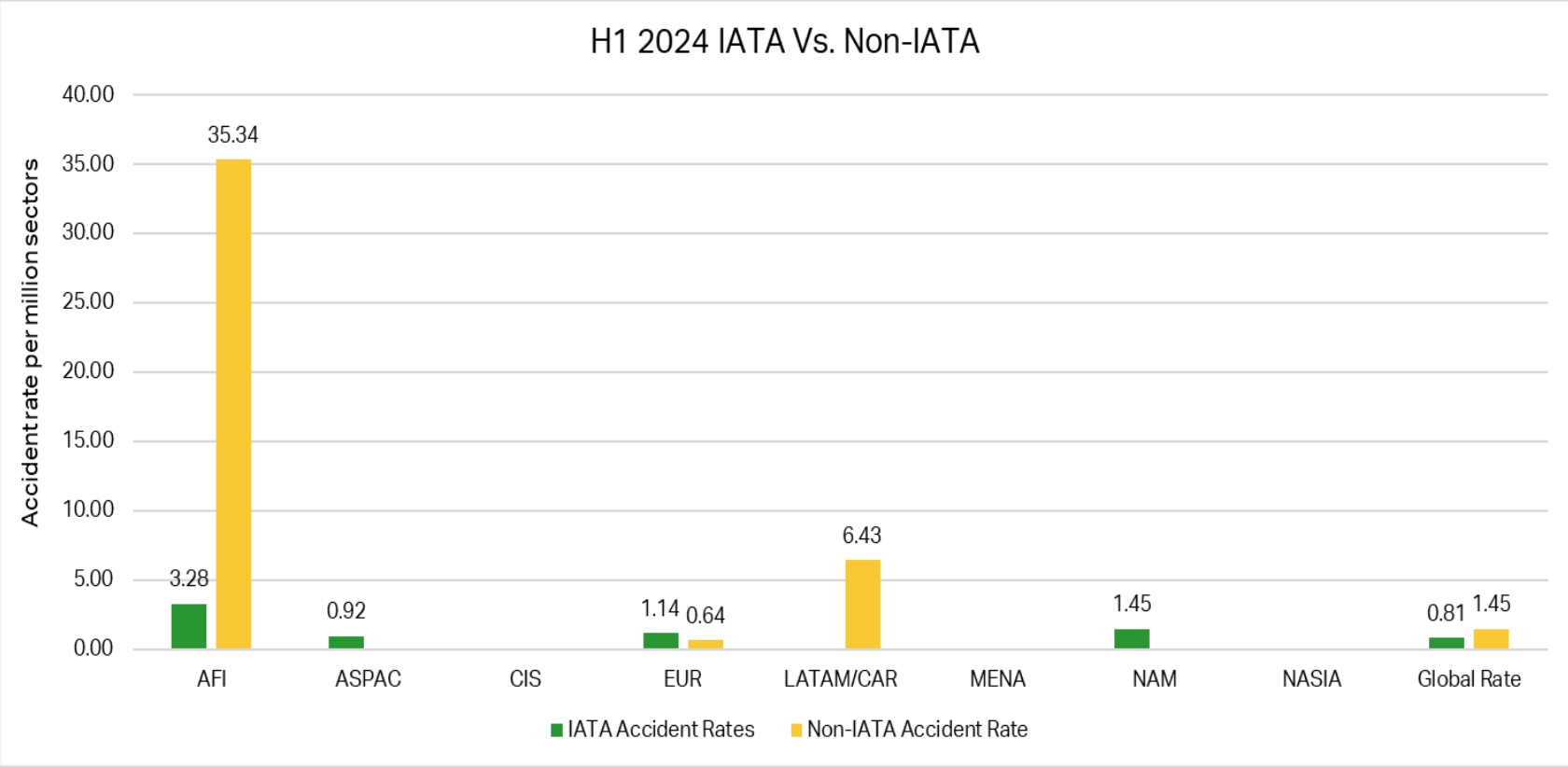


- This chart illustrates the End State with onboard fatalities only.
- The size of the bubble presents the total number of onboard fatalities.

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

IATA / IOSA Accidents

Industry Regional Accident Rate for IATA Vs. Non-IATA

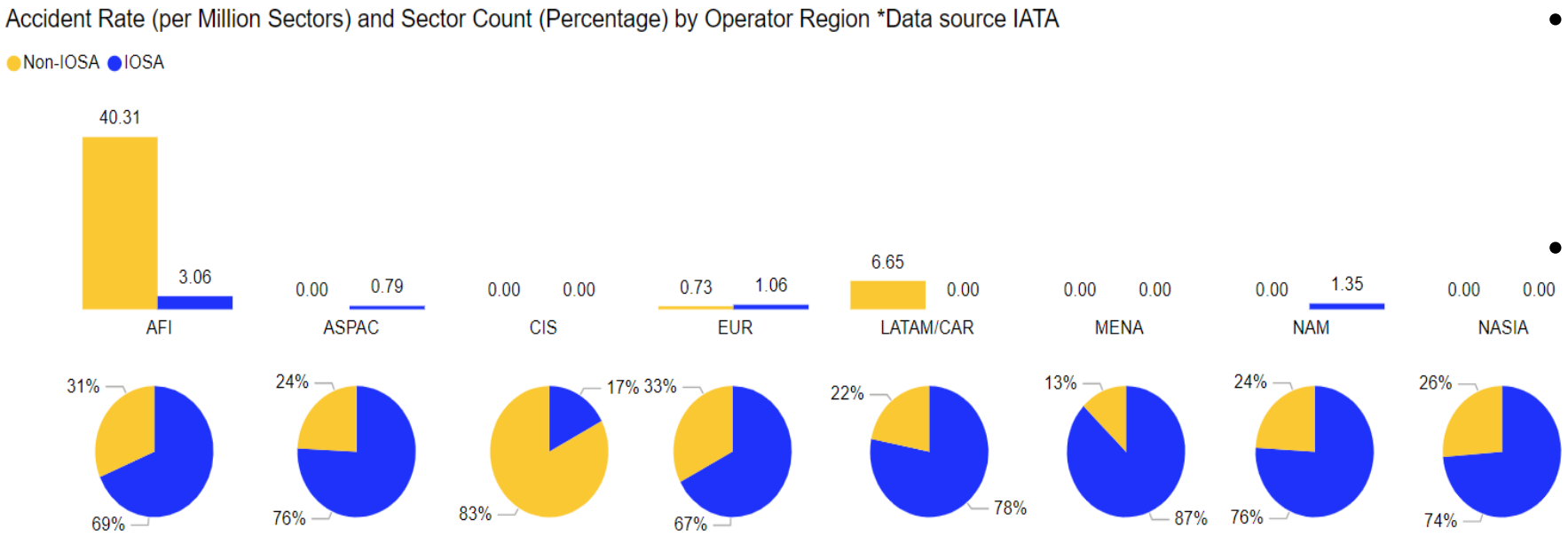


- IATA represents 340 airlines as of July 2024
- IATA Members outperformed Non-IATA members in safety metrics (0.81 vs.1.45 accident rate per million sectors).
- This difference is more pronounced in the AFI and LATAM/CAR regions.
- CIS, MENA, and NASIA had no accidents in H1 2024.

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Industry Accident Rate for IOSA Vs. Non-IOSA

H1 2024

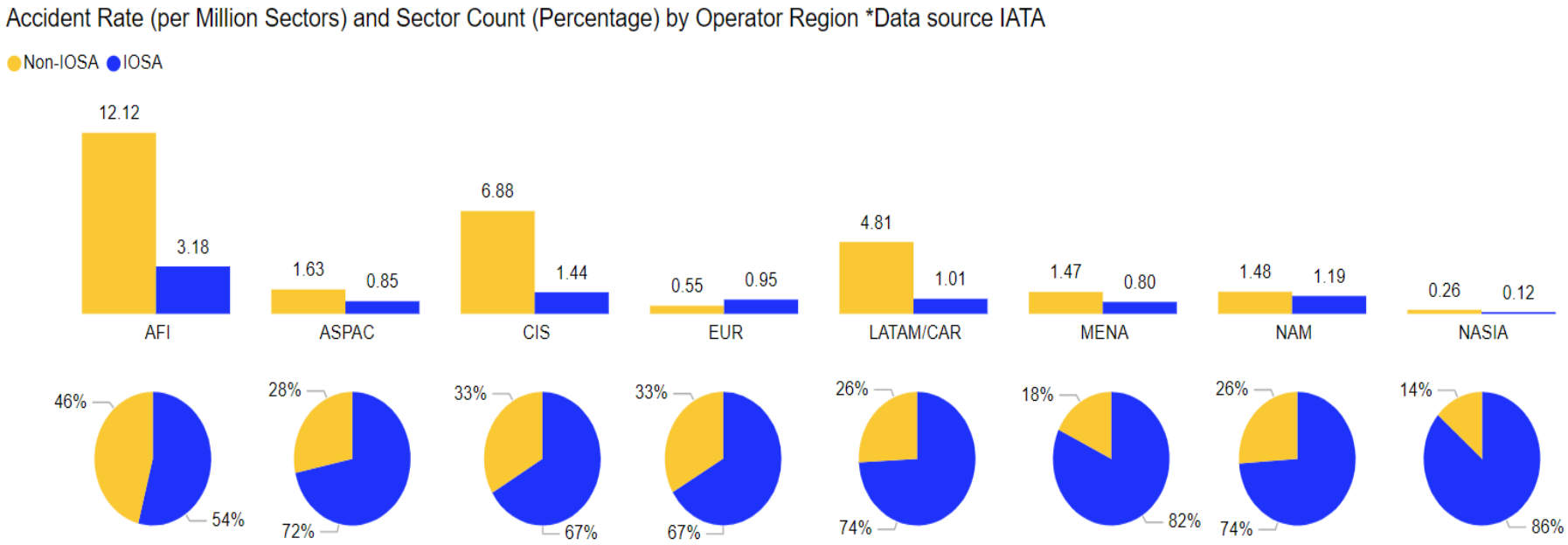


- Industry Accident Rate for IOSA Carriers reported in the first half of 2024 is 0.77
- Industry Accident Rate for Non-IOSA Carriers reported in the first half of 2024 is 1.64

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Industry Accident Rate for IOSA Vs. Non-IOSA

Five Years (2019-2023)



- Industry Accident Rate for IOSA Carriers reported in the last five years (2019-2023) is 0.90.
- Industry Accident Rate for Non-IOSA Carriers reported in the last five years (2019-2023) is 2.15.

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

List of H1 2024 Accidents

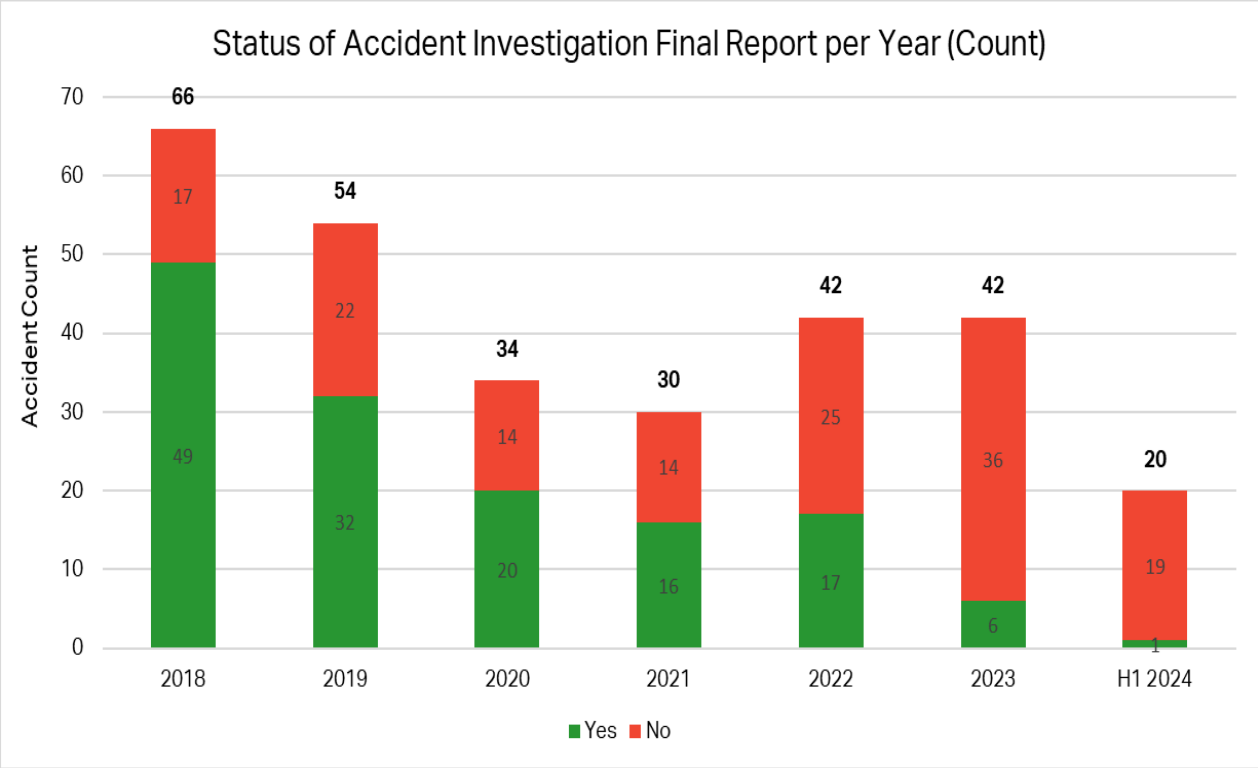
List of H1 2024 Accidents

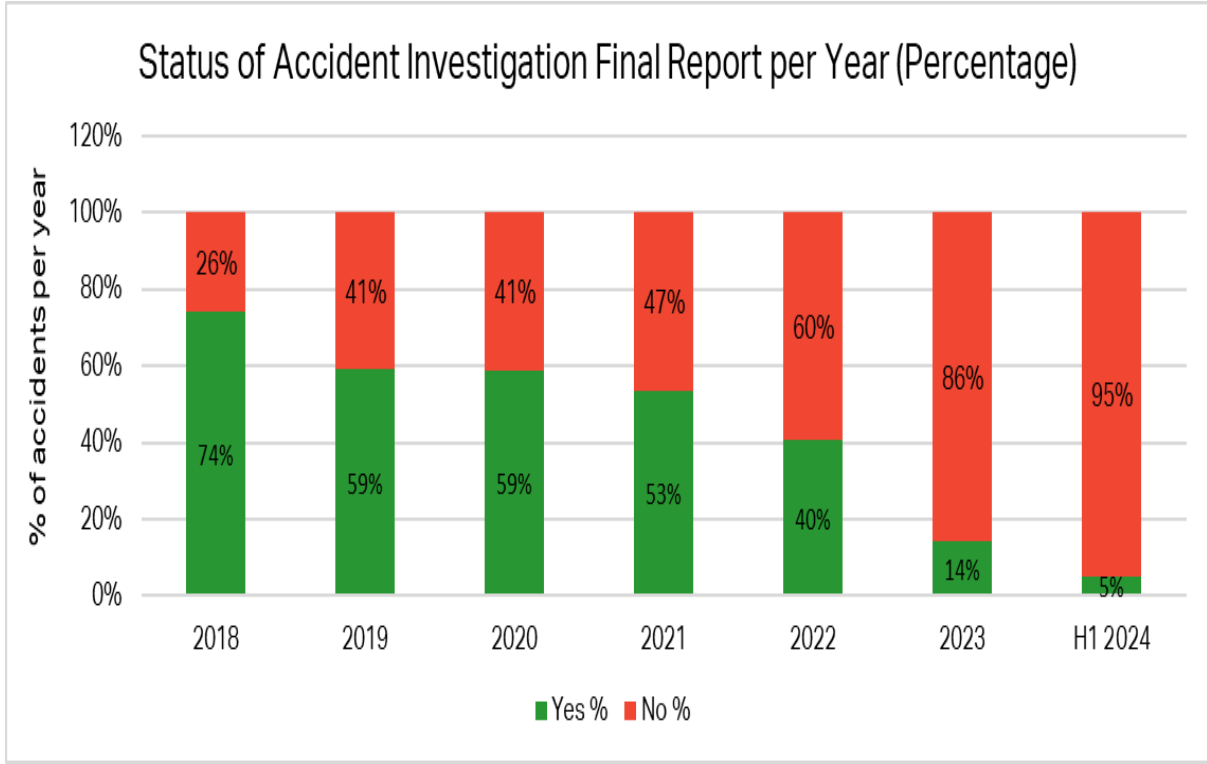
Accident Date	Operator Name	Aircraft Registration	Region of Operator	Aircraft Model	Engine Type	Service Type	Severity	Fatal Vs. Non-Fatal	Fatalities Onboard	Other Fatalities	IATA Member	IOSA Carrier	End State
January 2, 2024	Japan Airlines Co., Ltd.	JA13XJ	ASPAC	Airbus A350-900	Jet	Passenger	Hull Loss	Fatal	0	5	Yes	Yes	Runway Damage
January 5, 2024	F.B. Lineas Aereas SA	LVKJE	LATAM/CAR	Boeing 737-800 Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	No	No	Tailstrike
January 10, 2024	United Airlines, Inc.	N62883	NAM	Boeing 737-900 Passenger/BBJ3 (winglets)	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Yes	Yes	Tailstrike
January 18, 2024	Ethiopian Airlines Group	ETAVS	AFI	De Havilland (Bombardier) DHC-8-400 Dash 8Q Passenger	Turboprop	Passenger	Hull Loss	Non-Fatal	0	0	Yes	Yes	Landing Gear
January 21, 2024	Air France	FHTYH	EUR	Airbus A350-900	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Yes	Yes	Tailstrike
February 3, 2024	JSC "Avion Express"	LYNVL	EUR	Airbus A320 Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Yes	Yes	Runway Excursion
February 9, 2024	European Air Transport Leipzig	DAZMO	EUR	Airbus A300-600 Freighter	Jet	Cargo	Substantial Damage	Non-Fatal	0	0	Yes	Yes	Tailstrike
February 18, 2024	Marathon Airlines	OYGDC	EUR	Embraer 195 and Legacy 1000	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	No	No	Runway Excursion
March 2, 2024	Jetblue Airways Corporation	N991JT	NAM	Airbus A321 Passenger (sharklets)	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Yes	Yes	Tailstrike
March 5, 2024	Safarilink Aviation LTD	5YSLK	AFI	De Havilland (Bombardier) DHC-8-300 Dash 8 / 8Q Passenger	Turboprop	Passenger	Minor Damage	Fatal	0	2	No	No	Mid-air Collision
March 8, 2024	United Airlines, Inc.	N27290	NAM	Boeing 737 MAX 8 Passenger / BBJ MAX 8/ MAX 200	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	Yes	Yes	Runway Excursion
March 23, 2024	ABX Air, Inc.	N372CM	NAM	Boeing 767-300 Freighter	Jet	Cargo	Substantial Damage	Non-Fatal	0	0	Yes	Yes	Tailstrike
March 31, 2024	Safe Air Company	5YIRE	AFI	Boeing 727-200 Freighter	Jet	Cargo	Substantial Damage	Non-Fatal	0	0	No	No	Off Runway Touchdown (Off or Partial)
April 23, 2024	Dana Airlines Limited	5NBKI	AFI	Boeing (Douglas) MD-82 Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	No	No	Landing Gear
May 1, 2024	Servicio Aereo a Territorios Nacion	HK5104	LATAM/CAR	ATR 42 Passenger	Turboprop	Passenger	Substantial Damage	Non-Fatal	0	0	No	No	Landing Gear
May 5, 2024	Serve Air	9SAKK	AFI	Boeing 737-300 Freighter	Jet	Cargo	Hull Loss	Non-Fatal	0	0	No	No	Hard Landing
May 5, 2024	R'Komor	D6AIB	AFI	Fokker 50 Passenger	Turboprop	Passenger	Hull Loss	Non-Fatal	0	0	No	No	Runway Excursion
May 8, 2024	Federal Express Corporation	N110FE	NAM	Boeing 767-300 Freighter	Jet	Cargo	Substantial Damage	Non-Fatal	0	0	Yes	Yes	Landing Gear
May 9, 2024	Groupe Transair S.A	6VAJE	AFI	Boeing 737-300 Passenger	Jet	Passenger	Substantial Damage	Non-Fatal	0	0	No	No	Runway Excursion
May 21, 2024	Singapore Airlines Limited	9VSWM	ASPAC	Boeing 777-300ER Passenger	Jet	Passenger	Minor Damage	Fatal	1	0	Yes	Yes	Other End State

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

2018 – H1 2024
Accident Investigation Final Reports

Status of Accident Investigation Final Reports
2018 – H1 2024

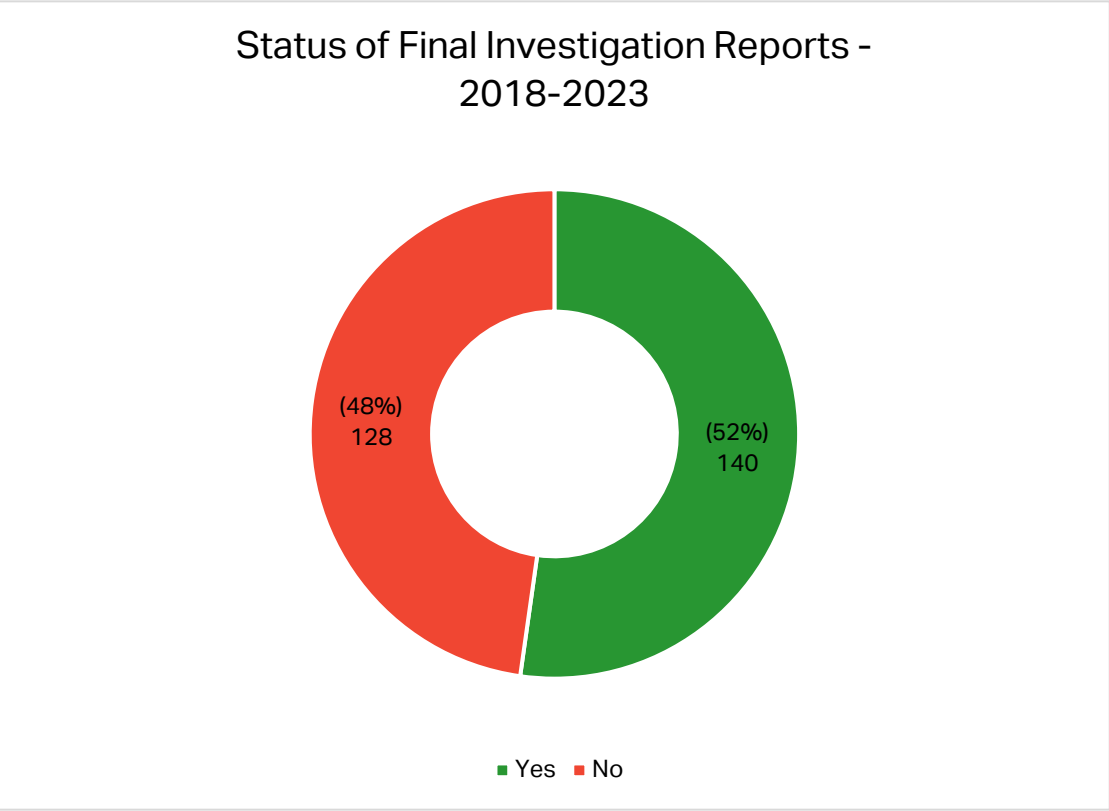




Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

Accidents and Investigation Final Reports Status

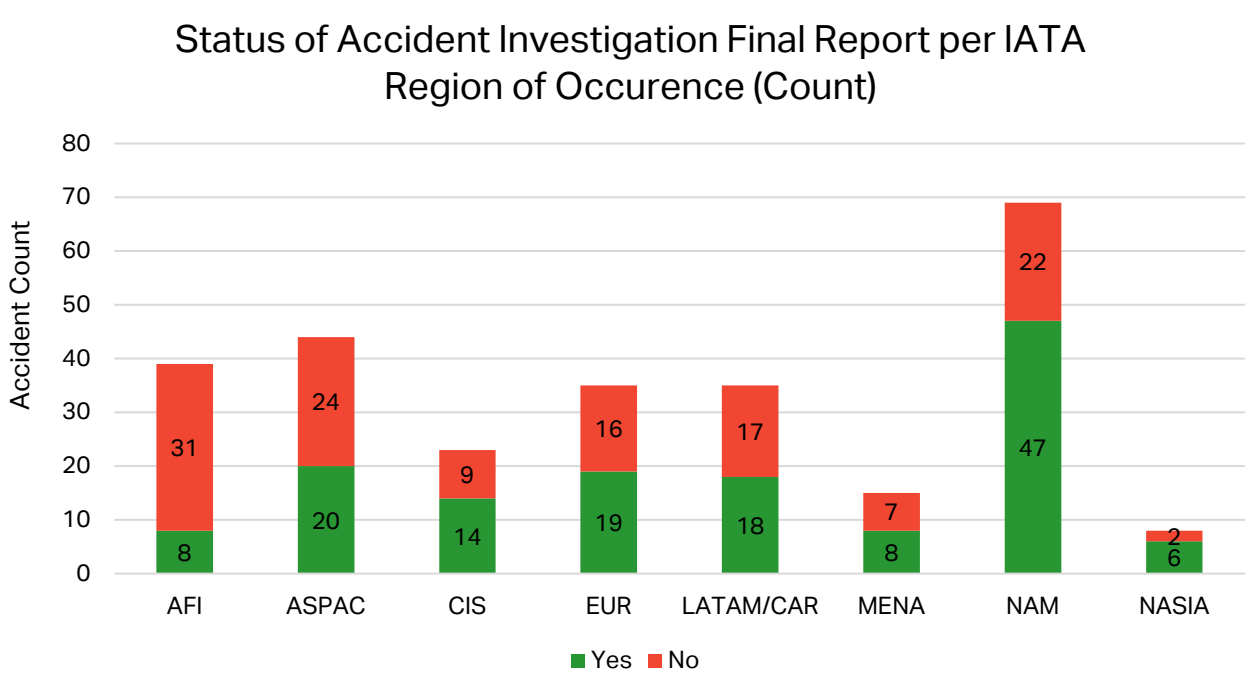
52% of the 2018-2023 accidents have a Final Report published

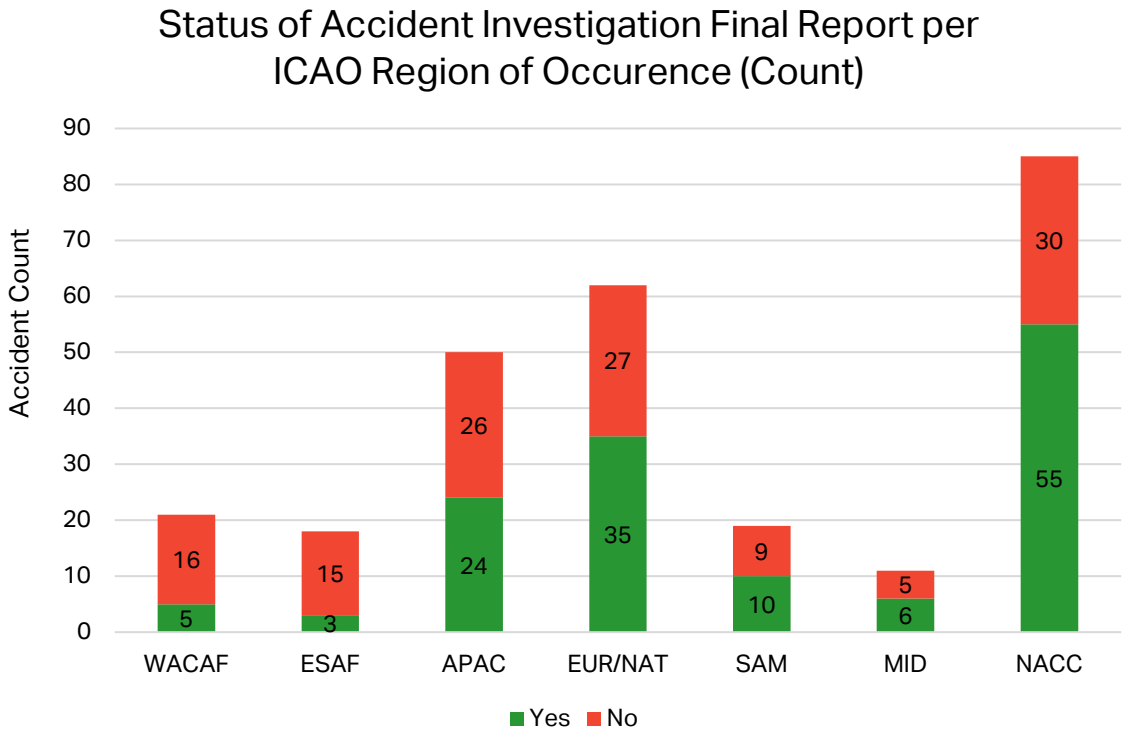


- Since the March 2024 publication of the IATA Annual Safety Report, 16 additional final accident investigation reports became available.
- The increase from 48% to 52% in the percentage of accidents with final reports indicates ongoing efforts to complete investigations.

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

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





Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

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

Source: IATA Safety Report
First Half Year of 2024 (H1 2024)

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