



Press Release No.: 8

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IATA Releases 2017 Airline Safety Performance



Translations:

[L'IATA publie ses statistiques sur la sécurité en 2017 \(pdf\)](#)

[La IATA anuncia los resultados sobre el desempeño en seguridad aérea en 2017 \(pdf\)](#)

[A IATA divulga desempenho em segurança das companhias aéreas de 2017 \(pdf\)](#)

[الاتحاد الدولي للنقل الجوي يصدر البيانات الخاصة بأداء السلامة لعام \(pdf\)](#)

Montreal - The International Air Transport Association (IATA) released data for the 2017 safety performance of the commercial airline industry showing continued strong improvements in safety.

- ▶ The all accident rate (measured in accidents per 1 million flights) was 1.08, an improvement over the all accident rate of 1.68 in 2016 and the rate of 2.01 for the previous 5-year period (2012-2016).
- ▶ The 2017 rate for major jet accidents (measured in jet hull losses per 1 million flights) was 0.11, which was the equivalent of one major accident for every 8.7 million flights. This was an improvement over the rate of 0.39 achieved in 2016 and also better than the five-year rate (2012-2016) of 0.33.
- ▶ There were 6 fatal accidents with 19 fatalities among passengers and crew. This compares with an average of 10.8 fatal accidents and approximately 315 fatalities per year in the previous five-year period (2012-2016). In 2016 there were 9 fatal accidents and 202 fatalities.

- ▶ None of the 6 fatal accidents involved a passenger jet. Five involved turboprop aircraft and one involved a cargo jet. The crash of the cargo jet also resulted in the deaths of 35 persons on the ground, as well as the crew of the jet.
- ▶ IATA member airlines experienced zero fatal accidents or hull losses in 2017 with jet or turboprop equipment.

"2017 was a very good year for aviation safety. Some 4.1 billion travelers flew safely on 41.8 million flights. We saw improvements in nearly all key metrics—globally and in most regions. And our determination to make this very safe industry even safer continues. In 2017 there were incidents and accidents that we will learn from through the investigation process, just as we will learn from the recent tragedies in Russia and Iran. Complementing that knowledge are insights we can gain from the millions of flights that operate safely. Data from these operations is powering the development of predictive analytics that will eventually enable us to eliminate the conditions that can lead to accidents. The industry knows that every fatality is a tragedy. Our common goal is for every flight to take-off and land safely," said Alexandre de Juniac, IATA's Director General and CEO.

2017 Safety Performance:

| | 2017 | 2016 | 2012- 2016 |
|--|------|--------|------------|
| On-board Fatalities[i] | 19 | 202 | 314.6 |
| Total Accidents | 45 | 67 | 74.8 |
| Fatal Accidents | 6 | 9 [ii] | 10.8 |
| Fatality Risk[iii] | 0.09 | 0.21 | 0.24 |
| Fatal Accidents Passenger Flights | 2 | 3 | 5.6 |
| Fatal Accidents Cargo Flights | 4 | 6 | 4.6 |
| % of accidents involving fatalities | 13.3 | 13.4 | 14.4 |
| Jet hull losses | 4 | 13 | 10 |
| Jet hull losses with fatalities | 1 | 4 | 3.4 |
| Turboprop hull losses | 9 | 7 | 15 |
| Turboprop hull losses with fatalities | 5 | 4 | 7.2 |

Almost all regions showed improvement in 2017 compared to the previous five years (2012-2016) as follows:

Jet hull loss rates by region of operator (per millions departures)

| REGION | 2017 | 2012- 2016 |
|--|------|------------|
| Africa | 0.00 | 2.21 |
| Asia Pacific | 0.18 | 0.48 |
| Commonwealth of Independent States (CIS) | 0.92 | 1.17 |
| Europe | 0.13 | 0.14 |
| Latin America and the Caribbean | 0.41 | 0.53 |
| Middle East and North Africa | 0.00 | 0.74 |
| North America | 0.00 | 0.22 |
| North Asia | 0.00 | 0.00 |

The world turboprop hull loss rate was 1.30 per million flights, which was a deterioration from 1.01 in 2016 but an improvement over the five-year rate (2012-2016) of 2.18. All regions saw their turboprop safety performance improve in 2017 when compared to their respective five-year rates. Notwithstanding this, accidents involving turboprop aircraft represented 44% of all accidents in 2017 and 83% of fatal accidents.

Turboprop hull loss rates by region of operator (per million departures)

| REGION | 2017 | 2012- 2016 |
|--|-------|------------|
| Africa | 5.70 | 7.38 |
| Asia Pacific | 0.61 | 1.45 |
| Commonwealth of Independent States (CIS) | 16.44 | 20.59 |
| Europe | 0.00 | 0.73 |
| | | |

| | | |
|--|------|------|
| Latin America and the Caribbean | 0.00 | 1.55 |
| Middle East and North Africa | 0.00 | 3.42 |
| North America | 0.94 | 0.98 |
| North Asia | 0.00 | 8.73 |

Progress in Africa

Sub-Saharan Africa continued to make strong progress on safety. Airlines in the region had zero jet hull losses and zero fatal accidents involving jets or turboprops for a second consecutive year. Both the turboprop hull loss rate and the all accident rates declined against the average of the previous five years. However, the turboprop hull loss rate increased compared to 2016 (5.70 vs. 1.52). In turn, this largely was responsible for causing an increase in the all accident rate compared to 2016 (6.87 vs. 2.43).

"Airlines in Sub-Saharan Africa continued to improve their safety performance. The goal is to achieve world-class safety. For a second year in a row, airlines in the region experienced no passenger fatalities and no jet hull losses. But there is still a large gap to cover in the safety performance of the continent's turboprop fleet. Global standards such as the [IATA Operational Safety Audit \(IOSA\)](#) are making a difference. Counting all accidents, the performance of African airlines on the IOSA registry was more than three times better than non-IOSA airlines in the region. That's why we continue to encourage African nations to incorporate IOSA and the [IATA Standard Safety Assessment \(ISSA\)](#) into their safety oversight systems. ISSA, which is intended for those carriers that are not eligible for IOSA, also offers a one-term opportunity to operators of aircraft that would otherwise fall under IOSA, enabling an incremental approach to achieving IOSA," said de Juniac.

In parallel, African governments must accelerate the implementation of ICAO's safety-related standards and recommended practices (SARPS). As of year-end 2017, only 25 African countries had at least 60% SARPS implementation," said de Juniac.

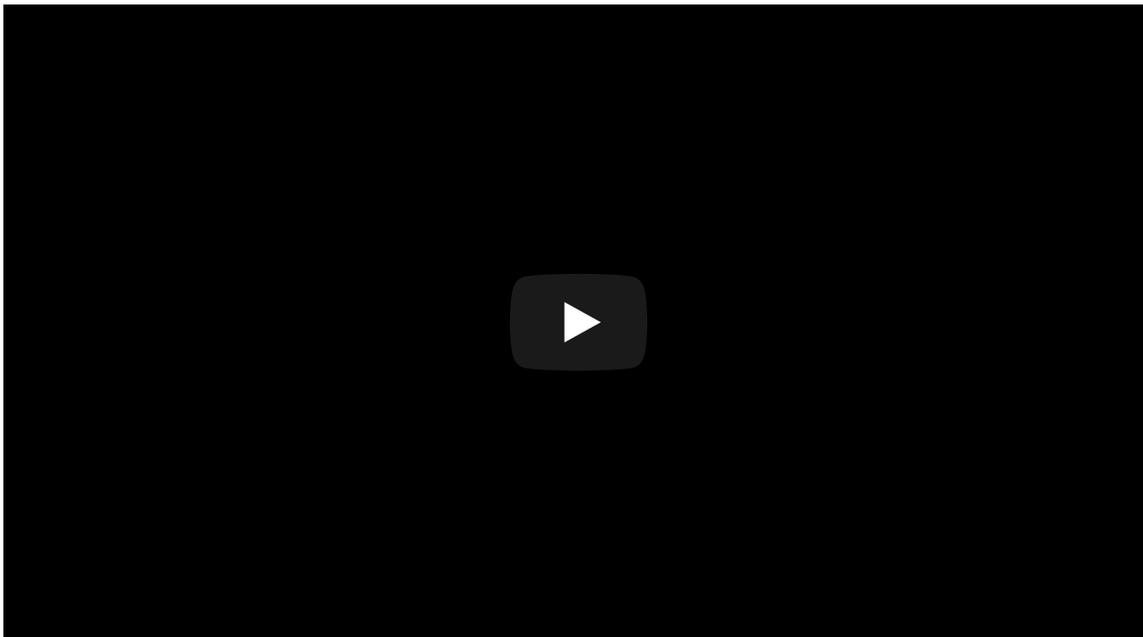
IOSA

In 2017, the all accident rate for airlines on the IOSA registry was nearly four times better than that of non-IOSA airlines (0.56 vs. 2.17) and it was nearly three times better over the 2012-16 period. All IATA member airlines are required to maintain their IOSA registration. There are currently 423 airlines on the [IOSA Registry](#) of which 142 are non-IATA Members. Over the next few years, IOSA will undergo a digital transformation that will enable IOSA airlines to compare and benchmark their performance. In the long run, the digital transformation will help to focus auditing on areas with the highest level of safety risk.

Six-Point Safety Strategy

IATA's [Six Point Safety Strategy](#) is a comprehensive data-driven approach to identify organizational, operational and emerging safety issues:

- › Reducing operational risk such as LOC-I (Loss of Control In-flight), CFIT (Controlled Flight Into Terrain) and RE (Runway Excursions)
- › Enhancing quality and compliance through audit programs
- › Advocating for improved aviation infrastructure such as implementation of performance-based navigation approaches
- › Supporting consistent implementation of Safety Management Systems
- › Supporting effective recruitment and training to enhance quality and compliance through programs such as the IATA Training and Qualification Initiative
- › Identifying and addressing emerging safety issues, such as lithium batteries and integrating remotely-piloted aircraft systems (RPAS) into airspace.



Read the full [Safety Fact Sheet](#)

View the [Safety infographic](#)

For more information, please contact:

Corporate Communications

Tel: +41 22 770 2967

Email: corpcomms@iata.org

Notes for Editors:

- IATA (International Air Transport Association) represents some 280 airlines comprising 83% of global air traffic.
- You can follow us at <http://twitter.com/iata2press> for news specially catered for the media.
- IATA defines an accident as an event where ALL of the following criteria are satisfied:
- The aircraft has sustained major structural damage exceeding \$1 million US or 10% of the aircraft's hull reserve value, whichever is lower, or has been declared a hull loss.
- The aircraft is turbine powered and has a certificated Maximum Take-Off Weight (MTOW) of at least 5,700KG (12,540 lbs.).
- 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, training, maintenance/test flights are all excluded.
- 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.

[i] Fatality figures and flight numbers provided by Ascend Flightglobal

[ii] Includes one accident classified as "propeller."

[iii] Fatality risk measures the exposure of a passenger or crew to a catastrophic accident where all people on board the flight are killed. The calculation of fatality risk does not take into account aircraft size or how many were on board. What is measured is the percentage of those on-board who were killed. This is expressed as fatality risk per millions of flights. The 2017 fatality risk of 0.09 means that on average, a person would have to travel by air every day for 6,033 years before experiencing an accident in which at least one passenger was killed.