The Operator's View

6 June 2023

IATA

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
IATA Members	13	11	11	16
IOSA Carriers	19	13	17	22
Sectors - per million sectors	22.1	25.7	32.2	34.4

IATA
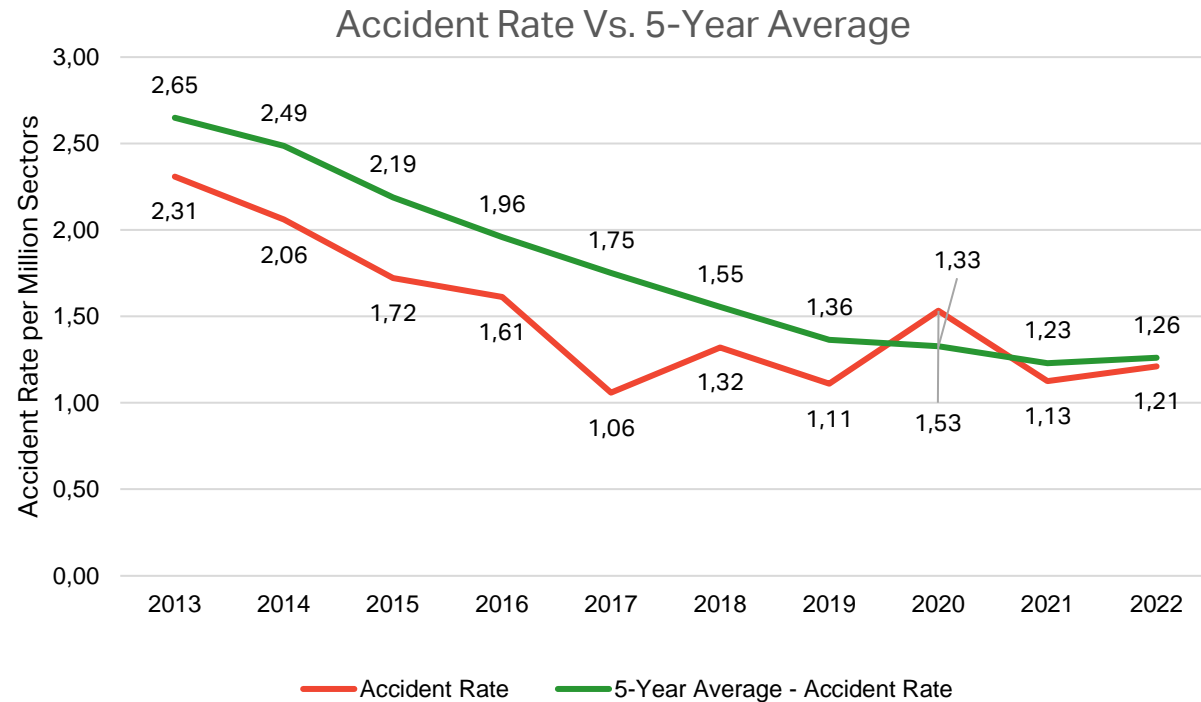
Industry Accident Rate
All accidents per million sectors

Industry Accident Rate
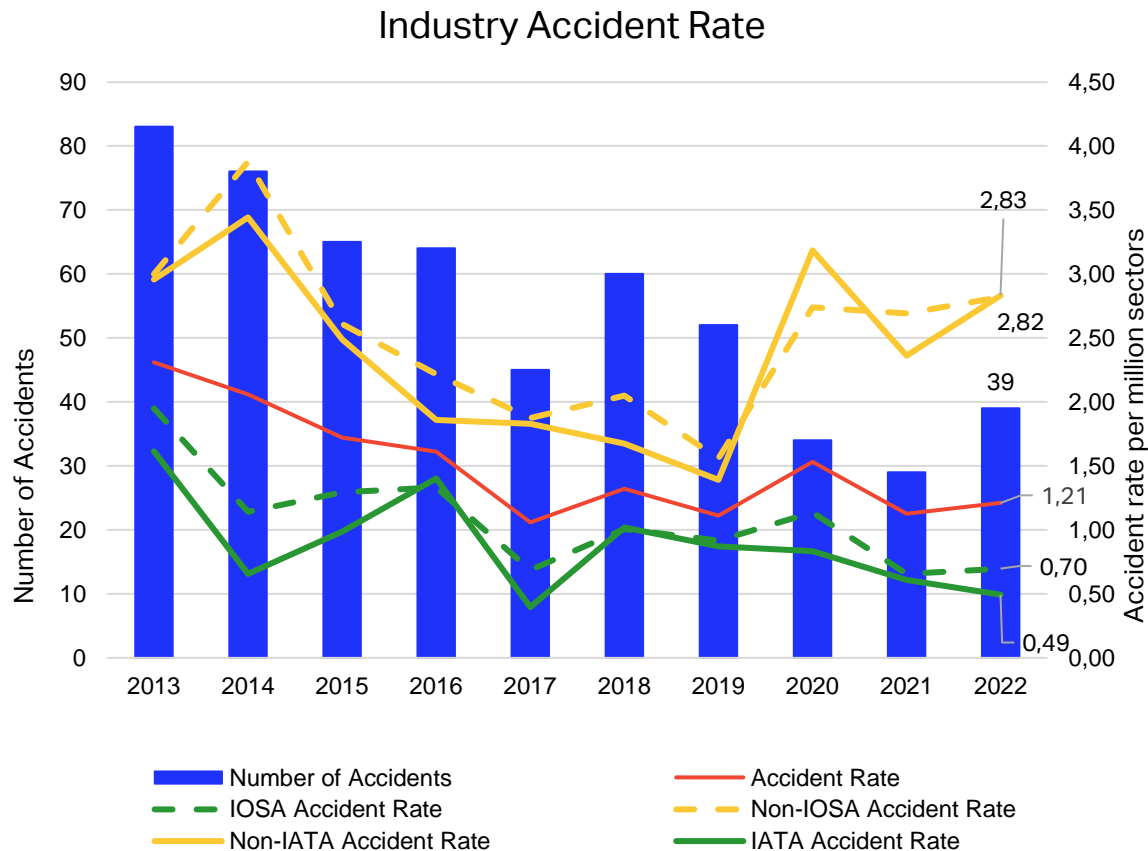
- The industry accident rate went from 1.13 in 2021 up to 1.21 accidents per million sectors in 2022.

- 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.

Source: IATA Safety Report – FY 2022

Longer Term View
All accidents per million sectors

Accident Rate Vs. 5-Year Average

Accident Rate per Million Sectors

Year	Accident Rate	5-Year Average
2013	2,31	2,65
2014	2,06	2,49
2015	1,72	2,19
2016	1,61	1,96
2017	1,06	1,75
2018	1,32	1,55
2019	1,11	1,36
2020	1,53	1,33
2021	1,13	1,23
2022	1,21	1,26

— Accident Rate   — 5-Year Average - Accident Rate

- 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.

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Fatality Risk by Accident Category – 2018-2022
LOC-I caused the highest fatalities during this period
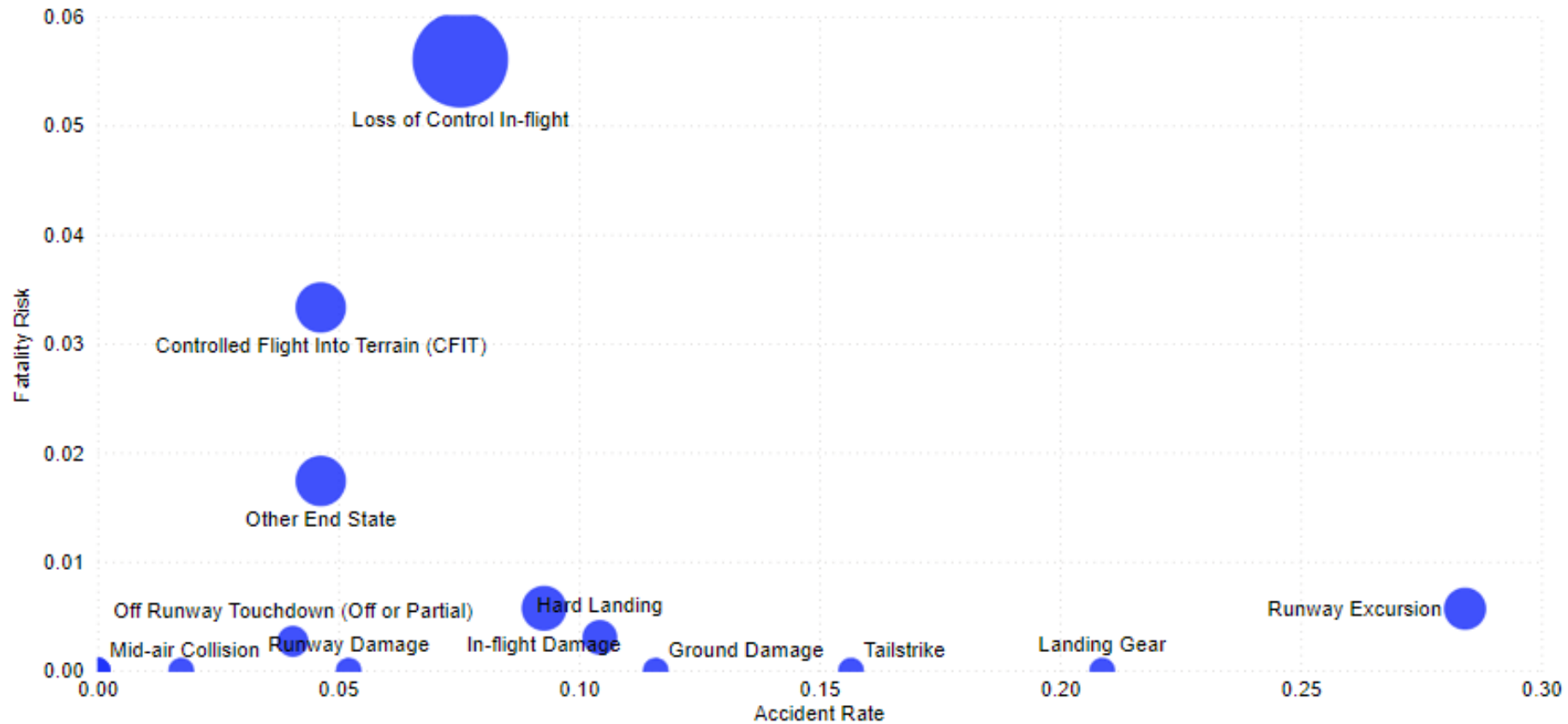
Safety Issues

- Disruptions / Uncertainty

- Capacity Peaks

- Supply chain issues – shortages of parts

- Incorrect Altimeter Setting

- Large Height Deviations

- Post Maintenance Check Flights

- Aircraft diversion/ turnback due to technical failure

- Carriage of PEDs in the cabin

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Safety Issues 2

- Turbulence Encounters

- Integration of certified new entrants – Unmanned aircraft high level ops / low level ops / vicinity of aerodromes

- Unauthorized UAVs in the vicinity of aerodromes

- Fatigue

- Fire / Fumes

- Unavailability of aviation infrastructure

- Cyberattacks

- ETC

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A test for SMS

- Change Management

- Risk Acceptability – Accountable Manager, Nominated Persons

- Is the SMS effective? Mature?

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