

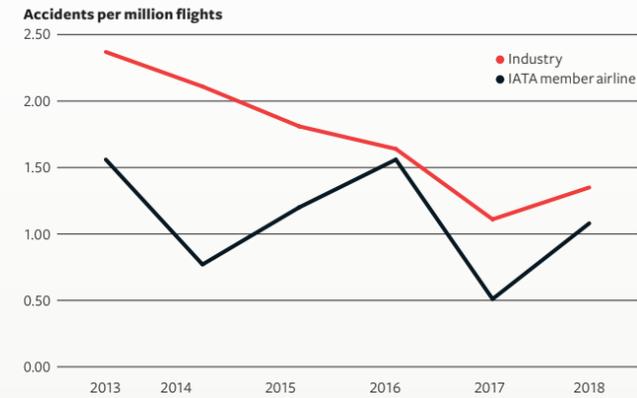
In numbers

2018 AIRLINE SAFETY PERFORMANCE

2019 has so far been a challenging year for airline safety. Airlines **will not compromise** on safety and it will always be our **number one priority**. Evidence for the industry's commitment to safety lies in the **overall 5-year accident trend**, which continues to **improve**.



All Accident Rate - Industry vs. IATA: The All Accident rate is calculated as the number of accidents per million sectors. This is the most comprehensive of the accident rates calculated by IATA.



IOSA Registered Carriers vs. non-IOSA: The accident rate for IOSA-registered airlines is more than 3 times lower than that for non-IOSA-registered airlines between 2011 and 2015.



4,300,000,000

2018 saw **4.3 billion passengers** fly safely on **46.1 million flights**



In 2018, the all accident rate for airlines on the IOSA registry was more than **two times lower** than that of non-IOSA airlines



The **all accident rate** (measured in accidents per 1 million flights) was **1.35**, which was the equivalent of one accident for every **740,000** flights. This was an improvement over the all accident rate of **1.79** for the previous five-year period (2013-2017), but a decline compared to **2017's record** performance of 1.11.



Accident Overview:

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	2013	2014	2015	2016	2017	2018	Average 2013-2017
Yearly flights (millions)*	36.3	36.5	36.9	39.0	41.3	46.1	38.0
Total accidents	87	77	67	64	46	62	68.0
Fatal accidents	14	12	4	8	6	11	8.8
Fatalities**	178	641	136	198	19	523	49.3

*Flight information provided by Ascend FlightGlobal. Flight numbers are updated with the most accurate counts available at the time of production of this document. Numbers may vary slightly when compared to previous releases of this document.
**Fatality figures provided by Ascend FlightGlobal



The world turboprop hull loss rate was **0.60 per million flights**, which was an improvement over **1.23** in 2017 and also over the 5-year rate (2013-2017) of **1.83**.

IATA defines 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, training, maintenance/test flights are all excluded.
- The aircraft is turbine powered and has a certificated Maximum Take-Off Weight (MTOW) of at least 5,700KG (12,540 lbs.).
- The aircraft has sustained major structural damage exceeding \$ 1 million or 10% of the aircraft's hull reserve value, whichever is lower, or has been declared a hull loss.