Global Safety Report

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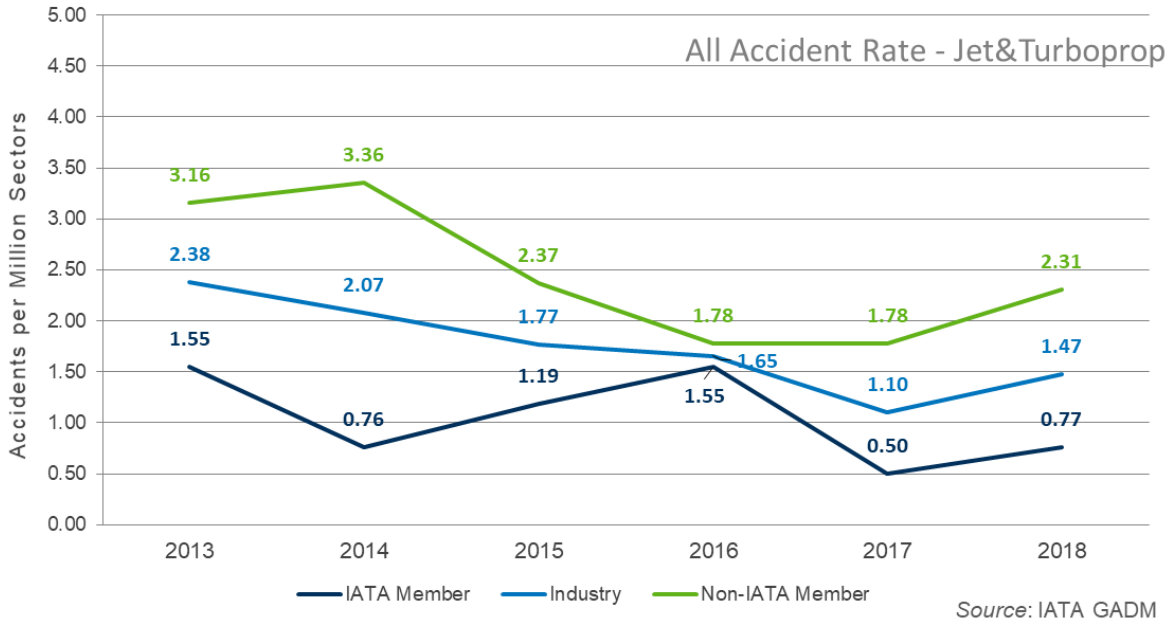
IASS 2018

All Accidents Overview 2018 (Jan – Jun)

	2018 (Jan – Jun)
Total Accidents	32
Accidents Involving IATA Members	9
Total Jet Hull Losses	2
Total Turbo-Prop Hull Losses	3
Total Fatal Accidents	5
Fatalities	301

Industry Accident Rate Increased At The Highest Rate For 5 Years

All Accidents per Million Sectors 2013 to 1st July 2018

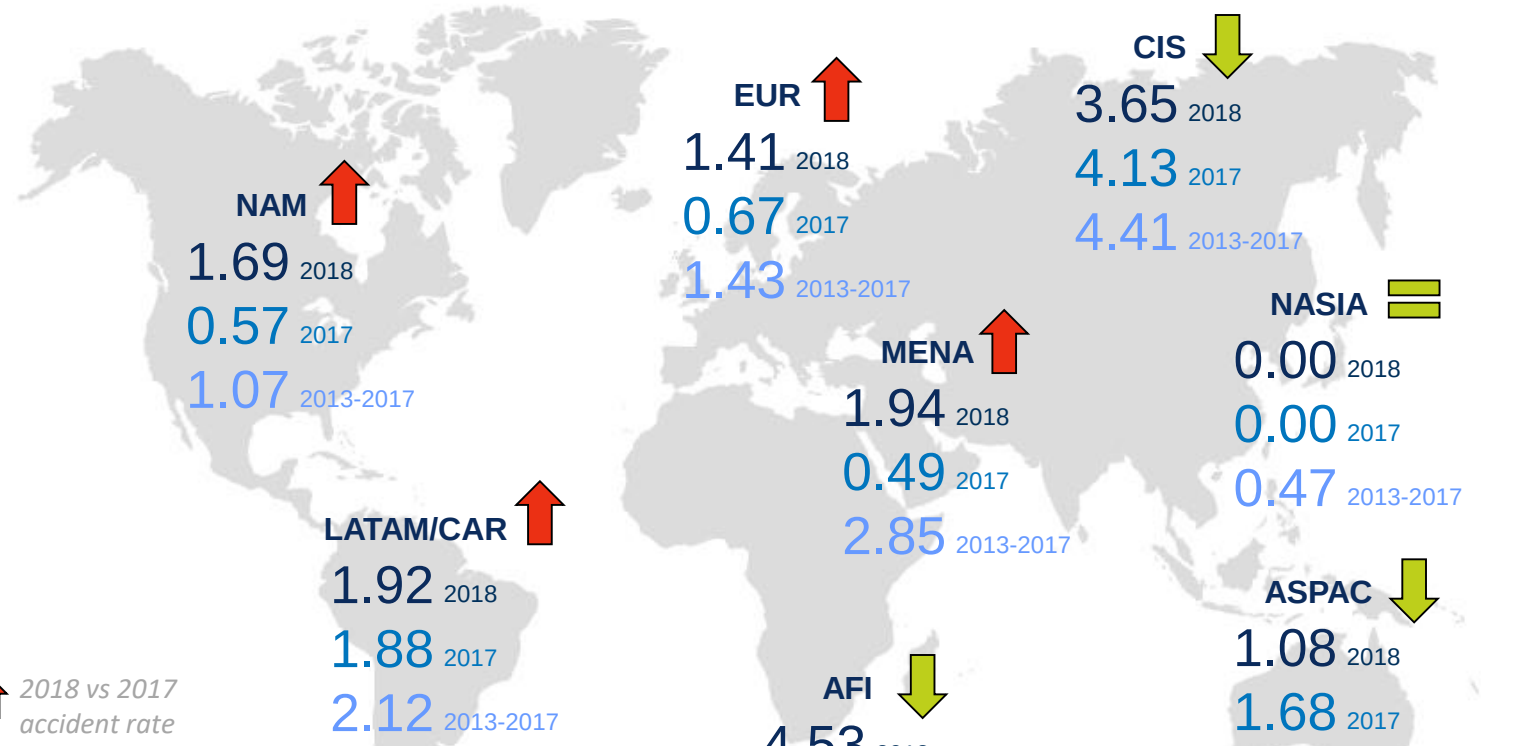


Source: IATA GADM

Breaking a five year downward trend, and across all categories of the industry, the first half of 2018 has seen the accident rate increase over 2017, which had reached the historical minimum with 45 accidents in the whole year

In 4 of 8 IATA Regions the Accident Rate Increased

All Accident Rate per Region of Operator as at 1st July 2018

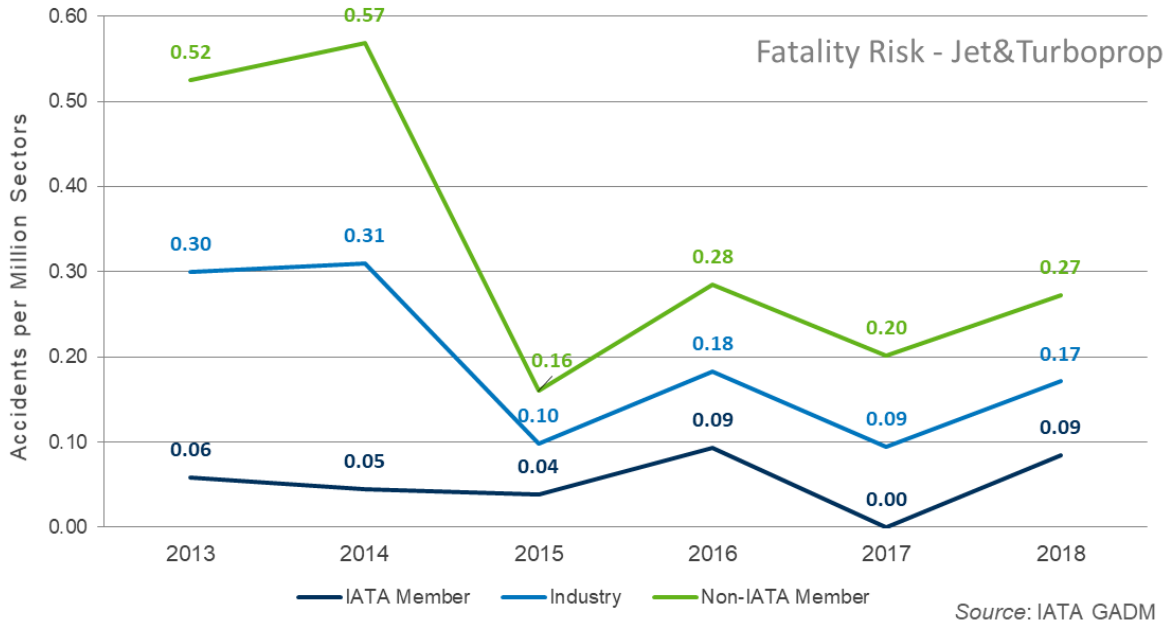


	World	IATA Members
2018	1.47	0.77
2017	1.10	0.50
2013-2017	1.77	1.10

Source: IATA GADM

Overall Increase in Fatality Risk

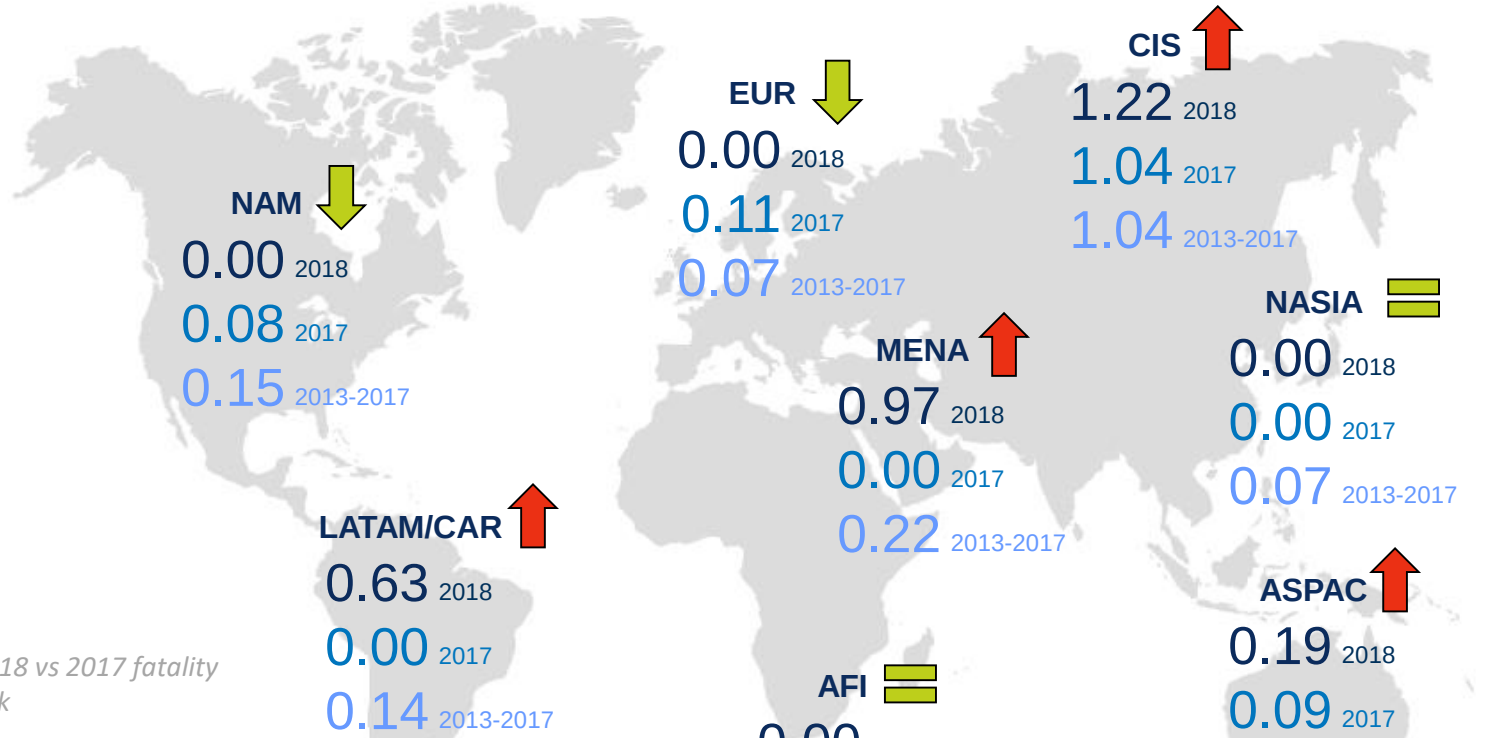
Fatality Risk (Full-Loss Equivalents per Million Sectors)



Across all categories of the industry, the first half of 2018 has seen the fatality risk increase from 2017, with a total of 301 fatalities recorded thus far.

In 4 of 8 IATA Regions Fatality Risk Increased

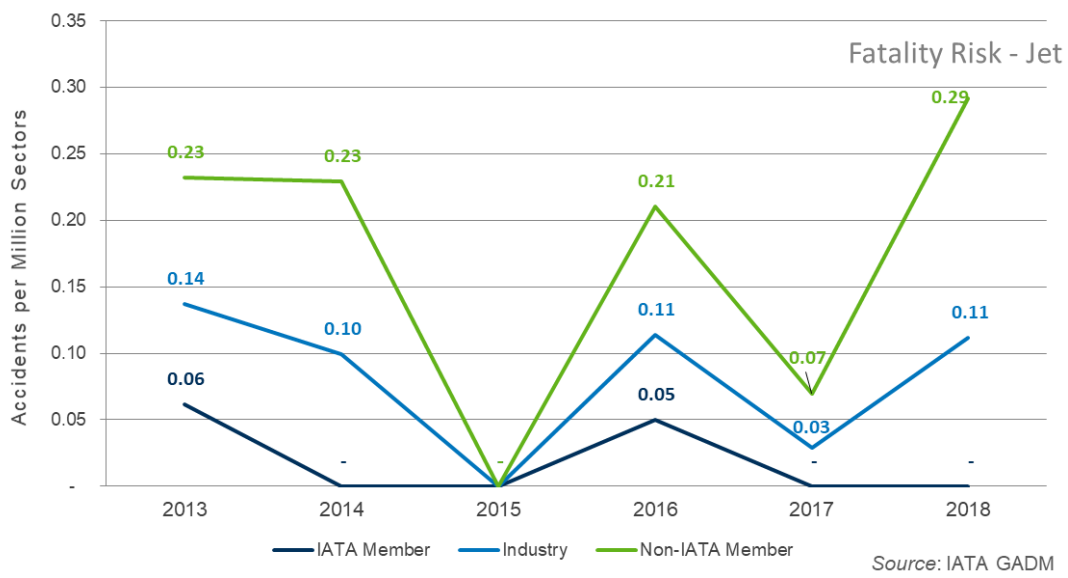
Fatality Risk per Region of Operator as at 1st July 2018



	World	IATA Members
2018	0.17	0.09
2017	0.09	0.00
2013-2017	0.19	0.05

Jet Fatality Risk Increased

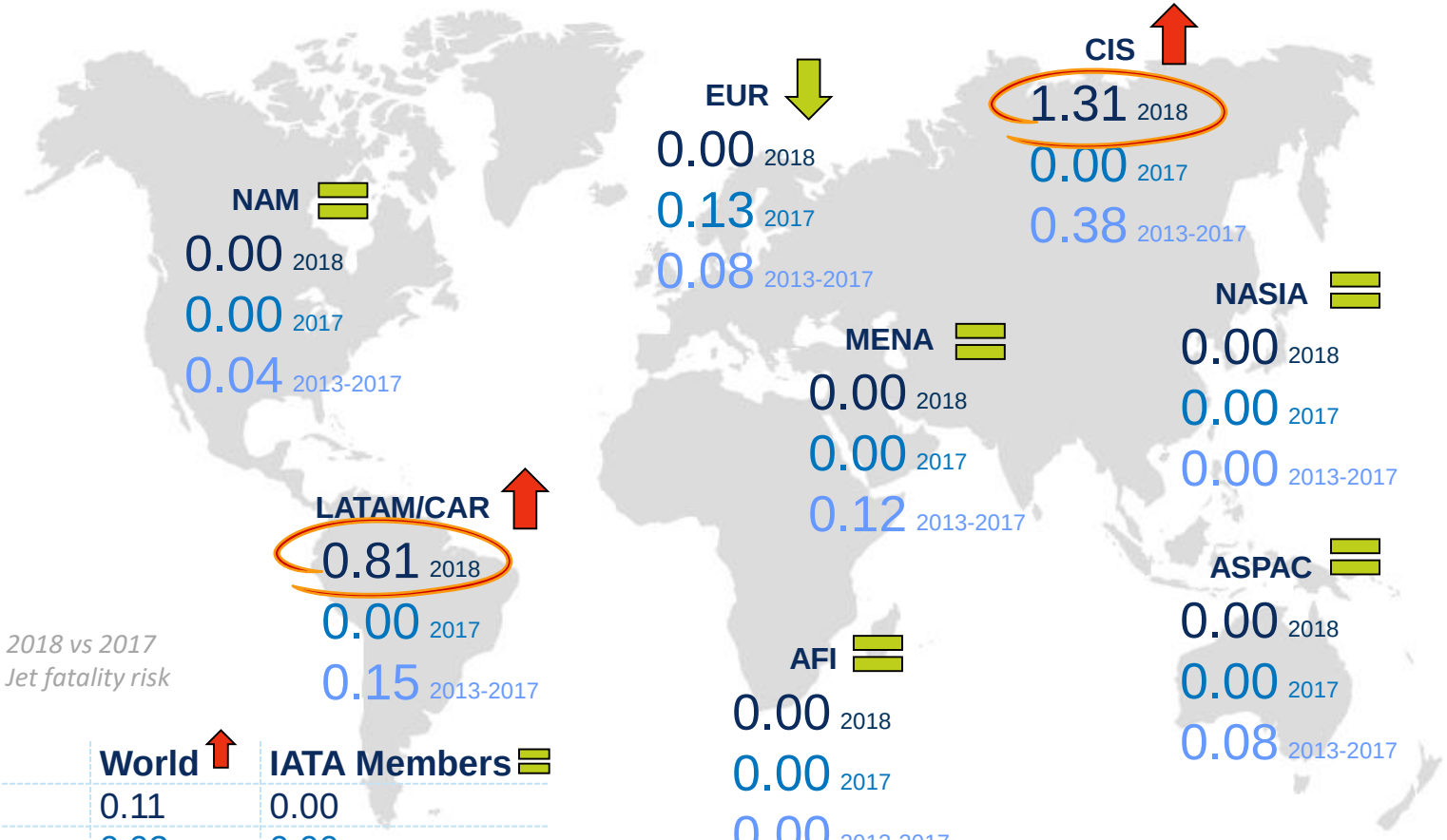
Jet Fatality Risk (Full-Loss Equivalents per Million Sectors)



Across all categories of the industry, the first half of 2018, has seen the fatality risk for jet aircraft increase from 2017. This is mainly due to the two LOC-I accidents in CIS (Russia) and LATAM-CAR (Cuba)

Jet Fatality Risk Increased in CIS and LATAM-CAR

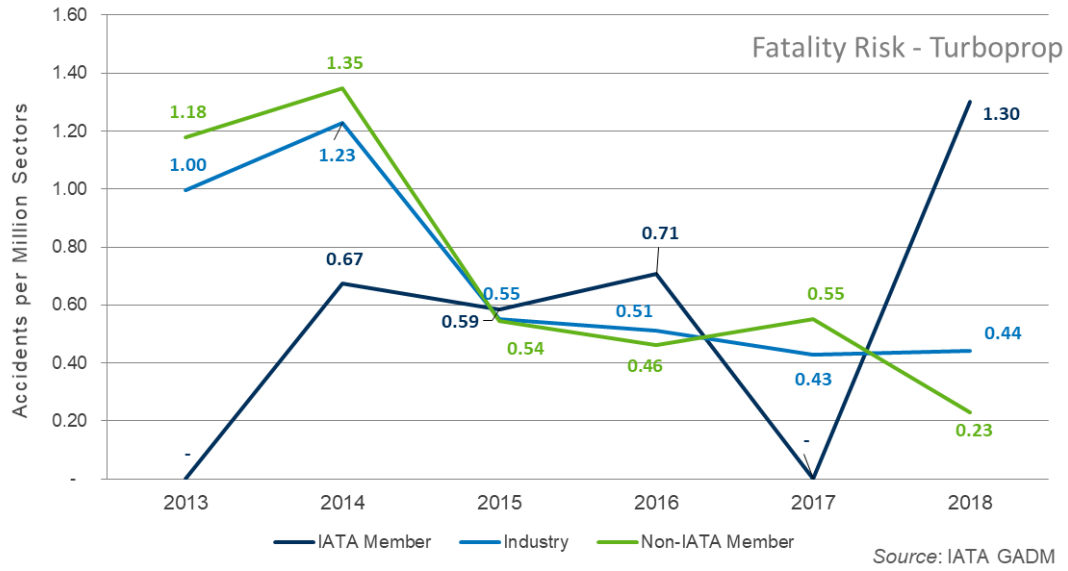
Jet Fatality Risk per Region of Operator as at 1st July 2018



	World	IATA Members
2018	0.11	0.00
2017	0.03	0.00
2013-2017	0.07	0.02

Turboprop Fatality Risk Increased

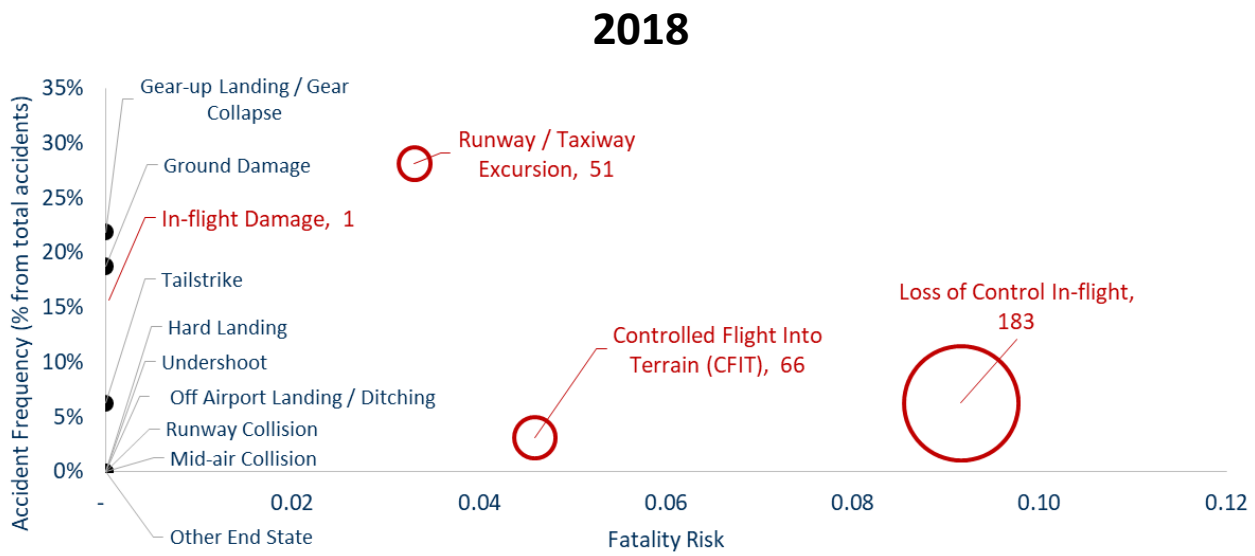
Turboprop Fatality Risk (Full-Loss Equivalents per Million Sectors)



IATA members experienced an increase in the turboprop fatality risk in the first half of 2018 due to the CFIT accident that occurred in MENA (Iran), which had no survivors

LOC-I and CFIT Caused the Most Fatalities in 2018

Fatality Risk by Accident Category in 2018

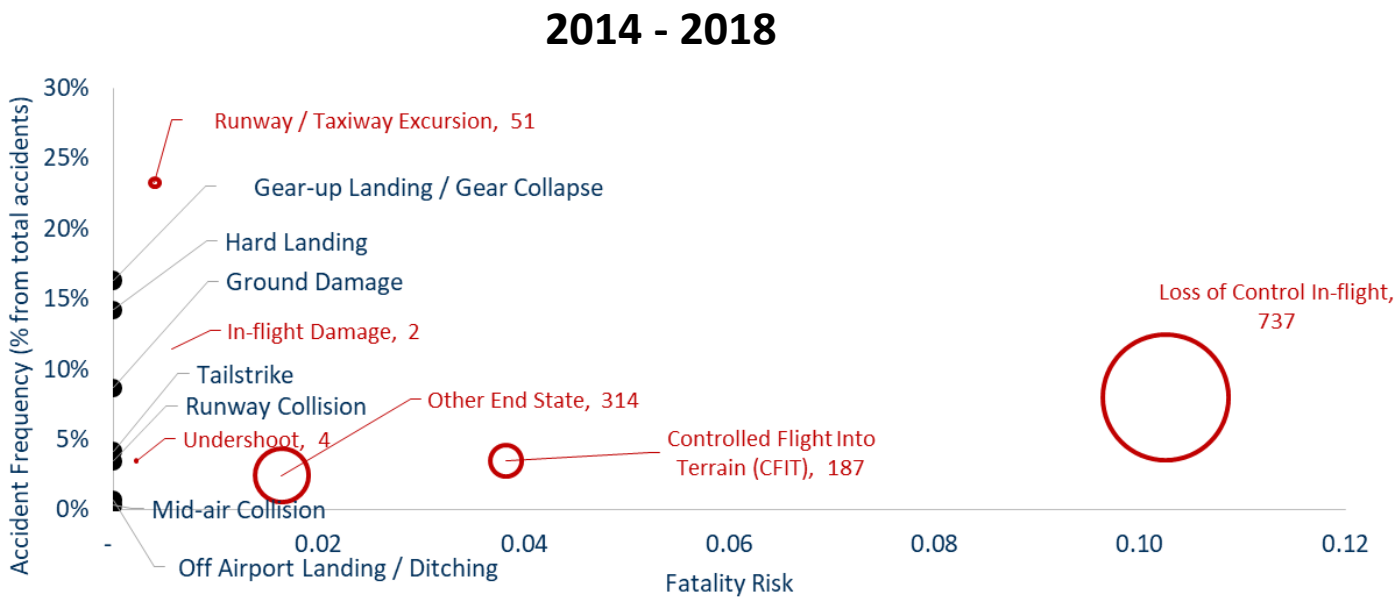


In the first half of 2018 RWY Excursion became a fatal accident category after four years of non fatal events

Note:
(1) The area of the bubble indicates the number of fatalities associated with the particular accident category, the value is displayed
(2) Fatality Risk: number of full-loss equivalents per 1 million flights
(3) Accidents not involving fatalities are displayed on this graph as black circles

LOC-I and CFIT Caused the Most Fatalities from 2014 to 2018

Fatality Risk by Accident Category from 2014 to 2018



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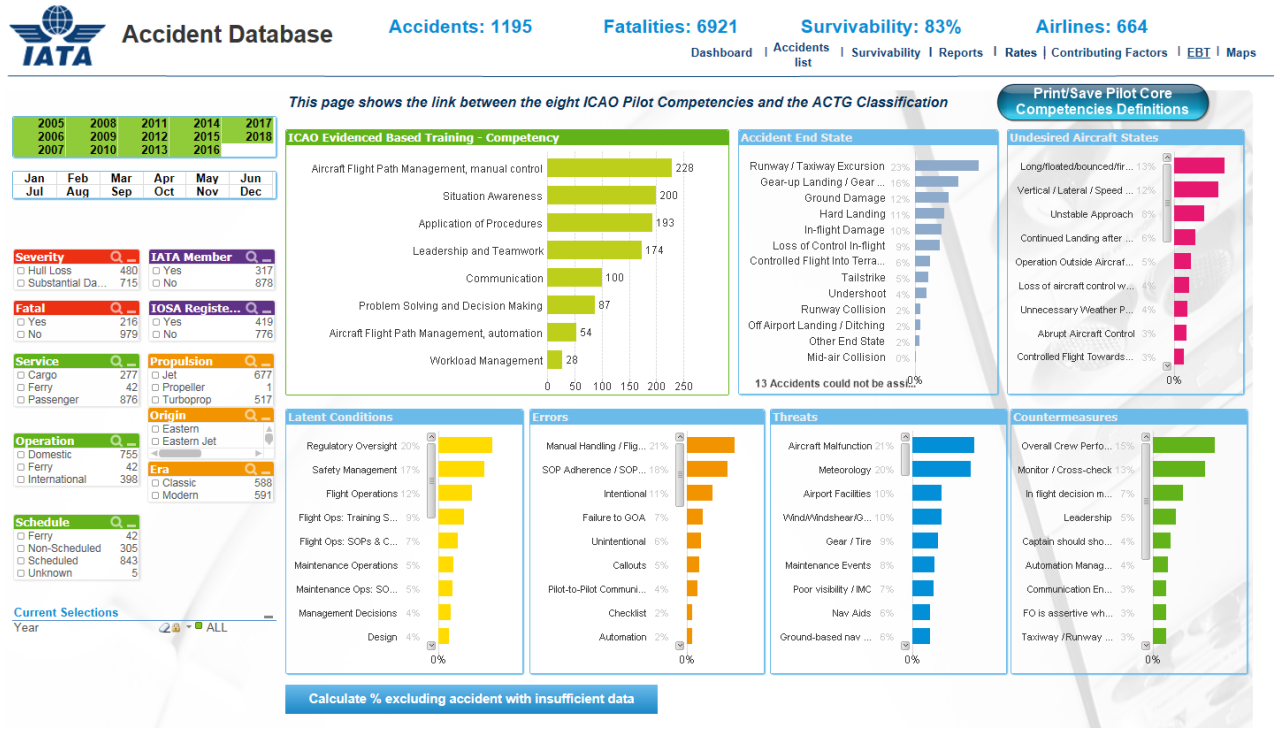
Pilot Competencies Mapped

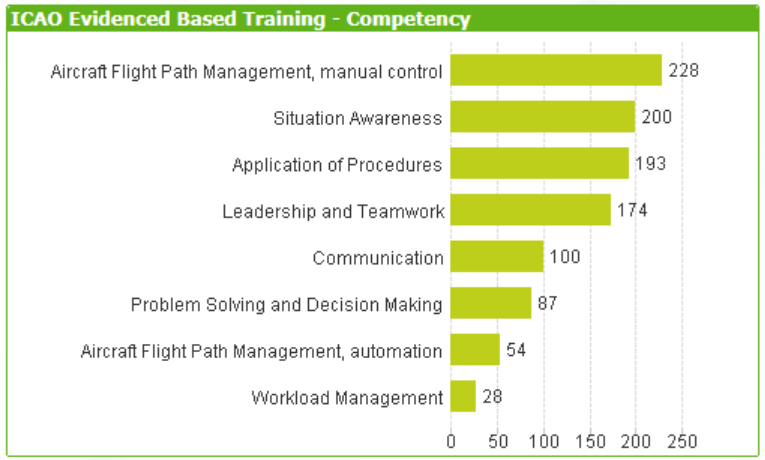
The GADM Accident Database

ICAO Pilot Competencies mapped to accident contributory factors for Evidence Based Training



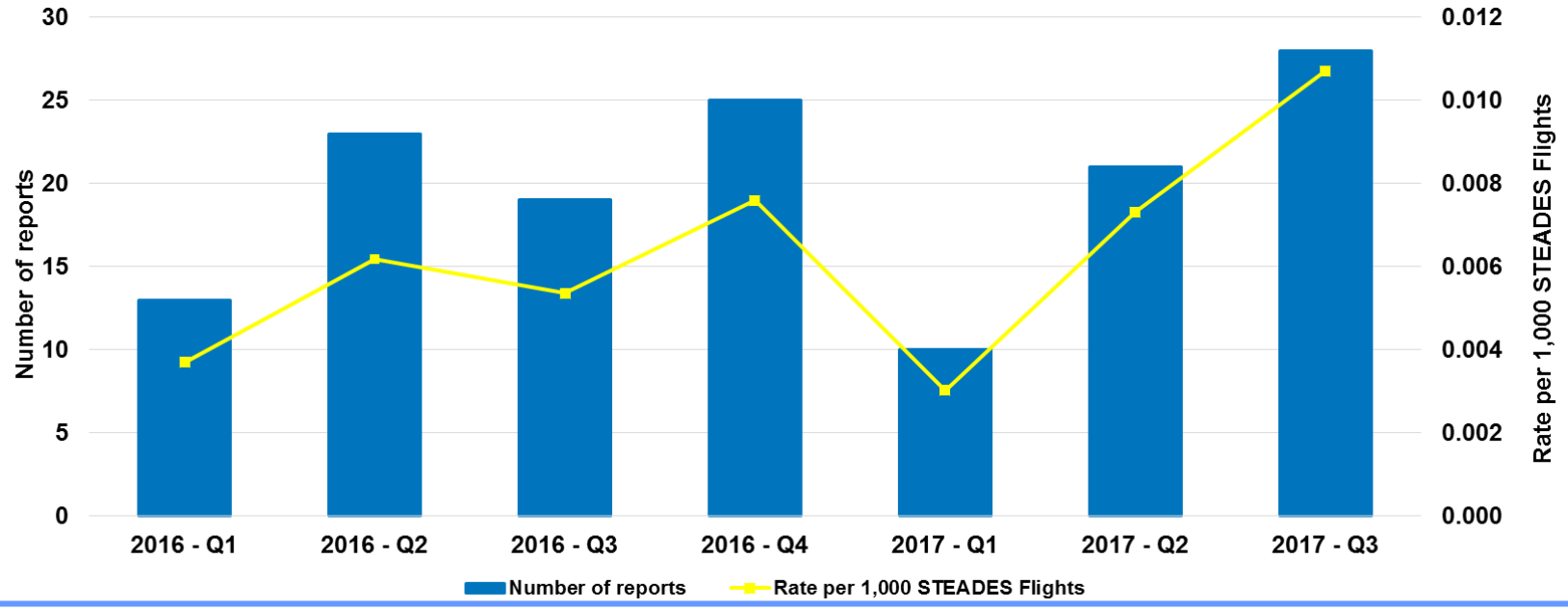
Accidents from 2005 to 2018 where pilot competency was a contributory factor

Flight path management and manual handling is the most common followed by situational awareness and SOPs.



Incorrect Line-up rates increasing

Despite the decrease in the number of reports in the first quarter of year 2017, IATA's analysis of incorrect line up report rates has shown, an overall increasing trend up to 0.011 reports per 1,000 flights in 2017 –Q3.



A list of events in 2018 (AvHerald)

- LATAM A321 at Sao Paulo on Sep 26th 2018, landed on wrong runway
- American A320 at Fort Myers on Aug 30th 2018, approached wrong airport, went around
- Wings AT72 at Sintang on Jun 19th 2018, landed at wrong airport
- Vueling A320 at Hamburg on May 11th 2018, ATC prevents landing on wrong airport
- Tunis A320 at Frankfurt on Sep 15th 2018, nearly landed on taxiway
- Vietnam A321 at Nha Trang on Apr 29th 2018, landed on runway under construction
- Aeromexico B738 at San Francisco on Jan 9th 2018, lined up for wrong runway
- Horizon DH8D at Pullman Moscow on Dec 29th 2017, landed on taxiway

**The above links are from external sources and should not be associated / interpreted as GADM data.*

Key findings

- Our findings agree with the FAA Air Traffic Organization (ATO) which advised of an increase in, “Wrong Surface Landing Incidents” in the USA National Airspace System (NAS).
- STEADES database identified the United States as having had the highest number of incorrect line-up reports (90).
- Whilst prevalent in the USA, it is however a global systemic issue.
- 90% of all reports involved parallel runways
- Visual approaches and late runway changes are AOVs.
- Expectation Bias a clear issue

Action is Critical

- SMS
- Integration of AOVs into SPIs
- Training for effectiveness

Thank You