ICAO

SAFETY

Safety Report

2016 Edition

A Coordinated, Risk-based Approach to Improving Global Aviation Safety

The air transport industry plays a major role in global economic activity and development. One of the key elements to maintaining the vitality of civil aviation is to ensure safe, secure, efficient and environmentally sustainable flight at the global, regional and national levels.

A specialized agency of the United Nations, the International Civil Aviation Organization (ICAO) was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world.

ICAO sets the Standards and Recommended Practices (SARPs) necessary for aviation safety, security, efficiency and environmental protection on a global basis. ICAO is the primary forum for co-operation in all fields of civil aviation among its 191 Member States.

Improving the safety of the global air transport system is ICAO's guiding and most fundamental Strategic Objective. The Organization works constantly to address and enhance global aviation safety through coordinated activities and targets through its Global Aviation Safety Plan (GASP), available from the ICAO web site (www.icao.int).

The GASP initiatives are monitored by ICAO's detailed appraisal of global and regional aviation safety metrics on the basis of established risk management principles—a core component of contemporary State Safety Programmes (SSP) and Safety Management Systems (SMS). In all of its coordinated safety activities, ICAO strives to achieve a balance between assessed risk and the requirements of practical, achievable and effective risk mitigation strategies.

This report provides updates on safety indicators including accidents occurring in 2015 and related risk factors, taking as a benchmark the analysis in previous reports.

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Note:

The ICAO RASG regions are used in the report and are listed in Appendix 2. This document focuses primarily on scheduled commercial flights. The scheduled commercial flights data was based on the Official Airline Guide (OAG) combined with internal ICAO preliminary estimates.

Contents

Executive Summary

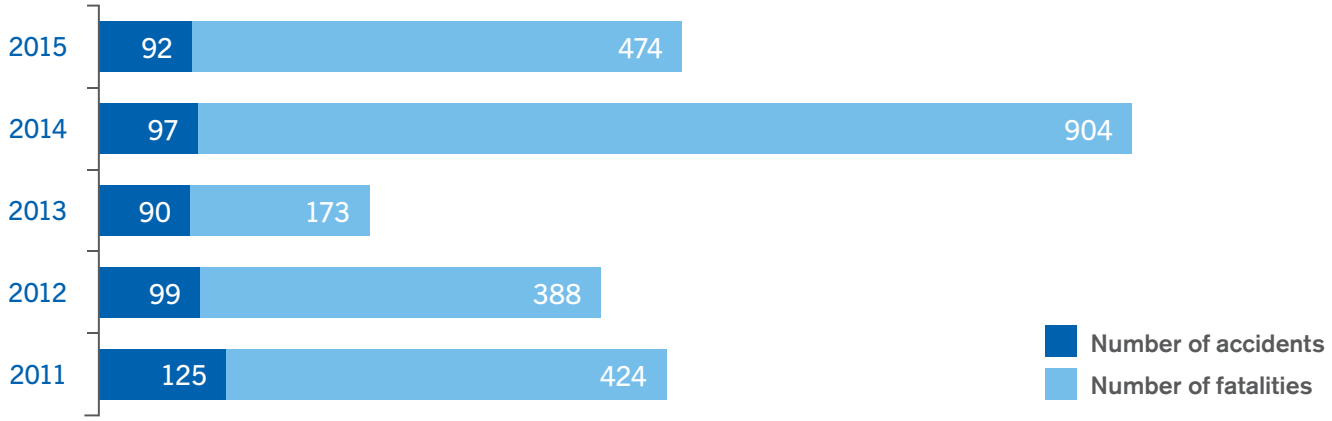
The year-over-year accident statistics indicate a decrease in the overall number of accidents as well as the accident rate. Compared to 2014, the number of accidents (as defined in Annex 13—*Aircraft Accident and Incident Investigation* involving aircraft with a certificated maximum take-off weight (MTOW) of over 5700 kg and reviewed by the ICAO Safety Indicators Study Group, SISG) decreased by 5% in 2015 to 92. Furthermore, the global accident rate involving scheduled commercial operations decreased by 7%, from 3.0 accidents per million departures in 2014 to 2.8 accidents per million departures in 2015.

The 474 fatalities in 2015 represent a substantial decrease from the 904 fatalities in 2014, despite the tragic events of the Germanwings and Metrojet accidents which caused significant loss of life. The number of fatal accidents decreased in 2015 to just 6, the lowest in the past five years.

The aviation community remains focused on achieving the highest level of cooperation among the various safety stakeholders. To keep pace with expansion and progress sector-wide, ICAO continues to promote the development and implementation of new safety initiatives. The second High-level Safety Conference (HLSC) held in February 2015 was also instrumental in discussing and setting the agenda for safety matters in the upcoming years in many areas such as aircraft tracking, conflict zones, and safety information sharing.

ICAO is committed to improving aviation safety and enabling seamless cooperation and communication among stakeholders. ICAO continues to collaborate with established regional bodies/organizations, such as Regional Aviation Safety Groups (RASGs) and Regional Safety Oversight Organizations (RSOOs), and to promote and develop the capacity building and implementation support necessary to address emerging safety issues.

Chart 1: Accident Records: 2011–2015 Scheduled Commercial Flights



The Bottom Line

The reduction in accident rate to 2.8 accidents per million departures, a 7% decrease compared to 2014, represents the lowest rate in recent history. Extremely notable was that the RASG-AFI region did not have any fatal accidents in 2015 and three of the five RASG regions each experienced only a single fatal accident in 2015.

ICAO is working in partnership with the international aviation community to achieve future safety improvements, with an emphasis to improve safety performance. This report provides a summary of key indicators with reference to the 2011–2015 period.

Safety Oversight

USOAP CMA Status

Each ICAO Member State should establish and implement an effective safety oversight system that reflects the shared responsibility of States and the broader aviation community, to address all areas of aviation activities. The Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) measures the effective implementation of a State's safety oversight system.

To standardize the conduct of audits under USOAP CMA, ICAO has established protocol questions (PQs) that are based on the Chicago Convention, safety-related ICAO Standards and Recommended Practices (SARPs) established in the Annexes to the Convention, Procedures for Air Navigation Services (PANS), ICAO documents and guidance material. Each PQ contributes to assessing the effective implementation of one of the eight CEs in one of the eight audit areas. The use of standardized PQs ensures transparency, quality, consistency, reliability and fairness in the conduct and implementation of USOAP CMA activities.

A comprehensive analysis of USOAP results can be found in the Report on Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) Results - 1 January 2013 to 31 December 2015.

Chart 2: Global Audit Results

Average effective implementation percentage (EI%) of safety oversight systems by audit area

Figure 1: USOAP State Performance

States, listed in alphabetical order, with an EI **above** the global average of 63 per cent.

States with an EI **above** the global average as of 31 December, 2015.

Argentina
Armenia
Australia
Austria
Bahrain
Belgium
Belize
Bolivia (Plurinational State of)
Bosnia and Herzegovina
Brazil
Brunei Darussalam
Bulgaria
Canada
Cape Verde
Chile
China
Colombia
Costa Rica
Cote d'Ivoire
Croatia
Cuba
Cyprus
Czech Republic
Democratic People's Republic of Korea
Denmark
Dominican Republic
Ecuador
El Salvador
Estonia
Ethiopia
Finland
France
Gambia
Germany
Ghana
Greece
Guatemala
Honduras
Hungary
Iceland
India
Iran (Islamic Republic of)
Ireland
Israel
Italy
Jamaica
Japan
Kazakhstan
Kenya
Kuwait
Kyrgyzstan
Lao People's Democratic Republic
Latvia
Lithuania
Luxembourg
Malaysia
Maldives
Malta
Mauritania
Mexico
Mongolia
Morocco
Myanmar
Netherlands
New Zealand
Nicaragua
Nigeria
Norway
Oman
Pakistan
Panama
Peru
Poland
Portugal
Republic of Korea
Republic of Moldova
Romania
Russian Federation
Saudi Arabia
Serbia
Singapore
Slovakia
Slovenia
South Africa
Spain
Sri Lanka
Sudan
Sweden
Switzerland
Trinidad and Tobago
Tunisia
Turkey
Turkmenistan
Ukraine
United Arab Emirates
United Kingdom of Great Britain and Northern Ireland
United States of America
Uzbekistan
Venezuela (Bolivarian Republic of)

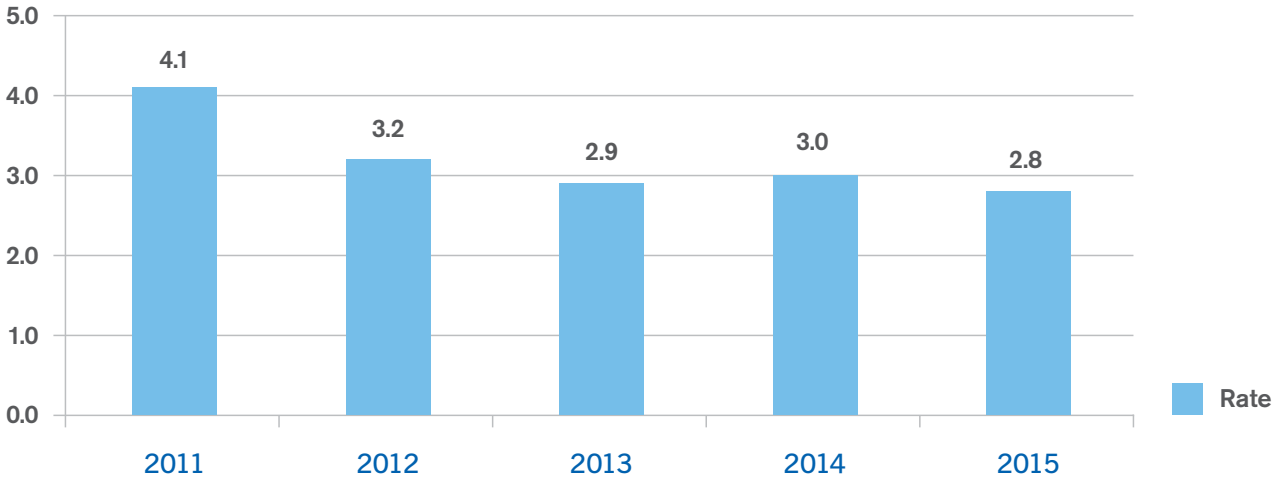
Accident Statistics

ICAO's primary indicator of safety in the global air transport system is the accident rate based on scheduled commercial operations involving aircraft with an MTOW above 5700 kg. Aircraft accidents are reviewed by the ICAO SISG and categorized using the definition provided in Annex 13 to the Chicago Convention—Aircraft Accident and Incident Investigation.

Departures data is comprised of scheduled commercial operations that involve the transportation of passengers, cargo and mail for remuneration or hire and is a preliminary estimate solely for the calculation of accident rates.

The chart below shows the accident rate trend (per million departures) over the previous five years, with 2015 having an accident rate of 2.8 accidents per million departures, the lowest recorded over the last few years.

Chart 3: Global Accident Rates (accidents per million departures)



Regional Accident Statistics

To further analyze the state of aviation safety, the accident data for scheduled commercial air transport is categorized according to RASG regions. The tables below provides details on the state of aviation safety in different RASGs for 2015 in the context of global outcomes.

Table 1: Departures, accidents and fatalities by RASG region

RASG	Estimated Departures (in millions)	Number of accidents	Accident rate (per million departures)	Fatal accidents	Fatalities
AFI	0.8	6	7.3	0	0
APAC	9.8	24	2.5	3	98
EUR	8.1	24	3.0	1	150
MID	1.2	3	2.5	1	224
PA	13	34	2.6	1	2
WORLD	**33**	**92**	**2.8**	**6**	**474**

Table 2: Share of traffic and accidents by RASG region

RASG	Share of Traffic	Share of Accidents
AFI	2%	7%
APAC	30%	26%
EUR	25%	26%
MID	3%	3%
PA	40%	37%

Note: One accident occurred in Oceanic airspace and is not attributed to any region.

(RASG regions are shown in Appendix 2.)

GSIE Harmonized Accident Rate

In the spirit of promoting aviation safety, the Department of Transportation of the United States, the Commission of the European Union, the International Air Transport Association (IATA) and ICAO signed a Memorandum of Understanding (MoU) on a Global Safety Information Exchange (GSIE) on 28 September 2010 during the 37th Session of the ICAO Assembly. The objective of the GSIE is to identify information that can be exchanged between the parties to enhance risk reduction activities in the area of aviation safety.

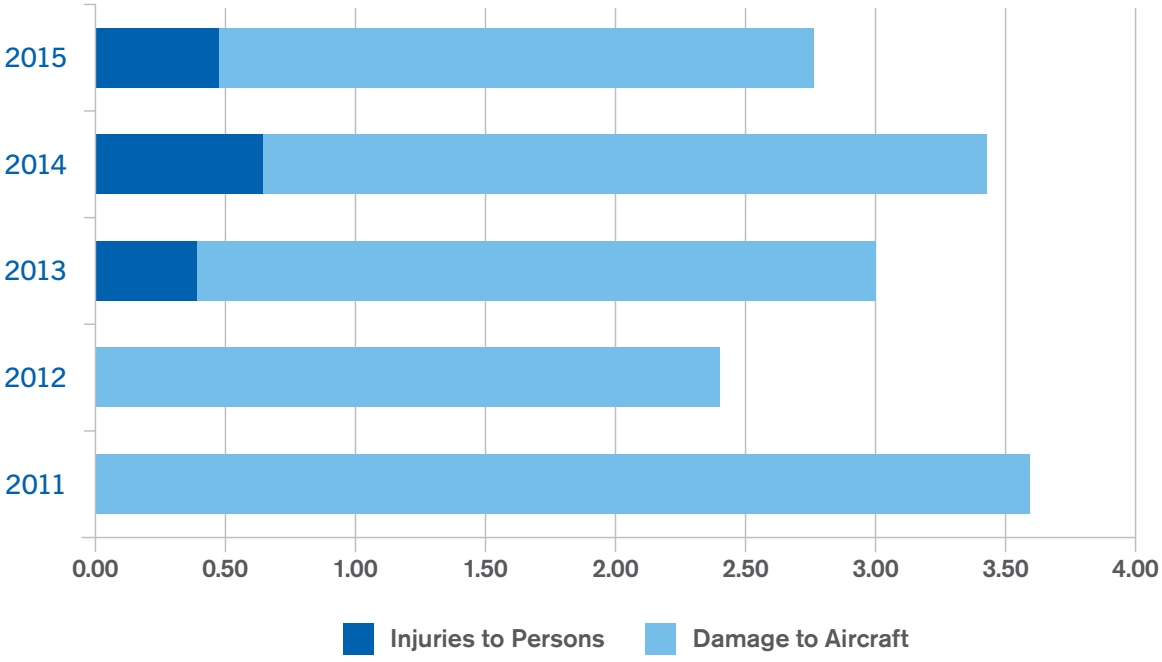
The GSIE developed a harmonized accident rate beginning in 2011. This was accomplished through close cooperation between ICAO and IATA to align accident definitions, criteria and analysis methods used to calculate the harmonized rate, which is considered a key safety indicator for commercial aviation operations worldwide. The joint analysis includes accidents meeting the ICAO Annex 13—*Aircraft Accident and Incident Investigation* criteria for all typical commercial airline operations for scheduled and non-scheduled flights.

Starting in 2013, ICAO and IATA have increasingly harmonized the accident analysis process and have developed a common list of accident categories to facilitate the sharing and integration of safety data between the two organizations.

Harmonized Analysis of Accidents

A total of 104 accidents were considered as part of the harmonized accident criteria in 2015. These include scheduled and non-scheduled commercial operations, including ferry flights for aircraft with an MTOW above 5700 kg. The GSIE harmonized accident rate for the period from 2011 (the first year the rate was calculated) to 2015 is shown below. As of 2013, a breakdown of the rate in terms of the operational safety component covering accidents involving damage to aircraft and the medical/injury component pertaining to accidents with serious or fatal injuries to persons, but little or no damage to the aircraft itself, is also presented.

Chart 4: GSIE Harmonized Accident Rate (accidents per million sectors)



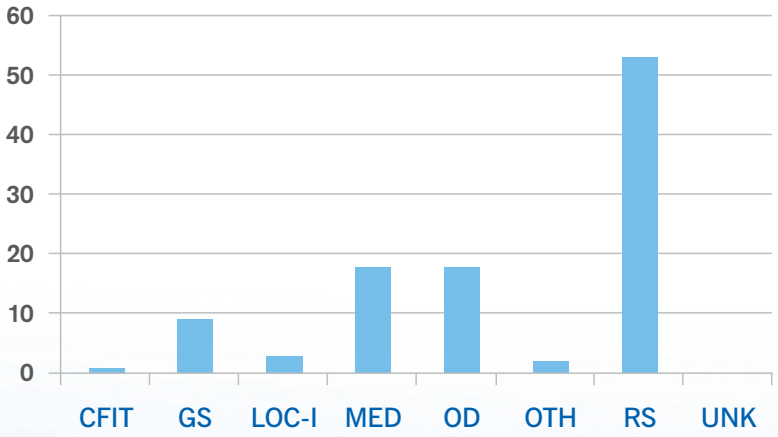
Definitions and Methods

In order to build upon the harmonized accident rate presented in the last two safety reports, ICAO and IATA worked closely to develop a common taxonomy that would allow for a seamless integration of accident data between the two organizations. A detailed explanation of the harmonized accident categories and how they relate to the Commercial Aviation Safety Team/ICAO Common Taxonomy Team (CICTT) occurrence categories can be found in Appendix 3.

Accidents by Category

Differences between the approaches of the ICAO (CICTT Occurrence Categories) and IATA (Flight-crew centric Threat and Error Management Model) classification systems required the harmonization of accident criteria being used. The breakdown of accidents by harmonized category can be seen in chart 5 below.

Chart 5: Accidents by Category



Accident Categories

Controlled Flight into Terrain (CFIT)
Loss of Control in-Flight (LOC-I)
Runway Safety (RS)
Ground Safety (GS)
Operational Damage (OD)
Injuries to and/or Incapacitation of Persons (MED)
Other (OTH)
Unknown (UNK)

Full details of categories can be found in Appendix 3

Accidents by Region of Occurrence

A harmonized regional analysis is provided using the ICAO RASG regions. The number of accidents and harmonized accident rate by region are shown in charts 6 and 7 below:

Chart 6: Number of Accidents

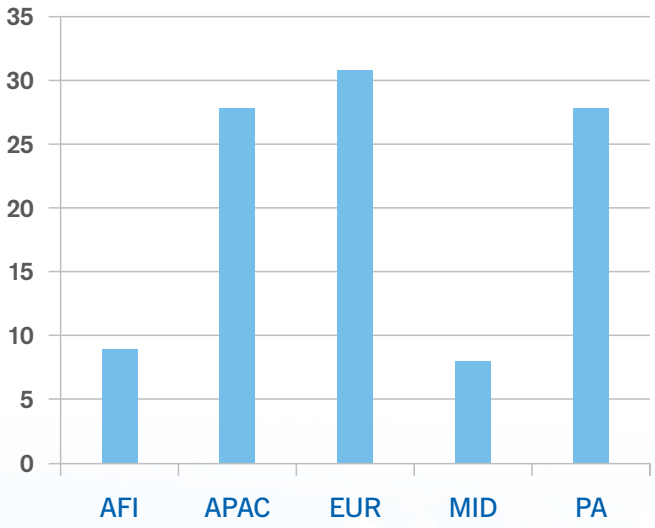
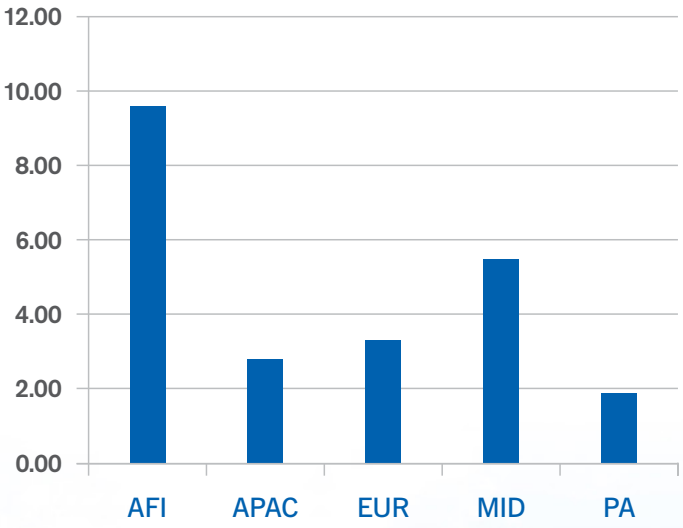


Chart 7: Accident Rate



Future Development

Both ICAO and IATA continue to work closely together and, through their respective expert groups, provide greater alignment in their analysis methods and metrics for the future. This ongoing work will be shared with GSIE participants, States, international organizations and safety stakeholders in the interest of promoting common, harmonized safety reporting at the global level.

Appendix 1

Analysis of Accidents–Scheduled Commercial Air Transport

This appendix provides a detailed analysis of accidents that occurred in 2015. The data used in this analysis are for operations involving aircraft providing scheduled commercial air transport with an MTOW above 5700 kg.

High-Risk Accident Occurrence Categories

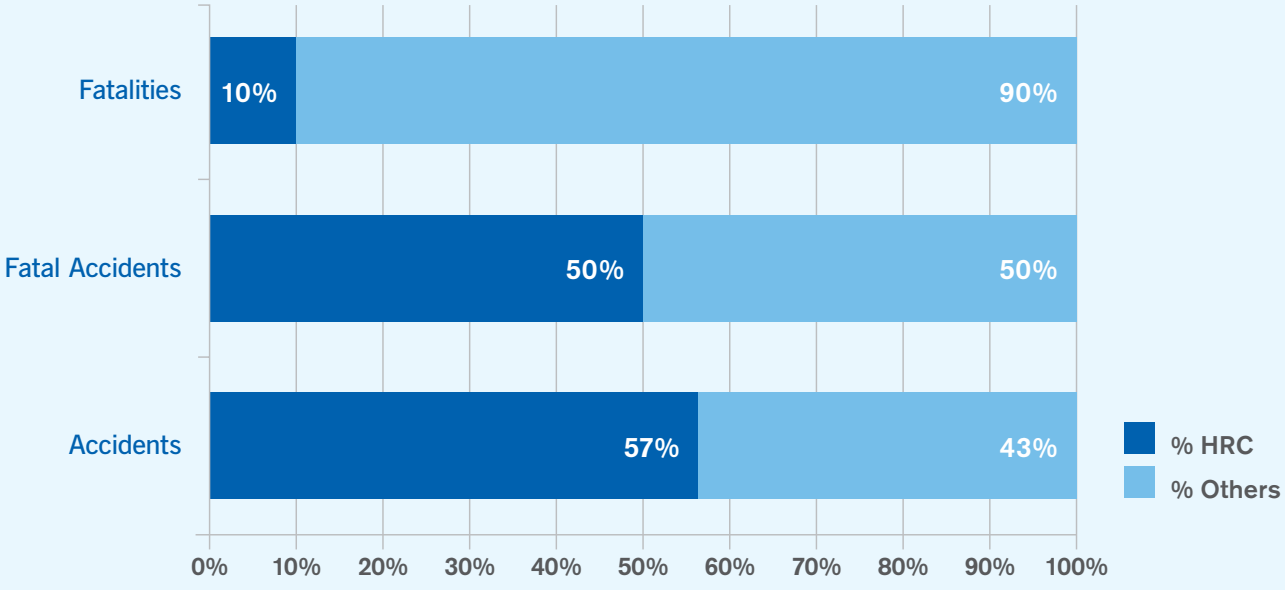
ICAO identified three high-risk accident occurrence categories (HRC):

- runway safety related events (RS)[1];
- loss of control in-flight (LOC-I); and
- controlled flight into terrain (CFIT).

ICAO uses these high-risk accident categories as a baseline in its safety analysis.

As the chart below indicates, these three categories represented 57% of the total number of accidents, 50% of fatal accidents and 10% of all fatalities in 2015. It should be noted that 79% of all fatalities in 2015 werethe result of only 2 accidents that, due to their circumstances, do not fall into the HRC categories.

Chart 8: High-risk category accident distribution



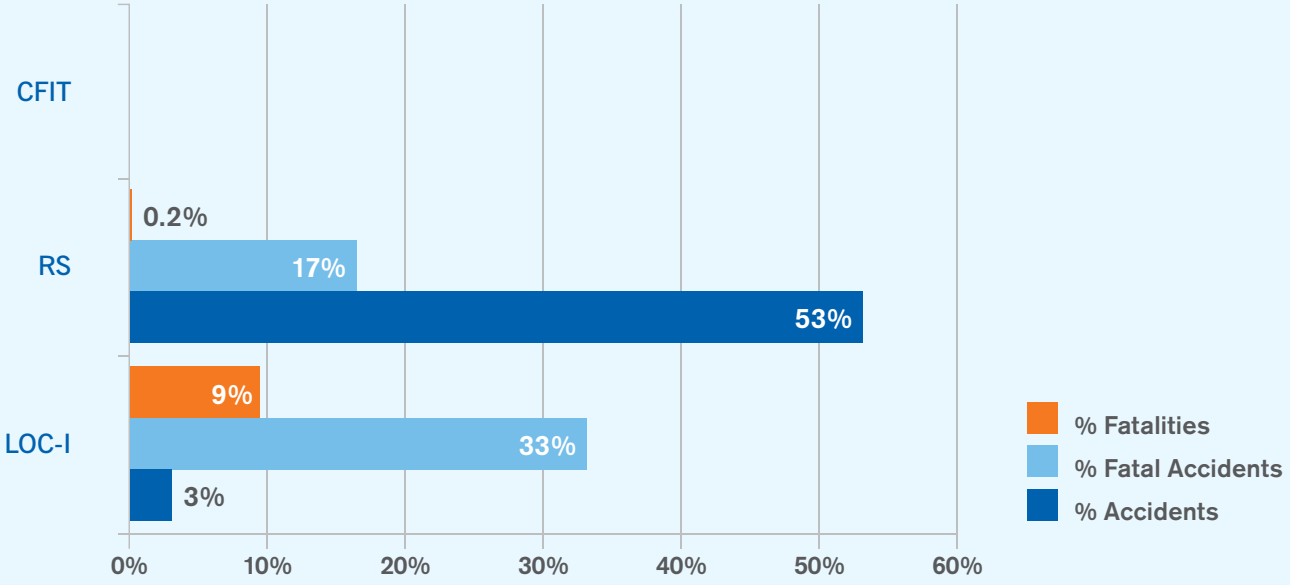
[1] Events related to runway safety include the following ICAO accident occurrence categories: Abnormal Runway Contact, Bird Strike, Ground Collision, Ground Handling, Runway Excursion, Runway Incursion, Loss of Control on Ground, Collision with Obstacle(s), Undershoot / Overshoot, Aerodrome.

The chart below provides a comparison of the distribution of accidents, fatal accidents and fatalities related to the three high-risk occurrence categories in 2015. Accidents related to runway safety accounted for the majority of all accidents during 2015 (53%), but it only included a single fatal accident with one fatality. Loss of control inflight (LOC-I) represented 33% of fatal accidents. Notably, there were no CFIT accidents in 2015.

Notable observations and trends from 2015 accident data include:

- Accidents related to runway safety continue to result in relatively low numbers of fatalities, despite being the highest percentage of accidents.
- While the LOC-I occurrence category represented only 3% of all 2015 accidents, it is of significant concern since it accounts for 33% of all fatal accidents.
- For the first time in recent history, no CFIT accidents occurred in 2015.

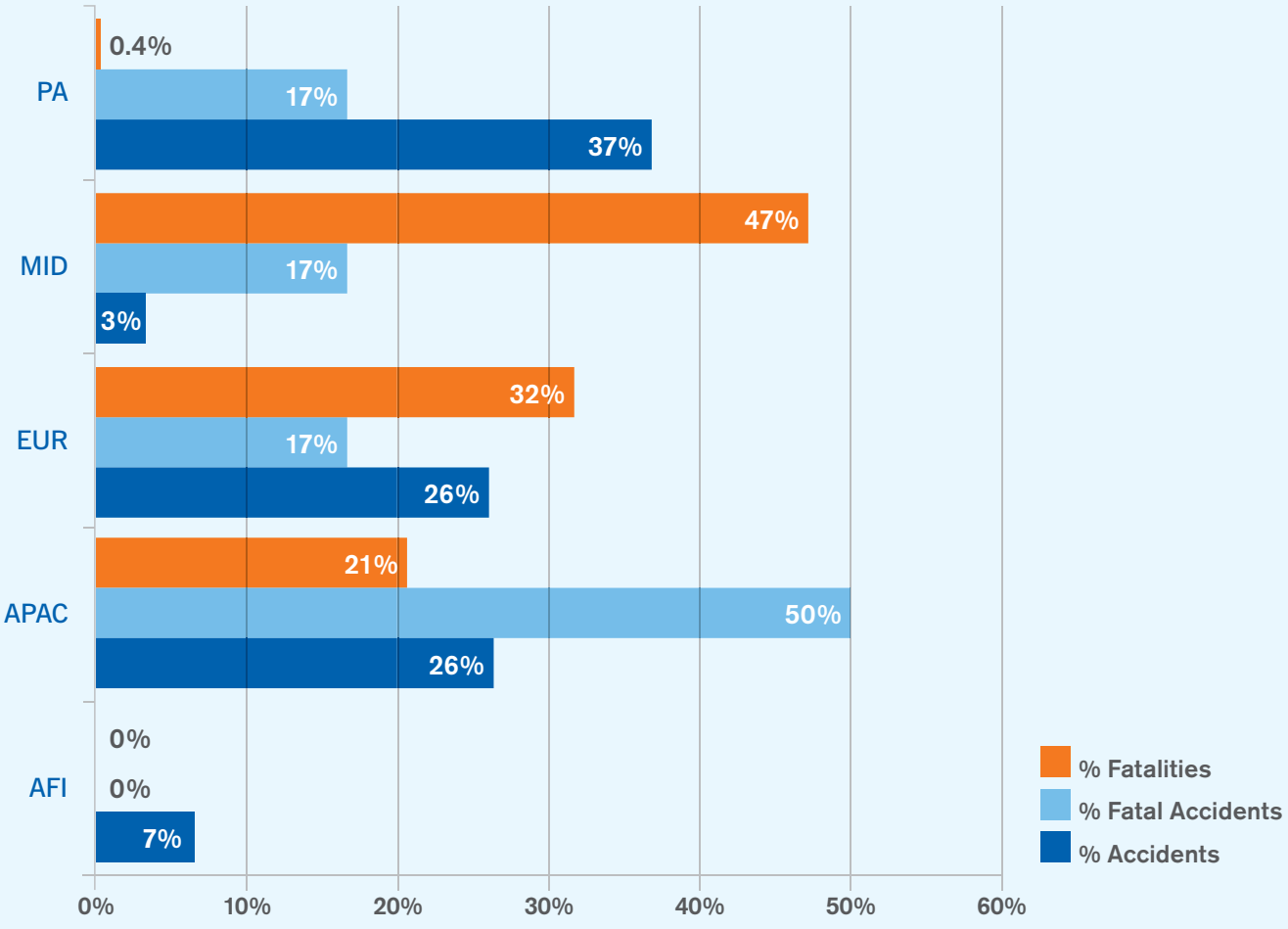
Chart 9: High-risk category accident overview



Accidents by RASG Region

The next figure indicates the percentage of accidents and related fatalities by RASG region. (RASG regions are shown in Appendix 2).

Chart 10: Accident overview by RASG region



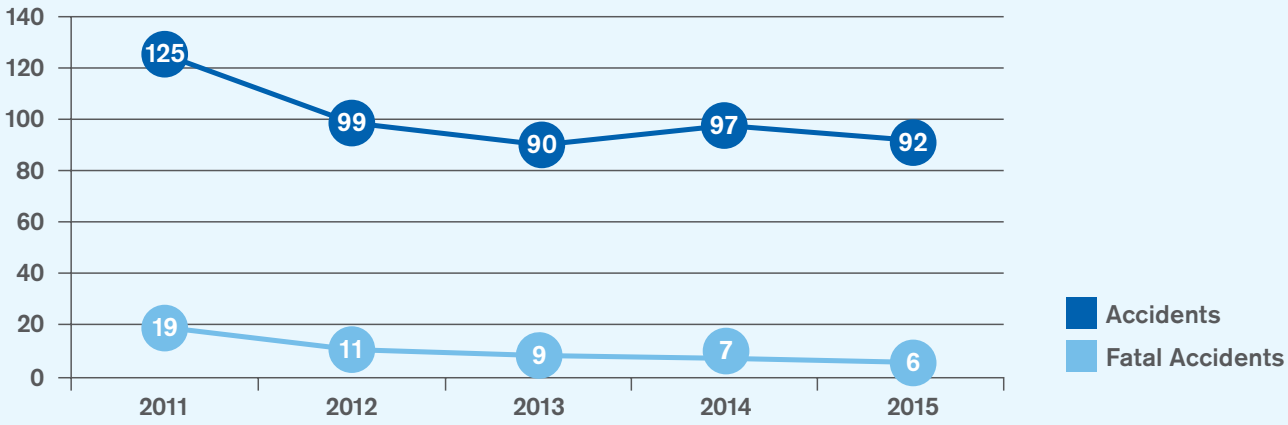
Notable observations and trends from 2015 accident data include:

The RASG-PA region is one of the largest regions geographically it also represents the highest volume of air traffic flown globally, although RASG-APAC is quickly closing the gap. Therefore, the share of accidents in RASG-PA is understandably higher compared to other regions. However, just a single fatal accident occurred in RASG-PA in 2015. While 50% of fatal accidents in 2015 occurred in RASG-APAC, only 26% of fatalities occurred there.

Accident Trends

The number of accidents and fatal accidents on scheduled commercial flights during the 2011–2015 period are shown in the following figure.

Chart 11: Accident and fatal accident trend (2011–2015)

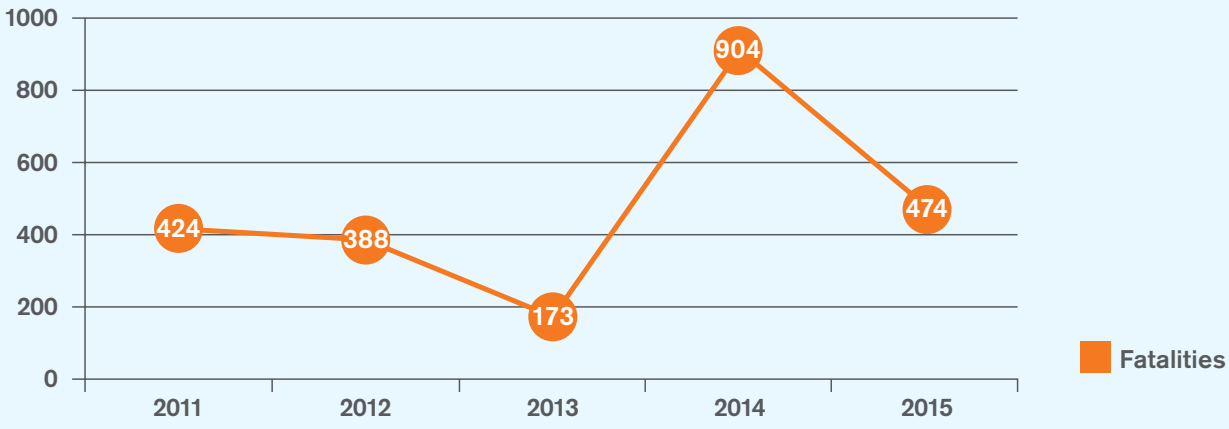


The annual number of accidents has been generally declining between 2011 and 2015, from 125 in 2011 to 92 in 2015. There was a decrease in the number of accidents in 2015 with an accompanying decrease in the accident rate to 2.8 accidents per million departures. However, number of accidents has been fairly stable since 2011.

In 2015, there was a 5% year-over-year decrease in the total number of accidents in scheduled commercial air transport compared to 2014. Meanwhile, scheduled commercial departures increased a nominal 3% over 2014. As a result, the 2015 accident rate decreased to 2.8 accidents per million departures, i.e. a 7% decrease.

The chart below shows the number of fatalities associated with above-mentioned fatal accidents.

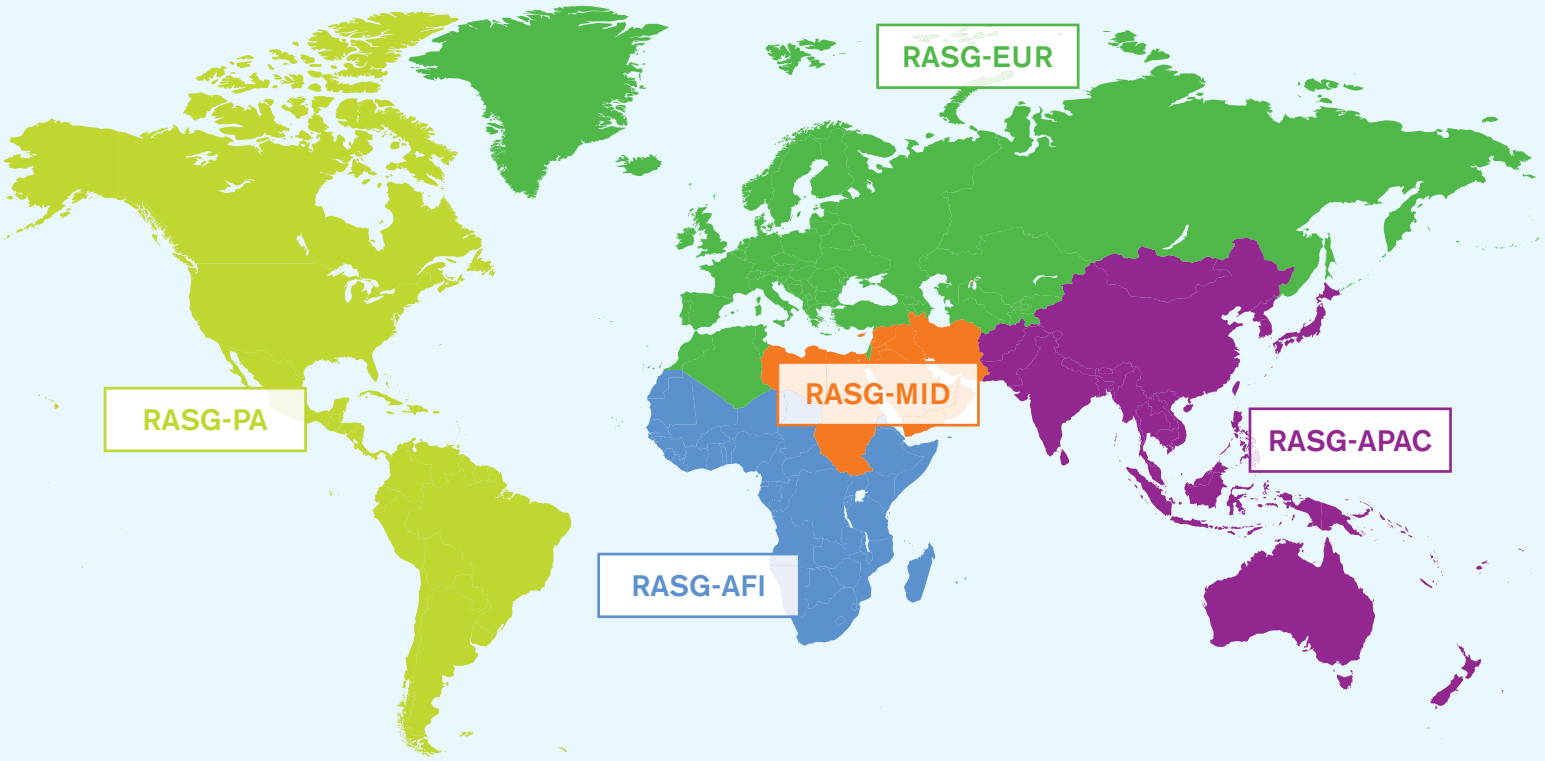
Chart 12: Fatalities trend (2011–2015)



Appendix 2

Regional Aviation Safety Group (RASG) Regions

The assignment of States or areas to specific groupings is for statistical convenience and does not imply any assumption regarding political or other affiliation of States or territories by ICAO.



RASG-AFI

Angola
Benin
Botswana
Burkina Faso
Burundi
Cameroon
Cape Verde
Central African Republic
Chad
Comoros
Congo
Côte d'Ívoire
Democratic Republic of the Congo
Djibouti
Equatorial Guinea
Eritrea
Ethiopia
Gabon
Gambia
Ghana
Guinea
Guinea-Bissau
Kenya
Lesotho
Liberia
Madagascar
Malawi
Mali
Mauritania
Mauritius
Mozambique
Namibia
Niger
Nigeria
Rwanda
Sao Tome and Principe
Senegal
Seychelles
Sierra Leone
Somalia
South Africa
South Sudan
Swaziland
Togo
Uganda
United Republic of Tanzania
Zambia
Zimbabwe

RASG-APAC

Afghanistan
Australia
Bangladesh
Bhutan
Brunei Darussalam
Cambodia
China
Cook Islands
Democratic People's Republic of Korea
Federated States of Micronesia
Fiji
India
Indonesia
Japan
Kiribati
Lao People's Democratic Republic
Malaysia
Maldives
Marshall Islands
Micronesia (Federated States of)
Mongolia
Myanmar
Nauru
Nepal
New Zealand
Pakistan
Palau
Papua New Guinea
Philippines
Republic of Korea
Samoa
Singapore
Solomon Islands
Sri Lanka
Thailand
Timor-Leste
Tonga
Tuvalu
Vanuatu
Viet Nam

RASG-EUR

Albania
Algeria
Andorra
Armenia
Austria
Azerbaijan
Belarus
Belgium
Bosnia and Herzegovina
Bulgaria
Croatia
Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Georgia
Germany
Greece
Hungary
Iceland
Ireland
Israel
Italy
Kazakhstan
Kyrgyzstan
Latvia
Lithuania
Luxembourg
Malta
Monaco
Montenegro
Morocco
Netherlands
Norway
Poland
Portugal
Republic of Moldova
Romania
Russian Federation
San Marino
Serbia
Slovakia
Slovenia
Spain
Sweden
Switzerland
Tajikistan
The former Yugoslav Republic of Macedonia
Tunisia
Turkey
Turkmenistan
Ukraine
United Kingdom of Great Britain and Northern Ireland
Uzbekistan

RASG-MID

- Bahrain
- Egypt
- Iraq
- Islamic Republic of Iran
- Jordan
- Kuwait
- Lebanon
- Libyan Arab Jamahiriya
- Oman
- Qatar
- Saudi Arabia
- Sudan
- Syrian Arab Republic
- United Arab Emirates
- Yemen

RASG-PA

- Antigua and Barbuda
- Argentina
- Bahamas
- Barbados
- Belize
- Bolivia
- Brazil
- Canada
- Chile
- Colombia
- Costa Rica
- Cuba
- Dominica
- Dominican Republic
- Ecuador
- El Salvador
- Grenada
- Guatemala
- Guyana
- Haiti
- Honduras
- Jamaica
- Mexico
- Nicaragua
- Panama
- Paraguay
- Peru
- Saint Kitts and Nevis
- Saint Lucia
- Saint Vincent and the Grenadines
- Suriname
- Trinidad and Tobago
- United States
- Uruguay
- Venezuela

Appendix 3

GSIE Harmonized Accident Categories

Category	Description
Controlled Flight into Terrain (CFIT)	Includes all instances where the aircraft was flown into terrain in a controlled manner, regardless of the crew's situational awareness. Does not include undershoots, overshoots or collisions with obstacles on take-off and landing which are included in Runway Safety.
Loss of Control in-Flight (LOC-I)	Loss of control in-flight that is not recoverable.
Runway Safety (RS)	Includes runway excursions and incursions, undershoot/overshoot, tailstrike and hard landing events.
Ground Safety (GS)	Includes ramp safety, ground collisions, all ground servicing, pre-flight, engine start/departure and arrival events. Taxi and towing events are also included.
Operational Damage (OD)	Damage sustained by the aircraft while operating under its own power. This includes in-flight damage, foreign object debris (FOD) and all system or component failures.
Injuries to and/or Incapacitation of Persons (MED)	All injuries or incapacitations sustained by anyone coming into in direct contact with any part of the aircraft structure. Includes turbulence-related injuries, injuries to ground staff coming into contact with the structure, engines or control surfaces aircraft and on-board injuries or incapacitations and fatalities not related to unlawful external interference.
Other (OTH)	Any event that does not fit into the categories listed above.
Unknown (UNK)	Any event whereby the exact cause cannot be reasonably determined through information or inference, or when there are insufficient facts to make a conclusive decision regarding classification.

Category	CICTT Occurrence Categories	IATA Classification End States
Controlled Flight into Terrain (CFIT)	CFIT, CTOL	CFIT
Loss of Control in-Flight (LOC-I)	LOC-I	Loss of Control In-flight
Runway Safety (RS)	RE, RI, ARC, USOS	Runway Excursion, Runway Collision, Tailstrike, Hard Landing, Undershoot, Gear-up Landing / Gear Collapse
Ground Safety (GS)	G-COL, RAMP, LOC-G	Ground Damage
Operational Damage (OD)	SCF-NP, SCF-PP	In-flight Damage
Injuries to and/or Incapacitation of Persons (MED)	CABIN, MED, TURB	None (excluded in IATA Safety Report)
Other (OTH)	All other CICTT Occurrence Categories	All other IATA end-states
Unknown (UNK)	UNK	Insufficient Information

Appendix 4

List of Scheduled Commercial Accidents in 2015

Date	Aircraft Type	State of Occurrence	RASG Region	Fatalities	Accident Category
2/1/2015	Saab 340	United Kingdom	RASG-EUR		RS
10/1/2015	Boeing 737	Ghana	RASG-AFI		RS
20/1/2015	Fokker 100	Germany	RASG-EUR		SCF
23/1/2015	Bombardier Dash 8	Canada	RASG-PA		RS
30/1/2015	Airbus A320	Italy	RASG-EUR		TURB
2/2/2015	BAe Jetstream	Greece	RASG-EUR		RS
4/2/2015	ATR 72	China	RASG-APAC	43	LOC-I
9/2/2015	Embraer 190	United States	RASG-PA		RS
11/2/2015	Embraer 190	United States	RASG-PA		OTH
15/2/2015	Boeing 767	United States	RASG-PA		TURB
24/2/2015	McDonnell Douglas MD-11	United States	RASG-PA		SCF
25/2/2015	Boeing 737	France	RASG-EUR		TURB
26/2/2015	Airbus A340	Thailand	RASG-APAC		TURB
26/2/2015	Boeing 757	Canada	RASG-PA		RS
3/3/2015	Fokker 100	Australia	RASG-APAC		RS
4/3/2015	Airbus A330	Nepal	RASG-APAC		RS
4/3/2015	BAe ATP	Indonesia	RASG-APAC		RS
5/3/2015	Let 410	Italy	RASG-EUR		RS
5/3/2015	McDonnell Douglas MD-88	United States	RASG-PA		RS
8/3/2015	Bombardier Dash 8	India	RASG-APAC		RS
14/3/2015	Airbus A330	Australia	RASG-APAC		RS
15/3/2015	Antonov 24	Russian Federation	RASG-EUR		RS
19/3/2015	Embraer 145	United States	RASG-PA		RS
22/3/2015	ATR 72	Spain	RASG-EUR		TURB
24/3/2015	Airbus A320	France	RASG-EUR	150	OTH
26/3/2015	Beech 1900	Canada	RASG-PA		RS
29/3/2015	Airbus A320	Canada	RASG-PA		RS
13/4/2015	Boeing 737	India	RASG-APAC		RS

Date	Aircraft Type	State of Occurrence	RASG Region	Fatalities	Accident Category
13/4/2015	Swearingen Metro	Canada	RASG-PA	2	LOC-I
14/4/2015	Airbus A320	Japan	RASG-APAC		RS
16/4/2015	Swearingen Metro	United States	RASG-PA		SCF
25/4/2015	Airbus A320	Turkey	RASG-EUR		RS
2/5/2015	Boeing 737	Poland	RASG-EUR		RS
4/5/2015	Bombardier CRJ-900	United States	RASG-PA		RS
10/5/2015	Xian MA-60	China	RASG-APAC		RS
23/5/2015	Airbus A320	United States	RASG-PA		OTH
25/5/2015	Boeing 737	Russian Federation	RASG-EUR		RS
27/5/2015	Boeing 777	United States	RASG-PA		TURB
8/6/2015	Douglas DC-9	United States	RASG-PA		F-NI
10/6/2015	Bombardier CRJ-900	United States	RASG-PA		TURB
17/6/2015	Boeing 747	China	RASG-APAC		OTH
18/6/2015	Airbus A380	Singapore	RASG-APAC		TURB
23/6/2015	Airbus A321	United Kingdom	RASG-EUR		RS
30/6/2015	Beech 99	United States	RASG-PA		LOC-I
15/7/2015	Bombardier Dash 8	Canada	RASG-PA		OTH
19/7/2015	Airbus A321	United Kingdom	RASG-EUR		RS
24/7/2015	ATR 72	Myanmar	RASG-APAC		RS
7/8/2015	Embraer 175	United States	RASG-PA		TURB
15/8/2015	Airbus A321	United States	RASG-PA		RS
16/8/2015	ATR 42	Indonesia	RASG-APAC	54	UNK
16/8/2015	BAe 146	United Kingdom	RASG-EUR		RS
22/8/2015	Airbus A330	Australia	RASG-APAC		OTH
23/8/2015	Boeing 737	United States	RASG-PA		RS
28/8/2015	Boeing 737	Indonesia	RASG-APAC		RS
31/8/2015	Bombardier CRJ-100	South Africa	RASG-AFI		SCF
1/9/2015	Swearingen Metro	Australia	RASG-APAC		RS
8/9/2015	Boeing 777	United States	RASG-PA		SCF
11/9/2015	ATR 72	Italy	RASG-EUR		SCF
13/9/2015	Airbus A380	United Arab Emirates	RASG-MID		TURB
15/9/2015	Boeing 777	United States	RASG-PA		RS
19/9/2015	Airbus A321	Germany	RASG-EUR		SCF
30/9/2015	ATR 72	Ireland	RASG-EUR		RS
30/9/2015	Bombardier Dash 8	Germany	RASG-EUR		RS
6/10/2015	BAe 146	Ghana	RASG-AFI		RS

Date	Aircraft Type	State of Occurrence	RASG Region	Fatalities	Accident Category
9/10/2015	Boeing 737	United Kingdom	RASG-EUR		RS
15/10/2015	Boeing 747	Iran, Islamic Republic of	RASG-MID		SCF
21/10/2015	Boeing 787	Philippines	RASG-APAC		SCF
23/10/2015	Boeing 737	Peru	RASG-PA		SCF
24/10/2015	Boeing 737	United States	RASG-PA		TURB
26/10/2015	Boeing 737	South Africa	RASG-AFI		RS
29/10/2015	Boeing 767	United States	RASG-PA		SCF
31/10/2015	Airbus A321	Egypt	RASG-MID	224	UNK
1/11/2015	Gulfstream 159	Congo, the Democratic Republic of	RASG-AFI		RS
3/11/2015	Boeing 737	Pakistan	RASG-APAC		RS
6/11/2015	Boeing 737	Indonesia	RASG-APAC		RS
7/11/2015	Boeing 787	United States	RASG-PA		TURB
13/11/2015	Xian MA-60	Lao Peoples Democratic Republic	RASG-APAC		RS
16/11/2015	Airbus A330	Unknown	RASG-		TURB
22/11/2015	Boeing 737	Kyrgyzstan	RASG-EUR		RS
23/11/2015	Airbus A319	United States	RASG-PA		TURB
24/11/2015	Boeing 737	Germany	RASG-EUR		TURB
26/11/2015	Boeing 737	Mexico	RASG-PA		SCF
29/11/2015	Boeing 737	United States	RASG-PA		TURB
4/12/2015	Bombardier Dash 8	India	RASG-APAC		RS
5/12/2015	Embraer 145	United Kingdom	RASG-EUR		RS
10/12/2015	Airbus A319	United States	RASG-PA		TURB
12/12/2015	Boeing 777	Argentina	RASG-PA		TURB
15/12/2015	Boeing 737	United States	RASG-PA		OTH
16/12/2015	Airbus A319	India	RASG-APAC	1	RS
21/12/2015	Embraer 195	Indonesia	RASG-APAC		RS
24/12/2015	Airbus A310	Turkey	RASG-EUR		RS
26/12/2015	ATR 72	Madagascar	RASG-AFI		RS

Accident Categories

Code	Description
CFIT	Controlled flight into/towards terrain
RS	Runway safety
LOC-I	Loss of control in-flight
F-NI	Fire – non-impact

Code	Description
TURB	Turbulence encounter
OTH	Other
UNK	Unknown
SCF	System component failure

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