



## INTERNATIONAL CONFERENCE ON AIR LAW

(Montréal, 20 April to 2 May 2009)

### THE GENERAL RISK CONVENTION: INCIDENCE OF AIRLINE THIRD PARTY DEATHS AND BODILY INJURY ON THE GROUND 1954 - 2008

(Presented by the International Union of Aerospace Insurers)

#### 1. BACKGROUND

1.1 At the Chairman's request, the International Union of Aerospace Insurers presented a paper to SSG-MR/2 in April 2003 illustrating the low incidence of third party death and bodily injury on the ground resulting from airline accidents. This paper provides an update.

#### 2. DATA

2.1 Annex A compares the annual number of ground third party casualties (deaths and serious injuries combined) with the annual number of flights: the casualty figures exclude those arising from unlawful interference. The data covers the period 1954 to 2008 for flights undertaken by, and ground third party casualties resulting from, jet and turboprop airline-operated aircraft with 15 or more passenger seats. The left hand axis and the bar chart depict casualty numbers, while the right hand axis and graph line depict annual numbers of flights in 000s. All data has been provided by Ascend\*.

2.2 The annual average number of ground third party casualties in the last 54 years was 41, and in only six of those years did the casualty figures exceed 100. In the same period, the annual number of jet and turboprop flights has risen from 65,000 in 1954 to over 36 million in 2008. Thus the *rate* of ground third party casualties has declined from 0.012 per thousand flights in the decade from 1954, to 0.001 per thousand flights in the decade to 2008, a tenfold decrease.

#### 3. COMPENSATION

3.1 For the 54 years to 2008, we are unaware of any general risk ground third party casualties that have gone uncompensated. The sums involved have invariably fallen within the insurance cover purchased by airlines.

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\* Ascend is the new name for Airclaims, a long - established and well - respected supplier of aviation data.

4. **CONCLUSION**

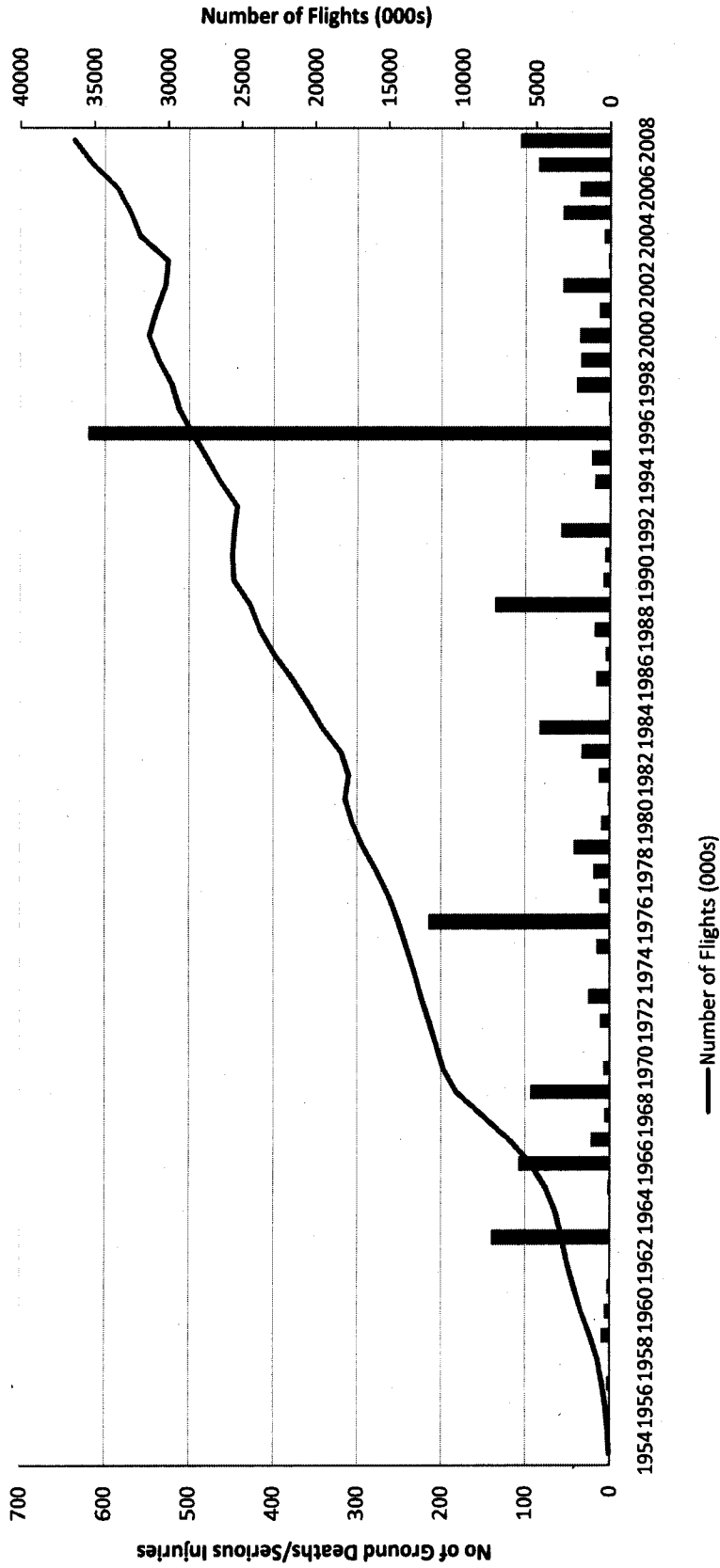
4.1 The incidence of ground third party casualties is historically low and the *rate* has fallen steeply. At the same time, casualties have always been fully compensated. This suggests that adequate insurance cover is available and that airlines are buying it in sufficient amounts. In other words, the market is functioning as it should and to no party's disadvantage.

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APPENDIX A

Annex A

**Number of Ground Deaths/Serious Injuries per Year (Excludes 9/11)  
Against Annual Number of Flights**



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