

Accident Investigation Final Reports



ARCM 8 meeting & AIIG Forum

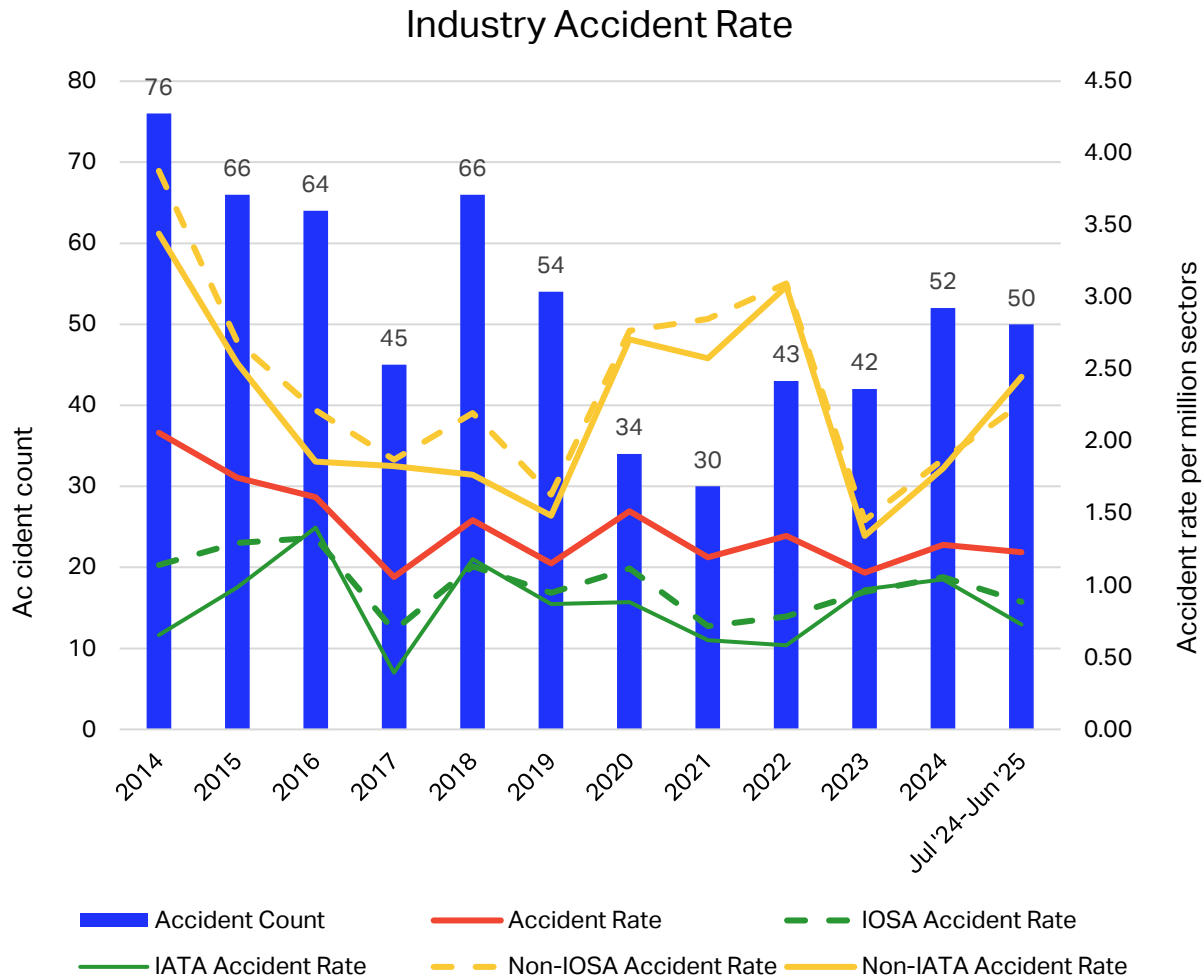
2-4 November 2025
Riyadh-Saudi Arabia



Accidents Overview

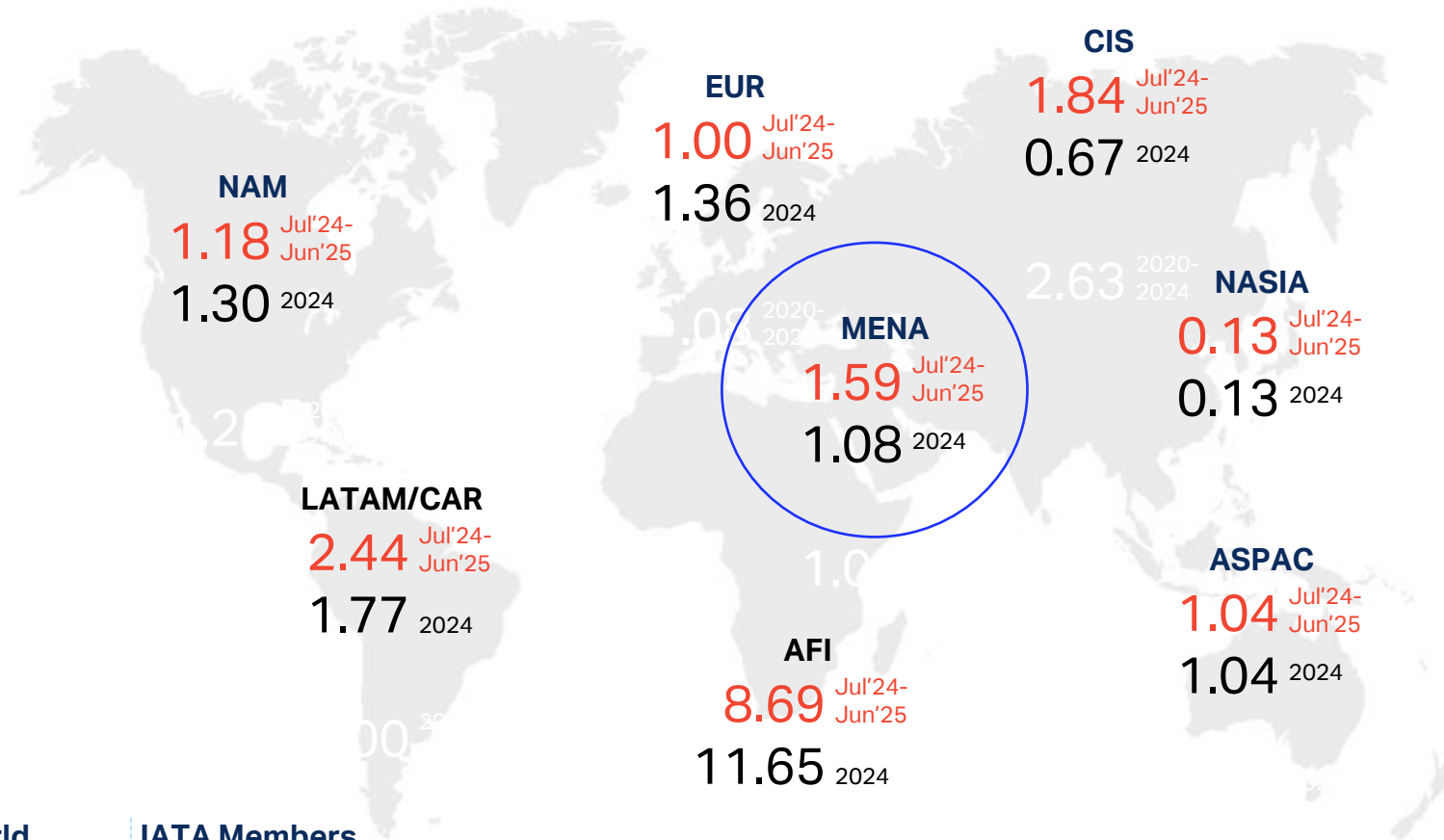
	2022	2023	2024	H1 2025	Jul '24- Jun '25	5-Year Average (2020-2024)
Accident Count	43	42	52	24	50	40
Accident Rate	1.34	1.09	1.28	1.22	1.23	1.28
Jet Hull Losses	7	2	12	5	11	5
Turboprop Hull Losses	6	3	4	8	10	4
Fatal Accidents	8	1	7	5	9	5
Fatalities Onboard <small>Passengers and/or flight crew</small>	158	72	244	343	586	144
Fatalities Other <small>Fatalities on the ground or other aircraft</small>	5	0	7	42	42	3
Fatality Risk – Onboard	0.11	0.03	0.06	0.24	0.17	0.10
IATA Members	13	26	29	6	21	18
IOSA Carriers	19	27	31	10	27	22
2 Sectors - per million	32.0	38.6	40.6	19.8	40.6	31.8

Industry Accident Rate per million sectors



- 24 accidents were reported in the first half of 2025, accounting for roughly half the total number recorded in the full year of 2024.
- The previous 12-month accident rate (July 2024–June 2025) was 1.23 per million sectors, offering a stable view of safety performance.

All Accident Rate per Region of Operator

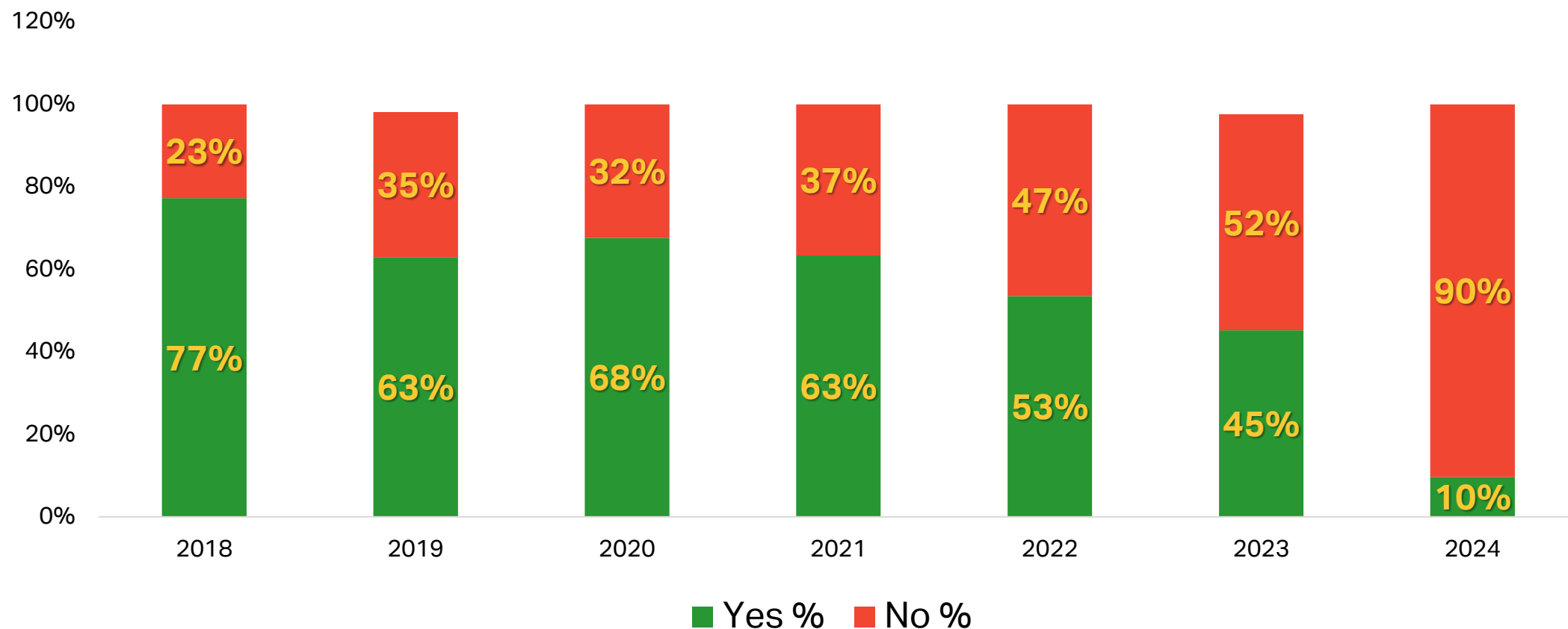


	World	IATA Members
Jul '24-Jun '25	1.23	0.73
2024	1.28	1.04
2020-2024 (Avg)	1.28	0.82

Final investigation reports yield the insights and actions that drive improvements in aviation safety



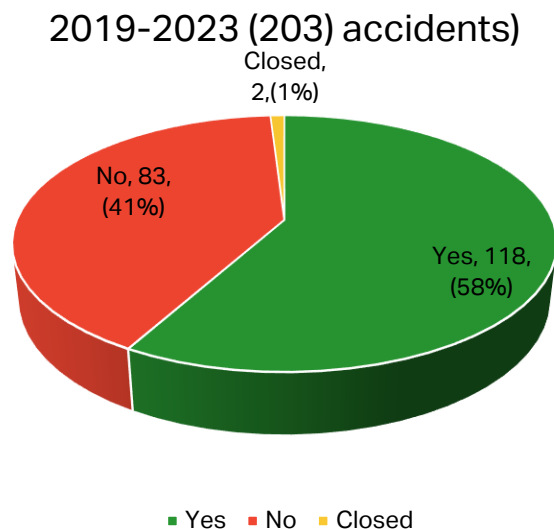
Status of Accident Investigation Final Reports 2018-2024



Source: IATA Safety Report
First Half Year of 2025 (H1 2025)



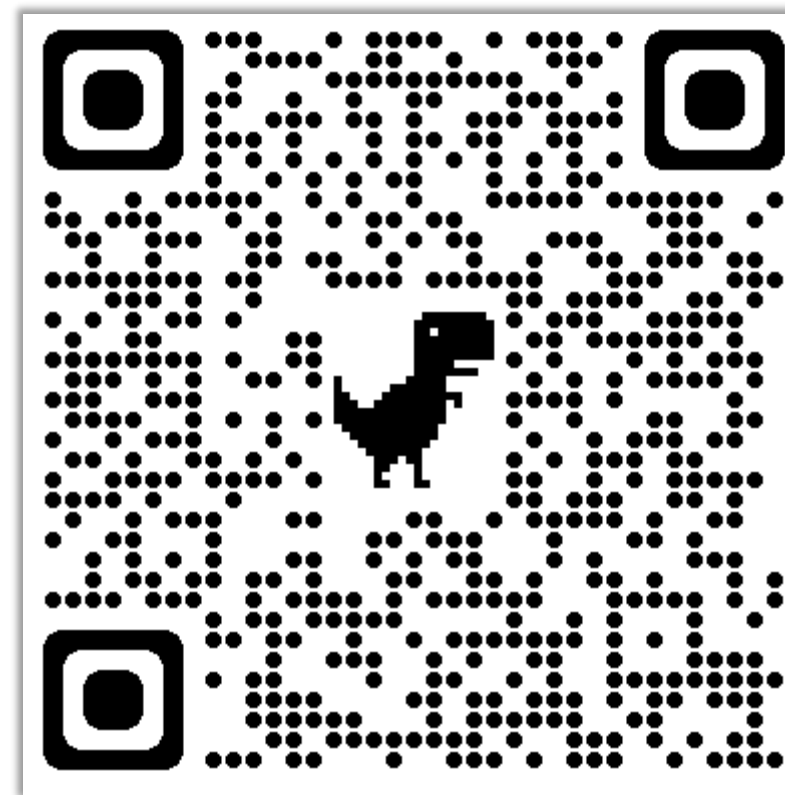
Status of Accident Investigation Final Reports



Source: IATA Annual Safety Report

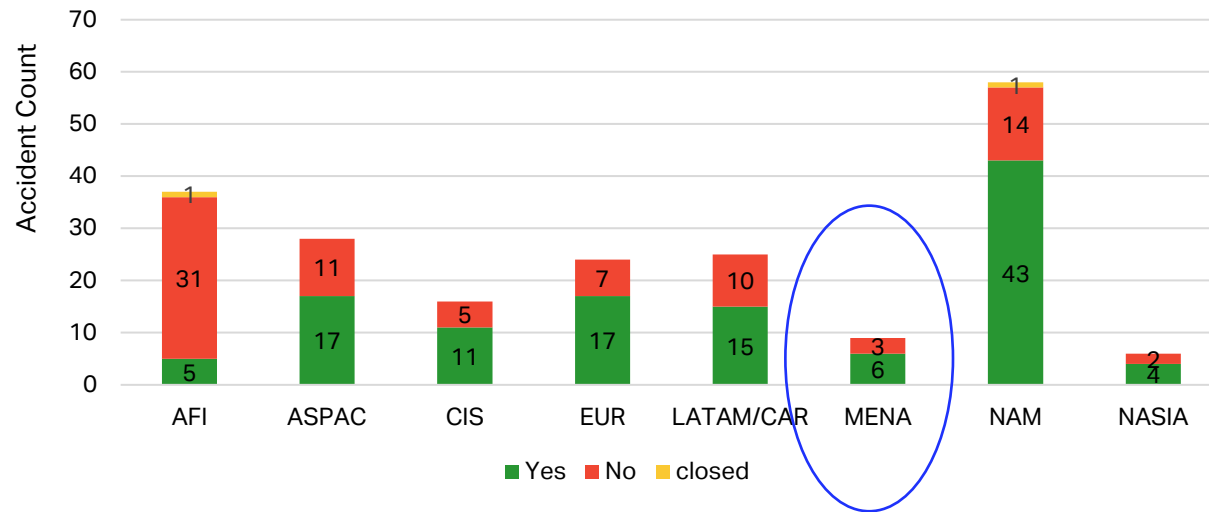
Database: IATA Accident Data

Timeframe: 2019-2023

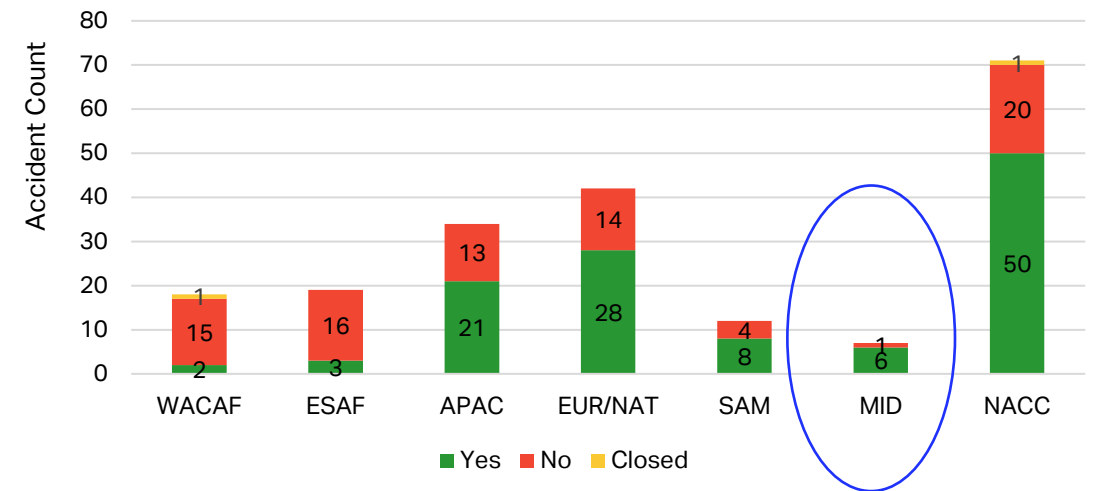


Accident Investigation Final Reports per Region of Occurrence (2019-2023)

Status of Accident Investigation Final Report per IATA
Region of Occurrence (Count)
2019-2023



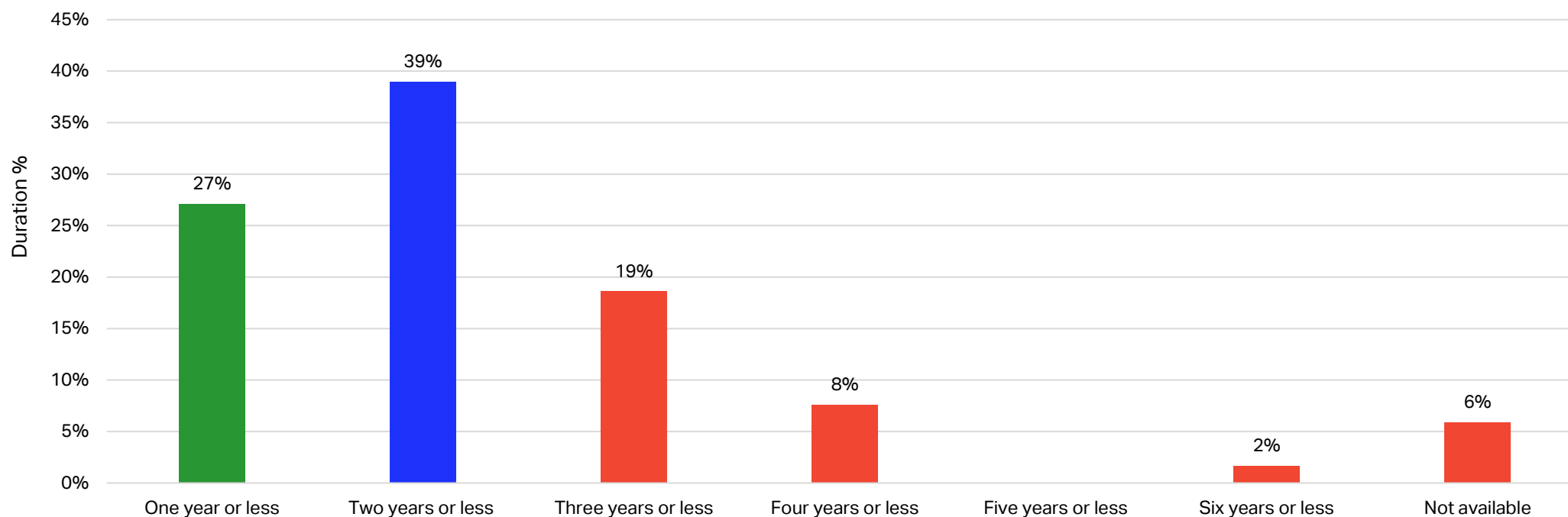
Status of Accident Investigation Final Report per
ICAO Region of Occurrence (Count)
2019-2023



Data as of August 2025

Timeframe for Accident Investigations 2019 – 2023

Timeframe of Accident Investigation Final Report
(2019-2023)



Data as of August 2025

Compliance Annex 13

- ❑ Final Reports **must be comprehensive, clear and shared.**
- ❑ Annex 13 **sets out** that States should publish a
 - Preliminary Report within 30 days of a high-profile occurrence
 - Final report - as soon as possible, and, if possible, within twelve months
 - Interim Statement at each anniversary
- ❑ The core purpose is to **share lessons learned** and prevent similar accidents in the future.

Comprehensive Final Reports

Guidance to Comprehensive Final Reports

To ensure clarity in a comprehensive final report writing, especially in the context of accident prevention and safety (Ref: ICAO Annex 13 and ICAO DOC 9756, Part IV)

PURPOSE

- Initiate Safety Actions which are necessary to prevent accidents from similar causes
- Determine what happened, how it happened and why it happened
- Determine the root causes and contributing factors of an accident – not to assign blame, but to prevent recurrence and enhance safety
- Develop safety recommendations so that preventive measures can be taken

KEY COMPONENTS

<p>1) Factual Information</p> <ul style="list-style-type: none"> Flight history Injuries to persons Aircraft damage & other properties Crew and aircraft information Meteorological information, navigation aids & airport information, communication Flight recorder Wreckage & impact Data Medical and pathological information of the flight crew Fire & survival aspects Tests & research undertaken in connection with the investigation Organizational & management information Useful or effective investigation techniques 	<p>2) Analysis</p> <ul style="list-style-type: none"> Analysis of 'factual information' relevant to determining conclusions & root causes/contributing factors Examination of data to identify underlying safety issues <p>3) Conclusions</p> <ul style="list-style-type: none"> Findings Root causes/contributing factors, including immediate and deeper systemic causes and/or contributing factors <p>4) Safety Recommendations</p> <p>Actional measures to prevent future occurrences</p> <p>5) Appendices</p> <p>Photos, data, test results, & additional information</p>
---	---

CONSULTATION

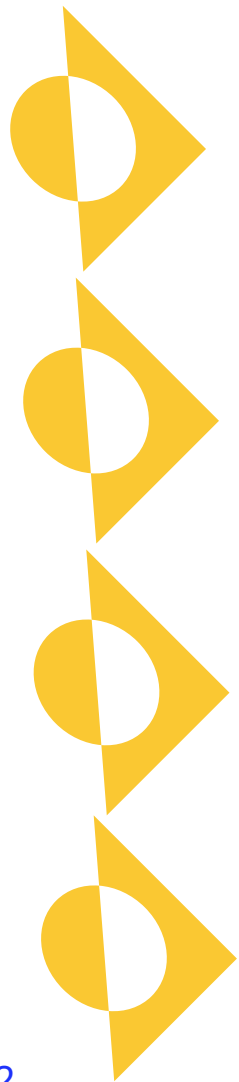
- Draft Final Reports:** should be forwarded to all States entitled to participate in the investigation, inviting comments within **30 days** from the date of the transmittal correspondence. If the invited State requests more time, the consultation period can be extended to **60 days**.
- Final Reports:** should be amended to include the comments from the States participating in the investigation. If comments are not accepted, they should be appended to the Final Report. The final report should be made publicly available as soon as possible, and within **12 months** of the accident.

WHY IT MATTERS

- Promotes global learning and transparency
- Strengthens data-driven safety improvements
- Builds trust and accountability in the investigation process
- Ensures lessons are shared across the industry

- Are the cornerstone of effective safety learning
- Transform investigations into learning opportunities
- Create lasting safety impact

Beyond the Final Report



Every lesson we draw from an accident depends on a thorough, transparent, and timely final report

Have the report's lessons learned been shared across the aviation community

Did stakeholders act on preliminary findings before the final report was published

Have the safety actions been communicated before the investigation is complete

The true value of the final report lies in how effectively its recommendations are implemented

Mena Accident Reports List

Year	Accident Date	Operator Name	Aircraft Model	Region of Operator	Location of Accident	Country of Occurrence	End State	Severity	Status	Remarks
2023	Monday, September 18, 2023	DHL Aviation EEMEA B.S.C.(c)	Boeing 767-300 Freighter (winglets)	MENA	Beirut-Rafic Hariri International Airport (BEY/OLBA) - Lebanon	Lebanon	Hard Landing	Substantial Damage	No	
2023	Saturday, September 2, 2023	TUIFly GmbH	Boeing 737 NG	EUR	Oujda, Morocco	Morocco	Runway Damage	Substantial Damage	No	
2021	Monday, March 1, 2021	Air Algerie	ATR 72 Passenger	MENA	Ghardaïa-Noumérat Airport (GHA) - Algeria	Algeria	Landing Gear, (Main category)	Substantial Damage	No	
2018	Thursday, August 9, 2018	Royal Air Maroc	Boeing 787-8	MENA	Istanbul-Atatürk International Airport (IST) - Turkey	Turkiye	Ground Damage (Main category)	Substantial Damage	No	
2018	Monday, May 21, 2018	Saudia (Isf Onur Air)	A330-243	MENA	King Abdulaziz Int'l Airport	Saudi Arabia	Nose gearup landing	Substantial Damage	NO	Report not made public /issued 08 Oct.2019
2022	Wednesday, January 5, 2022	Caspian Airlines	Boeing 737-400 Passenger	MENA	Isfahan-Shahid Beheshti Airport (IFN) - Iran	Iran	Landing Gear, Gear Collapse	Substantial Damage	NO	Report not made public /issued 20 Oct.2025
2025	Monday, January 20, 2025	Karun Airlines	F100	MENA	Mehraban - Tehran	Iran	Sever vibration on landing causing aircraft to shimmy and spinning to the right on a heading 60 degrees.	Substantial Damage	No	
2024	Thursday, July 18, 2024	Mahan Air	Avro RJ-100	MENA	Kerman	Iran	Hard landing-Tail strike	Substantial Damage	No	
2025	Wednesday, May 7, 2025	Fleet Air	ATR-72-200	MENA	Aradah-Saudi Arabia	Saudi Arabia	Performed gear up landing	Substantial Damage	No	
2025	Sunday 19, October 2025	Air Express	Let L-410 UVP-E20	MENA	Outbound oil Field	Algeria	Aircraft flipped over during a storm	Substantial Damage	No	

THANK YOU

