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SPECIAL BULLETIN

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SPECIAL BULLETIN 413

How-Goes-It July 2009

Twelve Months to the End of June 2009

Despite the recent spate of high profile accidents, the number of losses suffered over the last twelve months has not been exceptional; however, the expected cost of the claims arising from these events, at almost \$2.6 billion, has. This estimated cost of incurred claims is about 40 to 50% higher than our estimate of written premium for the 2008 underwriting year.

Paul Hayes, London, July 30, 2009.

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| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 1990s Avg | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2008/09 |
|---|------|------|------|------|------|------|------|------|------|------|-----------|------|------|------|------|------|------|------|------|------|---------|
| AIRLINE 'ALL-RISK' LOSSES - Western-Built Jets | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 14 | 21 | 26 | 22 | 20 | 19 | 21 | 22 | 23 | 21 | 20.9 | 19 | 16 | 15 | 14 | 15 | 19 | 17 | 19 | 24 | 22 |
| TL (Non-Operational) | 1 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 1.0 | 4 | 1 | 2 | 1 | 0 | 2 | 5 | 1 | 3 | 2 |
| Total Losses (All) | 15 | 23 | 26 | 22 | 21 | 20 | 23 | 23 | 23 | 23 | 21.9 | 23 | 17 | 17 | 15 | 15 | 21 | 22 | 20 | 27 | 24 |
| Major Partials (Operational) | 24 | 23 | 26 | 29 | 24 | 26 | 26 | 29 | 40 | 35 | 28.2 | 33 | 42 | 25 | 34 | 41 | 36 | 32 | 37 | 39 | 37 |
| MP (Non-Operational) | 5 | 4 | 8 | 5 | 4 | 16 | 5 | 6 | 11 | 22 | 8.6 | 10 | 12 | 12 | 21 | 17 | 15 | 13 | 21 | 13 | 9 |
| Major Partials (All) | 29 | 27 | 34 | 34 | 28 | 42 | 31 | 35 | 51 | 57 | 36.8 | 43 | 54 | 37 | 55 | 58 | 51 | 45 | 58 | 52 | 46 |
| Fatal Accidents (to Pax) | 6 | 8 | 8 | 10 | 8 | 6 | 10 | 5 | 8 | 8 | 7.7 | 7 | 4 | 5 | 5 | 3 | 8 | 6 | 7 | 6 | 6 |
| Passenger Fatalities | 254 | 627 | 735 | 424 | 665 | 383 | 1188 | 636 | 768 | 299 | 597.9 | 729 | 377 | 487 | 449 | 211 | 714 | 515 | 541 | 344 | 657 |
| Fatal Accidents (All) | 8 | 10 | 12 | 11 | 11 | 8 | 16 | 7 | 9 | 12 | 10.4 | 8 | 7 | 8 | 7 | 5 | 8 | 7 | 7 | 9 | 12 |
| Pax and Crew Fatalities | 299 | 676 | 813 | 464 | 728 | 422 | 1297 | 681 | 848 | 348 | 657.6 | 781 | 400 | 558 | 485 | 235 | 757 | 546 | 576 | 369 | 723 |
| TP (GND) Fatal Accidents | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 1 | 2 | 3 | 1.3 | 3 | 3 | 1 | 0 | 2 | 2 | 0 | 3 | 3 | 1 |
| TP (GND) Fatalities | 0 | 0 | 43 | 0 | 12 | 6 | 50 | 1 | 9 | 9 | 13.0 | 13 | 10 | 30 | 0 | 3 | 45 | 0 | 14 | 37 | 2 |
| Cost of Total Losses \$m | 207 | 334 | 433 | 464 | 506 | 213 | 354 | 396 | 563 | 686 | 415.6 | 646 | 268 | 194 | 153 | 182 | 242 | 380 | 543 | 442 | 492 |
| Cost of Major Partials \$m | 137 | 129 | 128 | 282 | 185 | 204 | 134 | 208 | 325 | 310 | 204.2 | 230 | 159 | 175 | 294 | 225 | 228 | 180 | 203 | 277 | 295 |
| Cost Maj. Hull Losses \$m | 344 | 463 | 561 | 746 | 691 | 417 | 488 | 604 | 888 | 996 | 619.8 | 876 | 427 | 369 | 447 | 407 | 470 | 560 | 746 | 719 | 787 |
| Pax +TP Liab (Airline) \$m | 165 | 100 | 243 | 109 | 180 | 256 | 425 | 232 | 370 | 561 | 264.1 | 853 | 504 | 236 | 64 | 114 | 290 | 520 | 717 | 259 | 920 |
| Pax +TP Liab (AVNS2) \$m | 9 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 2.0 | 0 | 3578 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Liab Losses \$m | 197 | 172 | 176 | 175 | 184 | 207 | 224 | 232 | 274 | 289 | 213.0 | 304 | 319 | 320 | 350 | 375 | 400 | 425 | 450 | 450 | 475 |
| Total Pax + TP Liab (Airline) | 371 | 272 | 419 | 284 | 365 | 463 | 659 | 464 | 644 | 850 | 479.1 | 1157 | 4401 | 566 | 414 | 489 | 690 | 945 | 1167 | 709 | 1395 |
| Hull and Liab (Airline) \$m | 715 | 735 | 980 | 1030 | 1056 | 880 | 1147 | 1068 | 1532 | 1846 | 1098.9 | 2033 | 4828 | 935 | 861 | 896 | 1160 | 1505 | 1913 | 1428 | 2182 |
| AIRLINE 'WAR-RISK' LOSSES - Western-Built Jets | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.4 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| TL (Non-Operational) | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0.7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Losses (All) | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1.1 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Partials (Operational) | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0.0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MP (Non-Operational) | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Partials (All) | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0.8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatal Accidents (to Pax) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger Fatalities | 75 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 38 | 0 | 23.0 | 0 | 232 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatal Accidents (All) | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0.3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pax and Crew Fatalities | 82 | 0 | 0 | 0 | 0 | 0 | 127 | 0 | 41 | 0 | 25.0 | 0 | 265 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TP (GND) Fatal Accidents | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TP (GND) Fatalities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 2711 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost of Total Losses \$m | 308 | 5 | 0 | 0 | 0 | 0 | 40 | 0 | 1 | 0 | 35.4 | 0 | 524 | 10 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost of Major Partials \$m | 2 | 23 | 1 | 2 | 7 | 0 | 5 | 0 | 0 | 0 | 4.0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost Maj. Hull Losses \$m | 310 | 28 | 1 | 2 | 7 | 0 | 40 | 5 | 1 | 0 | 39.4 | 2 | 528 | 10 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| AIRLINE LOSSES ALL CAUSES - Western-Built Jets | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 16 | 21 | 26 | 22 | 20 | 19 | 22 | 22 | 24 | 21 | 21.3 | 19 | 20 | 16 | 15 | 15 | 19 | 17 | 19 | 24 | 22 |
| TL (Non-Operational) | 5 | 3 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 2 | 1.7 | 4 | 7 | 2 | 1 | 0 | 2 | 5 | 1 | 3 | 2 |
| Total Losses (All) | 21 | 24 | 26 | 22 | 21 | 20 | 24 | 24 | 25 | 23 | 23.0 | 23 | 27 | 18 | 16 | 15 | 21 | 22 | 20 | 27 | 24 |
| Major Partials (Operational) | 24 | 23 | 26 | 30 | 25 | 26 | 26 | 30 | 40 | 35 | 28.5 | 34 | 42 | 25 | 34 | 41 | 36 | 32 | 37 | 39 | 37 |
| MP (Non-Operational) | 6 | 6 | 9 | 5 | 4 | 16 | 5 | 6 | 11 | 23 | 9.1 | 10 | 14 | 12 | 21 | 17 | 15 | 13 | 21 | 13 | 9 |
| Major Partials (All) | 30 | 29 | 35 | 35 | 29 | 42 | 31 | 36 | 51 | 58 | 37.6 | 44 | 56 | 37 | 55 | 58 | 51 | 45 | 58 | 52 | 46 |
| Fatal Accidents (to Pax) | 7 | 8 | 8 | 10 | 8 | 6 | 11 | 5 | 9 | 8 | 8.0 | 7 | 8 | 6 | 5 | 3 | 8 | 6 | 7 | 6 | 6 |
| Passenger Fatalities | 329 | 627 | 735 | 424 | 665 | 383 | 1305 | 636 | 806 | 299 | 620.9 | 729 | 609 | 590 | 449 | 211 | 714 | 515 | 541 | 344 | 657 |
| Fatal Accidents (All) | 9 | 10 | 12 | 11 | 11 | 8 | 17 | 7 | 10 | 12 | 10.7 | 8 | 11 | 9 | 7 | 5 | 8 | 7 | 7 | 9 | 12 |
| Pax and Crew Fatalities | 381 | 676 | 813 | 464 | 728 | 422 | 1424 | 681 | 889 | 348 | 682.6 | 781 | 665 | 670 | 485 | 235 | 757 | 546 | 576 | 369 | 723 |
| TP (GND) Fatal Accidents | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 1 | 2 | 3 | 1.3 | 3 | 6 | 1 | 0 | 2 | 2 | 0 | 3 | 3 | 1 |
| TP (GND) Fatalities | 0 | 0 | 43 | 0 | 12 | 6 | 50 | 1 | 9 | 9 | 13.0 | 13 | 2721 | 30 | 0 | 3 | 45 | 0 | 14 | 37 | 2 |
| Cost of Total Losses \$m | 515 | 339 | 433 | 464 | 506 | 213 | 394 | 396 | 564 | 686 | 451.0 | 646 | 792 | 204 | 173 | 182 | 242 | 380 | 543 | 442 | 492 |
| Cost of Major Partials \$m | 139 | 152 | 129 | 284 | 192 | 204 | 134 | 213 | 325 | 310 | 208.2 | 232 | 163 | 175 | 294 | 225 | 228 | 180 | 203 | 277 | 295 |
| Cost Maj. Hull Losses \$m | 654 | 491 | 562 | 748 | 698 | 417 | 528 | 609 | 889 | 996 | 659.2 | 878 | 955 | 379 | 467 | 407 | 470 | 560 | 746 | 719 | 787 |
| Pax +TP Liab (Airline) \$m | 174 | 100 | 243 | 109 | 181 | 256 | 435 | 232 | 370 | 561 | 266.1 | 853 | 4082 | 246 | 64 | 114 | 290 | 520 | 717 | 259 | 920 |
| Minor Losses \$m | 197 | 172 | 176 | 175 | 184 | 207 | 224 | 232 | 274 | 289 | 213.0 | 304 | 319 | 320 | 350 | 375 | 400 | 425 | 450 | 450 | 475 |
| Total Pax + TP Liab (Airline) | 371 | 272 | 419 | 284 | 365 | 463 | 659 | 464 | 644 | 850 | 479.1 | 1157 | 4401 | 566 | 414 | 489 | 690 | 945 | 1167 | 709 | 1395 |
| Hull and Liability \$m | 1025 | 763 | 981 | 1032 | 1063 | 880 | 1187 | 1073 | 1533 | 1846 | 1404.4 | 2035 | 5356 | 945 | 881 | 896 | 1160 | 1505 | 1913 | 1428 | 2182 |
| Liability (Products)* | 19 | 73 | 113 | 23 | 531 | 88 | 807 | 321 | 234 | 58 | 226.7 | 258 | 961 | 31 | 3 | 72 | 94 | 71 | 42 | 27 | 27 |
| Total Cost | 1044 | 836 | 1094 | 1055 | 1594 | 968 | 1994 | 1394 | 1767 | 1904 | 1365.0 | 2293 | 6317 | 976 | 884 | 968 | 1254 | 1576 | 1955 | 1455 | 2209 |

Products and other contributions to 'disasters' - incl. war.

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|----|-----|---|---|---|---|----|------|---|---|----|---|---|---|----|-----|---|---|
| NON-AIRLINE LOSSES ALL CAUSES - Western-Built Jets | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (All) | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 0 |
| Major Partials (All) | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 2 | 3 | 1.2 | 0 | 0 | 4 | 1 | 1 | 1 | 3 | 2 | 0 | 0 |
| Fatal Accidents (All) | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pax and Crew Fatalities | 2 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost Maj. Hull Losses \$m | 3 | 3 | 0 | 29 | 127 | 2 | 0 | 0 | 9 | 34 | 20.7 | 9 | 0 | 14 | 3 | 3 | 0 | 36 | 165 | 0 | 0 |

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 1990s Avg | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2008/09 |
|---|------|------|------|------|------|------|------|------|------|------|-----------|------|------|------|------|------|------|------|------|------|---------|
| AIRLINE 'ALL-RISK' LOSSES - Western-Built Turboprops | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 29 | 25 | 28 | 34 | 28 | 30 | 31 | 34 | 28 | 33 | 30.0 | 20 | 19 | 28 | 24 | 27 | 18 | 25 | 16 | 32 | 26 |
| TL (Non-Operational) | 0 | 3 | 1 | 1 | 0 | 0 | 1 | 2 | 2 | 2 | 1.2 | 1 | 2 | 5 | 0 | 4 | 0 | 2 | 0 | 4 | 1 |
| Total Losses (All) | 29 | 28 | 29 | 35 | 28 | 30 | 32 | 36 | 30 | 35 | 31.2 | 21 | 21 | 33 | 24 | 31 | 18 | 27 | 16 | 36 | 27 |
| Major Partials (Operational) | 22 | 18 | 19 | 17 | 19 | 18 | 20 | 18 | 21 | 11 | 18.3 | 18 | 19 | 15 | 17 | 13 | 20 | 18 | 21 | 20 | 15 |
| MP (Non-Operational) | 4 | 2 | 1 | 4 | 6 | 6 | 1 | 3 | 3 | 7 | 3.7 | 2 | 0 | 5 | 0 | 4 | 2 | 4 | 2 | 1 | 3 |
| Major Partials (All) | 26 | 20 | 20 | 21 | 25 | 24 | 21 | 21 | 24 | 18 | 22.0 | 20 | 19 | 20 | 17 | 17 | 22 | 22 | 23 | 21 | 18 |
| Fatal Accidents (to Pax) | 11 | 12 | 10 | 11 | 11 | 14 | 11 | 11 | 9 | 11 | 11.1 | 7 | 5 | 5 | 5 | 6 | 4 | 3 | 2 | 5 | 5 |
| Passenger Fatalities | 174 | 117 | 207 | 73 | 159 | 310 | 111 | 141 | 107 | 131 | 152.4 | 74 | 51 | 72 | 37 | 101 | 60 | 56 | 20 | 101 | 106 |
| Fatal Accidents (All) | 14 | 17 | 19 | 19 | 20 | 23 | 15 | 17 | 13 | 18 | 17.5 | 11 | 10 | 12 | 10 | 13 | 6 | 10 | 5 | 13 | 9 |
| Pax and Crew Fatalities | 215 | 141 | 261 | 131 | 211 | 364 | 135 | 184 | 135 | 176 | 195.3 | 94 | 69 | 105 | 57 | 132 | 71 | 88 | 26 | 127 | 127 |
| TP (GND) Fatal Accidents | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0.8 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 |
| TP (GND) Fatalities | 7 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 0 | 1.6 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 |
| Cost of Total Losses \$m | 75 | 71 | 40 | 65 | 115 | 72 | 35 | 86 | 56 | 97 | 71.2 | 37 | 42 | 104 | 34 | 43 | 30 | 50 | 67 | 75 | 55 |
| Cost of Major Partials \$m | 16 | 12 | 26 | 25 | 35 | 41 | 15 | 28 | 32 | 19 | 24.9 | 29 | 25 | 20 | 17 | 17 | 24 | 15 | 34 | 11 | 15 |
| Cost Maj. Hull Losses \$m | 91 | 83 | 66 | 90 | 150 | 113 | 50 | 114 | 88 | 116 | 96.1 | 66 | 67 | 124 | 51 | 60 | 54 | 65 | 101 | 86 | 70 |
| Pax +TP Liab (Airline) \$m | 18 | 65 | 10 | 30 | 156 | 12 | 55 | 84 | 8 | 21 | 45.9 | 33 | 39 | 14 | 102 | 107 | 82 | 3 | 30 | 100 | 325 |
| Pax + TP Liab (AVN52) \$m | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Pax + TP Liab (Airline) | 18 | 66 | 10 | 30 | 157 | 12 | 55 | 84 | 8 | 21 | 46.1 | 33 | 39 | 14 | 102 | 107 | 82 | 3 | 30 | 100 | 325 |
| Hull and Liability \$m | 109 | 149 | 76 | 120 | 307 | 125 | 105 | 198 | 96 | 137 | 142.2 | 99 | 106 | 138 | 153 | 167 | 136 | 68 | 131 | 186 | 395 |
| AIRLINE 'WAR-RISK' LOSSES - Western-Built Turboprops | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 2 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TL (Non-Operational) | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0.5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Losses (All) | 3 | 4 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 4 | 1.7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Partials (Operational) | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| MP (Non-Operational) | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0.4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Partials (All) | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0.7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Fatal Accidents (to Pax) | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Passenger Fatalities | 0 | 5 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 5 | 2.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Fatal Accidents (All) | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pax and Crew Fatalities | 0 | 23 | 0 | 0 | 21 | 97 | 0 | 0 | 14 | 10 | 16.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| TP (GND) Fatal Accidents | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TP (GND) Fatalities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost of Total Losses \$m | 11 | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 29 | 7.3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost of Major Partials \$m | 0 | 3 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 1 | 1.2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost Maj. Hull Losses \$m | 11 | 29 | 0 | 5 | 4 | 0 | 0 | 0 | 6 | 30 | 8.5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AIRLINE LOSSES ALL CAUSES - Western-Built Turboprops | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 31 | 29 | 28 | 34 | 29 | 32 | 31 | 34 | 29 | 35 | 31.2 | 20 | 19 | 28 | 24 | 27 | 18 | 25 | 16 | 32 | 26 |
| TL (Non-Operational) | 1 | 3 | 1 | 1 | 1 | 0 | 1 | 2 | 3 | 4 | 1.7 | 3 | 2 | 5 | 0 | 4 | 0 | 2 | 0 | 4 | 1 |
| Total Losses (All) | 32 | 32 | 29 | 35 | 30 | 32 | 32 | 36 | 32 | 39 | 32.9 | 23 | 21 | 33 | 24 | 31 | 18 | 27 | 16 | 36 | 27 |
| Major Partials (Operational) | 22 | 20 | 19 | 18 | 19 | 18 | 20 | 18 | 21 | 11 | 18.6 | 19 | 19 | 16 | 17 | 13 | 20 | 18 | 22 | 20 | 15 |
| MP (Non-Operational) | 4 | 3 | 1 | 4 | 8 | 6 | 1 | 3 | 4 | 7 | 4.1 | 3 | 0 | 5 | 0 | 4 | 2 | 4 | 2 | 1 | 3 |
| Major Partials (All) | 26 | 23 | 20 | 22 | 27 | 24 | 21 | 21 | 25 | 18 | 22.7 | 22 | 19 | 21 | 17 | 17 | 22 | 22 | 24 | 21 | 18 |
| Fatal Accidents (to Pax) | 11 | 13 | 10 | 11 | 12 | 14 | 11 | 11 | 9 | 12 | 11.4 | 7 | 5 | 5 | 5 | 6 | 4 | 3 | 3 | 5 | 5 |
| Passenger Fatalities | 174 | 116 | 207 | 73 | 177 | 310 | 111 | 141 | 107 | 136 | 155.2 | 74 | 51 | 72 | 37 | 101 | 60 | 56 | 21 | 101 | 106 |
| Fatal Accidents (All) | 14 | 19 | 19 | 19 | 21 | 25 | 15 | 17 | 14 | 20 | 18.3 | 11 | 10 | 12 | 10 | 13 | 6 | 10 | 6 | 13 | 9 |
| Pax and Crew Fatalities | 215 | 164 | 261 | 131 | 232 | 461 | 135 | 184 | 149 | 186 | 211.8 | 94 | 69 | 105 | 57 | 132 | 71 | 88 | 27 | 127 | 127 |
| TP (GND) Fatal Accidents | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0.8 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 |
| TP (GND) Fatalities | 7 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 0 | 1.6 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 |
| Cost of Total Losses \$m | 86 | 97 | 40 | 65 | 116 | 72 | 35 | 86 | 62 | 126 | 78.5 | 40 | 42 | 104 | 34 | 43 | 30 | 50 | 67 | 75 | 55 |
| Cost of Major Partials \$m | 16 | 15 | 26 | 30 | 38 | 41 | 15 | 28 | 32 | 20 | 26.1 | 29 | 25 | 21 | 17 | 17 | 24 | 15 | 34 | 11 | 15 |
| Cost Maj. Hull Losses \$m | 102 | 112 | 66 | 95 | 154 | 113 | 50 | 114 | 94 | 146 | 104.6 | 69 | 67 | 125 | 51 | 60 | 54 | 65 | 101 | 86 | 70 |
| Pax +TP Liab (Airline) \$m | 18 | 66 | 10 | 30 | 157 | 12 | 55 | 84 | 8 | 21 | 46.1 | 33 | 39 | 14 | 102 | 107 | 82 | 3 | 30 | 100 | 325 |
| Total Pax + TP Liab (Airline) | 18 | 66 | 10 | 30 | 157 | 12 | 55 | 84 | 8 | 21 | 46.1 | 33 | 39 | 14 | 102 | 107 | 82 | 3 | 30 | 100 | 325 |
| Hull and Liability \$m | 120 | 178 | 76 | 125 | 311 | 125 | 105 | 198 | 102 | 167 | 196.8 | 102 | 106 | 139 | 153 | 167 | 136 | 68 | 131 | 186 | 395 |
| Liability (Products)* | 2 | 51 | 2 | 0 | 130 | 130 | 2 | 34 | 0 | 1 | 35.2 | 7 | 0 | 0 | 36 | 3 | 10 | 0 | 0 | 0 | 10 |
| Total Cost | 122 | 229 | 78 | 125 | 441 | 255 | 107 | 232 | 102 | 168 | 185.9 | 109 | 106 | 139 | 189 | 170 | 146 | 68 | 131 | 186 | 405 |
| NON-AIRLINE LOSSES ALL CAUSES - Western-Built Turboprops | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (All) | 6 | 4 | 4 | 4 | 2 | 0 | 1 | 1 | 4 | 2 | 2.8 | 8 | 5 | 4 | 1 | 1 | 4 | 6 | 1 | 3 | 2 |
| Major Partials (All) | 3 | 2 | 3 | 4 | 1 | 1 | 1 | 4 | 2 | 0 | 2.1 | 2 | 1 | 20 | 1 | 0 | 0 | 1 | 0 | 1 | 2 |
| Fatal Accidents (All) | 3 | 1 | 2 | 2 | 2 | 0 | 0 | 1 | 2 | 1 | 1.4 | 4 | 1 | 3 | 0 | 1 | 1 | 3 | 0 | 0 | 0 |
| Pax and Crew Fatalities | 18 | 7 | 18 | 8 | 33 | 0 | 0 | 6 | 3 | 2 | 9.5 | 26 | 4 | 35 | 0 | 5 | 2 | 11 | 0 | 0 | 0 |
| Cost Maj. Hull Losses \$m | 4 | 1 | 11 | 26 | 1 | 0 | 3 | 8 | 4 | 7 | 6.5 | 9 | 13 | 41 | 0 | 0 | 1 | 8 | 1 | 10 | 2 |

Products and other contributions to 'disasters'.

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 1990s Avg | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2008/09 |
|---|------|------|------|------|------|------|------|------|------|------|-----------|------|------|------|------|------|------|------|------|------|---------|
| AIRLINE 'ALL-RISK' LOSSES - Eastern-Built Jets | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 10 | 5 | 8 | 5 | 7 | 4 | 10 | 9 | 6 | 6 | 7.0 | 2 | 5 | 5 | 2 | 5 | 3 | 2 | 2 | 2 | 1 |
| TL (Non-Operational) | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Total Losses (All) | 11 | 5 | 11 | 5 | 8 | 4 | 10 | 9 | 6 | 6 | 7.5 | 2 | 5 | 6 | 2 | 5 | 3 | 2 | 3 | 2 | 1 |
| Major Partials (Operational) | 5 | 5 | 10 | 4 | 3 | 7 | 4 | 2 | 5 | 0 | 4.5 | 1 | 3 | 2 | 5 | 5 | 1 | 4 | 0 | 6 | 2 |
| MP (Non-Operational) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0.2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Major Partials (All) | 5 | 5 | 10 | 4 | 4 | 7 | 4 | 2 | 6 | 0 | 4.7 | 1 | 5 | 3 | 5 | 5 | 1 | 5 | 0 | 7 | 3 |
| Fatal Accidents (to Pax) | 4 | 2 | 3 | 3 | 5 | 3 | 2 | 4 | 1 | 3 | 3.0 | 1 | 3 | 2 | 2 | 1 | 0 | 2 | 1 | 0 | 0 |
| Passenger Fatalities | 63 | 60 | 129 | 304 | 316 | 156 | 132 | 203 | 58 | 68 | 148.9 | 4 | 227 | 165 | 76 | 32 | 0 | 188 | 6 | 0 | 0 |
| Fatal Accidents (All) | 4 | 3 | 4 | 3 | 6 | 3 | 7 | 5 | 3 | 3 | 4.1 | 1 | 4 | 3 | 3 | 4 | 3 | 2 | 1 | 1 | 1 |
| Pax and Crew Fatalities | 74 | 68 | 245 | 330 | 354 | 166 | 226 | 232 | 90 | 85 | 187.0 | 9 | 263 | 201 | 95 | 48 | 23 | 198 | 6 | 4 | 11 |
| TP (GND) Fatal Accidents | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TP (GND) Fatalities | 0 | 1 | 4 | 0 | 1 | 0 | 2 | 0 | 14 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost of Total Losses \$m | 0 | 12 | 4 | 2 | 0 | 0 | 7 | 1 | 4 | 8 | 3.8 | 1 | 8 | 12 | 3 | 4 | 2 | 6 | 2 | 0 | 0 |
| Cost of Major Partials \$m | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 15 | 0 | 1.9 | 0 | 0 | 4 | 1 | 3 | 0 | 4 | 0 | 4 | 1 |
| Cost Maj. Hull Losses \$m | 0 | 12 | 4 | 2 | 1 | 0 | 10 | 1 | 19 | 8 | 5.7 | 1 | 8 | 16 | 4 | 7 | 2 | 10 | 2 | 4 | 1 |
| Pax +TP Liab (Airline) \$m | 0 | 0 | 2 | 2 | 3 | 0 | 4 | 30 | 11 | 1 | 5.3 | 0 | 8 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pax + TP Liab (AVN52) \$m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Pax + TP Liab (Airline) | 0 | 0 | 2 | 2 | 3 | 0 | 4 | 30 | 11 | 1 | 5.3 | 0 | 8 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hull and Liability \$m | 0 | 12 | 6 | 4 | 4 | 0 | 14 | 31 | 30 | 9 | 11.0 | 1 | 16 | 37 | 6 | 7 | 2 | 10 | 2 | 4 | 1 |
| AIRLINE 'WAR-RISK' LOSSES - Eastern-Built Jets | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 |
| TL (Non-Operational) | 3 | 0 | 0 | 4 | 5 | 1 | 2 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Losses (All) | 3 | 0 | 0 | 7 | 6 | 1 | 2 | 0 | 0 | 0 | 1.9 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 |
| Major Partials (Operational) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MP (Non-Operational) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Partials (All) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatal Accidents (to Pax) | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Passenger Fatalities | 0 | 0 | 0 | 122 | 1 | 0 | 0 | 0 | 0 | 0 | 12.3 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 |
| Fatal Accidents (All) | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 |
| Pax and Crew Fatalities | 0 | 0 | 0 | 136 | 1 | 0 | 0 | 0 | 0 | 0 | 13.7 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 11 | 0 | 0 |
| TP (GND) Fatal Accidents | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TP (GND) Fatalities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost of Total Losses \$m | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost of Major Partials \$m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost Maj. Hull Losses \$m | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AIRLINE LOSSES ALL CAUSES - Eastern-Built Jets | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 10 | 5 | 8 | 8 | 8 | 4 | 10 | 9 | 6 | 6 | 7.4 | 2 | 5 | 5 | 2 | 7 | 3 | 2 | 4 | 2 | 1 |
| TL (Non-Operational) | 4 | 0 | 3 | 4 | 6 | 1 | 2 | 0 | 0 | 0 | 2.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Total Losses (All) | 14 | 5 | 11 | 12 | 14 | 5 | 12 | 9 | 6 | 6 | 9.4 | 2 | 5 | 6 | 2 | 7 | 3 | 2 | 5 | 2 | 1 |
| Major Partials (Operational) | 6 | 5 | 10 | 4 | 3 | 7 | 4 | 2 | 5 | 0 | 4.6 | 1 | 3 | 2 | 5 | 5 | 1 | 4 | 0 | 6 | 2 |
| MP (Non-Operational) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0.3 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Major Partials (All) | 6 | 5 | 10 | 4 | 4 | 7 | 4 | 2 | 6 | 1 | 4.9 | 1 | 5 | 3 | 5 | 5 | 1 | 5 | 0 | 7 | 3 |
| Fatal Accidents (to Pax) | 4 | 2 | 3 | 5 | 6 | 3 | 2 | 4 | 1 | 3 | 3.3 | 1 | 3 | 2 | 2 | 3 | 0 | 2 | 1 | 0 | 0 |
| Passenger Fatalities | 63 | 60 | 129 | 426 | 317 | 156 | 132 | 203 | 58 | 68 | 161.2 | 4 | 227 | 165 | 76 | 105 | 0 | 188 | 6 | 0 | 0 |
| Fatal Accidents (All) | 4 | 3 | 4 | 6 | 7 | 3 | 7 | 5 | 3 | 3 | 4.5 | 1 | 4 | 3 | 3 | 6 | 3 | 2 | 2 | 1 | 1 |
| Pax and Crew Fatalities | 74 | 68 | 245 | 466 | 355 | 166 | 226 | 232 | 90 | 85 | 200.7 | 9 | 263 | 201 | 95 | 138 | 23 | 198 | 17 | 4 | 11 |
| TP (GND) Fatal Accidents | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TP (GND) Fatalities | 0 | 1 | 4 | 0 | 1 | 0 | 2 | 0 | 14 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost of Total Losses \$m | 12 | 12 | 4 | 2 | 0 | 0 | 7 | 1 | 4 | 8 | 5.0 | 1 | 8 | 12 | 3 | 4 | 2 | 6 | 2 | 0 | 0 |
| Cost of Major Partials \$m | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 15 | 0 | 1.9 | 0 | 0 | 4 | 1 | 3 | 0 | 4 | 0 | 4 | 1 |
| Cost Maj. Hull Losses \$m | 12 | 12 | 4 | 2 | 1 | 0 | 10 | 1 | 19 | 8 | 6.9 | 1 | 8 | 16 | 4 | 7 | 2 | 10 | 2 | 4 | 1 |
| Pax +TP Liab (Airline) \$m | 0 | 0 | 2 | 2 | 3 | 0 | 4 | 30 | 11 | 1 | 5.3 | 0 | 8 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Pax + TP Liab (Airline) | 0 | 0 | 2 | 2 | 3 | 0 | 4 | 30 | 11 | 1 | 5.3 | 0 | 8 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hull and Liability \$m | 12 | 12 | 6 | 4 | 4 | 0 | 14 | 31 | 30 | 9 | 17.5 | 1 | 16 | 37 | 6 | 7 | 2 | 10 | 2 | 4 | 1 |
| Liability (Products)* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cost | 12 | 12 | 6 | 4 | 4 | 0 | 14 | 31 | 30 | 9 | 12.2 | 1 | 16 | 72 | 6 | 7 | 2 | 10 | 2 | 4 | 1 |

*Products' and other contributions to 'disasters'.

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|----|---|----|---|---|---|---|---|---|-----|---|----|---|---|---|---|---|----|---|---|
| NON-AIRLINE LOSSES ALL CAUSES - Eastern-Built Jets | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (All) | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| Major Partials (All) | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatal Accidents (All) | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pax and Crew Fatalities | 0 | 13 | 8 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 4.5 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost Maj. Hull Losses \$m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 1990s Avg | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2008/09 |
|---|------|------|------|------|------|------|------|------|------|------|-----------|------|------|------|------|------|------|------|------|------|---------|
| AIRLINE 'ALL-RISK' LOSSES - Eastern-Built Turboprops | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 6 | 8 | 15 | 12 | 7 | 15 | 16 | 10 | 13 | 10 | 11.2 | 13 | 10 | 16 | 11 | 12 | 23 | 10 | 18 | 11 | 8 |
| TL (Non-Operational) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total Losses (All) | 6 | 8 | 16 | 12 | 7 | 15 | 16 | 10 | 13 | 10 | 11.3 | 13 | 10 | 16 | 12 | 12 | 24 | 10 | 18 | 11 | 8 |
| Major Partials (Operational) | 2 | 6 | 10 | 7 | 6 | 5 | 2 | 2 | 3 | 1 | 4.4 | 5 | 4 | 4 | 3 | 2 | 6 | 5 | 4 | 1 | 3 |
| MP (Non-Operational) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 |
| Major Partials (All) | 2 | 6 | 10 | 7 | 6 | 5 | 2 | 2 | 3 | 1 | 4.4 | 5 | 4 | 4 | 3 | 2 | 7 | 6 | 5 | 1 | 3 |
| Fatal Accidents (to Pax) | 2 | 2 | 3 | 4 | 0 | 4 | 3 | 3 | 2 | 1 | 2.4 | 8 | 7 | 3 | 1 | 0 | 8 | 2 | 4 | 2 | 0 |
| Passenger Fatalities | 29 | 67 | 42 | 100 | 0 | 80 | 54 | 90 | 75 | 15 | 55.2 | 185 | 68 | 56 | 19 | 0 | 136 | 31 | 63 | 29 | 0 |
| Fatal Accidents (All) | 2 | 3 | 8 | 6 | 3 | 6 | 8 | 4 | 8 | 6 | 5.4 | 10 | 7 | 9 | 4 | 4 | 13 | 4 | 11 | 7 | 3 |
| Pax and Crew Fatalities | 34 | 84 | 94 | 151 | 44 | 108 | 87 | 116 | 113 | 46 | 87.7 | 217 | 86 | 83 | 43 | 19 | 202 | 44 | 122 | 66 | 15 |
| TP (GND) Fatal Accidents | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0.5 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 |
| TP (GND) Fatalities | 1 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 13 | 31.4 | 9 | 0 | 0 | 0 | 1 | 0 | 14 | 30 | 0 | 0 |
| Cost of Total Losses \$m | 0 | 0 | 2 | 2 | 2 | 0 | 4 | 3 | 5 | 3 | 2.1 | 6 | 3 | 14 | 3 | 5 | 12 | 1 | 4 | 4 | 13 |
| Cost of Major Partials \$m | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 2 |
| Cost Maj. Hull Losses \$m | 0 | 0 | 2 | 2 | 2 | 1 | 4 | 3 | 5 | 3 | 2.2 | 6 | 3 | 14 | 3 | 5 | 16 | 2 | 4 | 4 | 15 |
| Pax + TP Liab (Airline) \$m | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1.1 | 1 | 0 | 1 | 0 | 0 | 5 | 1 | 1 | 0 | 0 |
| Pax + TP Liab (AVN52) \$m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Pax + TP Liab (Airline) | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1.1 | 1 | 0 | 1 | 0 | 0 | 5 | 1 | 1 | 0 | 0 |
| Hull and Liability \$m | 0 | 0 | 3 | 2 | 2 | 11 | 4 | 3 | 5 | 3 | 3.3 | 7 | 3 | 15 | 3 | 5 | 21 | 3 | 5 | 4 | 15 |
| AIRLINE 'WAR-RISK' LOSSES - Eastern-Built Turboprops | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TL (Non-Operational) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Losses (All) | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Partials (Operational) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MP (Non-Operational) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0.1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Partials (All) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0.1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatal Accidents (to Pax) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger Fatalities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 2.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatal Accidents (All) | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pax and Crew Fatalities | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 35 | 1 | 4.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TP (GND) Fatal Accidents | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TP (GND) Fatalities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost of Total Losses \$m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost of Major Partials \$m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost Maj. Hull Losses \$m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AIRLINE LOSSES ALL CAUSES - Eastern-Built Turboprops | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 6 | 8 | 15 | 13 | 8 | 15 | 16 | 10 | 15 | 11 | 11.7 | 13 | 10 | 16 | 11 | 12 | 23 | 10 | 18 | 11 | 8 |
| TL (Non-Operational) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total Losses (All) | 6 | 8 | 16 | 13 | 8 | 15 | 16 | 10 | 15 | 11 | 11.8 | 13 | 10 | 16 | 12 | 12 | 24 | 10 | 18 | 11 | 8 |
| Major Partials (Operational) | 2 | 6 | 10 | 7 | 6 | 5 | 2 | 2 | 3 | 1 | 4.4 | 5 | 4 | 4 | 3 | 2 | 6 | 5 | 4 | 1 | 3 |
| MP (Non-Operational) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0.1 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 |
| Major Partials (All) | 2 | 6 | 10 | 7 | 6 | 5 | 2 | 2 | 4 | 1 | 4.5 | 5 | 6 | 4 | 3 | 2 | 7 | 6 | 5 | 1 | 3 |
| Fatal Accidents (to Pax) | 2 | 2 | 3 | 4 | 0 | 4 | 3 | 3 | 3 | 1 | 2.5 | 8 | 7 | 3 | 1 | 0 | 8 | 2 | 4 | 2 | 0 |
| Passenger Fatalities | 29 | 67 | 42 | 100 | 0 | 80 | 54 | 90 | 95 | 15 | 57.2 | 185 | 68 | 56 | 19 | 0 | 136 | 31 | 63 | 29 | 0 |
| Fatal Accidents (All) | 2 | 3 | 8 | 6 | 4 | 6 | 8 | 4 | 10 | 7 | 5.8 | 10 | 7 | 9 | 4 | 4 | 13 | 4 | 11 | 7 | 3 |
| Pax and Crew Fatalities | 34 | 84 | 94 | 151 | 51 | 108 | 87 | 116 | 148 | 47 | 92.0 | 217 | 86 | 83 | 43 | 19 | 202 | 44 | 122 | 66 | 15 |
| TP (GND) Fatal Accidents | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0.5 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 |
| TP (GND) Fatalities | 1 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 13 | 31.4 | 9 | 0 | 0 | 0 | 1 | 0 | 14 | 30 | 0 | 0 |
| Cost of Total Losses \$m | 0 | 0 | 2 | 2 | 2 | 0 | 4 | 3 | 5 | 3 | 2.1 | 6 | 3 | 14 | 3 | 5 | 12 | 1 | 4 | 4 | 13 |
| Cost of Major Partials \$m | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 2 |
| Cost Maj. Hull Losses \$m | 0 | 0 | 2 | 2 | 2 | 1 | 4 | 3 | 5 | 3 | 2.2 | 6 | 3 | 14 | 3 | 5 | 16 | 2 | 4 | 4 | 15 |
| Pax + TP Liab (Airline) \$m | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1.1 | 1 | 0 | 1 | 0 | 0 | 5 | 1 | 1 | 0 | 0 |
| Total Pax + TP Liab (Airline) | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 1.1 | 1 | 0 | 1 | 0 | 0 | 5 | 1 | 1 | 0 | 0 |
| Hull and Liability \$m | 0 | 0 | 3 | 2 | 2 | 11 | 4 | 3 | 5 | 3 | 4.4 | 7 | 3 | 15 | 3 | 5 | 21 | 3 | 5 | 4 | 15 |
| Liability (Products)* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cost | 0 | 0 | 3 | 2 | 2 | 11 | 4 | 3 | 5 | 3 | 3.3 | 7 | 3 | 15 | 3 | 5 | 21 | 3 | 5 | 4 | 15 |
| NON-AIRLINE LOSSES ALL CAUSES - Eastern-Built Turboprops | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (All) | 1 | 3 | 1 | 3 | 2 | 3 | 1 | 0 | 2 | 1 | 1.7 | 0 | 2 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 |
| Major Partials (All) | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0.7 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 |
| Fatal Accidents (All) | 1 | 3 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 1.1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 |
| Pax and Crew Fatalities | 9 | 12 | 1 | 7 | 5 | 14 | 7 | 0 | 2 | 0 | 5.7 | 0 | 13 | 0 | 15 | 0 | 2 | 40 | 0 | 11 | 11 |
| Cost Maj. Hull Losses \$m | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |

Products and other contributions to 'disasters'.

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 1990s Avg | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2008/09 |
|--|------|------|------|------|------|------|------|------|------|------|-----------|-------|------|------|------|------|------|------|------|------|---------|
| AIRLINE 'ALL-RISK' LOSSES - All Jets and Turboprops | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 59 | 59 | 77 | 73 | 62 | 68 | 78 | 75 | 70 | 70 | 69.1 | 54 | 50 | 64 | 51 | 59 | 63 | 54 | 55 | 69 | 57 |
| TL (Non-Operational) | 2 | 5 | 5 | 1 | 2 | 1 | 3 | 3 | 2 | 4 | 2.8 | 5 | 3 | 8 | 2 | 4 | 3 | 7 | 2 | 7 | 3 |
| Total Losses (All) | 61 | 64 | 82 | 74 | 64 | 69 | 81 | 78 | 72 | 74 | 71.9 | 59 | 53 | 72 | 53 | 63 | 66 | 61 | 57 | 76 | 60 |
| Major Partials (Operational) | 53 | 52 | 65 | 57 | 52 | 56 | 52 | 51 | 69 | 47 | 55.4 | 57 | 68 | 46 | 59 | 61 | 63 | 59 | 62 | 66 | 57 |
| MP (Non-Operational) | 9 | 6 | 9 | 9 | 11 | 22 | 6 | 9 | 15 | 29 | 12.5 | 12 | 14 | 18 | 21 | 21 | 18 | 19 | 24 | 15 | 13 |
| Major Partials (All) | 62 | 58 | 74 | 66 | 63 | 78 | 58 | 60 | 84 | 76 | 67.9 | 69 | 82 | 64 | 80 | 82 | 81 | 78 | 86 | 81 | 70 |
| Fatal Accidents (to Pax) | 23 | 24 | 24 | 28 | 24 | 27 | 26 | 23 | 20 | 23 | 24.2 | 23 | 19 | 15 | 13 | 10 | 20 | 13 | 14 | 13 | 11 |
| Passenger Fatalities | 520 | 865 | 1113 | 901 | 1140 | 929 | 1485 | 1070 | 1008 | 513 | 954.4 | 992 | 723 | 780 | 581 | 344 | 910 | 790 | 630 | 474 | 763 |
| Fatal Accidents (All) | 28 | 33 | 43 | 39 | 40 | 40 | 46 | 33 | 33 | 39 | 37.4 | 30 | 28 | 32 | 24 | 26 | 30 | 23 | 24 | 30 | 25 |
| Pax and Crew Fatalities | 622 | 969 | 1413 | 1076 | 1337 | 1060 | 1745 | 1213 | 1186 | 655 | 1127.6 | 1101 | 818 | 947 | 680 | 434 | 1053 | 876 | 730 | 566 | 676 |
| TP (GND) Fatal Accidents | 4 | 2 | 2 | 0 | 3 | 1 | 8 | 2 | 6 | 4 | 3.2 | 7 | 4 | 1 | 0 | 5 | 2 | 2 | 5 | 4 | 2 |
| TP (GND) Fatalities | 8 | 3 | 47 | 0 | 13 | 6 | 354 | 2 | 27 | 22 | 48.2 | 24 | 11 | 30 | 0 | 6 | 45 | 14 | 44 | 38 | 3 |
| Cost of Total Losses \$m | 282 | 417 | 479 | 533 | 623 | 285 | 400 | 486 | 628 | 794 | 492.7 | 690 | 321 | 324 | 193 | 234 | 286 | 437 | 616 | 521 | 560 |
| Cost of Major Partials \$m | 153 | 141 | 154 | 307 | 221 | 246 | 152 | 236 | 372 | 329 | 231.1 | 259 | 184 | 199 | 312 | 245 | 256 | 200 | 237 | 292 | 313 |
| Cost Maj. Hull Losses \$m | 435 | 558 | 633 | 840 | 844 | 531 | 552 | 722 | 1000 | 1123 | 723.8 | 949 | 505 | 523 | 505 | 479 | 542 | 637 | 853 | 813 | 873 |
| Pax + TP Liab (Airline) \$m | 183 | 165 | 256 | 141 | 339 | 278 | 484 | 346 | 389 | 583 | 316.4 | 887 | 551 | 272 | 168 | 221 | 377 | 524 | 748 | 359 | 1245 |
| Pax + TP Liab (AVN52) \$m | 9 | 1 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 2.2 | 0 | 357.8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minor Liab Losses \$m | 197 | 172 | 176 | 175 | 184 | 207 | 224 | 232 | 274 | 289 | 213.0 | 304 | 319 | 320 | 350 | 375 | 400 | 425 | 450 | 450 | 475 |
| Total Pax + TP Liab (Airline) | 389 | 338 | 432 | 316 | 525 | 485 | 718 | 578 | 663 | 872 | 531.6 | 1191 | 4448 | 602 | 518 | 596 | 777 | 949 | 1198 | 809 | 1720 |
| Hull and Liability \$m | 824 | 896 | 1065 | 1156 | 1369 | 1016 | 1270 | 1300 | 1663 | 1995 | 1255.4 | 2140 | 4953 | 1125 | 1023 | 1075 | 1319 | 1586 | 2051 | 1622 | 2593 |
| Est Written Premium | 350 | 650 | 900 | 1300 | 1750 | 1950 | 1750 | 1400 | 1000 | 1050 | 1210.0 | 1300 | 3600 | 3200 | 2700 | 2500 | 2200 | 1700 | 1600 | 1800 | |
| AIRLINE 'WAR-RISK' LOSSES - All Jets and Turboprops | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 4 | 4 | 0 | 4 | 3 | 2 | 1 | 0 | 4 | 3 | 2.5 | 0 | 4 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 0 |
| TL (Non-Operational) | 8 | 1 | 0 | 4 | 6 | 1 | 2 | 1 | 2 | 2 | 2.7 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Losses (All) | 12 | 5 | 0 | 8 | 9 | 3 | 3 | 1 | 6 | 5 | 5.2 | 2 | 10 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 0 |
| Major Partials (Operational) | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0.7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| MP (Non-Operational) | 1 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 1.1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Major Partials (All) | 2 | 5 | 1 | 2 | 3 | 0 | 0 | 1 | 2 | 2 | 1.8 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Fatal Accidents (to Pax) | 1 | 1 | 0 | 2 | 2 | 0 | 1 | 0 | 2 | 1 | 1.0 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 |
| Passenger Fatalities | 75 | 5 | 0 | 122 | 19 | 0 | 117 | 0 | 58 | 5 | 40.1 | 0 | 232 | 103 | 0 | 73 | 0 | 0 | 1 | 0 | 0 |
| Fatal Accidents (All) | 1 | 2 | 0 | 3 | 3 | 2 | 1 | 0 | 4 | 3 | 1.9 | 0 | 4 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 |
| Pax and Crew Fatalities | 82 | 23 | 0 | 136 | 29 | 97 | 127 | 0 | 90 | 11 | 59.5 | 0 | 265 | 112 | 0 | 90 | 0 | 0 | 12 | 0 | 0 |
| TP (GND) Fatal Accidents | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TP (GND) Fatalities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 2711 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost of Total Losses \$m | 331 | 31 | 0 | 0 | 1 | 0 | 40 | 0 | 7 | 29 | 43.9 | 3 | 524 | 10 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost of Major Partials \$m | 2 | 26 | 1 | 7 | 10 | 0 | 5 | 0 | 1 | 5.2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cost Maj. Hull Losses \$m | 333 | 57 | 1 | 7 | 11 | 0 | 40 | 5 | 7 | 30 | 49.1 | 5 | 528 | 11 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| AIRLINE LOSSES ALL CAUSES - All Jets and Turboprops | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (Operational) | 63 | 63 | 77 | 77 | 65 | 70 | 79 | 75 | 74 | 73 | 71.6 | 54 | 54 | 65 | 52 | 61 | 63 | 54 | 57 | 69 | 57 |
| TL (Non-Operational) | 10 | 6 | 5 | 5 | 8 | 2 | 5 | 4 | 4 | 6 | 5.5 | 7 | 9 | 8 | 2 | 4 | 3 | 7 | 2 | 7 | 3 |
| Total Losses (All) | 73 | 69 | 82 | 82 | 73 | 72 | 84 | 79 | 78 | 79 | 77.1 | 61 | 63 | 73 | 54 | 65 | 66 | 61 | 59 | 76 | 60 |
| Major Partials (Operational) | 54 | 54 | 65 | 59 | 53 | 56 | 52 | 52 | 69 | 47 | 56.1 | 59 | 68 | 47 | 59 | 61 | 63 | 59 | 63 | 66 | 57 |
| MP (Non-Operational) | 10 | 9 | 10 | 9 | 13 | 22 | 6 | 9 | 17 | 31 | 13.6 | 13 | 18 | 18 | 21 | 21 | 18 | 19 | 24 | 15 | 13 |
| Major Partials (All) | 64 | 63 | 75 | 68 | 66 | 78 | 58 | 61 | 86 | 78 | 69.7 | 72 | 86 | 65 | 80 | 82 | 81 | 78 | 87 | 81 | 70 |
| Fatal Accidents (to Pax) | 24 | 25 | 24 | 30 | 26 | 27 | 27 | 23 | 22 | 24 | 25.2 | 23 | 23 | 16 | 13 | 12 | 20 | 13 | 15 | 13 | 11 |
| Passenger Fatalities | 595 | 870 | 1113 | 1023 | 1159 | 929 | 1602 | 1070 | 1066 | 518 | 994.5 | 992 | 955 | 883 | 581 | 417 | 910 | 790 | 631 | 474 | 763 |
| Fatal Accidents (All) | 29 | 35 | 43 | 42 | 43 | 42 | 47 | 33 | 37 | 42 | 39.3 | 30 | 32 | 33 | 24 | 28 | 30 | 23 | 26 | 30 | 25 |
| Pax and Crew Fatalities | 704 | 992 | 1413 | 1212 | 1366 | 1157 | 1872 | 1213 | 1276 | 666 | 1187.1 | 1101 | 1083 | 1059 | 680 | 524 | 1053 | 876 | 742 | 566 | 676 |
| TP (GND) Fatal Accidents | 4 | 2 | 2 | 0 | 3 | 1 | 8 | 2 | 6 | 4 | 3.2 | 7 | 7 | 1 | 0 | 5 | 2 | 2 | 5 | 4 | 2 |
| TP (GND) Fatalities | 8 | 3 | 47 | 0 | 13 | 6 | 354 | 2 | 27 | 22 | 48.2 | 24 | 2722 | 30 | 0 | 6 | 45 | 14 | 44 | 38 | 3 |
| Cost of Total Losses \$m | 613 | 448 | 479 | 533 | 624 | 285 | 440 | 486 | 635 | 823 | 536.6 | 693 | 845 | 334 | 213 | 234 | 286 | 437 | 616 | 521 | 560 |
| Cost of Major Partials \$m | 155 | 167 | 155 | 314 | 231 | 246 | 152 | 241 | 372 | 330 | 236.3 | 261 | 188 | 200 | 312 | 245 | 256 | 200 | 237 | 292 | 313 |
| Cost Maj. Hull Losses \$m | 768 | 615 | 634 | 847 | 855 | 531 | 592 | 727 | 1007 | 1153 | 772.9 | 954 | 1033 | 534 | 525 | 479 | 542 | 637 | 853 | 813 | 873 |
| Pax + TP Liab (Airline) \$m | 192 | 166 | 256 | 141 | 341 | 278 | 494 | 346 | 389 | 583 | 318.6 | 887 | 4129 | 282 | 168 | 221 | 377 | 524 | 748 | 359 | 1245 |
| Minor Liab Losses \$m | 197 | 172 | 176 | 175 | 184 | 207 | 224 | 232 | 274 | 289 | 213.0 | 304 | 319 | 320 | 350 | 375 | 400 | 425 | 450 | 450 | 475 |
| Total Pax + TP Liab (Airline) | 389 | 338 | 432 | 316 | 525 | 485 | 718 | 578 | 663 | 872 | 531.6 | 1191 | 4448 | 602 | 518 | 596 | 777 | 949 | 1198 | 809 | 1720 |
| Hull and Liability \$m | 1157 | 953 | 1066 | 1163 | 1380 | 1016 | 1310 | 1305 | 1670 | 2025 | 1623.1 | 2145 | 5481 | 1136 | 1043 | 1075 | 1319 | 1586 | 2051 | 1622 | 2593 |
| Liability (Products)* | 21 | 124 | 115 | 23 | 661 | 218 | 809 | 355 | 234 | 59 | 261.9 | 265 | 961 | 66 | 39 | 75 | 104 | 71 | 42 | 27 | 37 |
| Total Cost | 1178 | 1077 | 1181 | 1186 | 2041 | 1234 | 2119 | 1660 | 1904 | 2084 | 1566.4 | 2410 | 6442 | 1202 | 1082 | 1150 | 1423 | 1657 | 2093 | 1649 | 2630 |

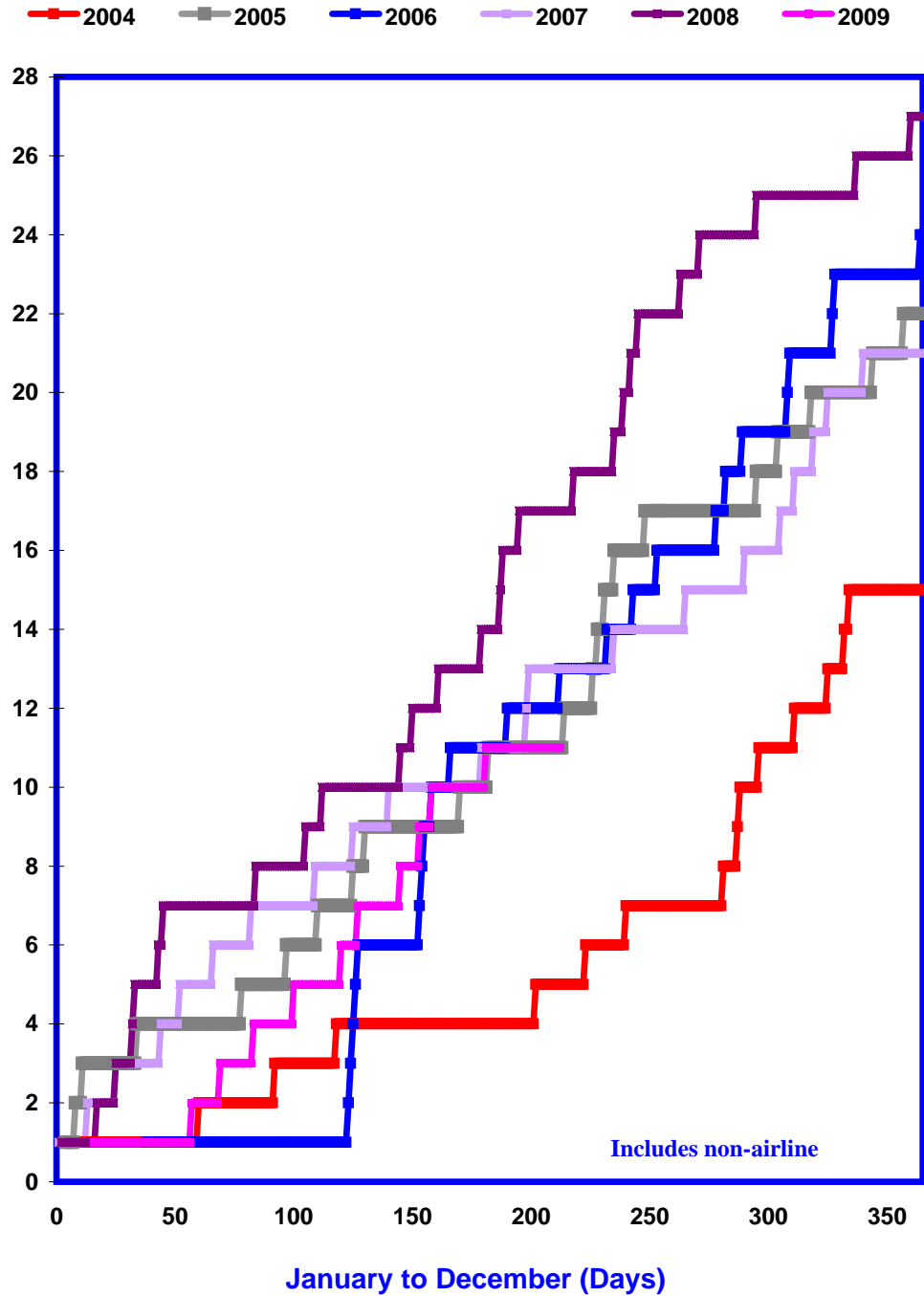
*Products' and other contributions to 'disasters'.

| | | | | | | | | | | | | | | | | | | | | | |
|--|----|----|----|----|-----|----|---|---|----|----|------|----|----|----|----|---|---|----|-----|----|----|
| NON-AIRLINE LOSSES ALL CAUSES - All Jets and Turboprops | | | | | | | | | | | | | | | | | | | | | |
| Total Losses (All) | 8 | 8 | 6 | 9 | 6 | 3 | 2 | 1 | 7 | 3 | 5.3 | 10 | 8 | 5 | 4 | 1 | 6 | 12 | 4 | 4 | 3 |
| Major Partials (All) | 6 | 5 | 4 | 8 | 2 | 4 | 1 | 4 | 4 | 4 | 4.2 | 2 | 2 | 24 | 4 | 1 | 1 | 5 | 2 | 1 | 2 |
| Fatal Accidents (All) | 5 | 5 | 4 | 5 | 5 | 2 | 1 | 1 | 3 | 1 | 3.2 | 4 | 3 | 3 | 2 | 1 | 2 | 5 | 0 | 1 | 1 |
| Pax and Crew Fatalities | 29 | 32 | 27 | 35 | 52 | 14 | 7 | 6 | 5 | 2 | 20.9 | 26 | 35 | 35 | 15 | 5 | 4 | 51 | 0 | 11 | 11 |
| Cost Maj. Hull Losses \$m | 7 | 4 | 11 | 55 | 128 | 2 | 3 | 8 | 13 | 41 | 27.2 | 18 | 16 | 55 | 4 | 3 | 2 | 54 | 166 | 10 | 2 |

WESTERN JET AIRLINER TOTAL LOSSES (All)

Western Built Jets 2004 - 2005 - 2006 - 2007 - 2008
 Total Losses - All Circumstances

Cumulative Total Losses (Number)



JET AIRLINER TOTAL LOSSES (ALL)

12 Months as at 30 June 2009

| ALL CIRCUMSTANCES (Western Built) | | | | | | | | | | |
|--|-------------|--------|-------|----------------------|-------------------|-----|------------|-----------|-------------|------------|
| Date | Aircraft | Regn. | Op. | Operator | Location | P/F | Fatalities | | Occupants | |
| | | | | | | | Pax | Crw | Pax | Crw |
| 06.07.08 | DC-9-15 | N199US | INC | USA Jet Airlines | Saltillo, MX | LA | - | 1 | - | 2 |
| 07.07.08 | B747-200SF | N714CK | ISC | Kalitta Air | Bogota, CO | TI | - | - | - | 8 |
| 03.08.08 | B747-400D | JA8955 | NOG | All Nippon | Bangkok, TH | NA | - | - | - | - |
| 20.08.08 | MD82 | EC-HFP | DSP | Spanair | Madrid, ES | TI | 148 | 6 | 166 | 6 |
| 24.08.08 | B737-200Adv | EX-009 | ISP | Itek Air | Bishkek, KG | LA | 65 ? | - ? | 84 | 6 |
| 27.08.08 | B737-200Adv | PK-CJG | DSP | Sriwijaya Air | Jambi, ID | LR | - | - | 123 | 6 |
| 30.08.08 | B737-200Adv | YV102T | Ferry | Conviasa | Latacunga, EC | LD | - | 3 | - | 3 |
| 14.09.08 | B737-500 | VP-BKO | DSP | Aeroflot Nord | Perm, RU | LA | 82 | 6 | 82 | 6 |
| 22.09.08 | Fokker F.28 | HC-CDT | DSP | Icaro | Quito, EC | TA | - | - | 62 | 4 |
| 16.10.08 | B737-200Adv | YV162T | DSP | Rutaca | Caracas, VE | LR | - | - | 47 | 7 |
| 27.11.08 | A320 | D-AXLA | Test | XL Airways Germany | off Perpignan, FR | LA | 5 | 2 | 5 | 2 |
| 20.12.08 | B737-500 | N18611 | DSP | Continental Airlines | Denver, US | TR | - | - | 110 | 5 |
| 15.01.09 | A320 | N106US | DSP | US Airways | New York, US | TC | - | - | 150 | 5 |
| 25.02.09 | B737-800 | TC-JGE | ISP | Turkish Airlines | Amsterdam, NL | LA | 5 | 4 | 127 | 7 |
| 09.03.09 | MD90 | PK-LIL | DSP | Lion Air | Jakarta, ID | LR | - | - | 166 | 6 |
| 23.03.09 | MD11 | N526FE | ISF | FedEx | Tokyo, JP | LR | - | 2 | - | 2 |
| 09.04.09 | BAe146 | PK-BRD | DNC | Aviastar Mandiri | Wamena, ID | LA | - | 7 | - | 7 |
| 29.04.09 | B737-200Adv | TL-ADM | Ferry | Bako Air | Massamba, ZR | ER | 5 | 2 | 5 | 2 |
| 06.05.09 | DC-10 | N139WA | INP | World Airways | Baltimore, US | LR | - | - | 168 | ? |
| 24.05.09 | B727-200Adv | YA-GAD | NOG | Kam Air | Kabul, AF | NT | - | - | - | - |
| 01.06.09 | A330 | F-GZCP | ISP | Air France | off Brazil | ER | 216 | 12 | 216 | 12 |
| 06.06.09 | Fokker F.28 | XY-ADW | DSP | Myanma Airways | Sittwe, MM | LR | - | - | 62 | 6 |
| 30.06.09 | A310 | 7O-ADJ | ISP | Yemenia | Moroni, KM | LA | 141 | 11 | 142 | 11 |
| Western Built (All Circumstances) | | | | | | | 667 | 56 | 1715 | 113 |

| ALL CIRCUMSTANCES (Eastern Built) | | | | | | | | | | |
|--|----------|--------|-----|----------|-------------|-----|------------|----------|-----------|----------|
| Date | Aircraft | Regn. | Op. | Operator | Location | P/F | Fatalities | | Occupants | |
| | | | | | | | Pax | Crw | Pax | Crw |
| 09.03.09 | IL76 | S9-SAB | INC | Aerolift | Magombe, UG | TC | 7 | 4 | 7 | 4 |
| Eastern Built (All Circumstances) | | | | | | | 7 | 4 | 7 | 4 |

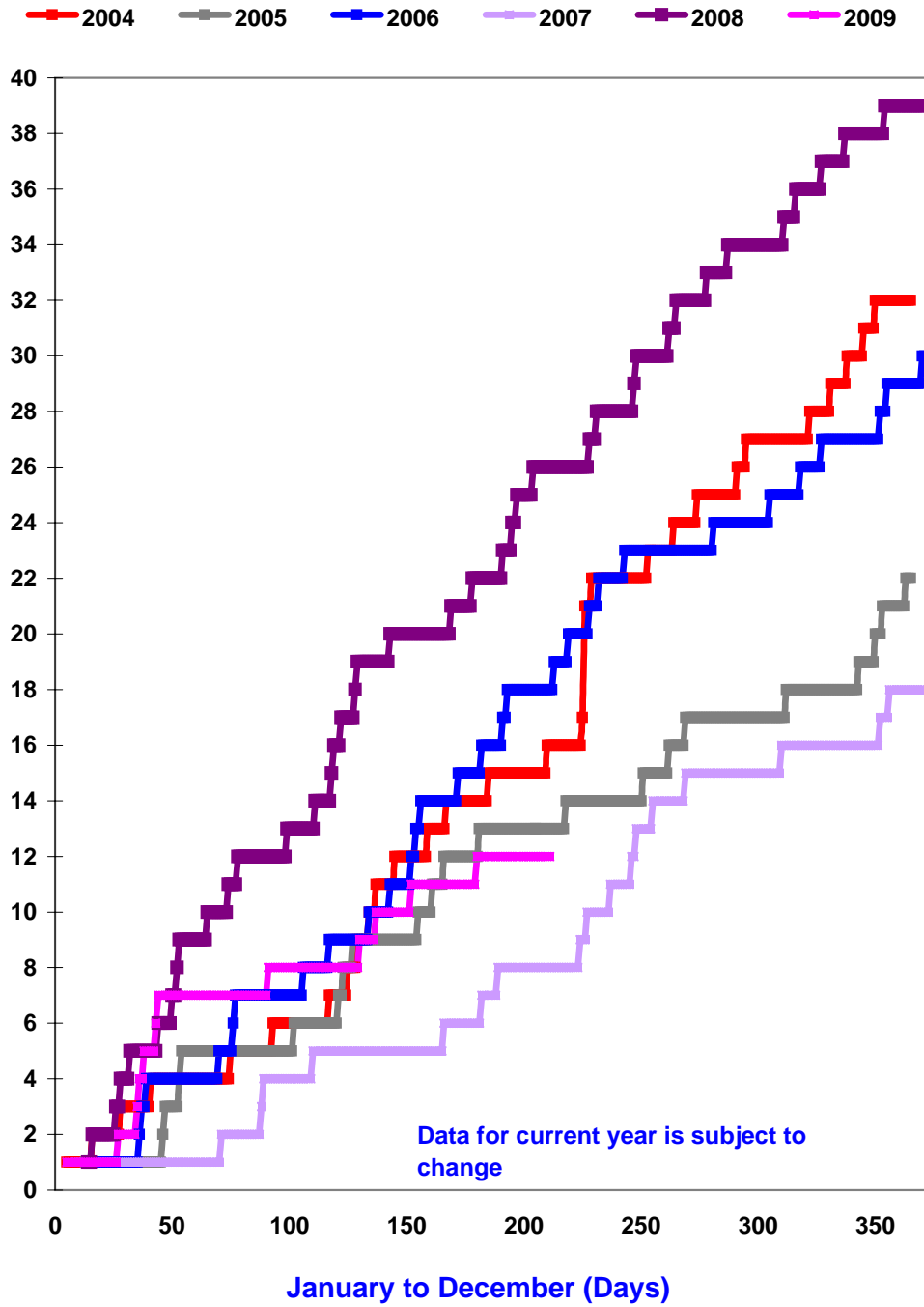
Later accidents

| | | | | | | | | | | |
|----------|-------|----------|-----|------------------|----------------|----|-----|----|-------|------|
| 15.07.09 | TU154 | EP-CPG | ISP | Caspian Airlines | Jannalabad, IR | TC | 153 | 15 | 153 | 15 |
| 24.07.09 | IL62 | UP-16208 | DSP | Aria Air | Masahhad, IR | LR | 3 | 13 | 138 E | 15 E |

Deliberate Acts of Violence (War Losses) are shown in italics.

TURBOPROP AIRLINER TOTAL LOSSES (All)
 Western Built Turboprops 2004 - 2005 - 2006 - 2007 - 2008 - 2009
 Total Losses - All Circumstances

Cumulative Total Losses (Number)



TURBOPROP TOTAL LOSSES (Provisional)
12 Months as at 30 June 2009

| ALL CIRCUMSTANCES (Western Built) | | | | | | | | | | |
|--|--------------|-----------|---------|--------------------------------|--------------------------|-----|------------|-----------|------------|-----------|
| Date | Aircraft | Regn. | Op. | Operator | Location | P/F | Fatalities | | Occupants | |
| | | | | | | | Pax | Crw | Pax | Crw |
| 10.07.08 | Beech 99 | CC-CFM | DSP | Aerocord | Puerto Montt, CL | TI | 8 | 1 | 8 | 1 |
| 14.07.08 | Twin Otter | 8Q-MAS | DSP | Maldivian Air Taxi | Bathala Resort, MV | LR | - | - | 14 | 3 |
| 16.07.08 | Twin Otter | C-GBEB | DNC | North Wright Airways | Hook Lake, CA | LA | - | - | - | 2 |
| 23.07.08 | Fokker F27 | FAB-92 | DSP | TAM Bolivia | nr Trinidad, BO | ER | - | - | 32 | 4 |
| 13.08.08 | Fokker F27 | 5Y-BVF | INC | Fly540 | Mogadishu, SO | LA | - | 3 | - | 3 |
| 16.08.08 | Dornier 228 | D-CAAW | NOG | Advanced Aviation | Banjul, GM | NT | - | - | - | - |
| 01.09.08 | Beech 1900C | ZS-OLD | DNP | Cem Air | nr Bukavu, ZR | LA | 15 | 2 | 15 | 2 |
| 01.09.08 | Convair 580 | N587X | Ferry | Air Tahoma | Lockbourne, US | LA | - | - | - | 3 |
| 13.09.08 | Twin Otter | 9M-MDN | DSP | MASWings | Ba Kelalan, MY | LA | - | - | 12 | 2 |
| 16.09.08 | Fokker F27 | PK-YRA | NOG | Trigana Air | Jayapura, ID | NA | - | - | - | - |
| 29.09.08 | DHC5 Buffalo | 5Y-OPL | DNC | CMC Aviation | Lokichoggio, KE | LR | - | - | 1 | 4 |
| 08.10.08 | Twin Otter | 9N-AFE | DSP | Yeti Airlines | Lukla, NP | LA | 16 | 2 | 16 | 3 |
| 01.11.08 | CASA 212 | N437RA | DNC | Arctic Transportation Services | Toksook Bay, US | LA | - | - | - | 2 |
| 6.11.08 | Dornier 328 | PK-TXL | DSP | Express Air | Fak Fak, ID | LA | - | - | 32 | 4 |
| 17.11.08 | Twin Otter | TR-LGS | DNP | Air Service Gabon | Tsika, GA | LR | - | - | 9 | 2 |
| 27.11.08 | Jetstream 31 | C-FNAY | DNP | Northwestern Air | Fort Smith, CA | LR | - | - | 4 | 2 |
| 14.12.08 | Dornier 228 | C-FYEV | DNP | Summit Air Charters | Cambridge Bay, CA | LA | - | - | 12 | 2 |
| 05.01.09 | Turbo DC-3 | C-GEAJ | DNC | ALCI Aviation | Antarctica | ER | - | - | 1 | 3 |
| 27.01.09 | ATR 42 | N902FX | DSC | Empire Airlines | Lubbock, Texas, US | LA | - | - | - | 2 |
| 04.02.09 | Twin Otter | C-FCCE | DNP | Transwest Air | La Ronge, CA | TR | - | - | 5 | 2 |
| 04.02.09 | Turbo DC-3 | N834TP | Pvt | National Test Pilots School | Mojave, California, US | TR | - | - | - | 2 |
| 07.02.09 | Bandeirante | PT-SEA | DNP | Manaus Aero Taxi | Manacapuru, BR | ER | 22 | 2 | 26 | 2 |
| 12.02.09 | Dash 8 400 | N200WQ | DSP | Colgan Air | nr Buffalo, New York, US | LA | 44 | 4 | 44 | 4 |
| 12.02.09 | Jetstream 31 | SX-SKY | DSP | Sky Express Airlines | Heraklion, GR | GT | - | - | 15 | 3 |
| 01.04.09 | Bandeirante | 5Y-FWB | Medical | Aberdair Aviation | Lochbokh, ET | TI | - | - | 3 | 2 |
| 10.05.09 | Jetstream 31 | YV1467 | Pvt | ? | Utila, HR | LA | - | 1 | - | 3 |
| 17.05.09 | Twin Otter | HP-747APP | DSP | Aeroperlas | Carti, PA | LR | - | - | 13 | 2 |
| 01.06.09 | Twin Otter | 8Q-MAG | Survey | Maldivian Air Taxi | Halaveli, MV | LA | - | - | 4 | 3 |
| 29.06.09 | Twin Otter | PK-BRO | DNC | Aviastar Mandiri | Wamena, ID | ER | - | 3 | - | 3 |
| Western Built (All Circumstances) | | | | | | | 105 | 18 | 266 | 70 |

| Date | Aircraft | Regn. | Op. | Operator | Location | P/F | Fatalities | | Occupants | |
|--|----------|----------|-------|----------------------------|--------------------|-----|------------|-----------|-------------|-------------|
| | | | | | | | Pax | Crw | Pax | Crw |
| 18.09.08 | AN24 | 4L-MJX | ? | Euroline | Tbilisi, GE | LR | - | - | ? | ? |
| 10.11.08 | AN12 | UR-PLV | INC | Veteran Airlines | nr Point Noire, CG | ER | - | - | - | 6 E |
| 13.11.08 | AN12 | S9-SAO | INC | British Gulf Intl Airlines | Fulluja, IQ | TC | 1 | 6 | 1 | 6 |
| 11.01.09 | MA60 | RP-C8893 | DSP | Zest Airways | Caticlan, PH | LA | - | - | 22 | 3 |
| 20.02.09 | AN12 | S9-SVN | Ferry | Aerolift | Luxor, EG | TI | - | 5 | - | 5 |
| 26.05.09 | AN26 | 9Q-CSA | DNC | Service Air | Iziro, ZR | LA | - | 3 | - | 4 |
| 26.06.09 | Let 410 | HK-4094 | DSP | TAC Colombia | Capurgana, CO | LR | - | - | 18 | 3 |
| 06.07.09 | AN28 | ST-TYB | DNC | EI Magal Aviation | Saraf Omra, SD | LA | - | - | - | 2 |
| Eastern Built (All Circumstances) | | | | | | | 1 | 14 | 41 ? | 29 ? |

NOTE: Deliberate Acts of Violence (War Losses) are shown in italics.