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Accident/Incident Reporting (ADREP)

Annual Statistics — 2002

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and published under his authority**

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(i)



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INTRODUCTION

GENERAL

1. The information in this publication is based on accident and incident reports provided to ICAO by Contracting States in accordance with the reporting requirements in Chapter 6 of Annex 13, *Aircraft Accident and Incident Investigation*.
2. This edition of the ICAO Accident/Incident Reporting (ADREP) annual statistics contains detailed information for the year 2002 and ten-year trends from 1993 to 2002. ADREP data reports are sent to ICAO upon completion of an accident or incident investigation, and therefore data can be published only with some delay.

PURPOSE

3. The purpose of ADREP statistics is to provide data that may be useful for general safety studies and accident prevention programmes. For more specific needs, States are invited to make full use of ADREP information by making specific ADREP requests to facilitate safety studies, accident prevention programmes and accident investigations.

LIMITATIONS

4. The reader should be aware of the following:
 - a) the *Accident/Incident Reporting Manual (ADREP Manual)* (Doc 9156) contains lists of codes to be used by States in the preparation of ADREP reports. Due to the sensitive subject matter, it is possible for the compiler to show unintentional bias in the choice of codes used to describe the occurrence and, in particular, those organizations or persons involved;
 - b) some occurrences are reported to ICAO through electronic means. Most of these data are converted to ICAO's format before being entered into the ADREP database. Since some of the data reported are not compatible with the ADREP coding system, precision is not attainable in all cases; and
 - c) coding of accidents and incidents has been redefined over time, in particular that pertaining to incidents. Older data have not been recoded to reflect the new coding and format.

(iii)

LAYOUT

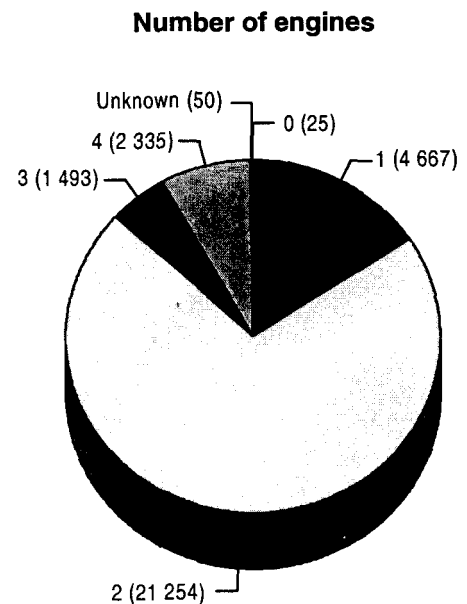
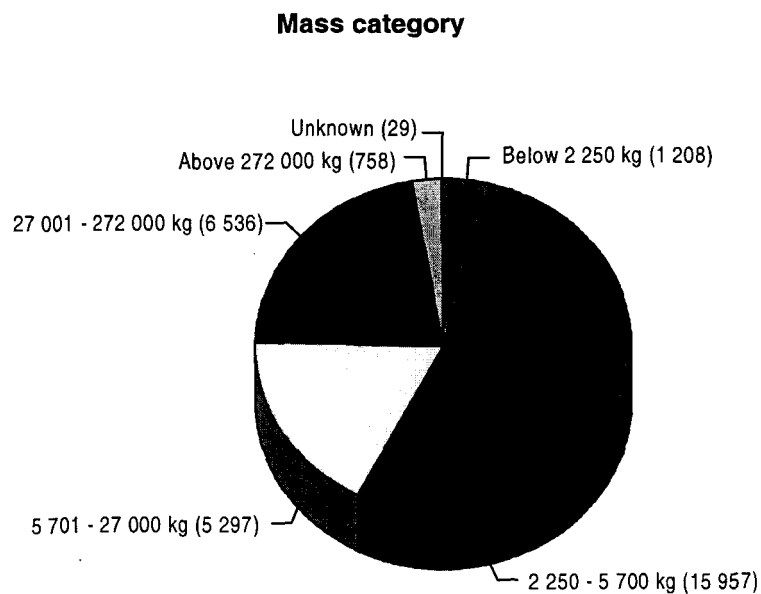
5. This circular contains eight parts:

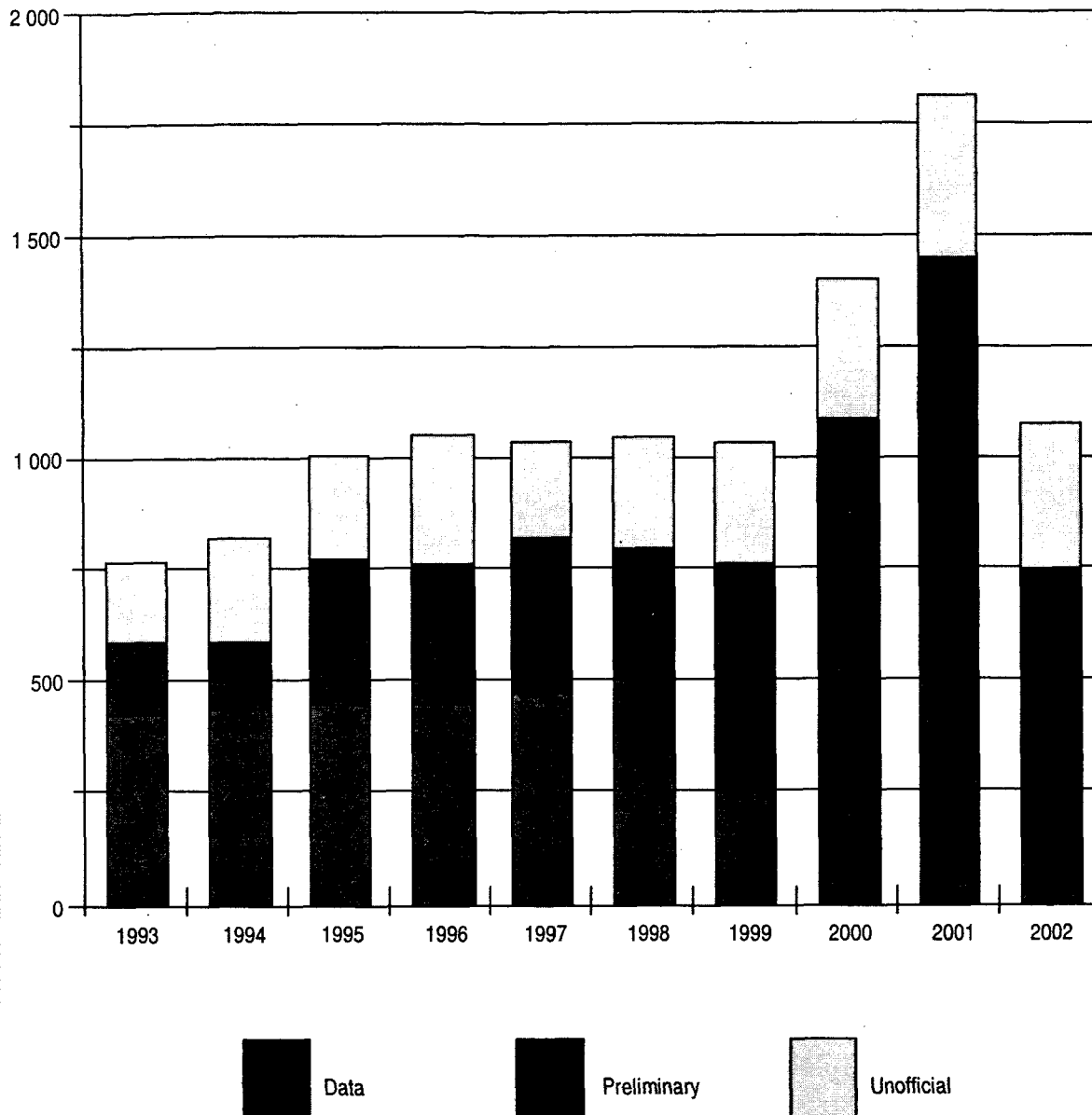
- Part I provides general information regarding the scope of the information contained in the ADREP system. States report data to ICAO on accidents and serious incidents of aircraft over 2 250 kg maximum certificated take-off mass. These data are entered into the ICAO ADREP system and form the basis for these statistics. The ADREP system contains data from 1970 onwards.
- Part II provides historical accident rates in scheduled air transport operations. These charts are derived from the information contained in the Annual Reports of the Council dating back to 1945.
- Part III provides accident rates by region of the operator for scheduled air transport operations. This information is limited to scheduled operations, as only exposure data (i.e. information on number of departures, distances flown, etc.) are available for these operations.
- Part IV provides a distribution of accidents by accident type. It is categorized into two subsections — accident types worldwide, and accident types by region. The accident types by region are determined by affiliation with the State of the Operator. The analysis is based on the last ten years.
- Part V provides hull loss trends by type of operation, type of propulsion and size of aircraft. This analysis is based on information received over the last ten years. It is intended to provide statistical information on significant accidents.
- Part VI provides a review of CFIT type accidents. Charts showing the number of occurrences are provided by type of operation and size/type of propulsion of the aircraft. This information is intended to assist in evaluating the work done to prevent this type of accident.
- Part VII provides information on accidents and incidents by type of operation, by type of powerplant and by aircraft mass.
- Part VIII provides a list of accidents involving passenger fatalities in scheduled and non-scheduled operations.

Part I

GENERAL INFORMATION REGARDING THE ADREP SYSTEM

1. As of 10 March 2003, the ICAO ADREP system contained data from some 29 824 reports: 7 981 preliminary reports, 17 847 data reports, and unofficial data on 3 996 occurrences, which were within the reporting requirements of Annex 13, Chapter 6. Of a total of 29 824 reports, 75.7% were accident reports and 24.3% were incident reports.
2. General aviation accounted for 48.6% of the reports, and airline operations for 51.4%. In terms of the types of aircraft, 93% were for fixed-wing aircraft, and 7% for helicopters.
3. The percentages of reports in relation to the mass category of the aircraft involved and their number of engines are shown below:





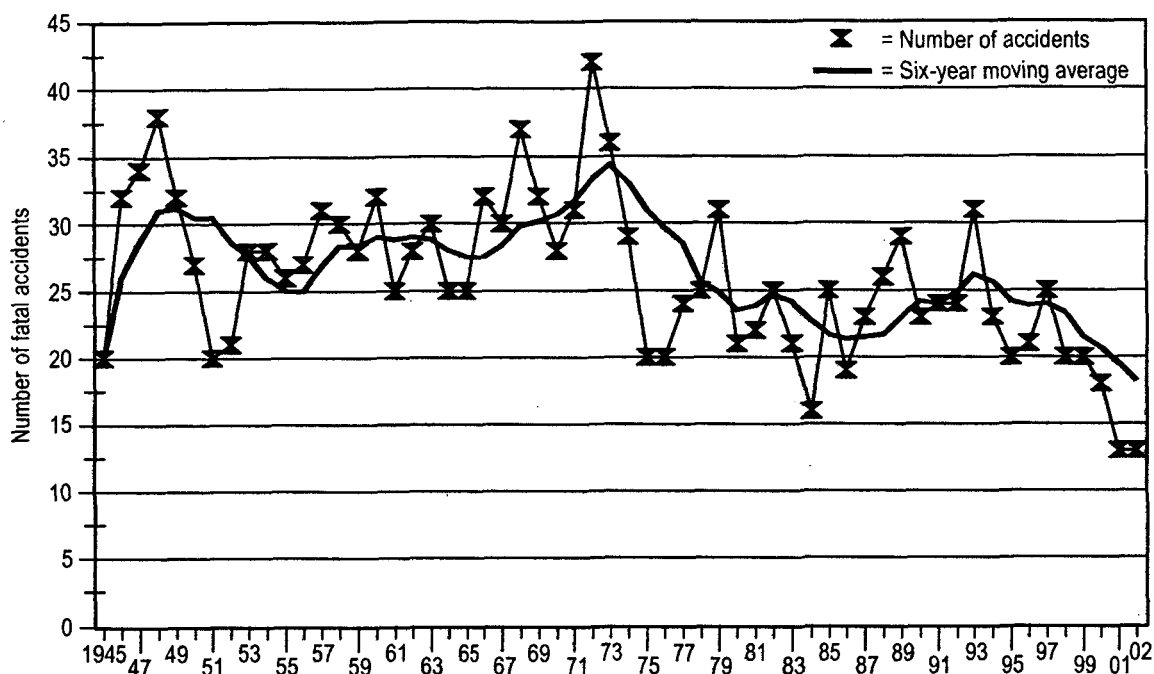
Note.— The reporting to ICAO of an accident is usually done twice, first with a short report called a "Preliminary Report" and, when the investigation is completed, with a complete report called an "Accident Data Report". A Preliminary Report is not required for incidents (only for accidents) nor is it required if the Accident Data Report can be submitted within 30 days of the date of the accident.

Part II

HISTORICAL ACCIDENT RATES IN SCHEDULED AIR TRANSPORT OPERATIONS

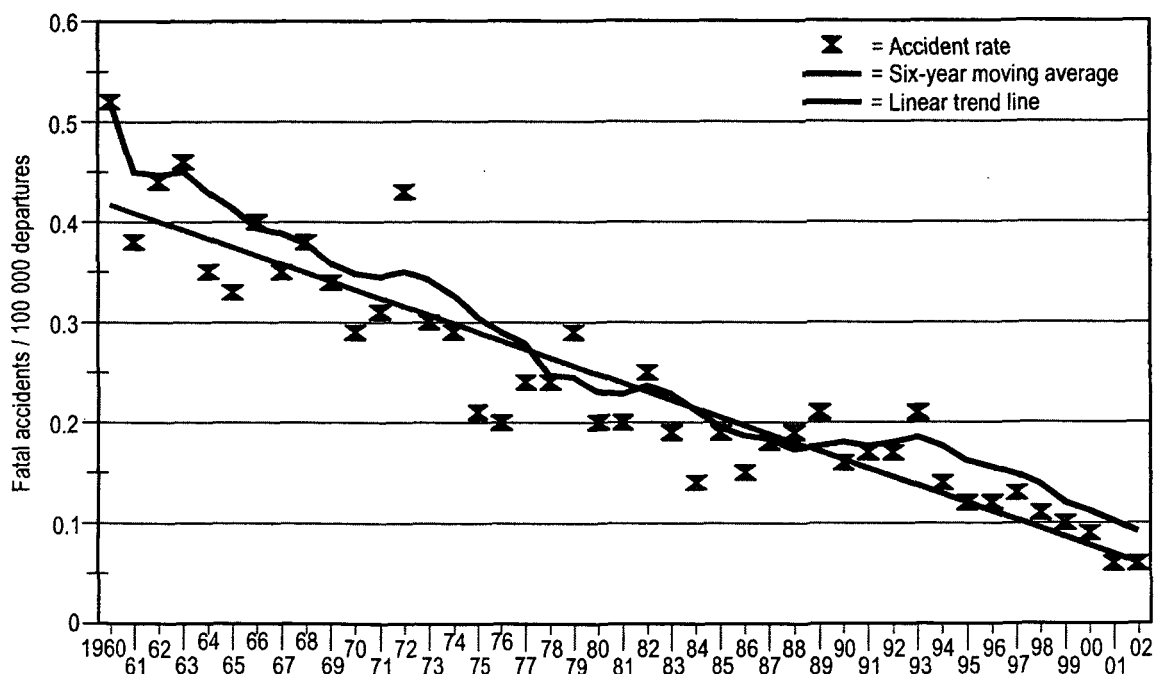
Explanatory Note.—The following tables provide a historic overview of accident rates in scheduled air transport operations. As data for the USSR are not available for the year preceding 1986, they have been excluded from this presentation.

Number of accidents involving passenger fatalities, 1945 - 2002
(excluding USSR/CIS States)

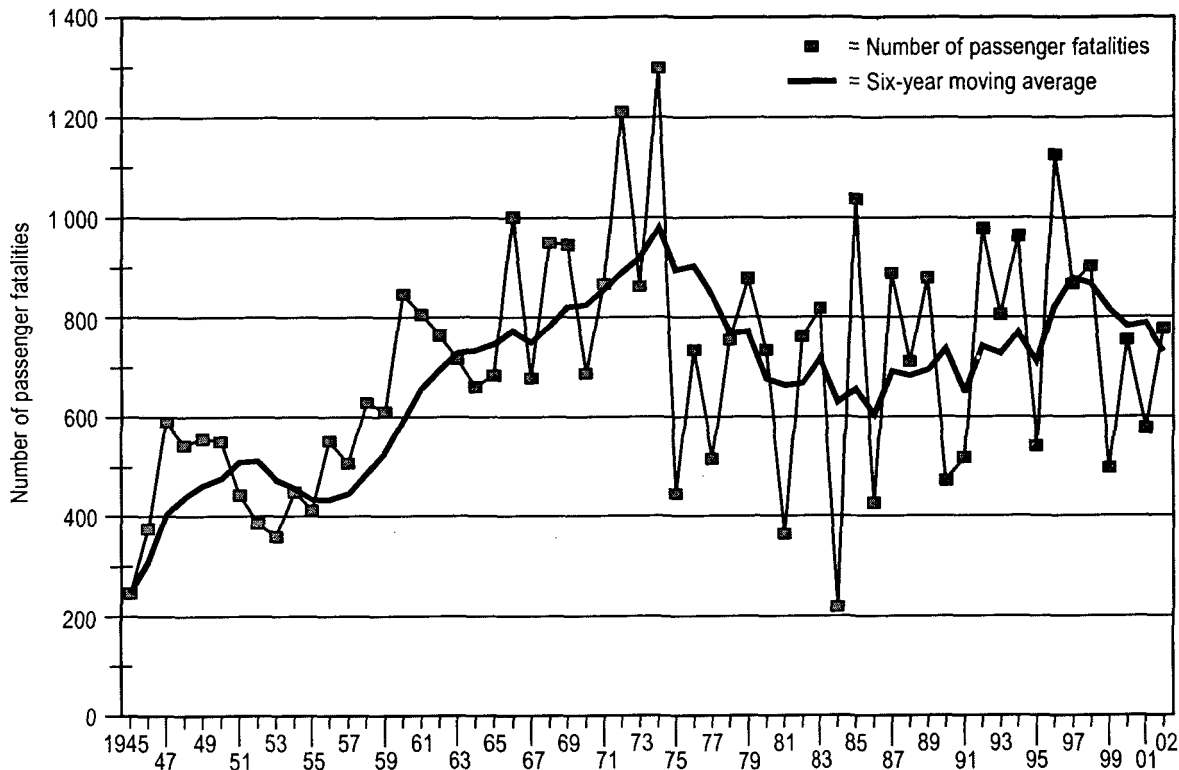


Accident rate of accidents involving passenger fatalities, 1960 - 2002
(excluding USSR/CIS States)

Fatal accidents per 100 000 departures



Number of passenger fatalities, scheduled operations 1945 - 2002
(excluding USSR/CIS States)



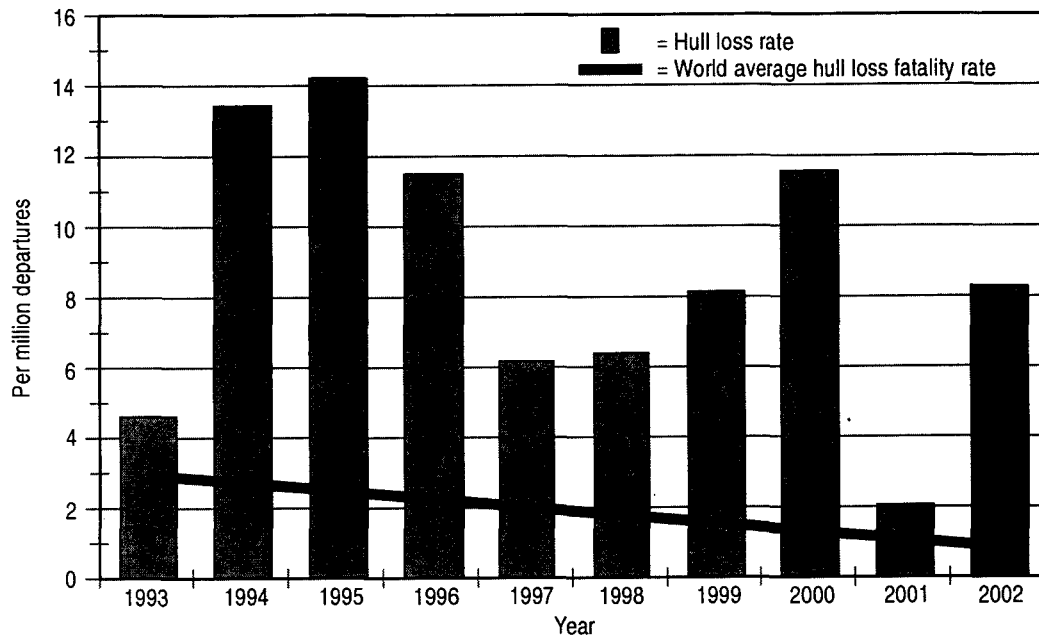
Part III

ACCIDENT RATES BY REGION OF THE OPERATOR FOR SCHEDULED AIR TRANSPORT OPERATIONS

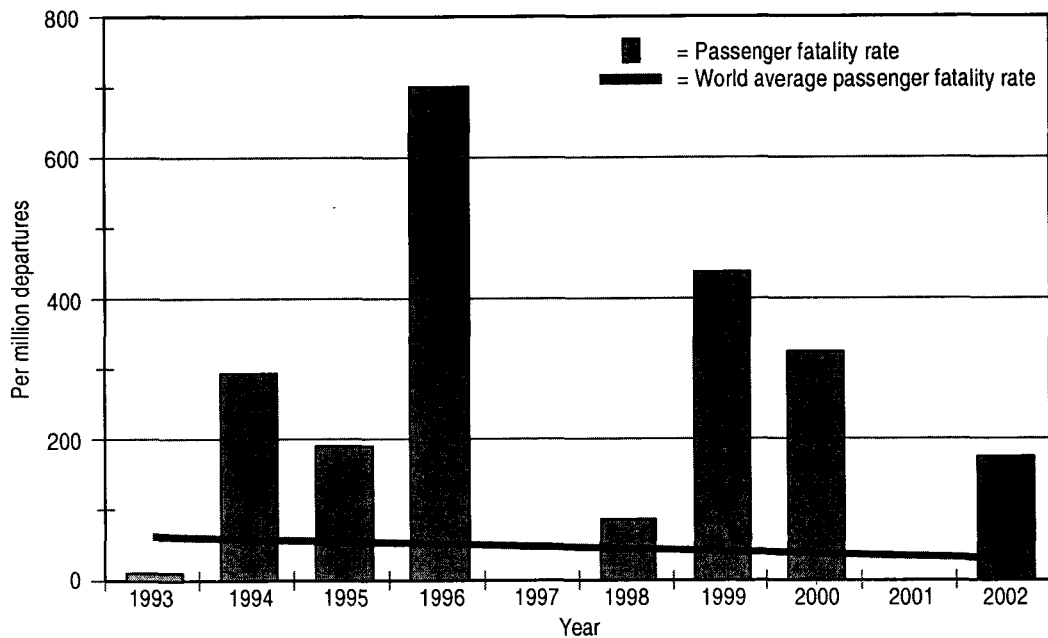
See the charts on the following pages.

Africa

Hull loss rate

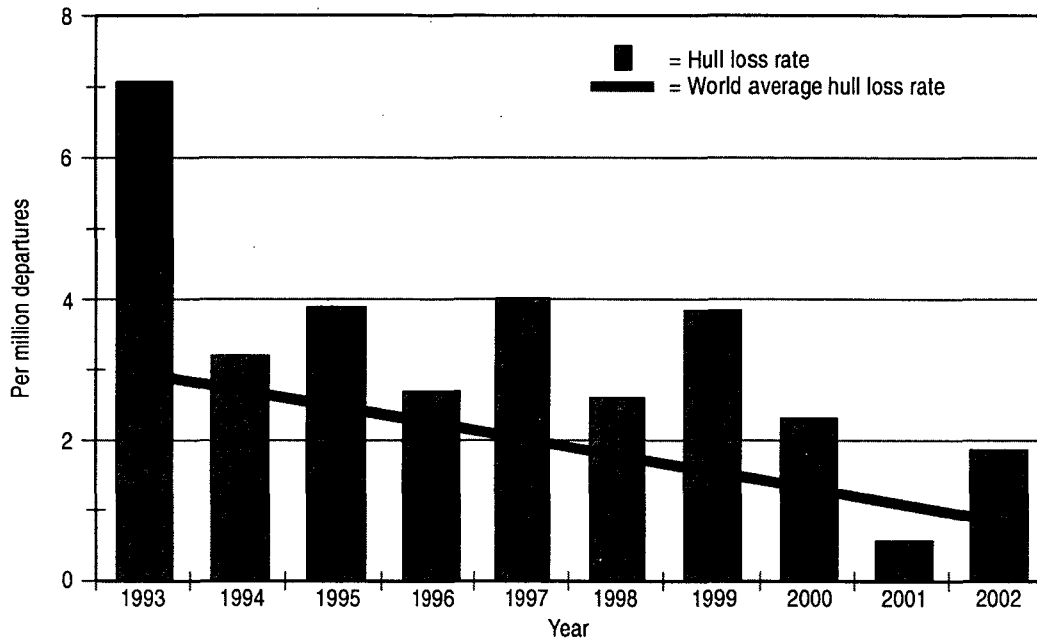


Passenger fatality rate



Asia

Hull loss rate



Passenger fatality rate

