AIRLINE & AIR OPERATOR SAFETY EXPERTISE

FOR

Sample Airlines (SA, MPL)

Airline XYZ

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For Organization: Sample, Mr./Mrs.
For Customer: XX of AUG 2015
Ordered on: XX of AUG 2015
# JACDEC - AIRLINE SAFETY DATA

## OPERATIONAL DATA

<table>
<thead>
<tr>
<th>Airline</th>
<th>Operational Base</th>
<th>Country</th>
<th>Begin of Ops</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sample Airlines</td>
<td>Sample international Airport (XPL, XSPL)</td>
<td>Country A</td>
<td>19XX</td>
<td><a href="http://www.sampleairlines.com">www.sampleairlines.com</a></td>
</tr>
</tbody>
</table>

### Typical Aircraft Appearance

![Sample Airlines Logo](Airline XYZ)

### Fleet (passenger aircraft only, no lighttypes, no helicopters)

<table>
<thead>
<tr>
<th>No of Aircraft</th>
<th>Type</th>
<th>Average Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>ATR-72</td>
<td>16,3 years</td>
</tr>
<tr>
<td>6</td>
<td>Airbus A330-200</td>
<td>9,5 years</td>
</tr>
<tr>
<td>4</td>
<td>Boeing 737-700</td>
<td>16,3 years</td>
</tr>
<tr>
<td>12</td>
<td>Boeing 737-800</td>
<td>6,7 years</td>
</tr>
</tbody>
</table>

**Total Fleet Size:** 42

**Total Average Age:** 12,6 years

**New Aircraft on order:** XX

## SAFETY HISTORY: Last 3 Decades of Hull Losses and Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>No. of Hull Losses</th>
<th>No. of Fatalities</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1985</td>
<td>7</td>
<td>229</td>
<td>Serious Incident</td>
</tr>
<tr>
<td>1990</td>
<td>6</td>
<td>7</td>
<td>Serious Incident</td>
</tr>
<tr>
<td>1995</td>
<td>7</td>
<td>7</td>
<td>Serious Incident</td>
</tr>
<tr>
<td>2000</td>
<td>6</td>
<td>6</td>
<td>Serious Incident</td>
</tr>
<tr>
<td>2005</td>
<td>7</td>
<td>7</td>
<td>Serious Incident</td>
</tr>
</tbody>
</table>

### Network Profile

- **Short-Medium Haul:** ~ XX%
- **Long Haul:** ~ XX%
- **Domestic Only:**
- **International only:**

### Alliance(s) & Partners

- Sample Alliance

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* = serious incident
- = non-ops loss
• = hull loss accident
= hijack event

All data as of XXX 2015 unless otherwise mentioned.

[www.sampleairlines.com](http://www.sampleairlines.com)
### AIRLINE SAFETY DATA (PAGE 3)

#### Safety Vetting of other Airlines / Competitors in the Region

<table>
<thead>
<tr>
<th></th>
<th>BEGIN OPS</th>
<th>FLEET AGE</th>
<th>SAFETY INDEX</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Air</td>
<td>1995</td>
<td>5,9</td>
<td>0,067</td>
</tr>
<tr>
<td>B Airways</td>
<td>1993</td>
<td>14,5</td>
<td>0,043</td>
</tr>
<tr>
<td>C Airlines</td>
<td>2004</td>
<td>9,9</td>
<td>0,054</td>
</tr>
</tbody>
</table>

- **On EU Blacklist**: Sample Airlines **No**  Yes
- **IOSA Criteria**: Sample Airlines **Not IOSA Registered**

#### Operational Risk Profile

- **Lack of state governance**
- **Political instability**
- **Ageing fleet**
- **Seasonal severe storms**
- **Seasonal snow & ice conditions**
- **High terrain in airports vicinity**
- **Limited airports infrastructure**
- **Small airports / runways**
- **Only short and medium haul services**

#### Hijacking & Terrorism

0 such incidents recorded in the last 30 years

#### COUNTRY & OPERATIONAL BASE SAFETY DATA

**USOAP Comprehensive Systems Approach**

- **Order a Safety Report of** Country A

**Level of Implementation in %**

- 0 % (not implemented)
- 100 % (fully implemented)

**Country A**

Red Line = Global Average USOAP Implementation Level (64 %)

**Level of Implementation in %**

- 0-10 20s 30s 40s 50s 60s 70s 80s 90-100

**Country A = 93,7 %**

**ISA Country Safety**

- **Country A** Does meet the IASA Safety Standards

**Base Hazards**

- **Sample international Airport (XPL, XSPL)**
  - Intersecting runways
  - Migrating birds
  - High terrain
  - No instrument landing system
  - Limited overrun capabilities
  - Airspace congestion
### AIRLINE ACCIDENT & INCIDENT DATA (PAGE 4)

<table>
<thead>
<tr>
<th>Worst Ever Accident</th>
<th>Date</th>
<th>Type</th>
<th>Registration</th>
<th>Location</th>
<th>Fatalities (On board)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1999-01-29</td>
<td>Airbus A340-200</td>
<td>XX-XXY</td>
<td>Location One</td>
<td>228 (316 + 14)</td>
</tr>
<tr>
<td>Accident description text.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Only commercial aircraft with a minimum of 19 seats. No general aviation aircraft, helicopters or military types.

<table>
<thead>
<tr>
<th>Last Hull Loss Accidents</th>
<th>Date</th>
<th>Type</th>
<th>Registration</th>
<th>Location</th>
<th>Fatalities (On Board)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2009-01-29</td>
<td>Boeing 737-800</td>
<td>XX-XXC</td>
<td>Location Two</td>
<td>5 (116 + 5)</td>
</tr>
<tr>
<td>(see 'Worst Ever Accident')</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>29.01.2008</td>
<td>Boeing 737-700</td>
<td>XX-XXD</td>
<td>Location Three</td>
<td>2 (98 + 8)</td>
</tr>
</tbody>
</table>

Only accidents in which the aircraft was destroyed or suffered irreparable damage.

<table>
<thead>
<tr>
<th>Recent Safety Occurences</th>
<th>Date</th>
<th>Type</th>
<th>Registration</th>
<th>Location</th>
<th>On Board (Pass. + Crew)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2015-04-01</td>
<td>Boeing 737-800</td>
<td>XX-XXA</td>
<td>Location Four</td>
<td>(-)</td>
</tr>
<tr>
<td>Incident description text.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2015-03-25</td>
<td>ATR-72</td>
<td>XX-XXB</td>
<td>Location Five</td>
<td>(-)</td>
</tr>
<tr>
<td>Incident description text.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Only commercial aircraft with a minimum of 19 seats. No general aviation aircraft, helicopters or military types.
Sample Airlines (SA, MPL) is the a major scheduled passenger carrier in (Country A) operating mainly international services to short- and medium haul destinations. Sample Airlines suffered a number of fatal accidents in the 1990s. The last hull loss occurred 16 years ago. Since that time, Sample Airlines greatly improved its safety history. In recent years, only few serious incidents have been recorded. Many of them were ground incursions and runway overruns.

The average fleet age is slightly above the regional norm, a fleet renewal programme is underway.

Sample Airlines operations can be affected by seasonal adverse weather (snow + ice). The route network comprises smaller airfields with shorter runways and limited infrastructure.

Sample Airlines is currently not registered in the International Operating Safety Audit programme (IOSA) and also not a member of a global airline alliance.

Giving the latest USOAP\textsuperscript{13} country safety audit results, Country A - the country of registry - showed excellent results in terms of implementing aviation safety legislations and operating safety governance.

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>no or marginal safety deficiencies</td>
</tr>
<tr>
<td>B</td>
<td>few safety deficiencies</td>
</tr>
<tr>
<td>C</td>
<td>serious safety deficiencies</td>
</tr>
<tr>
<td>D</td>
<td>serious continuous safety deficiencies</td>
</tr>
</tbody>
</table>
JACDEC - DISCLAIMER AND RESOURCES

Footnotes Disclaimer

1) JACDEC Safety Index = Fatalities 1985-2014 * 1000 / "Revenue Passenger Kilometers Performed", acc. ICAO Annual Statistical Book-Traffic Results 1983-2012 in millions. Only accidents in normal passenger service (no cargo-, positioning- or training flights). A "-" is shown when not enough RPK data was available.
2) = Foundation may have taken place under predecessor name.
3) = Only accidents of the last 3 decades in which the aircraft was declared a hull loss (insurance write off); Sabotage/Terrorism and cargo flights included.
4) = Only on-board fatalities counted, no 3rd party casualties on the ground or in other aircraft (in case involved). Only accidents of the last 3 decades.
5) = All serious accidents occurred within the last decade. Note: low publication rate in some african, asian and latin american countries. Minor incidents not included.
6) = Fleet as of 15 AUG 2015. Short term changes possible. (No cargo aircraft.)
7) = Consecutive years without a hull loss or fatal accident.
8) = For the current fiscal year in million USD, a "-" stands for a net operating loss. Numbers based on operator’s annual report.
9) IASA = International Air Safety Assessment Programme, branch of FAA to evaluate whether a country does meet standard safety criteria.
10) IOSA = IATA Operational Safety Audit, branch of IATA to evaluate whether an airline does meet operational safety management standards.
11) Date when continuous flight operations began. The company’s foundation may have taken place sometime earlier.
12) Reflects the statistical possibility of risk factors within major parts of the airline network. Based on archived accident & incident data.
13) USOAP - The Universal Safety Oversight Audit Programme by ICAO is focused on a country’s ability to provide a safety oversight system and how many critical elements of air safety are still to be implemented. Most recent programme is the Universal Safety Oversight Audit Programme Comprehensive Systems Approach. It evaluates eight critical elements of the Safety Oversight System such as legislation, operating regulations, personnel qualification and others. Overall performance in Points ranks between 1 (not implemented) to 10 (fully implemented). Consequently best achievable result is 80 points, least is 8 points. The last USOAP Audit for Country A took place in DEC 2010.
14) The so-called "Black List" of the European Commission comprises airlines which do not fulfill the required safety standards. All airlines among this list are banned from entering EU airspace unless safety requirements are met. The list is continuously updated.
15) Jacdec Safety Categories take into account all aspects of airline safety and therefore must be regarded as generally and inaccurate. Category A= Jacdec Index 0,000 (no hull losses, for a minimum of 4 consecutive years no fatalities, no USOAP factors below average, no or one operational risk factor, IASA category 1, IOSA membership) / Category B= Jacdec Index 0000 or above (no or very few hull losses, no or one fatal accident, no or one USOAP factors below average, no or two operational risk factors) / Category C= Jacdec Index 1,000 or above (one or more fatal accidents, multiple USOAP factors below average, two or more operational risk factors, IASA category 2, no IOSA member) / Category D= Jacdec Index above 1,000 (multiple hull losses, one or more fatal accidents, multiple USOAP factors below average, two or more operational risk factors, IASA category 2, no IOSA member, on EU blacklist). Exceptions possible.
16) Operational Base Safety Hazards. Indicates the main factors which affect operational safety at the ai operator’s home base. NOTE: only the primary center of operations, not necessarily the location of the company headquarters. If multiple bases with equal importance are in effect, we combined hazard factors are used.

Main Resources:

Airline Profiler - www.airlinePROFILER.eu
ICAO Annual Yearbook, Traffic Statistics, Montreal, Canada
JP airline fleets International, Zurich, Switzerland
FlightGlobal / Flight Int'l Aviation Magazine
Ascend - World Aircraft Accident Summary
ATW Online Statistics & Traffic, NJ, USA
Flight Safety Foundation, Virginia, USA
Scramble Aviation Databases, scramble.nl

ACI EUROPE Monthly Airport Traffic Report
International Aviation Safety Agency IASA
PPRuNe Professional Pilots Rumors Network
Aviation Safety Week
Aircanlimes Ltd, UK
Justplanes.com
SC Airliners Lists, Verbrugge, Netherlands

Aviation Herald
CH-Aviation
Skyliner Aviation News
AvinDirect.com
Aviation Safety Network
Airdisaster.com
rzjets.net
World Aero Data, DAFIF.NGIA

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