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AIRLINE & AIR OPERATOR SAFETY EXPERTISE

JACDEC
Your Source for Aviation Safety Information

FOR

Sample Airlines (SA, MPL)

Airline XYZ

JACDEC - AIRLINE SAFETY DATA

All data as of XXX 2015
unless otherwise mentioned

OPERATIONAL DATA

Airline [2] (IATA, ICAO codecs)		Operational Base (Codecs)	Country	Begin of Ops [11]	Website
Sample Airlines	**(SA, MPL)**	Sample international Airport (XPL, XSPL)	Country A	19XX	www.sampleairlines.com

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

No of Aircraft		Type	Average Age [6]
20	x	ATR-72	16,3 years
6	x	Airbus A330-200	9,5 years
4	x	Boeing 737-700	16,3 years
12	x	Boeing 737-800	6,7 years
Total Fleet Size: 42		**Total Average Age**	**12,6 years**
		New Aircraft on order	**XX**

Typical Aircraft Appearance

LOGO

Airline XYZ

Operating Income [8]	Operating Expenses
XXX,X m USD	YYY,Y m USD

Network Profile	
Short-Medium Haul	**Long Haul**
~ XX %	~ XX %
Domestic Only ☐	International only ☐

Alliance(s) & Partners
Sample Alliance

BUSINESS TYPE

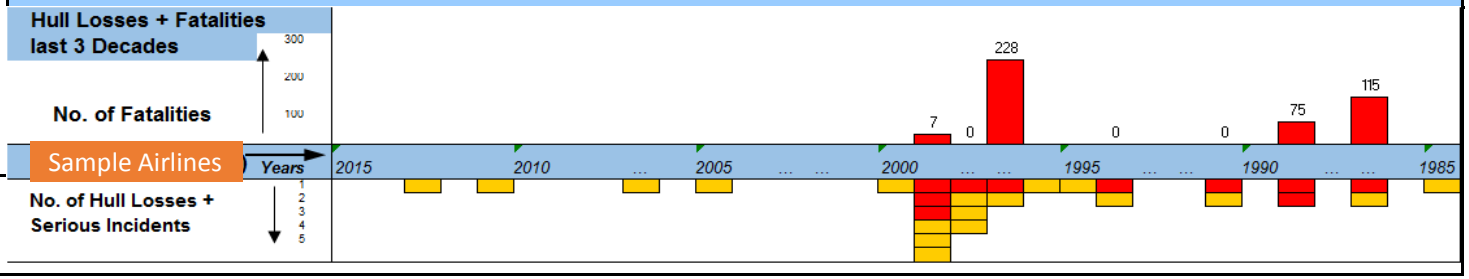
- ☐ Premium
- ☐ Charter
- ☒ Low-Cost
- ☐ Regional
- ☐ Other

AIRLINE SAFETY DATA

Total No. Of Hull Losses [3]	11
Total Fatalities [4]	425
Accident Free Years [7]	16
Years of operations [3]	53
Fatalities per year [4]	8,02
Fatalities per Hull Loss [3]	38,64

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

SAFETY HISTORY: Last 3 Decades of Hull Losses and Fatalities [4]



AIRLINE SAFETY DATA (PAGE 3)

Safety Vetting of other Airlines / Competitors in the Region

JACDEC AIRLINE SAFETY INDEX

Sample Airlines 0,073

For a full safety vetting of over 700 airlines, please check producs & services at **www.jacdec.de**

Safety Index + Hull Losses / Serious Incidents + Fatalities (in last 30 years)

	BEGIN OPS	FLEET AGE	SAFETY INDEX	✈	✝
A Air	1995	5,9	0,067	4 / 11	26
B Airways	1993	14,5	0,043	0 / 6	0
C Airlines	2004	9,9	0,054	1 / 5	3

On EU Blacklist [14]	Sample Airlines	[X] No	[ ] Yes
IOSA Criteria [10]	Sample Airlines	[ ] IOSA Registered [10]	[X] Not IOSA Registered

Operational Risk Profile [12]

Operational Risks (in key parts of the route network)

[ ] lack of state governance	[X] seasonal severe storms	[ ] high terrain in airports vicinity
[ ] political instability	[ ] seasonal snow & ice conditions	[ ] limited airports infrastructure
[ ] ageing fleet	[X] smaller airports / runways	[X] 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 [13]

of [8] critical safety elements

Order a Safety Report of **Country A**

Country A

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

Level of Implementation in %

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

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

Country A = 93,7 %

IASA Country Safety [9]	Country A	[X] Does meet the IASA Safety Standards	[ ] Does not meet the IASA Safety Standards

Base Hazards: [16] Sample international Airport (XPL, XSPL)

[X] = intersecting runways	[X] = migrating birds	[ ] = high terrain
[ ] = no instrument landing system	[ ] = limited overrun capabilities	[ ] = airspace congestion

AIRLINE ACCIDENT & INCIDENT DATA (PAGE 4)

Worst Ever Accident

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

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Date	Type	Registration	Location	Fatalities (On board)
1999-01-29	Airbus A340-200	XX-XXY	Location One	228 (316 + 14)
Accident description text.				

Last Hull Loss Accidents

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

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Date	Type	Registration	Location	Fatalities *(On Board)*
2009-01-29	Boeing 737-800	XX-XXC	Location Two	5 (116 + 5)
(see 'Worst Ever Accident')				
29.01.2008	Boeing 737-700	XX-XXD	Location Three	2 (98 + 8)
-				

Recent Safety Occurences [5)]

(Published sources only / Provided by JACDEC Accident & Incident Database)

I

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

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Date	Type	Registration	Location	On Board (Pass. + Crew)
2015-04-01	Boeing 737-800	XX-XXA	Location Four	(-)
Incident description text.				
2015-03-25	ATR-72	XX-XXB	Location Five	(-)
Incident description text.				

SAFETY EVALUATION (PAGE 5)

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Safety Evaluation	Sample Airlines

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 occured 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[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.

JACDEC Safety Summary[15)] for Sample Airlines (SA, MPL)

Airline XYZ

Category A	☐	no or marginal safety deficiencies
Category B	X	few safety deficiencies
Category C	☐	serious safety deficiencies
Category D	☐	serious continous safety deficiencies

JACDEC - DISCLAIMER AND RESSOURCES

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 deceades 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 incidents occured 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 Asessment Programme, branch of FAA to evaluate wether a country does meet standard safety criteria.

10) IOSA = IATA Operational Safety Audit, branch of IATA to evaluate wether an airline does meet operational safety management standards.
To be renewed every 24 months. Next registration expiry date for **Sample Airlines** is **XX JUN 2016**.

11) Date when continous 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 airsafety 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 Air Safety Oversight System such as legislation, operating regulations, personnel qualification and others. Overall performance in Points ranks between 1 (not implemented) to 10 (fully implented). 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 continously 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 headquarter. If multiple bases with equal importance are in effect, we combined hazard factors are used.

S A M P L E

Main Resources:

Airline Profiler - www.airlinePROFILER.eu
ICAO Annual Yearbook, Traffic Statistics, Montreal, Canada
JP airline fleets International, Zurich, Switzerland
Flightglobal / Flight Intl 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
ATDB Database
Airclaimes 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

For obtaining further Aviation Safety Documents we recommend to visit our website again
www.jacdec.de