



# JACDEC - AIRLINE SAFETY DATA

## AIRLINE & AIR OPERATOR SAFETY CHECK



FOR

Arik Air (W3, ARA)



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For Customer:  
As of:



JACDEC - AIRLINE SAFETY DATA

All data as of unless otherwise mentioned

OPERATIONAL DATA

Airline <sup>2)</sup>	(IATA, ICAO codes)	Operational Base	Begin of Ops <sup>11)</sup>	Website	Financial Results 2009 (2008) <sup>9)</sup>
<b>Arik Air</b>	<b>(W3, ARA)</b>	Lagos-Intl Airport, Nigeria	Q2 / 2006	<a href="http://www.arikair.com">www.arikair.com</a>	no data available)

Fleet		
No of Aircraft	Type	Average Age <sup>6)</sup>
1 x	Airbus A330-200*	0,7 years
2 x	Airbus A340-500**	1,8 years
1 x	Boeing 737-300	21,1 years
13 x	Boeing 737-700/800	3,8 years
4 x	Canadair CRJ900	3,6 years
3 x	DHC-8-Q400	0,6 years
<b>Total Fleet Size:</b>	<b>Total Average Age</b>	<b>3,8 years</b>
<b>24</b>	<b>New Aircraft on order</b>	<b>32</b>

\*= currently parked

\*\*= operated by HiFly (Portugal)



Ownership / Major Shareholders
Ojemai Investments (100%)

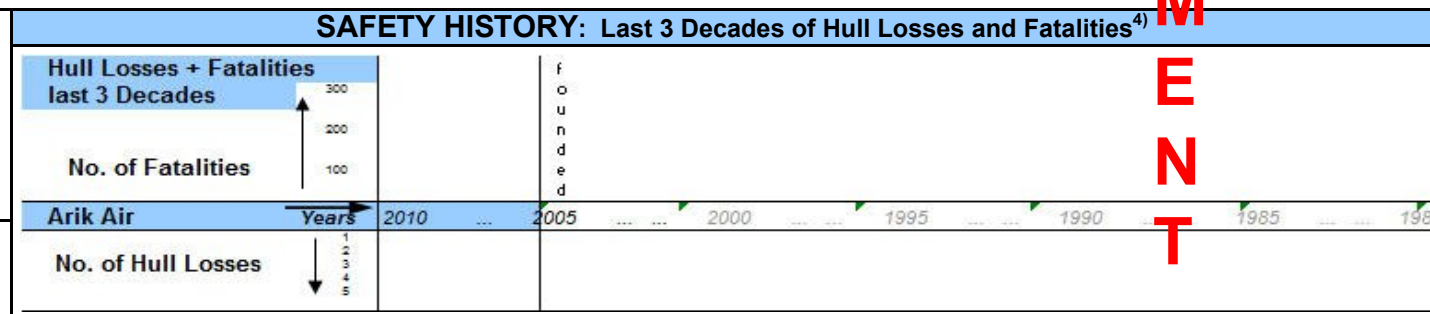
Network Profile	
Short-Medium Haul	Long Haul
~ 90 %	~ 10 %
Domestic Only <input type="checkbox"/>	International only <input type="checkbox"/>

Alliance(s) & Partners
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AIRLINE SAFETY DATA

Total No. Of Hull Losses <sup>3)</sup>	0
Total Fatalities <sup>4)</sup>	0
Accident Free Years <sup>7)</sup>	4
Years of operations	4
Fatalities per year	0,00
Fatalities per Hull Loss	0,00





**AIRLINE SAFETY DATA (PAGE 3)**

<b>JACDEC Safety Index<sup>1)</sup></b>	<b>Arik Air</b>	<b>0,001</b>
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Safety Comparison of Other Airlines in the Region		
JACDEC Safety Index (+ Hull Losses + Fatalities in last 3 decades in brackets )		
Bellview AL = - (1 / 117)	Chanchangi AL = - (2 / 0)	Nigerian Eagle AL = 0,001 (0 / 0)

<b>On EU Blacklist<sup>14)</sup></b>	Arik Air	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes
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<b>IOSA Criteria<sup>10)</sup></b>	Arik Air	<input type="checkbox"/> IOSA Registered	<input checked="" type="checkbox"/> Not IOSA Registered
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<b>Operation Risk Evaluation<sup>12)</sup></b>	<b>Operational Risks (in key parts of the route network)</b>		
	<input type="checkbox"/> lack of state governance	<input type="checkbox"/> seasonal tropical storms	<input type="checkbox"/> high terrain in airports vicinity
	<input type="checkbox"/> political instability	<input type="checkbox"/> seasonal snow & ice conditions	<input checked="" type="checkbox"/> limited airports infrastructure
	<input type="checkbox"/> ageing fleet	<input checked="" type="checkbox"/> smaller airports / runways	<input type="checkbox"/> only short and medium haul services

<b>Hijacking &amp; Terrorism</b>	<input checked="" type="checkbox"/> No such incidents recorded	<input type="checkbox"/> Incident(s) recorded since airline foundation
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**COUNTRY SAFETY DATA**

<b>USOAP 1999-2004 results in %<sup>13)</sup></b>	Lack of Implementation (Global) = 29,8 %	Nigeria = 14,6 %
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<b>USOAP Comprehensive Systems Approach<sup>13)</sup></b>	of <b>8</b> critical safety elements	<b>Nigeria</b>	performes above global average in <b>7</b>
			performes at global average in <b>1</b>
			performes <b>below</b> global average in <b>0</b>

<b>IASA Country Safety<sup>9)</sup></b>	Nigeria	<input type="checkbox"/> Does meet the <b>Presently, Nigeria ist not listed in the IASA programme</b> AO Safety Standards
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**AIRLINE ACCIDENT & INCIDENT DATA (PAGE 4)**

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Worst Ever Accident	Date	Type	Flight	Location	Fatalities (On board)
	-	-	-	-	-
	-				

Last Hull Loss Accidents	Date	Type	Flight	Location	Fatalities (On Board)
Only accidents in which the aircraft was destroyed or suffered irreparable damage.	-	-	-	-	-
	-				
	-				

**Accident Routes Statistics** All Hull Loss Accidents happened on  a) regional flights  b) regional and long haul flights  c) long haul flights (international)

Recent Safety Occurrences <sup>5)</sup>	Date	Type	Flight	Location	On Board (Pass. + Crew)
(Published sources only / Provided by JACDEC Accident & Incident Database)	<b>22.04.2010</b>	<b>Boeing 737-300</b>	<b>Domestic</b>	<b>Calabar-Intl AP, Nigeria</b>	-
	The 737 was just touching down when it experienced birdstrike but completed the landing run safely. Post landing inspection revealed a black kite was ingested into an engine resulting in minor damage.				
	<b>31.03.2010</b>	<b>Boeing 737-700</b>	<b>Domestic</b>	<b>Calabar-Intl AP, Nigeria</b>	<b>0 (~100)</b>
	The crew was in preparations for departure, when a private car slammed against its fuselage resulting in substantial damage. The car (an Audi) was crushed and became stuck underneath the center fuselage section. All passengers and crewmembers evacuated the aircraft without further injuries. Local officials believed the driver committed a deliberate act when he drove down two sets of gates and rushed directly towards the stationary 737. Air Force personnel responsible for the airport security arrested the driver who is understood to have received only minor injuries. His motives remained unclear. The 737 underwent repair work at Lagos.				



**SAFETY EVALUATION (PAGE 5)**

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<b>Safety Evaluation</b>	<b>Arik Air</b>	<p><b>Arik Air (W3, ARA)</b> never suffered a hull losses or fatal accident since the airline started to operate 4 years ago. The airline began operations from parts of the assets of former Nigerian flag carrier Nigeria Airways. Few incidents have been recorded in recent years of operations, none of them serious. In March 2010 an aircraft of Arik Air became victim of a deliberate attack on the ground by a private individual. The fleet age is well below the Nigerian average and among the youngest fleets in the region. The rapid fleet expansion program is still underway. The regional network comprises sub-standard airfields including its operational base. Currently Arik Air is not registered in the International Operating Safety Assessment Programme (IOSA), resulting in a marginally higher Safety Index by 1<sup>-3</sup>.</p>
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**JACDEC Safety Summary**

for

**Arik Air** (W3, ARA)



- Category A  no or marginal safety deficiencies
- Category B  few safety deficiencies
- Category C  serious safety deficiencies
- Category D  serious continuous safety deficiencies



## JACDEC - DISCLAIMER AND RESSOURCES

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### Footnotes Disclaimer

- 1) JACDEC Safety Index = Fatalities 1979-2009 \* 1000 / 'Revenue Passenger Kilometers Performed'; acc. ICAO Annual Statistical Book-Traffic Results 1979-2009 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 in which the aircraft was declared a hull loss (insurance write off); Sabotage/Terrorism included. Cargo aircraft included.
- 4) = Included 3rd party persons or fatalities in other aircraft (in case involved).
- 5) = Only accidents which became known to the public; low publication rate in some african, asian and latin american countries. Minor incidents not included.
- 6) = Fleet as of **01.JUN 2010**. Short term changes possible. (No cargo aircraft.)
- 7) = Consecutive years without a hull loss or fatal accident.
- 8) = in million USD, a "-" stands for a net operating loss.
- 9) IASA = International Air Safety Assessment 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.
- 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 airsafety are still to be implemented. A rate of 0,0 % is best. The last audit period was carried out in 1999 and a follow-up audit in 2004. The Universal Safety Oversight Audit Programme Comprehensive Systems Approach. Evaluates eight critical elements of the Air Safety Oversight System such as legislation, operating regulations, personnel qualification and others. The last USOAP audit in the [Nigeria](#) was carried out in **NOV 2006**.
- 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.

### Main Resources:

ICAO Annual Yearbook, Traffic Statistics, Montreal, Canada  
 JP airline fleets International, Zurich, Switzerland  
 Flight Intl Aviation Magazine / Flightglobal  
 SC Airlines Lists, Verbrugge, Netherlands  
 ATW Online Statistics & Traffic, NJ, USA  
 Flight Safety Foundation, Virginia, USA  
 Aviation Week & Space Technology, Magazine, USA  
 ACI EUROPE Monthly Airport Traffic Report  
 International Aviation Safety Agency IASA  
 PPRuNe Professional Pilots Rumors Network

Aviation Safety Week  
 ATDB Database  
 Airclames Ltd, UK  
 Justplanes.com  
 Aviation Herald  
 CH-Aviation  
 Luchtzak.be  
 AvinDirect.com  
 Aviation Safety Network  
 Airdisaster.com

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