



## Information Article



### (Possibly) Some of the World's Safest Airlines - year ending 2023

The information contained herein is provided on an 'as is' basis, without warranty of any kind

Whilst reasonable care has been taken in this article's preparation, the author / owner of same shall have no liability whatsoever (financial or otherwise), to any person and / or entity - with respect to any loss, damage, claim, injury, death etc. caused (actual or allegedly / mental or physical / directly or indirectly etc.), of whatever type.....by use of such information - particularly that shown on pages 8 to 12





## A Word of Reassurance

The chances (probability) of an air traveller being killed / critically injured etc. as a result of an accident to an established, scheduled (commercial) passenger airline - having a reasonable and current safety reputation (medium to lower levels of accident rates) in place- are phenomenally low (and the word '*phenomenally*' means just that). Take a look at the website (Statistics: Causes of Fatal Accidents by Decade - 1950 to 2019) linked to immediately below:

<https://planecrashinfo.com/cause.htm>

Note - for comparison purposes, similar data is also provided for airlines with poorer safety reputations (i.e. relatively higher levels of accident rates)

If the data provided in the above website is correct (and it appears to be based on reliable sources) - then, if it was possible for 1 person to take 1 commercial airline flight *per day* for thousands of years (pretend for a moment that this is possible!), the table below indicates the *very* approximate odds (+ the equivalent number of years which would need to pass) before said person would *statistically* be involved in a fatal aircraft accident situation:

### *Chances of a fatal aircraft accident occurring per each single, commercial airline flight*

#### *Top 39 passenger airlines i.e. with lowest accident rates:*

Odds = 1 in about 19.8 million (1993 - 2012 statistics)

i.e. at least 1 fatal aircraft accident occurs (statistically) after approximately **54,000 years** of the single traveller *flying daily*

#### *Bottom 39 passenger airlines i.e. with the highest accident rates:*

Odds = 1 in about 2.0 million (1993 - 2012 statistics)

i.e. at least 1 fatal aircraft accident occurs (statistically) after approximately **5,500 years** of the single traveller *flying daily*

#### *Average of 78 major world airlines rates:*

Odds = 1 in 12.9 million (real 1993 - 2012 statistics)

i.e. at least 1 fatal aircraft accident occurs (statistically) after approximately **36,000 years** of the single traveller *flying daily*

So, does this mean that you can stop reading now and forget about what this info article is all about? *Statistically* the answer is 'yes.' *Objectively* the answer might also be 'yes'. However, as *subjective* human beings the answer could well be 'no' - and if the reader agrees with this - do please read on!

Note - as at 2024 airlines (in general) were *even safer* than the 'odds' indicated above





## Some Suggested Considerations before Flying

### Before Leaving Home / Wherever - for the Departure Airport

It is important (where possible / practicable / personal circumstances permitting etc.) that the potential air traveller(s) considers communicating with e.g. his / her appropriate (non-flying) **Family, Relatives and Friends** (FR) etc. to decide on / nominate appropriate primary + secondary persons who can and are willing to take on the role of **'emergency contact person'** re the particular air traveller(s) concerned / involved

When done, said air traveller should ensure that all of his / her **other** relevant FR (i.e. those whom the **air traveller** deems appropriate) is/are **also** made aware of said decision / nominations

Ideally, he / she (air traveller) should record and sign / date same in writing and ensure that copies are provided to all nominated emergency contact persons and also to the family member(s) (**if** not one of said emergency contact persons) legally or otherwise commonly regarded as his / her **'next of kin' / 'closest relative'** etc. (see definitions pages 6 and 7) of said air traveller

Why is the above important? .....two reasons:

- **Firstly**, many countries now have fairly strict legal / similar requirements re 'data protection', 'personal privacy' / equivalent matters - which (e.g. after an associated, catastrophic aircraft accident) might (almost certainly will) **'seriously get in the way'** of essential comms between e.g. the accident airline / appropriate 'authorities' involved etc. on the one hand - and the associated, **not directly involved** FR of any accident victims (and similar) .....on the other

This is particularly so where an accident victim is killed or missing - or is otherwise unable to speak for him / herself, for whatever reason e.g. due being critically injured

**If** the air traveller has **already** put in place the arrangements (as per the three paras at the top of this page) **before** any such accident etc. occurrence, then communications problems as described in this bullet point should be largely obviated (removed / avoided / reduced - which is a very good thing [in the circumstances] of course!)

- **Secondly**, it benefits all concerned if communications (from accident airline; involved authorities etc.) with FR etc. (as associated with any **particular** accident victim) are channelled through **just one or two nominated persons** representing **ALL** such FR of that **particular** victim - **ideally being a person(s) previously decided / nominated by the particular accident victim him / herself - prior to accident occurrence** (i.e. as per what has already been documented further above)

### Passengers having a Significant Disability / Disabilities (i.e. re an Aircraft Evacuation etc. context)

Potential air passengers disabled (physically and / or mentally) to the extent that they might experience significant difficulty in quickly evacuating an aircraft (as required and for whatever reason), **even assuming that assistance in so doing might be provided 'on the day' by others having no such difficulty** - are advised to objectively consider / have considered the risk(s) involved - in deciding whether or not to fly at all





Where such potential air passengers might be unable (for whatever reason) to adequately consider and act on such risk(s) themselves - then those legally etc. responsible for their care and / or safety etc. (e.g. FR, professional specialists / carers, the carrying airline[s] etc.), should consider said risks on behalf of said potential passenger - and act accordingly where / if possible, legal, ethical etc.

Similar considerations as per above might also apply to other category 'groups' of people e.g.

- Adults travelling with an **infant(s)**
- **Unaccompanied minor** [child] air travel - particularly with regard to **younger** children etc.

#### After Boarding the Aircraft - but before starting to Taxi for Departure

Before flight it is suggested that air travellers take all reasonable **measures** to increase their chances of surviving a potential air accident involving such flight

As air accidents are unpredictable, such measures (if taken) should be considered, planned and acted upon **before** flight (i.e. before the aircraft starts taxiing for departure - or even earlier where possible [e.g. during on-line seat selection, as / if available])

It seems that there is some broad agreement on what these measures might be - (for more on this take a critical look at the relevant information, found in the various links shown just below):

1. <https://www.wikihow.com/Survive-a-Plane-Crash>
2. [https://www.huffingtonpost.co.uk/entry/safest-seat-on-plane\\_n\\_58f7dbd8e4b091e58f382505](https://www.huffingtonpost.co.uk/entry/safest-seat-on-plane_n_58f7dbd8e4b091e58f382505)
3. <https://www.theflightexpert.com/how-to-survive-a-plane-crash/>
4. <https://kcthepilot.com/how-to-survive-a-plane-crash/>
5. <https://wheelchairtravel.org/emergency-airplane-evacuations-wheelchair-user/>
6. <https://www.bbc.co.uk/news/world-45030345>

Concerning **where** is the safest (statistically most survivable etc.) passenger place (**seat**) on a typical, modern (passenger) aircraft of a significant size, the limited information available indicates:

- That an **aisle** seat situated **nearest** to a suitable **emergency exit** might be best. (Particularly a **main** emergency exit (e.g. main door) - rather than a **secondary** exit (e.g. over-wing exit))
- That **aisle** seats on the **next nearest** 4 seat rows (in front of **and / or** behind the seat row nearest to a suitable emergency exit - as applicable / in place) being the next best options (i.e. sequentially - with nearest row of the four = relatively best option..... and furthest = relatively least best option, respectively)





Furthermore, *there are no firm conclusions* on whether the safest, general *area* to sit is at or near the front, middle or the rear of the aircraft etc. - although there would appear to be some statistics etc. favouring the rear of an aircraft over the front and middle. (Note: Not all air crashes occur 'nose-first!')

If an aircraft has just one main passenger door, sitting as near as possible to same might be considered. With front and back doors available, the same consideration applies but with more choice

With large aircraft having up to 5 doors each side, sitting as near as possible to either the very front or very rear doors may make some sense as, if you sit anywhere else, will you go forwards or backwards on evacuation and, in so doing, risk a 2 way traffic flow / jam of persons???

Conversely, if you e.g. sit right at the front of the aircraft nearest the front entrance door - and that door does not work / is blocked / there is a major fire outside of it / the aircraft crashes 'nose-first' etc. - you will have probably lost the 'where's best to sit' gamble!

Lastly, how about those large aircraft also having two decks - upstairs and downstairs!!

**Note** - the circumstances of aircraft accidents are so variable that the afore-written is provided on an 'information' basis *only*. No firm recommendations are made or intimated here

It is for flying travellers to research their own information on the subject (if so desired) and make their own decisions / draw their own conclusions (if any) accordingly





### DEFINITION - Next of Kin / Closest Relative / Equivalent Person

For the purposes of this info article, **'Next of Kin' / 'Closest Relative' / 'Equivalent Person' / 'Emergency Contact'** etc. - typically refers to the closest **related** / equivalent person (typically **NOT** being an accident victim him / her-self) as associated (in some **valid** way) with a specific aircraft accident victim. Note that the words 'related' and 'valid' as used here can and do have many different interpretations around the world - i.e. legal, quasi-legal, best practice, custom / culture / tradition, religious, informal etc.

This entire subject is, in general, complex and suffers (especially in the context of a catastrophic aircraft accident and similar scenarios) from a distinct lack of clear, explanatory guidance material - mainly because there isn't (in reality) much **'clear'** guidance to refer to

However, an attempt at an explanation **is** provided but, as it runs to more than 20 pages, is not included in the document you are reading right now

Interested readers will find further details of the above (in one of our **separate** 'information articles') at:

<http://www.aviationemergencyresponseplan.com/information/>

When you get to the webpage at the end of the above link, scroll down until you find the 'information article' entitled just below (then click on it to open):

\* **Info Article** - Major Air Accident - **'Next of Kin' / 'Closest Relative' / 'Emergency Contact Person'**

### DEFINITION - Family, Relatives & Friends - FR

A collective, generic term denoting the various categories of persons (**NOT** having been on board the accident flight) having some form of valid relationship or otherwise (personal) link with associated air accident **victims** (including any **ground** victims). The term typically includes (as related or otherwise 'known' to victims):

- \* Next of Kin (closest relative / equivalent person)
- \* Other family members, relatives and similar - world wide
- \* Friends
- \* Business colleagues / similar
- \* Meeters and Greeters (*of all categories*) waiting to meet victims at the emergency flight's **destination** airport and / or FR who have gathered at the **departure** airport (or airports) of said emergency flight - after it departs (i.e. after it is 'off-blocks') and subsequently experiences a crisis
- \* Any other person(s) having a reasonably valid relationship with the victim(s)

Unless stated otherwise, the term **'associated, non-involved FR'** should be interpreted as FR who are associated in some 'valid' way with air accident victim(s) - **BUT** who were **NOT** actually on board the accident flight itself





### DEFINITION - Victim

(Sometimes [perhaps confusingly] also known as 'Person Directly Affected - PDA' and other, equivalent terms)

For aircraft accident purposes, 'victim' is a term used herein, referring collectively to **ALL** on board 'the' accident aircraft (**air victims**) - together with any other persons **directly** involved as a result of the accident i.e. the latter (any other persons directly involved) referring specifically herein to '**ground victims**' - being those killed, injured and / or traumatised **as a direct result of the accident aircraft hitting the ground or similar / equivalent event**

(Note that the term '**victim**' does not refer to the dead alone nor is it a term which should be associated with others who might be termed herein as indirectly involved (no matter how closely) by the emergency e.g. family, relatives & friends (FR) of victims - where such FR had not been travelling on board the accident flight - and who also cannot be classified as **ground victims** as defined here)





**Comment from author / owner of this Information Article** (the one you are reading right now)

Generally speaking, no accurate / uniform / reliable / objective global (information) reference sources currently (2024) exist (re 'relative [commercial passenger] airline **safety** standards' etc.) - which provide (**safety** etc. related) information which airline **passengers** might **RELIABLY** consider - when choosing (from safety viewpoints **only**) which particular airline they might wish to travel with (if such choice is available in the first place of course - e.g. many factors 'on the day' will mitigate against this in reality)

However, from some of the \* **very few sources which DO try to provide such information** (in some way, shape or form - but **not** e.g. from legal or regulatory viewpoints etc.) the following list might be considered to be a limited, 'educated guess' **sample** (in the sole but informed opinion of the author / owner of the info article which you are now reading) of just **some** of the airlines (considered by said sources) to be amongst the 'most' safe - during the **year ending** December 2023

\* See also information provided on the next page

Below airlines are listed alphabetically i.e. not in order of relative merit re safety etc.

- **Air Canada**
- **Air New Zealand**
- **Alaska Airlines**
- **All Nippon Airways - ANA**
- **Cathay Pacific**
- **COPA**
- **Emirates**
- **Etihad**
- **Finnair**
- **Hawaiian**
- **JAL**
- **KLM**
- **Lufthansa**
- **QANTAS**
- **QATAR**
- **Singapore Airlines**
- **TAP Air Portugal**
- **United Airlines**
- **VUELING**
- **Virgin Australia and** (separately)
- **Virgin Atlantic UK**







Note that the list shown on the previous page typically refers to 'main line / scheduled' passenger air carriers / airlines only

Other 'types' of **passenger** air carriers / airlines obviously exist - including **some** having levels of 'safety' equivalent to those on the previous page - particularly relating to e.g. low cost airlines; short / shorter haul operators; tour-operator / holiday / charter type airlines etc.

Some representative \* examples of latter (not in any order of merit) - for year ending 20**23** include:

\* Source: [airlinerratings.com](https://airlinerratings.com):

- **Air Arabia**
- **Air Asia Group**
- **Cebu Pacific**
- **Easyjet**
- **Eurowings**
- **Fly Dubai**
- **Frontier**
- **Jetblue**
- **Jetstar**
- **Indigo**
- **Norwegian**
- **Ryanair**
- **Southwest**
- **Spirit**
- **Sun Country**
- **Vueling**
- **Vietjet**
- **Volaris**
- **Westjet**
- **Wizz Air**





One of said information sources (referred to on the previous page) uses a 'star' system to rate what it considers might be the safest airlines and vice versa..... i.e. a 7 star (maximum score) rating equates to 'being safer' than a 6 star score etc. The list finishes at those airlines graded as 1 star ("least safe")

Further to the para just above, the associated list of airlines awarded 1 or 2 stars only is shown on the next page - valid as at end of 2023

As always herein, it is for the 'interested' reader / traveller / passenger etc. to draw his / her own conclusions accordingly. However, do note that a very small number of such airlines operate in some of the harshest flying environments on the planet. It might be that any airline could / would face the same extreme, safety challenges - and thus the potential consequences, when operating in such environments





## Airlines Scoring 2 stars out of 7

Air Algerie (Algeria)  
Airblue (Pakistan)  
Air India Express (India)  
Asiana Airlines (S Korea)  
Blue Wing (Suriname)  
China Eastern (China)  
Egyptair (Egypt)  
Ethiopian Airlines (Ethiopia)  
Iran Air (Iran) (Includes 'Iran Air Tour')  
Iran Aseman Airlines (Iran)  
Lionair (Indonesia)  
Scat (Kazakhstan)  
Sriwijaya Air (Indonesia)

## Airlines Scoring 1 star out of 7

Aeroflot (Russia)  
Airlink (South Africa)  
Air Peace (Nigeria)  
AVIANCA (Colombia)  
Batik Air (Indonesia)  
Breeze Airways (USA)  
Capital Airlines (China or USA)?  
LATAM (which one)??  
Montenegro Airlines (Montenegro)  
PIA (Pakistan)  
Pegasus (Turkey)  
POBEDA (Russia)  
Precision Air (Tanzania)  
ROSSIYA (Russia)  
SATA AIR Acores (Azores [Portugal])  
Thai Lion Air (Thailand)  
URAL Airlines (Russia)  
US-Bangla Airlines (Bangladesh)  
UTair (Russia)  
Wings Air (Indonesia)





***Airlines Banned*** (or subject to specific restrictions) ***from European Union Airspace***

All countries of the European Union (EU) communally ban certain airlines from entering their airspace. Other airlines have operating restrictions placed upon them if they wish to enter such airspace. The primary reason for the above is related in one way or another with associated problems concerning safety matters

[https://en.wikipedia.org/wiki/List\\_of\\_air\\_carriers\\_banned\\_in\\_the\\_European\\_Union](https://en.wikipedia.org/wiki/List_of_air_carriers_banned_in_the_European_Union)

***Countries*** (more particularly their airlines) ***Banned from Operating in USA Airspace***


[https://www.1001crash.com/index-page-liste\\_noire-lg-2.html](https://www.1001crash.com/index-page-liste_noire-lg-2.html)

Note: **EU** banned airlines (as per separate boxed information just above) are (again / also) included in **this** specific list. However, the separate EU list just above will typically be more current





### **Safety + Excellent Customer Service**

If you want to (potentially) fly safely (at least, in accordance with the information already referred to further above) AND **also** (potentially) get **great customer service** (according to selected  **Skytrax** and other ratings for year ending 2024), potential passengers might wish to consider choosing any of the airlines listed below (if they fly the route any such passenger wishes to take of course!)

List is in **alphabetical** order (i.e. **not** in any order of merit) - and is representative only:

ANA Japan  
Air Canada  
Air New Zealand  
Cathay Pacific  
Emirates  
Etihad  
Finnair  
Japan Airlines  
KLM  
Lufthansa  
QANTAS  
QATAR  
Singapore Airlines  
United USA  
Virgin Atlantic UK

As mentioned previously, there must be other airlines which are probably as 'safe' (or almost so) as those listed above. Equally, many will also offer comparable (or almost so) levels of customer service

#### About the (Skytrax) World Airline Awards

The World Airline Awards are most coveted 'quality accolades' for the passenger airline industry, often referred to as "the Oscars of same - and are considered to be a global benchmark of airline excellence.

Travellers across the globe take part each year in the world's largest airline **passenger satisfaction survey** to decide the winners

Skytrax Survey and Awards Methodology are fully transparent, and the processes remain 100% independent, with no payment by any airline or other outside organisation for any aspect of the customer survey or Awards presentation event

**Important Reminder** - The information shown above (pages 8-12) is provided on an 'as is' basis only, without warranty of any kind. Whilst reasonable care has been taken in its preparation, the author / owner of same shall have no liability whatsoever (financial or otherwise), to any person and / or entity - with respect to any loss, damage, claim, injury, death etc. caused (actual or allegedly / mental or physical / directly or indirectly etc.), of whatever type.....by use of such information





## Statistical Summary of Commercial Jet Aircraft Accidents

Worldwide Ops from 1959 - 2022

[https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwiRopz\\_rcvAhUzpHEKHVb6DvUQFjAAegQIBxAC&url=https%3A%2F%2Fwww.boeing.com%2Fresources%2Fboeingdotcom%2Fcompany%2Fabout\\_bca%2Fpdf%2Fstatsum.pdf&usg=AOvVaw1hFzcSBWtVyC6e2pKEyRMc](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwiRopz_rcvAhUzpHEKHVb6DvUQFjAAegQIBxAC&url=https%3A%2F%2Fwww.boeing.com%2Fresources%2Fboeingdotcom%2Fcompany%2Fabout_bca%2Fpdf%2Fstatsum.pdf&usg=AOvVaw1hFzcSBWtVyC6e2pKEyRMc)

