Table 1 Statistical data on passenger traffic, number of fatalities and the global rate of fatalities

Year	Traffic Volume (billion passenger) (ICAO, 2015a, 2019a)	Number of fatalities (ICAO, 2013, 2014, 2015b, 2016, 2017, 2018, 2019b, 2020)	Global rate of fatalities (per billion passengers)
2006	2.3	806	357.1
2007	2.5	645	262.6
2008	2.5	524	210.3
2009	2.5	655	263.9
2010	2.7	626	231.2
2011	2.9	424	147.6
2012	3.0	386	128.4
2013	3.1	173	55.1
2014	3.3	911	274.4
2015	3.6	474	133.1
2016	3.8	182	47.9
2017	4.1	50	12.3
2018	4.3	514	118.7
2019	4.5	239	53.3

Table 2 Variable descriptions

Variable(s)	Variable Type(s)	Description
Response		
Accident with and with no fatalities	Categorical	Yes or No
Number of fatalities	Continuous	
Aircraft Damage	Categorical	- Minor - Substantial - Damaged beyond repair and destroyed
Predictor		
Time of day	Categorical	- 00:00 – 05:59 (Early morning) - 06:00 – 11:59 (Morning) - 12:00 – 17:59 (Afternoon) - 18:00 – 23:59 (Night)
Aircraft manufacturer	Categorical	- Airbus - Antonov - ATR - Beechcraft - Boeing - Bombardier - British Aerospace - de Havilland Canada - Embraer - Fairchild / Swearingen - Fokker - HESA - Let L - Lockheed - McDonnell Douglas - Saab
Aircraft model	Categorical	- Airbus A300 - Airbus A320 Family - Airbus A330

Variable(s)	Variable Type(s)	Description
		- Airbus A380 - An-26 / 140 - An-74 - ATR 42 / 72 - Beechcraft 99 / 1900 - Boeing 737 Classic - Boeing 737 Next Generation - Boeing 747 - Boeing 757 - Boeing 767 - Boeing 777 - CRJ-100 Series - CRJ-900 - DC-9 / MD-80 Series - DHC-8 Dash 8 - ERJ-145 Family - ERJ-170 - ERJ-190 - Fokker 100 - Fokker 50 - Jetstream 31 / 41 - L-410 - Lockheed L-100 Hercules - SA226 / 227 - Saab 340 / 2000
Size of aircraft by MTOW	Categorical	- 5701 – 27,000 kg (Small) - 27,001 – 272,000 kg (Medium) - More than 272,000 kg (Large)
Flight Phases	Categorical	- Standing - Pushback / towing - Taxi - Take-off

Variable(s)	Variable Type(s)	Description
		- Initial climb - En route - Maneuvering - Approach - Landing
State of occurrence EI Score	Continuous	ICAO USOAP Effective implementation overall score at the accident year

Table 3 Acronyms

Acronyms	Definition
ASN	Aviation Safety Network
ATAG	Air Transport Action Group
BITRE	Bureau of Infrastructure and Transport Research Economics, Department of Infrastructure, Transport, Regional Development and Communications, Australia
CAPA	Centre for Aviation
EASA	European Aviation Safety Agency
EI	Effective Implementation
ICAO	International Civil Aviation Organization
IQR	Interquartile range
MTOW	Maximum takeoff weight
USOAP	ICAO's Universal Safety Oversight Audit Programme

Table 4. Data sources

Accident Investigation Agencies and Civil Aviation Authorities
Accident and Incident Investigations Division, South African Civil Aviation Authority (Accident and Incident Investigations Division - South African Civil Aviation Authority, 2017);
Accident Investigation Board Denmark (Havarikommissionen for Civil Luftfart og Jernbane) (Accident Investigation Board Denmark (Havarikommissionen for Civil Luftfart og Jernbane), n.d.-a, n.d.-b);
Agenzia Nationale per la Sicurezza del Volo (ANSV) – Italian civil aviation safety investigation authority (Agenzia Nazionale per la Sicurezza del Volo (ANSV), 2021);
Air Accident Investigation and Aviation Safety Board (AAIASB) – Ministry of Infrastructure and Transport, Hellenic Republic (Air Accident Investigation and Aviation Safety Board (AAIASB), 2018);
Air Accident Investigation Department of the Bahamas (Air Accident Investigation Department of the Bahamas, 2018);
Air Accident Investigation Sector, General Civil Aviation Authority, United Arab Emirates (Air Accident Investigation Sector of the United Arab Emirates, 2020);
Air Accident Investigation Unit (AAIU) Ireland, Department of Transport Tourism and Sport (Air Accident Investigation Unit Ireland, 2015);
Air Accidents Investigation Branch (AAIB), United Kingdom (Air Accidents Investigation Branch, 2014, 2015a, 2015b, 2015c, 2015d, 2016, 2017a, 2017b);
Aircraft Accident Investigation Board of Pakistan (AAIB), Civil Aviation Authority of Pakistan (Aircraft Accident Investigation Board of Pakistan, 2020; Safety Investigation Board (SIB) Pakistan, 2017);
Aircraft Accident Investigation Board, Civil Aviation Organization, Islamic Republic of Iran (Islamic Republic of Iran. Civil Aviation Organization. Aircraft Accident Investigation Board, 2016, 2017);
Aircraft Accident Investigation Bureau (AAIB), Ministry of Civil Aviation, Government of India (Aircraft Accident Investigation Bureau - Ministry of Civil Aviation - Government of India, 2016, 2017a, 2017b; Committee of Inquiry - VT-JCX, 2018; Committee of Inquiry - VT-JGA, 2017; Committee of Inquiry - VT-JGD, 2017; Committee of Inquiry - VT-SUC, 2017; Investigators - VT-AYB, 2019);

Aircraft Accident Investigation Commission, Government of Nepal (Aircraft Accident Investigation Commission - Government of Nepal, 2015, n.d.);
Aircraft Accident Investigation Group of Bangladesh (Aircraft Accident Investigation Group of Bangladesh, 2021);
Australian Transport Safety Bureau (ATSB) (Australian Transport Safety Bureau, 2015, 2017, 2019a, 2019b);
Aviation Safety Council (Aviation Safety Council, 2016a, 2016b);
Banjul Accord Group Accident Investigation Agency (BAGAIA) (Banjul Accord Group Accident Investigation Agency (BAGAIA), 2018);
Biro Siasatan Kemalangan Udara – Air Accident Investigation Bureau (AAIB), Ministry of Transport Malaysia (Biro Siasatan Kemalangan Udara - Ministry of Transport Malaysia, n.d.);
Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile (BEA) (Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile, 2016a, 2016b, 2017, 2020);
Centro de Investigação e Prevenção de Acidentes Aeronáuticos (CENIPA) – Center for Investigation and Prevention of Aeonautical Accidents, Brazilian Air Force (Centro de Investigação e Prevenção de Acidentes Aeronáuticos (CENIPA), 2019, 2021);
Civil Aviation Authority of New Zealand (Civil Aviation Authority of New Zealand, 2000, 2012);
Comisión de Investigación de Accidentes e Incidentes de Aviación Civil (CIAIAC), Republique du Mali (Comisión de Investigación de Accidentes e Incidentes de Aviación Civil (CIAIAC) Republique du Mali, 2016);
Comisión de Investigación de Accidentes e Incidentes de Aviación Civil (CIAIAC), Spain (Comisión de Investigación de Accidentes e Incidentes de Aviación Civil (CIAIAC), 2018);
Dutch Safety Board, Netherlands (Dutch Safety Board, 2018);
Federal Aviation Administration (FAA) (Federal Aviation Administration, 2001, 2018, n.d.);
Gabinete de Prevenção e Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários (GPIAAF), Portugal (Gabinete de Prevenção e Investigação de Acidentes com Aeronaves (GPIAA), 2015, 2016; Gabinete de Prevenção e

Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários (GPIAAF), 2019);
German Federal Bureau of Aircraft Accident Investigation, Germany (German Federal Bureau of Aircraft Accident Investigation, 2016, 2018);
Japan Transport Safety Board (JTSB), Ministry of Land, Infrastructure, Transport and Tourism (Japan Transport Safety Board (JTSB), 2016, 2018);
Komite Nasional Keselamatan Transportasi (KNKT) – National Transportation Safety Committee, Republic of Indonesia (Komite Nasional Keselamatan Transportasi (KNKT) Republic of Indonesia, 2015, 2016a, 2016b, 2017a, 2017b, 2018, 2019, 2020);
Ministry of Aviation, Ghana (Ministry of Aviation, n.d.);
Myanmar Aircraft Investigation Bureau (MAIB) (Myanmar Aircraft Investigation Bureau (MAIB), n.d.);
National Transportation Safety Board (NTSB) aviation accidents database & synopses, United States of America (Masters, 2018; National Transportation Safety Board (NTSB), 2014, 2015a, 2015b, 2015c, 2016a, 2016b, 2016c, 2017a, 2017b, 2017c, 2017d, 2017e, 2017f, 2017g, 2018a, 2018b, 2018c, 2018d, 2018e, 2018f, 2018g, 2018h, 2019, 2020a, 2020b, 2020c, 2020d, 2020e, 2020f, 2020g, 2020h, 2020i, 2020j);
Statens haverikommission (SHK) – Swedish Accident Investigation Authority (Swedish Accident Investigation Authority (SHK), 2016);
Swiss Transportation Safety Investigation Board (STSB), Switzerland (Swiss Transportation Safety Investigation Board (STSB), 2017);
Taiwan Transportation Safety Board (TTSB);
The Interstate Aviation Committee (IAC) (Interstate Aviation Committee. Air Accident Investigation Commission, 2019a, 2019b, 2020);
The Malaysian ICAO Annex 13 Safety Investigation Team for MH370 (The Malaysian ICAO Annex 13 Safety Investigation Team for MH370, 2018);
Transportation Safety Board of Canada (TSB) (Transportation Safety Board of Canada (TSB), 2016, 2017a, 2017b, 2017c, 2018, 2021);
International Organizations
ICAO (ECCAIRS Aviation, 2013; ICAO, 2015b, 2016, 2017, 2018, 2022, n.d.)
EASA (EASA, 2022)
EUROCONTROL (EUROCONTROL, n.d.)

Aircraft manufacturers
ATR (ATR, 2015, n.d.-a, n.d.-b, n.d.-c)
Bombardier (Bombardier, 2014)
Embraer (Embraer, 2005, n.d.)
Lockheed-Georgia company (Lockheed-Georgia Company, 1979)
Database/Aviation-related web pages
Aviation Safety Network Database (ASN, 2022a, 2022b, 2022c, 2022d, 2022e)
CAPA (CAPA, 2022)
Planespotter.net (Planspotter.net, 2022)

Table 5 Descriptive Statistics and Correlations

	Correlation	**Accident with no fatality (*n* = 97)**		**Accident with fatality (*n* = 17)**		**Sample (*n* = 114)**	
	Pearson Chi-Square/ Fisher's Exact	Count	%	Count	%	Count	%
	p-value						
Time of day	***.094***						
00:00 - 05:59		5	5.2	3	17.6	8	7
06:00 - 11:59		37	38.1	8	47.1	45	39.5
12:00 - 17:59		21	21.6	4	23.5	25	21.9
18:00 - 23:59		34	35.1	2	11.8	36	31.6
Aircraft manufacturer	***.018****						
Airbus		12	12.4	2	11.8	14	12.3
Antonov		1	1	1	5.9	2	1.8
ATR		10	10.3	5	29.4	15	13.2
Beechcraft		2	2.1	0	0	2	1.8
Boeing		37	38.1	3	17.6	40	35.1
Bombardier		4	4.1	1	5.9	5	4.4
British Aerospace		2	2.1	0	0	2	1.8
de Havilland Canada		10	10.3	0	0	10	8.8
Embraer		6	6.2	0	0	6	5.3
Fairchild / Swearingen		2	2.1	1	5.9	3	2.6
Fokker		3	3.1	0	0	3	2.6
HESA		0	0	1	5.9	1	0.9
Let L		0	0	2	11.8	2	1.8
Lockheed		1	1.0	0	0	1	0.9
McDonnell Douglas		4	4.1	1	5.9	5	4.4
Saab		3	3.1	0	0	3	2.6
Aircraft model (family)	***.046****						
Airbus A300		1	1.0	0	0	1	0.9
Airbus A320 Family		8	8.2	2	11.8	10	8.8
Airbus A330		2	2.1	0	0	2	1.8
Airbus A380		1	1.0	0	0	1	0.9
An-26 / 140		0	0.0	2	11.8	2	1.8
An-74		1	1.0	0	0	1	0.9
ATR 42 / 72		10	10.3	5	29.4	15	13.2
Beechcraft 99 / 1900		2	2.1	0	0	2	1.8
Boeing 737 Classic		8	8.2	0	0	8	7
Boeing 737 Next Generation		22	22.7	1	5.9	23	20.2
Boeing 747		1	1	1	5.9	2	1.8
Boeing 757		1	1	0	0	1	0.9
Boeing 767		2	2.1	0	0	2	1.8

	Correlation	**Accident with no fatality (*n* = 97)**		**Accident with fatality (*n* = 17)**		**Sample (*n* = 114)**	
	Pearson Chi-Square/ Fisher's Exact *p*-value	Count	%	Count	%	Count	%
Boeing 777		3	3.1	1	5.9	4	3.5
CRJ-100 Series		2	2.1	1	5.9	3	2.6
CRJ-900		2	2.1	0	0	2	1.8
DC-9 / MD-80 Series		4	4.1	1	5.9	5	4.4
DHC-8 Dash 8		10	10.3	0	0	10	8.8
ERJ-145 Family		3	3.1	0	0	3	2.6
ERJ-170		1	1	0	0	1	0.9
ERJ-190		2	2.1	0	0	2	1.8
Fokker 100		2	2.1	0	0	2	1.8
Fokker 50		1	1	0	0	1	0.9
Jetstream 31 / 41		2	2.1	0	0	2	1.8
L-410		0	0	2	11.8	2	1.8
Lockheed L-100 Hercules		1	1	0	0	1	0.9
SA226 / 227		2	2.1	1	5.9	3	2.6
Saab 340 / 2000		3	3.1	0	0	3	2.6
Aircraft size (MTOW)	***.007****						
5701 - 27000 kg		28	28.9	11	64.7	39	34.2
27001 - 272,000 kg		64	66	4	23.5	68	59.6
More than 272000 kg		5	5.2	2	11.8	7	6.1
Flight Phases	***<.001****						
Standing		10	10.3	0	0	10	8.8
Pushback / towing		5	5.2	0	0	5	4.4
Taxi		12	12.4	0	0	12	10.5
Take-off		11	11.3	0	0	11	9.6
Initial climb		2	2.1	3	17.6	5	4.4
En route		6	6.2	8	47.1	14	12.3
Maneuvering		-		-		-	
Approach		2	2.1	6	35.3	8	7
Landing		49	50.5	0	0	49	43
	Spearman's Rho	Median	Q1-Q3	Median	Q1-Q3	Median	Q1-Q3
State of occurrence EI score**	***.045****	92.2	80.6 - 92.2	71.7	62-90.5	92.2	72.9-92.2

*. Correlation is significant at the .05 level (2-tailed).
**There are missing data.

Table 6 Descriptive statistics between the number of fatalities and predictor variables

	Correlation	**Number of fatalities (*n* = 981)**			
	Spearman's Rho	Median	Q1-Q3	Min	Max
	p-value				
Time of day	**.338**				
00:00 - 05:59		62	32 - 89	2	116
06:00 - 11:59		41.5	3.5 - 156	2	239
12:00 - 17:59		26.5	4 - 50.5	2	54
18:00 - 23:59		24.5	1 - 48	1	48
Aircraft size (MTOW)	**.007***				
5701 - 27000 kg		6	2 - 45	1	54
27001 - 272,000 kg		133	89 - 156	62	162
More than 272,000 kg		121.5	4 - 239	4	239
	Spearman's Rho	Median	Q1-Q3	Min	Max
State of occurrence EI score	**.203**	71.7	62-90.5	46.1	95.1

*. Correlation is significant at the .05 level (2-tailed).
**There are missing data.

Table 7 Descriptive Statistics between aircraft damage and predictor variables

	Correlation	**Minor *n* =10**		**Substantial n = 82**		**Damaged beyond repair and destroyed n = 21**		**Sample n = 113**	
	Fisher's Exact p-value	Count	%	Count	%	Count	%	Count	%
Time of day	***.367***								
00:00 - 05:59		1	10	4	4.9	3	14.3	8	7.1
06:00 - 11:59		4	40	30	36.6	10	47.6	44	38.9
12:00 - 17:59		2	20	18	22	5	23.8	25	22.1
18:00 - 23:59		3	30	30	36.6	3	14.3	36	31.9
Aircraft size (MTOW)	***<.001****								
5701 - 27000 kg		0	0	26	31.7	13	61.9	39	34.5
27001 - 272,000 kg		9	90	53	64.6	5	23.8	67	59.3
More than 272000 kg		1	10	3	3.7	3	14.3	7	6.2
	Spearman's Rho	Median	Q1 - Q3	Median	Q1 - Q3	Median	Q1 - Q3	Median	Q1-Q3
State of occurrence EI score**	***.002****	92.5	92.2-93.7	92.2	80.3-92.2	71.7	52.1-90.7	92.2	72.9-92.2

*. Correlation is significant at the .05 level (2-tailed).
**There are missing data.

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