

**Table 1**  
**Reportable Aircraft Occurrences**

	April			Year to Date (April)		
	2016	2015	2011-2015 Average	2016	2015	2011-2015 Average
<b>Number of reportable accidents</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>46</b>	<b>55</b>	<b>52</b>
Accidents in Canada involving Canadian-registered aircraft	15	16	14	39	51	49
Accidents outside Canada involving Canadian-registered aircraft	1	0	1	3	2	2
Accidents in Canada involving foreign-registered aircraft	1	0	0	4	2	1
<b>Number of accidents by operator type</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>46</b>	<b>55</b>	<b>52</b>
Commercial	6	4	3	18	22	15
Airliner (705)	0	0	0	0	3	2
Commuter (704)	1	0	0	1	1	1
Air taxi (703)	1	1	2	8	5	7
Aerial work (702)	0	2	1	1	4	3
Foreign/Other (a)	4	1	0	9	9	2
State	0	1	0	0	1	1
Corporate	0	0	0	0	0	1
Private/Other (b)	11	11	12	28	32	35
<b>Number of accidents by aircraft type</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>46</b>	<b>55</b>	<b>52</b>
Aeroplane	14	13	12	36	45	40
Helicopter	0	1	2	6	7	8
Ultralight	2	2	1	3	2	3
Other (c)	1	0	1	1	1	1
<b>Number of aircraft involved in accidents*</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>48</b>	<b>56</b>	<b>53</b>
Aeroplanes	14	13	12	38	46	41
Helicopters	0	1	2	6	7	8
Ultralights	2	2	1	3	2	3
Others (c)	1	0	1	1	1	1
<b>Number of fatal accidents by aircraft type</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>4</b>
Aeroplane	2	1	1	3	4	3
Helicopter	0	0	0	0	0	1
Ultralight	0	0	0	0	0	0
Other (c)	0	0	0	0	0	0
<b>Reportable accident fatalities</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>7</b>	<b>7</b>
<b>Reportable accident serious injuries</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>6</b>
<b>Accidents in Canada involving foreign-registered aircraft</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>
Fatal accidents	0	0	0	1	0	0
Fatalities	0	0	0	7	0	0
Serious Injuries	0	0	0	0	0	0
<b>Occurrences with a dangerous good release</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Number of reportable incidents**</b>	<b>46</b>	<b>49</b>	<b>53</b>	<b>242</b>	<b>259</b>	<b>233</b>
Incidents in Canada involving Canadian-registered aircraft	36	46	45	176	216	183
Incidents outside Canada involving Canadian-registered aircraft	3	1	3	31	23	18
Incidents in Canada involving foreign-registered aircraft	7	5	7	39	27	38
<b>Number of reportable incidents by type</b>	<b>46</b>	<b>49</b>	<b>53</b>	<b>242</b>	<b>259</b>	<b>233</b>
Risk of collision/Loss of separation	4	10	10	29	36	36
Declared emergency	21	21	21	98	112	102
Engine failure	7	5	8	32	31	27
Smoke/Fire	3	2	5	28	32	28
Collision	0	1	1	2	5	4
Other	11	10	9	53	43	36

Data extracted May 16, 2016

Reportable accidents and incidents are reported in accordance with the TSB's regulations for mandatory reporting of occurrences.

Breakdowns may not add up to totals. For example, in the total "Number of accidents by aircraft type", when an occurrence involves an airplane and a helicopter, the occurrence is counted in each category, but only once in the total.

\*Only "Number of aircraft involved in accidents" are aircraft counts, all other data are accident counts.

a. The commercial service type is not available for foreign-registered aircraft.

b. Other: contains, but is not limited to, organizations that rent aircraft (i.e., flying schools, flying clubs, etc.).

c. Includes balloons, gyroplanes, gliders, dirigibles, hang gliders, unmanned aerial vehicles (UAV) and similar aircraft types.

New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

\*\*Under new reporting requirements aviation incidents include: a) aircraft having a maximum certificated take-off weight greater than 2 250 kg (formerly 5700 kg); b) aircraft being operated under an air operator certificate issued under CARS Part VII.

**Table 2**  
**Occurrences Involving Canadian-Registered Aircraft**

	April			Year to Date (April)		
	2016	2015	2011-2015 Average	2016	2015	2011-2015 Average
<b>Number of accidents by aircraft and operator type</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>39</b>	<b>51</b>	<b>48</b>
Aeroplane accidents	13	13	12	33	43	39
Commercial	6	3	2	13	15	9
Airliner (705)	0	0	0	0	3	2
Commuter (704)	1	0	0	1	1	1
Air taxi (703)	1	1	0	4	2	3
Aerial work (702)	0	1	1	1	1	1
Other	4	1	0	8	8	2
State	0	1	0	0	1	1
Corporate	0	0	0	0	0	1
Private/Other (a)	7	9	10	20	27	29
Helicopter accidents	0	1	2	5	7	8
Commercial	0	1	2	3	7	6
State	0	0	0	0	0	1
Corporate	0	0	0	0	0	0
Private/Other (a)	0	0	0	2	0	1
Other aircraft accidents (b)	1	0	0	1	1	1
<b>Number of fatal accidents by aircraft and operator type</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>
Aeroplane accidents	2	1	1	2	4	3
Commercial	0	1	0	0	1	1
Airliner (705)	0	0	0	0	0	0
Commuter (704)	0	0	0	0	0	0
Air taxi (703)	0	1	0	0	1	1
Aerial work (702)	0	0	0	0	0	0
Other	0	0	0	0	0	0
State	0	0	0	0	0	0
Corporate	0	0	0	0	0	0
Private/Other	2	0	0	2	3	2
Helicopter accidents	0	0	0	0	0	1
Other aircraft accidents (b)	0	0	0	0	0	0
<b>Accident fatalities</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>6</b>
<b>Accident serious injuries</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>
<b>Number of incidents by type*</b>	<b>38</b>	<b>47</b>	<b>48</b>	<b>206</b>	<b>239</b>	<b>201</b>
Risk of collision/Loss of separation	3	9	9	21	33	32
Declared emergency	17	21	18	85	101	84
Engine failure	6	4	7	29	30	25
Smoke/Fire	3	2	5	25	29	24
Collision	0	1	0	2	4	3
Other	9	10	8	44	42	33
<b>Number of accidents involving ultralight aircraft</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>3</b>
Fatal accidents	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Serious injuries	0	0	0	1	0	1

Data extracted May 16, 2016

Reportable accidents and incidents are reported in accordance with the TSB's regulations for mandatory reporting of occurrences. Breakdowns may not add up to totals. For example, in the total "Number of accidents by aircraft type", when an occurrence involves an airplane and a helicopter, the occurrence is counted in each category, but only once in the total.

a. Other: contains, but is not limited to, organizations that rent aircraft (i.e., flying schools, flying clubs, etc.).

b. Includes balloons, gyroplanes, gliders, dirigibles, hang gliders, unmanned aerial vehicles (UAV) and similar aircraft types.

New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.

\*Under new reporting requirements aviation incidents include: a) aircraft having a maximum certificated take-off weight greater than 2 250 kg (formerly 5700 kg); b) aircraft being operated under an air operator certificate issued under CARS Part VII.

Table 3

## Accidents Involving Canadian-Registered Fixed Wing and Rotary Wing Aircraft By Type of Operation

	April			Year to Date (April)		
	2016	2015	2011-2015 Average	2016	2015	2011-2015 Average
<b>Number of accidents by operation type</b>	<b>13</b>	<b>14</b>	<b>14</b>	<b>38</b>	<b>50</b>	<b>47</b>
Aeroplane accidents	13	13	12	33	43	39
Training	6	1	3	11	8	9
Pleasure/Travel	5	7	7	16	21	20
Business	0	0	0	1	0	1
Forest fire management	0	0	0	0	0	0
Test/Demonstration/Ferry	0	0	0	0	0	0
Aerial application	0	0	0	0	0	0
Inspection	0	0	0	0	0	0
Air transport	2	1	1	3	6	5
Air ambulance	0	0	0	1	0	0
Sightseeing	0	0	0	0	0	0
Other/Unknown	0	4	1	2	8	3
Helicopter accidents	0	1	2	5	7	8
Training	0	0	0	0	2	1
Pleasure/Travel	0	0	0	2	0	1
Business	0	0	0	0	0	0
Forest fire management	0	0	0	0	0	0
Test/Demonstration/Ferry	0	0	0	0	0	0
Aerial application	0	0	0	0	0	0
Inspection	0	0	0	0	0	0
Air transport	0	0	1	2	2	3
Air ambulance	0	0	0	0	0	0
Sightseeing	0	0	0	0	0	0
Other/Unknown	0	1	0	1	3	3
<b>Number of fatal accidents by operation type</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>
Training	0	0	0	0	0	0
Pleasure/Travel	2	0	0	2	2	1
Business	0	0	0	0	0	0
Forest fire management	0	0	0	0	0	0
Test/Demonstration/Ferry	0	0	0	0	0	0
Aerial application	0	0	0	0	0	0
Inspection	0	0	0	0	0	0
Air transport	0	1	0	0	1	1
Air ambulance	0	0	0	0	0	0
Sightseeing	0	0	0	0	0	0
Other/Unknown	0	0	0	0	1	1
<b>Fatalities</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>6</b>
<b>Serious injuries</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>

Data extracted May 16, 2016

Reportable accidents and incidents are reported in accordance with the TSB's regulations for mandatory reporting of occurrences.

Breakdowns may not add up to totals. For example, in the total "Number of accidents by operation type", when an occurrence involves an airplane and a helicopter, the occurrence is counted in each category, but only once in the total.

Canadian-registered aircraft, excluding ultralights, balloons, gyroplanes, gliders, dirigibles, hang gliders and similar aircraft types

New TSB regulations came into effect on July 1, 2014, changing some reporting requirements.