

Table 1

Reportable Aircraft Occurrences

	January			Year to Date (January)		
	2015	2014	2010-2014 Average	2015	2014	2010-2014 Average
Number of reportable accidents	5	14	12	5	14	12
Accidents in Canada involving Canadian-registered aircraft	5	14	12	5	14	12
Accidents outside Canada involving Canadian-registered aircraft	0	0	0	0	0	0
Accidents in Canada involving foreign-registered aircraft	0	0	0	0	0	0
Number of accidents by operator type	5	14	12	5	14	12
Commercial	2	6	5	2	6	5
Airliner (705)	0	1	0	0	1	0
Commuter (704)	0	0	0	0	0	0
Air taxi (703)	0	3	4	0	3	4
Aerial work (702)	1	2	0	1	2	0
Foreign/Other (a)	1	0	0	1	0	0
State	0	0	0	0	0	0
Corporate	0	0	0	0	0	0
Private/Other (b)	3	8	7	3	8	7
Number of accidents by aircraft type	5	14	12	5	14	12
Aeroplane	4	12	10	4	12	10
Helicopter	1	2	2	1	2	2
Ultralight	0	0	0	0	0	0
Other (c)	0	0	0	0	0	0
Number of aircraft involved in accidents*	5	14	12	5	14	12
Aeroplanes	4	12	10	4	12	10
Helicopters	1	2	2	1	2	2
Ultralights	0	0	0	0	0	0
Others (c)	0	0	0	0	0	0
Number of fatal accidents by aircraft type	0	0	1	0	0	1
Aeroplane	0	0	1	0	0	1
Helicopter	0	0	0	0	0	0
Ultralight	0	0	0	0	0	0
Other (c)	0	0	0	0	0	0
Reportable accident fatalities	0	0	2	0	0	2
Reportable accident serious injuries	0	1	2	0	1	2
Accidents in Canada involving foreign-registered aircraft	0	0	0	0	0	0
Fatal accidents	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Serious Injuries	0	0	0	0	0	0
Occurrences with a dangerous good release	0	0	0	0	0	0
Number of reportable incidents**	78	61	62	78	61	62
Incidents in Canada involving Canadian-registered aircraft	59	43	43	59	43	43
Incidents outside Canada involving Canadian-registered aircraft	8	6	5	8	6	5
Incidents in Canada involving foreign-registered aircraft	12	14	16	12	14	16
Number of reportable incidents by type	78	61	62	78	61	62
Risk of collision/Loss of separation	11	5	11	11	5	11
Declared emergency	34	28	29	34	28	29
Engine failure	9	7	6	9	7	6
Smoke/Fire	11	9	6	11	9	6
Collision	2	0	1	2	0	1
Other	11	12	9	11	12	9

Data extracted February 16, 2015.

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

	January			Year to Date (January)		
	2015	2014	2010-2014 Average	2015	2014	2010-2014 Average
Number of accidents by aircraft and operator type (a)	5	14	12	5	14	12
Aeroplane accidents	4	12	10	4	12	10
Commercial	1	5	3	1	5	3
Airliner (705)	0	1	0	0	1	0
Commuter (704)	0	0	0	0	0	0
Air taxi (703)	0	2	2	0	2	2
Aerial work (702)	0	2	0	0	2	0
Other	1	0	0	1	0	0
State	0	0	0	0	0	0
Corporate	0	0	0	0	0	0
Private/Other (b)	3	7	7	3	7	7
Helicopter accidents	1	2	2	1	2	2
Commercial	1	1	2	1	1	2
State	0	0	0	0	0	0
Corporate	0	0	0	0	0	0
Private/Other (b)	0	1	0	0	1	0
Other aircraft accidents (c)	0	0	0	0	0	0
Number of fatal accidents by aircraft and operator type (a)	0	0	1	0	0	1
Aeroplane accidents	0	0	1	0	0	1
Commercial	0	0	0	0	0	0
Airliner (705)	0	0	0	0	0	0
Commuter (704)	0	0	0	0	0	0
Air taxi (703)	0	0	0	0	0	0
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	0	0	0	0	0	0
Helicopter accidents	0	0	0	0	0	0
Other aircraft accidents (c)	0	0	0	0	0	0
Accident fatalities (a)	0	0	2	0	0	2
Accident serious injuries (a)	0	1	2	0	1	2
Number of incidents by type (a)*	67	49	49	67	49	49
Risk of collision/Loss of separation	11	4	10	11	4	10
Declared emergency	27	22	20	27	22	20
Engine failure	9	6	6	9	6	6
Smoke/Fire	8	7	5	8	7	5
Collision	2	0	1	2	0	1
Other	10	10	8	10	10	8
Number of accidents involving ultralight aircraft	0	0	0	0	0	0
Fatal accidents	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Serious injuries	0	0	0	0	0	0

Data extracted February 16, 2015.

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. Accidents involving Canadian-registered aircraft, except ultralights.

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 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 aircraft having a maximum certificated take-off weight greater than 2 250 kg (formerly 5700 kg), or of 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

	January			Year to Date (January)		
	2015	2014	2010-2014 Average	2015	2014	2010-2014 Average
Number of accidents by operation type	5	14	12	5	14	12
Aeroplane accidents	4	12	10	4	12	10
Training	1	4	3	1	4	3
Pleasure/Travel	3	3	3	3	3	3
Business	0	1	1	0	1	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	0	2	2	0	2	2
Air ambulance	0	0	0	0	0	0
Sightseeing	0	0	0	0	0	0
Other/Unknown	0	2	1	0	2	1
Helicopter accidents	1	2	2	1	2	2
Training	0	1	0	0	1	0
Pleasure/Travel	0	0	0	0	0	0
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	1	0	1	1
Air ambulance	0	0	0	0	0	0
Sightseeing	0	0	0	0	0	0
Other/Unknown	1	0	1	1	0	1
Number of fatal accidents by operation type	0	0	1	0	0	1
Training	0	0	0	0	0	0
Pleasure/Travel	0	0	0	0	0	0
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	0	0	0	0
Air ambulance	0	0	0	0	0	0
Sightseeing	0	0	0	0	0	0
Other/Unknown	0	0	0	0	0	0
Fatalities	0	0	2	0	0	2
Serious injuries	0	1	2	0	1	2

Data extracted February 16, 2015.

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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.