

Table 1

## Aviation Occurrence and Casualty

		January			Year To Date		
		2011	2010	2006-2010 Average	2011	2010	2006-2010 Average
<b>Canadian-Registered Aircraft Accidents</b>	<b>a</b>	<b>8</b>	<b>15</b>	<b>14</b>	<b>8</b>	<b>15</b>	<b>14</b>
Aeroplanes Involved	<b>b</b>	7	14	12	7	14	12
Airliners		1	0	1	1	0	1
Commuters		0	0	1	0	0	1
Air Taxis		1	4	4	1	4	4
Aerial Work		0	0	0	0	0	0
State		1	0	0	1	0	0
Corporate		0	0	0	0	0	0
Private/Other	<b>c</b>	4	10	6	4	10	6
Helicopters Involved		1	1	2	1	1	2
Other Aircraft Involved	<b>d</b>	0	0	0	0	0	0
<b>Fatal Accidents</b>		<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>
Aeroplanes Involved		0	2	1	0	2	1
Airliners		0	0	0	0	0	0
Commuters		0	0	0	0	0	0
Air Taxis		0	0	1	0	0	1
Aerial Work		0	0	0	0	0	0
State		0	0	0	0	0	0
Corporate		0	0	0	0	0	0
Private/Other	<b>c</b>	0	2	1	0	2	1
Helicopters Involved		0	0	0	0	0	0
Other Aircraft Involved		0	0	0	0	0	0
<b>Fatalities</b>		<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Serious Injuries</b>		<b>7</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>5</b>
<b>Canadian-Registered Ultralight Aircraft Accidents</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
Fatal Accidents		0	0	0	0	0	0
Fatalities		0	0	0	0	0	0
Serious Injuries		1	0	0	1	0	0
<b>Foreign-Registered Aircraft Accidents in Canada</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
Fatal Accidents		0	0	0	0	0	0
Fatalities		0	0	0	0	0	0
Serious Injuries		0	0	0	0	0	0
<b>All Aircraft: Reportable Incidents</b>		<b>59</b>	<b>78</b>	<b>84</b>	<b>59</b>	<b>78</b>	<b>84</b>
Risk of Collision/Loss of Separation		10	26	17	10	26	17
Declared Emergency		30	33	35	30	33	35
Engine Failure		6	7	8	6	7	8
Smoke/Fire		6	2	9	6	2	9
Collision		0	2	2	0	2	2
Other		7	8	14	7	8	14

Data extracted February 15, 2011.

All five-year averages have been rounded. Totals sometimes do not coincide to the sum of averages.

a. Ultralight aircraft excluded.

b. As some accidents may involve multiple aircraft, the number of aircraft involved may differ from the total number of accidents.

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

d. Includes gliders, balloons and gyrocopters.

Table 2

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

	January			Year To Date		
	2011	2010	2006-2010 Average	2011	2010	2006-2010 Average
<b>Canadian-Registered Aircraft Accidents</b>	<b>8</b>	<b>15</b>	<b>14</b>	<b>8</b>	<b>15</b>	<b>14</b>
<b>Aeroplanes Involved</b>	<b>7</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>14</b>	<b>12</b>
Training	4	2	2	4	2	2
Pleasure/Travel	0	6	4	0	6	4
Business	0	1	0	0	1	0
Forest Fire Management	0	0	0	0	0	0
Test/Demonstration/Ferry	0	1	0	0	1	0
Aerial Application	0	0	0	0	0	0
Inspection	0	0	0	0	0	0
Air Transport	2	4	5	2	4	5
Air Ambulance	1	0	1	1	0	1
Other/Unknown	0	0	0	0	0	0
<b>Helicopters Involved</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>
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	1	0	1	1	0	1
Air Ambulance	0	0	0	0	0	0
Other/Unknown	0	1	1	0	1	1
<b>Fatal Accidents</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>
<b>Aeroplanes and Helicopters Involved</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>
Training	0	0	0	0	0	0
Pleasure/Travel	0	1	0	0	1	0
Business	0	1	0	0	1	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
Other/Unknown	0	0	0	0	0	0
<b>Fatalities</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Serious Injuries</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>5</b>

Data extracted February 15, 2011.

All five-year averages have been rounded. Totals sometimes do not coincide to the sum of averages.

a. Ultralight aircraft excluded.

Table 3  
Canadian-Registered Aircraft Involved in Incidents  
Selected Reportable Incident Types by First Event

	January			Year To Date		
	2011	2010	2006-2010 Average	2011	2010	2006-2010 Average
<b>Risk of Collision/Loss of Separation</b>	<b>12</b>	<b>36</b>	<b>25</b>	<b>12</b>	<b>36</b>	<b>25</b>
Air Proximity	6	16	8	6	16	8
Air Traffic Services Event	5	15	12	5	15	12
Altitude Related	1	1	1	1	1	1
Runway Incursion	0	2	1	0	2	1
Other	0	2	2	0	2	2
<b>Declared Emergency</b>	<b>21</b>	<b>21</b>	<b>20</b>	<b>21</b>	<b>21</b>	<b>20</b>
Landing Gear Failure	5	3	5	5	3	5
Hydraulic Failure	1	2	2	1	2	2
Electrical Failure	2	1	1	2	1	1
Other Component Failure	10	10	9	10	10	9
Other	3	5	4	3	5	4
<b>Engine Failure</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>7</b>
Power Loss	1	3	3	1	3	3
Component Failure	5	2	3	5	2	3
Other	0	0	0	0	0	0
<b>Smoke/Fire</b>	<b>5</b>	<b>2</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>8</b>
Fire/Explosion	4	1	6	4	1	6
Component Failure	1	1	2	1	1	2
Other	0	0	0	0	0	0
<b>Difficulty in Controlling Aircraft</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>3</b>
Component Failure	0	0	1	0	0	1
Weather Related	1	1	1	1	1	1
Other	0	1	1	0	1	1

Data extracted February 15, 2011.

All five-year averages have been rounded. Totals sometimes do not coincide to the sum of averages.