

Table 1

Aviation Occurrence and Casualty

		February			January to February		
		2011	2010	2006-2010 Average	2011	2010	2006-2010 Average
Canadian-Registered Aircraft Accidents	a	13	4	10	21	19	24
Aeroplanes Involved	b	12	4	8	19	18	20
Airliners		0	0	1	1	0	1
Commuters		1	0	0	1	0	1
Air Taxis		1	0	1	2	4	5
Aerial Work		1	0	0	1	0	0
State		0	0	0	1	0	0
Corporate		0	0	0	0	0	0
Private/Other	c	9	4	6	13	14	12
Helicopters Involved		2	0	2	3	1	4
Other Aircraft Involved	d	0	0	0	0	0	0
Fatal Accidents		1	0	0	1	2	1
Aeroplanes Involved		2	0	0	2	2	1
Airliners		0	0	0	0	0	0
Commuters		0	0	0	0	0	0
Air Taxis		0	0	0	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	c	2	0	0	2	2	1
Helicopters Involved		0	0	0	0	0	0
Other Aircraft Involved		0	0	0	0	0	0
Fatalities		2	0	0	2	2	2
Serious Injuries		0	1	2	7	3	6
Canadian-Registered Ultralight Aircraft Accidents		0	1	1	1	1	1
Fatal Accidents		0	0	0	0	0	0
Fatalities		0	0	0	0	0	0
Serious Injuries		0	0	0	1	0	0
Foreign-Registered Aircraft Accidents in Canada		0	0	0	0	0	1
Fatal Accidents		0	0	0	0	0	0
Fatalities		0	0	0	0	0	0
Serious Injuries		0	0	0	0	0	0
All Aircraft: Reportable Incidents		48	50	70	107	128	154
Risk of Collision/Loss of Separation		5	14	13	15	40	30
Declared Emergency		23	20	26	53	53	61
Engine Failure		7	5	9	13	12	18
Smoke/Fire		6	5	8	12	7	17
Collision		1	1	2	1	3	3
Other		6	5	11	13	13	25

Data extracted March 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

		February			January to February		
		2011	2010	2006-2010 Average	2011	2010	2006-2010 Average
Canadian-Registered Aircraft Accidents	a	13	4	10	21	19	24
Aeroplanes Involved		12	4	8	19	18	20
Training		0	1	3	4	3	5
Pleasure/Travel		8	2	3	8	8	7
Business		1	0	0	1	1	1
Forest Fire Management		0	0	0	0	0	0
Test/Demonstration/Ferry		0	1	0	0	2	0
Aerial Application		0	0	0	0	0	0
Inspection		0	0	0	0	0	0
Air Transport		2	0	1	4	4	6
Air Ambulance		0	0	0	1	0	1
Other/Unknown		1	0	0	1	0	0
Helicopters Involved		2	0	2	3	1	4
Training		0	0	1	0	0	1
Pleasure/Travel		0	0	0	0	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	0	1	0	1
Air Ambulance		0	0	0	0	0	0
Other/Unknown		2	0	1	2	1	1
Fatal Accidents		1	0	0	1	2	1
Aeroplanes and Helicopters Involved		2	0	0	2	2	1
Training		0	0	0	0	0	0
Pleasure/Travel		2	0	0	2	1	0
Business		0	0	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
Fatalities		2	0	0	2	2	2
Serious Injuries		0	1	2	7	3	6

Data extracted March 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

	February			January to February		
	2011	2010	2006-2010 Average	2011	2010	2006-2010 Average
Risk of Collision/Loss of Separation	8	18	19	20	54	44
Air Proximity	4	8	7	10	24	15
Air Traffic Services Event	4	7	10	9	22	22
Altitude Related	0	0	0	1	1	1
Runway Incursion	0	2	1	0	4	3
Other	0	1	1	0	3	3
Declared Emergency	21	14	16	42	35	36
Landing Gear Failure	5	7	4	10	10	9
Hydraulic Failure	3	2	2	4	4	3
Electrical Failure	0	0	0	2	1	1
Other Component Failure	7	3	8	17	13	16
Other	6	2	2	9	7	6
Engine Failure	6	4	7	12	9	13
Power Loss	3	2	5	4	5	8
Component Failure	2	2	2	7	4	5
Other	1	0	0	1	0	0
Smoke/Fire	3	5	7	8	7	14
Fire/Explosion	2	3	5	6	4	11
Component Failure	1	2	1	2	3	3
Other	0	0	0	0	0	0
Difficulty in Controlling Aircraft	2	2	3	3	4	6
Component Failure	0	1	1	0	1	2
Weather Related	0	0	1	1	1	2
Other	2	1	2	2	2	3

Data extracted March 15, 2011.

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