

Table 1

## Reportable aircraft occurrences

	June			Year to date (June)		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
<b>Number of reportable accidents</b>	<b>36</b>	<b>22</b>	<b>30</b>	<b>88</b>	<b>92</b>	<b>104</b>
Accidents in Canada involving Canadian-registered aircraft	35	20	28	82	84	96
Accidents outside Canada involving Canadian-registered aircraft	0	0	0	2	5	4
Accidents in Canada involving foreign-registered aircraft	1	2	2	4	4	4
<b>Number of accidents by operator type<sup>1</sup></b>	<b>36</b>	<b>22</b>	<b>30</b>	<b>88</b>	<b>92</b>	<b>104</b>
Commercial	13	8	7	35	30	36
Airline (CAR 705)	0	1	0	3	3	2
Commuter (CAR 704)	1	0	0	3	0	1
Air taxi (CAR 703)	4	3	2	10	8	12
Aerial work (CAR 702)	4	1	2	9	7	7
Foreign air operator (CAR 701)	0	1	0	0	1	0
Flight training units (CAR 406)	4	2	2	10	10	13
Other commercial	0	0	0	0	1	1
Private	23	15	23	52	63	67
Private operators (CAR 604)	0	1	1	1	3	1
Recreational	23	13	22	50	57	63
Other private	0	1	1	1	4	3
State	0	0	0	0	0	1
Other/Unknown	0	0	0	1	0	1
<b>Number of accidents by aircraft type<sup>1</sup></b>	<b>36</b>	<b>22</b>	<b>30</b>	<b>88</b>	<b>92</b>	<b>104</b>
Aeroplane	29	17	23	66	74	81
Helicopter	6	3	3	14	10	12
Ultralight	1	1	3	6	5	9
Other <sup>2</sup>	0	1	1	2	3	3
<b>Number of aircraft involved in accidents<sup>1,3</sup></b>	<b>36</b>	<b>24</b>	<b>30</b>	<b>88</b>	<b>96</b>	<b>107</b>
Aeroplanes	29	19	23	66	78	84
Helicopters	6	3	3	14	10	12
Ultralights	1	1	3	6	5	9
Other <sup>2</sup>	0	1	1	2	3	3
<b>Number of fatal accidents by aircraft type<sup>1</sup></b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>7</b>
Aeroplane	2	1	2	8	3	6
Helicopter	0	0	0	1	1	0
Ultralight	0	0	1	1	0	1
Other <sup>2</sup>	0	0	0	0	0	0
<b>Reportable accident fatalities</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>18</b>	<b>11</b>	<b>13</b>
<b>Reportable accident serious injuries</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>12</b>	<b>10</b>
<b>Accidents in Canada involving foreign-registered aircraft</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>4</b>
Fatal accidents	0	0	0	2	0	1
Fatalities	0	0	0	3	0	2
Serious Injuries	0	1	0	1	2	1
<b>Occurrences with a dangerous good release</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>
<b>Number of reportable incidents<sup>4</sup></b>	<b>74</b>	<b>72</b>	<b>64</b>	<b>446</b>	<b>407</b>	<b>389</b>
Incidents in Canada involving Canadian-registered aircraft	51	49	51	314	287	295
Incidents outside Canada involving Canadian-registered aircraft	14	13	7	95	78	51
Incidents in Canada involving foreign-registered aircraft	11	15	9	53	53	54
<b>Number of reportable incidents by category<sup>4</sup></b>	<b>74</b>	<b>72</b>	<b>64</b>	<b>446</b>	<b>407</b>	<b>389</b>
Risk of collision / Loss of separation	10	13	11	62	66	60
Declared emergency	31	26	27	177	175	161
Engine failure	8	8	8	57	40	46
Smoke / Fire	6	8	6	48	42	42
Collision	4	0	0	18	8	6
Other	15	17	12	84	76	74

Data extracted 15 July 2019

<sup>1</sup> Breakdowns may not add up to totals. For example, when an occurrence involves an airplane and a helicopter, the occurrence is counted in each type, but only once in the total.<sup>2</sup> Includes balloons, gyroplanes, gliders, airships, hang gliders, unmanned aerial vehicles (UAV) and similar aircraft types.<sup>3</sup> "Number of aircraft involved in accidents" are aircraft counts, all other data are accident counts.<sup>4</sup> New TSB regulations came into effect on 1 July 2014. Under new reporting requirements aviation incidents include: a) aircraft having a maximum certificated take-off weight greater than 2 250 kg (formerly 5 700 kg); b) aircraft being operated under an air operator certificate issued under CARs Part VII.

Table 2

## Occurrences involving Canadian-registered aircraft

	June			Year to date (June)		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
<b>Number of accidents by aircraft and operator type</b>	<b>34</b>	<b>19</b>	<b>25</b>	<b>78</b>	<b>84</b>	<b>92</b>
Aeroplane accidents	28	15	21	63	71	77
Commercial	9	5	5	27	23	26
Airliner (CAR 705)	0	1	0	3	3	2
Commuter (CAR 704)	1	0	0	3	0	1
Air taxi (CAR 703)	3	2	2	8	7	7
Aerial work (CAR 702)	1	0	1	3	2	4
Flight training units (CAR 406)	4	2	2	10	10	11
Other commercial	0	0	0	0	1	0
Private	19	11	16	35	49	50
Private operators (CAR 604)	0	1	0	1	3	1
Recreational	19	10	16	34	46	48
Other private	0	0	0	0	0	1
State	0	0	0	0	0	1
Other/Unknown	0	0	0	1	0	1
Helicopter accidents	6	3	3	13	10	12
Commercial	4	2	2	8	6	9
Private	2	1	1	5	4	3
State	0	0	0	0	0	0
Other/Unknown	0	0	0	0	0	0
Other aircraft accidents <sup>3</sup>	0	1	1	2	3	3
<b>Number of fatal accidents by aircraft and operator type<sup>1,2</sup></b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>6</b>
Aeroplane accidents	2	1	2	6	3	6
Commercial	0	0	0	1	0	2
Airliner (CAR 705)	0	0	0	0	0	0
Commuter (CAR 704)	0	0	0	0	0	0
Air taxi (CAR 703)	0	0	0	1	0	0
Aerial work (CAR 702)	0	0	0	0	0	1
Flight training units (CAR 406)	0	0	0	0	0	1
Other commercial	0	0	0	0	0	0
Private	2	1	2	5	3	4
Private operators (CAR 604)	0	0	0	0	0	0
Recreational	2	1	2	5	3	4
Other private	0	0	0	0	0	0
State	0	0	0	0	0	0
Other/Unknown	0	0	0	0	0	0
Helicopter accidents	0	0	0	1	1	0
Commercial	0	0	0	0	0	0
Private	0	0	0	1	1	0
State	0	0	0	0	0	0
Other/Unknown	0	0	0	0	0	0
Other aircraft accidents <sup>3</sup>	0	0	0	0	0	0
<b>Accident fatalities<sup>2</sup></b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>13</b>	<b>11</b>	<b>10</b>
<b>Accident serious injuries<sup>2</sup></b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>7</b>
<b>Number of incidents by category<sup>2,4</sup></b>	<b>65</b>	<b>62</b>	<b>58</b>	<b>409</b>	<b>365</b>	<b>345</b>
Risk of collision/Loss of separation	9	13	11	58	64	54
Declared emergency	25	21	24	156	152	141
Engine failure	7	6	7	53	34	41
Smoke/Fire	5	6	5	43	36	38
Collision	4	0	0	16	6	5
Other	15	16	11	83	73	67
<b>Number of accidents involving ultralight aircraft</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>8</b>
Fatal accidents	0	0	1	1	0	1
Fatalities	0	0	1	2	0	1
Serious injuries	2	1	1	3	1	3

Data extracted 15 July 2019

<sup>1</sup> Breakdowns may not add up to totals. For example, when an occurrence involves an airplane and a helicopter, the occurrence is counted in each type, but only once in the total.<sup>2</sup> Excludes ultralight aircraft<sup>3</sup> Includes balloons, gyroplanes, gliders, airships, hang gliders, unmanned aerial vehicles (UAV) and similar aircraft types.<sup>4</sup> New TSB regulations came into effect on 1 July 2014. Under new reporting requirements aviation incidents include: a) aircraft having a maximum certificated take-off weight greater than 2 250 kg (formerly 5 700 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

	June			Year to date (June)		
	2019	2018	2014-2018 average	2019	2018	2014-2018 average
<b>Number of accidents by operation type</b>	<b>34</b>	<b>18</b>	<b>24</b>	<b>76</b>	<b>81</b>	<b>90</b>
Aeroplane accidents	28	15	21	63	71	77
Training	5	3	2	13	11	13
Pleasure/Travel	19	9	14	32	41	44
Business	0	1	1	2	4	3
Forest fire management	0	0	0	0	0	1
Test/Demonstration/Ferry	0	0	0	0	1	1
Aerial application	0	0	0	0	1	1
Inspection	0	0	0	0	0	0
Air transport	4	3	2	12	11	10
Air ambulance	0	0	0	1	0	0
Sightseeing	0	0	0	0	1	0
Other/Unknown	0	0	1	3	2	5
Helicopter accidents	6	3	3	13	10	12
Training	0	0	0	1	0	2
Pleasure/Travel	2	0	1	4	2	3
Business	0	1	0	0	1	0
Forest fire management	0	1	0	1	1	0
Test/Demonstration/Ferry	0	0	0	0	0	0
Aerial application	2	0	0	2	0	0
Inspection	0	0	0	0	0	0
Air transport	1	1	0	3	1	3
Air ambulance	0	0	0	0	0	0
Sightseeing	0	0	0	0	0	0
Other/Unknown	1	0	0	2	5	4
<b>Number of fatal accidents by operation type</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>6</b>
Training	0	0	0	0	0	1
Pleasure/Travel	2	1	2	5	4	4
Business	0	0	0	1	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	0
Air ambulance	0	0	0	0	0	0
Sightseeing	0	0	0	0	0	0
Other/Unknown	0	0	0	0	0	1
<b>Fatalities</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>13</b>	<b>11</b>	<b>10</b>
<b>Serious injuries</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>9</b>	<b>7</b>

Data extracted 15 July 2019

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.