

Table 1

## Reportable aircraft occurrences

	May			Year to date (May)		
	2020	2019	2015-2019 average	2020	2019	2015-2019 average
<b>Number of reportable accidents</b>	<b>15</b>	<b>22</b>	<b>25</b>	<b>46</b>	<b>52</b>	<b>70</b>
Accidents in Canada involving Canadian-registered aircraft	14	18	23	45	47	63
Accidents outside Canada involving Canadian-registered aircraft	1	1	1	1	2	4
Accidents in Canada involving foreign-registered aircraft	0	3	1	0	3	3
<b>Number of accidents by operator type<sup>1</sup></b>	<b>15</b>	<b>22</b>	<b>25</b>	<b>46</b>	<b>52</b>	<b>70</b>
Commercial	5	8	8	18	23	27
Airline (CAR 705)	0	2	1	3	3	2
Commuter (CAR 704)	0	2	1	2	2	2
Air taxi (CAR 703)	2	0	3	7	6	8
Aerial work (CAR 702)	2	3	3	3	6	5
Foreign air operator (CAR 701)	0	0	0	0	0	0
Flight training units (CAR 406)	1	1	2	3	6	10
Other commercial	0	0	0	0	0	0
Private	9	14	17	27	29	41
Private operators (CAR 604)	1	1	0	4	1	1
Recreational	8	12	16	22	27	38
Other private	0	1	1	1	1	3
State	0	0	0	0	0	0
Other/Unknown	1	0	0	1	0	1
<b>Number of accidents by aircraft type<sup>1</sup></b>	<b>15</b>	<b>22</b>	<b>25</b>	<b>46</b>	<b>52</b>	<b>70</b>
Aeroplane	9	14	20	33	36	55
Helicopter	2	3	3	7	8	8
Ultralight	4	4	2	6	6	5
Other <sup>2</sup>	0	1	1	0	2	2
<b>Number of aircraft involved in accidents<sup>1,3</sup></b>	<b>15</b>	<b>22</b>	<b>25</b>	<b>47</b>	<b>52</b>	<b>72</b>
Aeroplanes	9	14	20	34	36	57
Helicopters	2	3	3	7	8	8
Ultralights	4	4	2	6	6	5
Other <sup>2</sup>	0	1	1	0	2	2
<b>Number of fatal accidents by aircraft type<sup>1</sup></b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>6</b>
Aeroplane	0	4	2	2	6	5
Helicopter	0	0	0	0	1	0
Ultralight	2	1	0	2	2	1
Other <sup>2</sup>	0	0	0	0	0	0
<b>Reportable accident fatalities</b>	<b>2</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>17</b>	<b>12</b>
<b>Reportable accident serious injuries</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>6</b>
<b>Accidents in Canada involving foreign-registered aircraft</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>
Fatal accidents	0	2	1	0	2	1
Fatalities	0	3	1	0	3	2
Serious Injuries	0	1	0	0	1	0
<b>Occurrences with a dangerous good release</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>Number of reportable incidents<sup>4</sup></b>	<b>18</b>	<b>76</b>	<b>67</b>	<b>232</b>	<b>375</b>	<b>342</b>
Incidents in Canada involving Canadian-registered aircraft	14	53	50	160	265	253
Incidents outside Canada involving Canadian-registered aircraft	2	17	10	48	82	55
Incidents in Canada involving foreign-registered aircraft	2	10	9	31	42	43
<b>Number of reportable incidents by category<sup>4</sup></b>	<b>18</b>	<b>76</b>	<b>67</b>	<b>232</b>	<b>375</b>	<b>342</b>
Risk of collision / Loss of separation	1	12	9	34	52	52
Declared emergency	9	29	26	98	146	138
Engine failure	2	11	10	22	50	41
Smoke / Fire	2	8	7	17	42	38
Collision	0	5	2	3	14	8
Other	4	11	12	58	71	65

Data extracted 15 June 2020

<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**

	May			Year to date (May)		
	2020	2019	2015-2019 average	2020	2019	2015-2019 average
<b>Number of accidents by aircraft and operator type</b>	<b>11</b>	<b>15</b>	<b>22</b>	<b>40</b>	<b>43</b>	<b>62</b>
Aeroplane accidents	9	12	19	33	34	52
Commercial	3	7	6	14	19	21
Airliner (CAR 705)	0	2	1	3	3	2
Commuter (CAR 704)	0	2	1	2	2	2
Air taxi (CAR 703)	1	0	2	4	5	5
Aerial work (CAR 702)	1	2	2	2	3	3
Flight training units (CAR 406)	1	1	1	3	6	9
Other commercial	0	0	0	0	0	0
Private	6	5	13	19	15	31
Private operators (CAR 604)	1	1	0	3	1	1
Recreational	5	4	12	16	14	29
Other private	0	0	0	0	0	1
State	0	0	0	0	0	0
Other/Unknown	0	0	0	0	0	0
Helicopter accidents	2	2	3	7	7	8
Commercial	2	1	2	4	4	6
Private	0	1	1	3	3	2
State	0	0	0	0	0	0
Other/Unknown	0	0	0	0	0	0
Other aircraft accidents <sup>3</sup>	0	1	1	0	2	2
<b>Number of fatal accidents by aircraft and operator type<sup>1,2</sup></b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>5</b>
Aeroplane accidents	0	2	2	2	4	4
Commercial	0	1	1	0	2	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	0	1	1
Aerial work (CAR 702)	0	1	0	0	1	1
Flight training units (CAR 406)	0	0	0	0	0	0
Other commercial	0	0	0	0	0	0
Private	0	1	1	2	2	3
Private operators (CAR 604)	0	0	0	0	0	0
Recreational	0	1	1	2	2	3
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	0	1	0
Commercial	0	0	0	0	0	0
Private	0	0	0	0	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>0</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>9</b>
<b>Accident serious injuries<sup>2</sup></b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>
<b>Number of incidents by category<sup>2,4</sup></b>	<b>16</b>	<b>70</b>	<b>60</b>	<b>208</b>	<b>347</b>	<b>308</b>
Risk of collision/Loss of separation	1	11	8	34	49	47
Declared emergency	9	26	23	82	131	122
Engine failure	2	10	9	20	47	37
Smoke/Fire	2	8	7	14	38	35
Collision	0	4	1	3	12	7
Other	2	11	11	55	70	60
<b>Number of accidents involving ultralight aircraft</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>5</b>
Fatal accidents	2	1	0	2	2	0
Fatalities	2	2	0	2	3	1
Serious injuries	0	1	0	3	1	1

Data extracted 15 June 2020

<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

	May			Year to date (May)		
	2020	2019	2015-2019 average	2020	2019	2015-2019 average
<b>Number of accidents by operation type</b>	<b>11</b>	<b>14</b>	<b>22</b>	<b>40</b>	<b>41</b>	<b>60</b>
Aeroplane accidents	9	12	19	33	34	52
Training	1	2	1	3	8	10
Pleasure/Travel	5	4	11	15	12	27
Business	0	0	0	2	2	1
Forest fire management	0	0	0	1	0	0
Test/Demonstration/Ferry	1	0	0	1	0	0
Aerial application	1	0	1	1	0	1
Inspection	0	0	0	0	0	0
Air transport	0	4	3	8	8	8
Air ambulance	1	0	0	1	1	0
Sightseeing	0	0	0	0	0	0
Other/Unknown	0	2	1	1	3	4
Helicopter accidents	2	2	3	7	7	8
Training	0	1	1	0	1	2
Pleasure/Travel	0	0	0	2	2	2
Business	0	0	0	0	0	0
Forest fire management	1	1	0	1	1	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	0	1	2	1
Air ambulance	0	0	0	0	0	0
Sightseeing	0	0	0	0	0	0
Other/Unknown	0	0	1	3	1	3
<b>Number of fatal accidents by operation type</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>5</b>
Training	0	0	0	0	0	0
Pleasure/Travel	0	1	1	2	2	3
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	1	1
Air ambulance	0	0	0	0	0	0
Sightseeing	0	0	0	0	0	0
Other/Unknown	0	1	0	0	1	1
<b>Fatalities</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>9</b>
<b>Serious injuries</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>

Data extracted 15 June 2020

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.