

Accidents/Incidents Worldwide 1H/16 vs. 1H/15

U.S.-registered Business Jet and Turboprop Accidents/Incidents Worldwide

Business jets	Total		Part 91		Part 91K		Part 135		Public/Gov't		Mfr.	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
Nonfatal accidents	3	11	3	8	0	1	0	1	0	1	0	0
Fatal accidents	1	0	1	0	0	0	0	0	0	0	0	0
Total accidents	4	11	4	8	0	1	0	1	0	1	0	0
Fatalities	2	0	2	0	0	0	0	0	0	0	0	0
Incidents	23	27	5	24	4	1	2	1	0	0	0	1

Business turboprops	Total		Part 91		Part 91K		Part 135		Public/Gov't		Mfr.	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
Nonfatal accidents	12	15	9	12	0	0	3	3	0	0	0	0
Fatal accidents	3	5	2	4	0	0	0	1	1	0	0	0
Total accidents	15	20	11	16	0	0	3	4	1	0	0	0
Fatalities	11	16	9	7	0	0	0	9	2	0	0	0
Incidents	18	18	15	15	0	0	3	3	0	0	0	0

All data preliminary. Sources: FAA, NTSB, Aviation Safety Network, AIN research

Involving Non-U.S.-registered Business Jets/Turboprops

Business jets	Total		Private		Charter		Other*		Unknown	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
Nonfatal accidents	1	4	1	4	0	0	0	0	0	0
Fatal accidents	0	0	0	0	0	0	0	0	0	0
Total accidents	1	4	1	4	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Incidents	8	5	5	3	1	0	2	2	0	0

Business turboprops	Total		Private		Charter		Other*		Unknown	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
Nonfatal accidents	10	6	4	3	4	1	2	1	0	1
Fatal accidents	6	4	3	2	2	0	1	2	0	0
Total accidents	16	10	7	5	6	1	3	3	0	1
Fatalities	19	22	11	13	2	0	6	9	0	0
Incidents	4	7	2	5	0	1	2	0	0	1

*For example: air ambulance, aerial survey, ferry, training, testing, government (non-military) and head of state.

AIN tables show “incidents” as well as “accidents” to distinguish mishaps based on their degree of severity. Investigators often draw fine distinctions between the two events, but, typically, incidents result in minor or no damage and their investigations are sometimes delegated to local officials.

Accidents are events that range from minor damage to destruction and/or injuries. Also, some incidents ultimately get upgraded to accident status during the investigative process. ■