

Bizav sector suffers more accidents, fatalities in '11

by Gordon Gilbert

Turbine business airplanes operating private and charter flights worldwide logged a substantial increase in accidents and fatalities last year compared with 2010, while fractional operations continued to be one of the safest segments. According to statistics compiled by AIN, total accidents involving U.S.-registered business jets nearly doubled, from 17 in 2010 to 32 last year, and U.S.-registered turboprop accidents jumped from 32 in 2010 to 43 last year. The increase in the number of accidents coincides with an increase in the number of business jet flight operations worldwide. According to the FAA, flight operations increased about 4 percent between December 2010 and November 2011 over the

same time period a year earlier. In the one fatal jet accident last year, all four crewmembers were killed in a crash during a test flight of the new Gulfstream G650. Two people died in the single accident of a business jet in 2010, a charter Learjet 35A on a Part 91 positioning flight. There were no fatal Part 135 jet accidents over the last two years, and there were just three Part 135 incidents last year compared with nine in 2010. Three nonfatal mishaps befell U.S.-registered jets while operating outside the U.S. over the two-year period. The number of fatalities in turboprop accidents more than doubled: 29 people killed in 11 accidents last year versus 12 people killed in four accidents in 2010. In the fourth quarter of

last year alone, 13 people died in four fatal accidents involving a private or corporate-owned turboprop (all under Part 91), while there were no fatal turboprop accidents in the final quarter of 2010. Last year, two people were killed in two fatal accidents of turboprops operating under Part 135 versus two people killed in one Part 135 turboprop crash in 2010. Last year, two of the fatal Part 91 turboprop accidents involved airplanes operating outside the U.S. Part 91K fractional jets and turboprops experienced the lowest number of mishaps among all operating segments—one nonfatal accident in each of the last two years for fractional jets, and two nonfatal accidents for fractional turboprops last year. However, Part 91K jets were involved in two incidents last year and three in 2010. There were no incidents recorded for Part 91K turboprop operations in the two-year span. Last year five accidents involving non-U.S.-registered jets

on private, charter and government missions killed 68 people compared with four accidents and 16 fatalities in 2010. Similar missions flown by non-U.S.-registered turboprops killed 55 people last year versus 59 in 2010. None of these accidents occurred on U.S. soil. Our tables show “incidents” as well as “accidents” because the FAA and NTSB draw fine distinctions between the two and the status of the occurrence may change. For example, runway overruns, retracted landing gear and gear-collapse mishaps are typically listed as incidents by the FAA and not tabulated by the NTSB. However, if such an occurrence causes substantial damage or serious injury, the

NTSB records it as an accident. Other happenings, if they don’t result in serious damage or injury, are usually listed as incidents. They include precautionary engine shutdowns, flameouts, bird strikes, lightning strikes, doors opening, blown tires, system malfunctions, loss of control, parts departing an airplane and turbulence. Additionally, depending on what is found during the ensuing investigation, events initially classified as incidents are sometimes dropped from safety databases entirely if investigators consider them inconsequential. In our tables, some mishaps preliminarily listed officially as incidents have been bumped up to the category of accidents because of their more serious nature. □

U.S.-registered Business Jet and Turboprop Accidents/Incidents Worldwide (2011* vs 2010)												
Business Jets	Total		Part 91		Part 91K		Part 135		Mfr.		Public/Gov't	
	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010
Nonfatal accidents	31	16	26 ^a	13	1	1	4 ^b	2 ^c	0	0	0	0
Fatal accidents	1	1	0	1 ^d	0	0	0	0	1	0	0	0
Total accidents	32	17	26	14	1	1	4	2	1	0	0	0
Fatalities	4	2	0	2	0	0	0	0	4	0	0	0
Incidents	28	24	23	12	2	3	3	9	0	0	0	0
Business Turboprops	Total		Part 91		Part 91K		Part 135		Mfr.		Public/Gov't	
	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010
Nonfatal accidents	32	28	27 ^e	20	2	0	2	6	0	0	1	2
Fatal accidents	11	4	9 ^f	3	0	0	2	1	0	0	0	0
Total accidents	43	32	36	23	2	0	4	7	0	0	1	2
Fatalities	29	12	27	10	0	0	2	2	0	0	0	0
Incidents	26	17	22	11	0	0	4	4	0	0	0	2

* 2011 data preliminary

Sources: FAA, NTSB, AIN research

(a) Includes a U.S.-registered jet operating in Mexico at the time of the accident. (d) Fatal accident involving a Part 135 operator on a Part 91 positioning flight. (b) Includes a U.S.-registered jet operating in Switzerland at the time of the accident. (e) Includes a U.S.-registered turboprop operating in the UK at the time of the accident. (c) Includes U.S.-registered jet operating in Canada. (f) Includes a U.S.-registered turboprop operating in Nigeria and a U.S.-registered turboprop operating in France.

U.S.-registered Business Jet and Turboprop Accidents/Incidents Worldwide (4Q/ 2011* vs 4Q/2010)												
Business Jets	Total		Part 91		Part 91K		Part 135		Mfr.		Public/Gov't	
	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010
Nonfatal accidents	9	6	9	4	0	0	0	2 ^a	0	0	0	0
Fatal accidents	0	0	0	0	0	0	0	0	0	0	0	0
Total accidents	9	6	9	4	0	0	0	2	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0	0	0
Incidents	9	7	7	2	0	1	2	4	0	0	0	0
Business Turboprops	Total		Part 91		Part 91K		Part 135		Mfr.		Public/Gov't	
	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010
Nonfatal accidents	8	5	7	3	1	0	0	1	0	0	0	1
Fatal accidents	4	0	4	0	0	0	0	0	0	0	0	0
Total accidents	12	5	11	3	1	0	0	1	0	0	0	1
Fatalities	13	0	13	0	0	0	0	0	0	0	0	0
Incidents	8	9	8	6	0	0	0	2	0	0	0	0
* 2011 data preliminary												
(a) Includes a U.S.-registered aircraft in Canada.												
Sources: FAA, NTSB, AIN research												

2011 Non-U.S. Registered Fatal Jet Accidents Worldwide (None occurred in the U.S.)				
Date	Aircraft	Location	Operation	Fatalities
Feb. 4	Hawker 850	Iraq	Unknown	7
Feb. 18	Learjet 24	Mexico	Private	2
April 4	Citation	China	Gov't	3
Aug. 20	737	Canada	Charter	12
Sept. 7	Yak-42	Russia	Charter	44
Total				68
2011 Non-U.S. Registered Fatal Turboprop Accidents Worldwide (None occurred in the U.S.)				
Date	Aircraft	Location	Operation	Fatalities
Jan. 14	KA-200	Brazil	Charter	6
Jan. 20	Twin Otter	Ecuador	Gov't	6
Feb. 8	PC-12	So. Africa	Unknown	9
Feb. 12	Casa 212	Indonesia	Private	5
April 1	Casa 212	Canada	Unknown	1
May 25	PC-12	India	Charter	7
Sept. 9	Caravan	Indonesia	Charter	2
Sept. 22	T-Porter	Indonesia	Private	3
Sept. 22	Twin Otter	Canada	Charter	2
Oct. 14	Caravan	Botswana	Charter	9
Oct. 27	KA-100	Canada	Charter	1
Oct. 28	Cheyenne	France	Private	3
Dec. 17	PA-750XL	Indonesia	Charter	1
Total				55
2010 Non-U.S. Registered Fatal Jet Accidents Worldwide (None occurred in the U.S.)				
Date	Aircraft	Location	Operation	Fatalities
Feb. 14	Citation	Germany	Ferry	2
Aug. 31	Citation	New Guinea	Charter	4
Oct. 6	Citation	Mexico	Charter	8
Dec. 19	Premier	Switzerland	Private	2
Total				16
2010 Non-U.S. Registered Fatal Turboprop Accidents Worldwide (None occurred in the U.S.)				
Date	Aircraft	Location	Operation	Fatalities
June 14	Caravan	Mexico	Charter	9
June 19	Casa 212	Congo	Charter	11
June 23	KA-100	Canada	Charter	7
July 7	Cheyenne	Mexico	Unknown	8
Oct. 25	KA-100	Canada	Charter	1
Nov. 4	KA-90	France	Private	2
Nov. 5	BH-1900	Pakistan	Charter	21
Total				59