

Accidents/Incidents Worldwide First Nine Months 2012 vs. 2011

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

Business jets	Total		Part 91		Part 91K		Part 135		Public/Gov't		Mfr.	
	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011
Nonfatal accidents	23	21	19	16	1	1	3	4	0	0	0	0
Fatal accidents	4	1	4	0	0	0	0	0	0	0	0	1
Total accidents	27	22	23	16	1	1	3	4	0	0	0	1
Fatalities	17	4	17	0	0	0	0	0	0	0	0	4
Incidents	26	19	22	16	1	2	3	1	0	0	0	0

Business turboprops	Total		Part 91		Part 91K		Part 135		Public/Gov't		Mfr.	
	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011
Nonfatal accidents	27	28	20	20	1	1	4	6	1	1	1	0
Fatal accidents	3	7	3	5	0	0	0	2	0	0	0	0
Total accidents	30	35	23	25	1	1	4	8	1	1	1	0
Fatalities	8	16	8	14	0	0	0	2	0	0	0	0
Incidents	31	18	23	14	2	0	2	4	1	0	0	0

All data preliminary

Sources: FAA, NTSB, Aviation Safety Network, AIN research

Safety stats mixed for 2012 to date

by Gordon Gilbert

In the first nine months of this year, accidents involving both U.S.-registered and non-U.S.-registered business jets increased over those recorded in the same period last year. According to figures compiled by AIN, the total number of nonfatal N-registered business jet mishaps increased from 21 in the first three quarters of last year to 23 in the same time frame this year.

Fatal accidents climbed from one event last year to four this year and fatalities jumped from four last year to 17 this year. All the fatal accidents in both periods befell Part 91 operations. This year there was one non-fatal accident involving jets flying under Part 91K fractional operations, the same as last year. Jets flying under Part 135 air-taxi operations suffered three accidents in the first nine months of this year, down by one from the same period last year, and had their second straight nine-month period with no fatalities.

Nonfatal accidents involving non-U.S.-registered business jets also increased over the comparable periods—from three last year to five this year. However, there was only one fatal accident this year versus five in the same period last year.

Non-U.S. Bizjet Fatalities Decline

Two people were killed in the single fatal accident this year involving a privately operated non-N-numbered corporate jet,

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

Business jets	Total		Private		Charter		Other*		Unknown	
	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011
Nonfatal accidents	5	3	4	1	0	0	1	2	0	0
Fatal accidents	1	5	1	0	0	2	0	1	0	2
Total accidents	6	8	5	1	0	2	1	3	0	2
Fatalities	2	68	2	0	0	56	0	3	0	9
Incidents	4	4	3	2	0	2	1	0	0	0

Business t'props	Total		Private		Charter		Other		Unknown	
	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011
Nonfatal accidents	10	4	4	2	3	0	2	2	1	0
Fatal accidents	10	7	4	2	1	3	5	1	0	1
Total accidents	20	11	8	4	4	3	7	3	1	1
Fatalities	33	28	17	12	2	10	14	5	0	1
Incidents	1	4	0	0	0	1	1	2	0	1

*For example: air ambulance, aerial survey, ferry, training, testing, government (non-military)

compared with 68 fatalities in the five accidents in the period last year. Two of the fatal accidents last year involved bizliner charter flights that resulted in a total of 56 deaths. No fatal crashes were recorded by non-U.S.-registered jets on private operations in the period last year.

Meanwhile, U.S.-registered business turboprops experienced a significant decrease in fatal accidents in the first nine months of this year versus the same period last year. Four fewer fatal accidents cut the number of fatalities by half—from 16 last year to eight this year.

All three fatal accidents this year involved Part 91 operations, while five of the seven fatal accidents last year were Part 91. The other two were Part 135 operations. There was one accident involving a Part 91K turboprop in the first nine months of this year, the same number as in the period last year. Non-N-numbered business turboprops suffered 20 accidents and 33 deaths in the first three quarters of this year compared with 11 accidents and 28 fatalities in the same period last year.

Our tables show “incidents” as well as “accidents” for three

reasons: the FAA and NTSB draw fine distinctions between the two events; the agencies are inconsistent; and the status of the occurrence can change. For example, runway overruns, retracted landing-gear and gear-collapse mishaps typically are listed as incidents by the FAA and not tabulated at all by the NTSB. However, if such an occurrence causes substantial damage or serious injury, the Safety Board records it as an accident.

Other happenings, if they don't result in serious damage or injury, are usually listed as incidents. 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.

Some events preliminarily listed as incidents have been bumped up to the category of accidents because of their more serious nature. □

