

Transportation Safety Board of Canada

Table 1
Air Occurrence Statistics for January 2005
Aviation Occurrences and Casualties

| | January | | | Year To Date | | |
|---|-----------|-----------|----------------------|--------------|-----------|----------------------|
| | 2005 | 2004 | 2000-2004 Average | 2005 | 2004 | 2000-2004 Average |
| Canadian-Registered Aircraft Accidents¹ | 10 | 9 | 14 | 10 | 9 | 14 |
| Aeroplanes Involved ² | 10 | 8 | 12 | 10 | 8 | 12 |
| Airliners | 2 | 1 | 0 | 2 | 1 | 0 |
| Commuters | 0 | 0 | 1 | 0 | 0 | 1 |
| Air Taxis | 2 | 6 | 3 | 2 | 6 | 3 |
| Aerial Work | 0 | 0 | 0 | 0 | 0 | 0 |
| State | 0 | 0 | 0 | 0 | 0 | 0 |
| Corporate | 0 | 0 | 0 | 0 | 0 | 0 |
| Private/Other ³ | 6 | 1 | 8 | 6 | 1 | 8 |
| Helicopters Involved | 2 | 1 | 1 | 2 | 1 | 1 |
| Other Aircraft Involved ⁴ | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatal Accidents | 1 | 2 | 2 | 1 | 2 | 2 |
| Aeroplanes Involved | 0 | 2 | 2 | 0 | 2 | 2 |
| Airliners | 0 | 0 | 0 | 0 | 0 | 0 |
| Commuters | 0 | 0 | 0 | 0 | 0 | 0 |
| Air Taxis | 0 | 1 | 0 | 0 | 1 | 0 |
| Aerial Work | 0 | 0 | 0 | 0 | 0 | 0 |
| State | 0 | 0 | 0 | 0 | 0 | 0 |
| Corporate | 0 | 0 | 0 | 0 | 0 | 0 |
| Private/Other ³ | 0 | 1 | 1 | 0 | 1 | 1 |
| Helicopters Involved | 1 | 0 | 0 | 1 | 0 | 0 |
| Other Aircraft Involved | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatalities | 2 | 11 | 5 | 2 | 11 | 5 |
| Serious Injuries | 1 | 0 | 1 | 1 | 0 | 1 |
| Canadian-Registered Ultralight Aircraft Accidents | 1 | 1 | 1 | 1 | 1 | 1 |
| Fatal Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatalities | 0 | 0 | 0 | 0 | 0 | 0 |
| Serious Injuries | 0 | 0 | 0 | 0 | 0 | 0 |
| Foreign-Registered Aircraft Accidents in Canada | 1 | 0 | 1 | 1 | 0 | 1 |
| Fatal Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatalities | 0 | 0 | 0 | 0 | 0 | 0 |
| Serious Injuries | 0 | 0 | 0 | 0 | 0 | 0 |
| All Aircraft: Reportable Incidents | 81 | 70 | 69 | 81 | 70 | 69 |
| Risk of Collision/Loss of Separation | 16 | 10 | 13 | 16 | 10 | 13 |
| Declared Emergency | 28 | 23 | 25 | 28 | 23 | 25 |
| Engine Failure | 17 | 6 | 12 | 17 | 6 | 12 |
| Smoke/Fire | 6 | 10 | 10 | 6 | 10 | 10 |
| Collision | 0 | 6 | 2 | 0 | 6 | 2 |
| Other | 14 | 15 | 8 | 14 | 15 | 8 |

¹ Ultralight aircraft excluded.

² As some accidents may involve multiple aircraft, the number of aircraft involved may differ from the total number of accidents.

³ Other: contains, but is not limited to, organizations that rent aircraft (i.e. flying schools, flying clubs, etc.).

⁴ Includes gliders, balloons and gyrocopters.

Figures are preliminary as of February 14, 2005.

All five-year averages have been rounded. Totals sometimes do not coincide to the sum of averages.

Transportation Safety Board of Canada

Table 2

Canadian-Registered Fixed Wing and Rotary Wing Aircraft Involved in Accidents - January 2005

By Type of Operation

| | January | | | Year To Date | | |
|---|-----------|-----------|----------------------|--------------|-----------|----------------------|
| | 2005 | 2004 | 2000-2004 Average | 2005 | 2004 | 2000-2004 Average |
| Canadian-Registered Aircraft Accidents¹ | 10 | 9 | 14 | 10 | 9 | 14 |
| Aeroplanes Involved | 10 | 8 | 12 | 10 | 8 | 12 |
| Training | 2 | 0 | 2 | 2 | 0 | 2 |
| Pleasure/Travel | 5 | 1 | 5 | 5 | 1 | 5 |
| Business | 0 | 0 | 0 | 0 | 0 | 0 |
| Forest Fire Management | 0 | 0 | 0 | 0 | 0 | 0 |
| Test/Demonstration/Ferry | 0 | 1 | 1 | 0 | 1 | 1 |
| Aerial Application | 0 | 0 | 0 | 0 | 0 | 0 |
| Inspection | 0 | 0 | 0 | 0 | 0 | 0 |
| Air Transport | 2 | 5 | 3 | 2 | 5 | 3 |
| Air Ambulance | 0 | 1 | 0 | 0 | 1 | 0 |
| Other/Unknown | 1 | 0 | 0 | 1 | 0 | 0 |
| Helicopters Involved | 2 | 1 | 1 | 2 | 1 | 1 |
| Training | 0 | 1 | 0 | 0 | 1 | 0 |
| Pleasure/Travel | 0 | 0 | 0 | 0 | 0 | 0 |
| Business | 0 | 0 | 0 | 0 | 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 | 2 | 0 | 0 | 2 | 0 | 0 |
| Air Ambulance | 0 | 0 | 0 | 0 | 0 | 0 |
| Other/Unknown | 0 | 0 | 1 | 0 | 0 | 1 |
| Fatal Accidents | 1 | 2 | 2 | 1 | 2 | 2 |
| Aeroplanes and Helicopters Involved | 1 | 2 | 2 | 1 | 2 | 2 |
| Training | 0 | 0 | 0 | 0 | 0 | 0 |
| Pleasure/Travel | 0 | 1 | 1 | 0 | 1 | 1 |
| Business | 0 | 0 | 0 | 0 | 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 | 1 | 1 | 0 | 1 | 1 | 0 |
| Air Ambulance | 0 | 0 | 0 | 0 | 0 | 0 |
| Other/Unknown | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatalities | 2 | 11 | 5 | 2 | 11 | 5 |
| Serious Injuries | 1 | 0 | 1 | 1 | 0 | 1 |

¹ Ultralight aircraft excluded.

Figures are preliminary as of February 14, 2005.

All five-year averages have been rounded. Totals sometimes do not coincide to the sum of averages.

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Table 3

Canadian-Registered Aircraft Involved in Incidents - January 2005

Selected Reportable Incident Types by First Event

| | January | | | Year To Date | | |
|---|-----------|-----------|----------------------|--------------|-----------|----------------------|
| | 2005 | 2004 | 2000-2004 Average | 2005 | 2004 | 2000-2004 Average |
| Risk of Collision/Loss of Separation | 22 | 13 | 16 | 22 | 13 | 16 |
| Air Proximity | 2 | 5 | 5 | 2 | 5 | 5 |
| Air Traffic Services Event | 15 | 7 | 9 | 15 | 7 | 9 |
| Altitude Related | 4 | 0 | 0 | 4 | 0 | 0 |
| Runway Incursion | 1 | 1 | 2 | 1 | 1 | 2 |
| Other | 0 | 0 | 1 | 0 | 0 | 1 |
| Declared Emergency | 17 | 13 | 18 | 17 | 13 | 18 |
| Landing Gear Failure | 6 | 0 | 2 | 6 | 0 | 2 |
| Hydraulic Failure | 5 | 2 | 3 | 5 | 2 | 3 |
| Electrical Failure | 1 | 2 | 1 | 1 | 2 | 1 |
| Other Component Failure | 5 | 1 | 7 | 5 | 1 | 7 |
| Other | 0 | 8 | 5 | 0 | 8 | 5 |
| Engine Failure | 12 | 5 | 11 | 12 | 5 | 11 |
| Power Loss | 8 | 2 | 5 | 8 | 2 | 5 |
| Component Failure | 4 | 3 | 5 | 4 | 3 | 5 |
| Other | 0 | 0 | 1 | 0 | 0 | 1 |
| Smoke/Fire | 6 | 10 | 9 | 6 | 10 | 9 |
| Fire/Explosion | 5 | 6 | 7 | 5 | 6 | 7 |
| Component Failure | 1 | 4 | 2 | 1 | 4 | 2 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 |
| Difficulty in Controlling Aircraft | 7 | 2 | 2 | 7 | 2 | 2 |
| Component Failure | 4 | 2 | 1 | 4 | 2 | 1 |
| Weather Related | 2 | 0 | 1 | 2 | 0 | 1 |
| Other | 1 | 0 | 1 | 1 | 0 | 1 |

Figures are preliminary as of February 14, 2005.

All five-year averages have been rounded. Totals sometimes do not coincide to the sum of averages.