

2015
2016

GA ACCIDENT SCORECARD



General Aviation Accidents Summary

The AOPA Air Safety Institute (ASI) has prepared this brief statistical summary of general aviation (GA) accidents in calendar years 2015 and 2016 as a supplement to its *26th Joseph T. Nall Report*. The *26th Nall Report* provides a more detailed analysis of accidents during 2014, the most recent year for which reasonably complete data are available at the necessary level of detail.

After arresting a seven-year decline in 2014, the volume of non-commercial fixed-wing flight time increased more than 5% in 2015 even as the number of accidents edged up just 1%. The number of fatal accidents declined by two. 2016 saw a 3% overall increase in accidents, but the proportion causing fatalities fell from 20% to 16%. 2016 was the fourth straight year with fewer than 1,000 non-commercial fixed-wing accidents of which fewer than 200 were fatal, levels not previously seen in the post-World War II era. There were 156 in 2016, 6% below the previous record low of 167 recorded three years earlier.

Successive year-over-year declines of 17% also brought the number of accidents on non-commercial helicopter flights to record lows, falling from 108 in 2014 to 75 in 2016. Eleven of those in 2015 were fatal, matching the mark set in 2011; 2016 and 2014 saw the second and third fewest with 13 and 14, respectively. Flight activity in this sector in 2015 stabilized at levels last seen in 2008-2009.

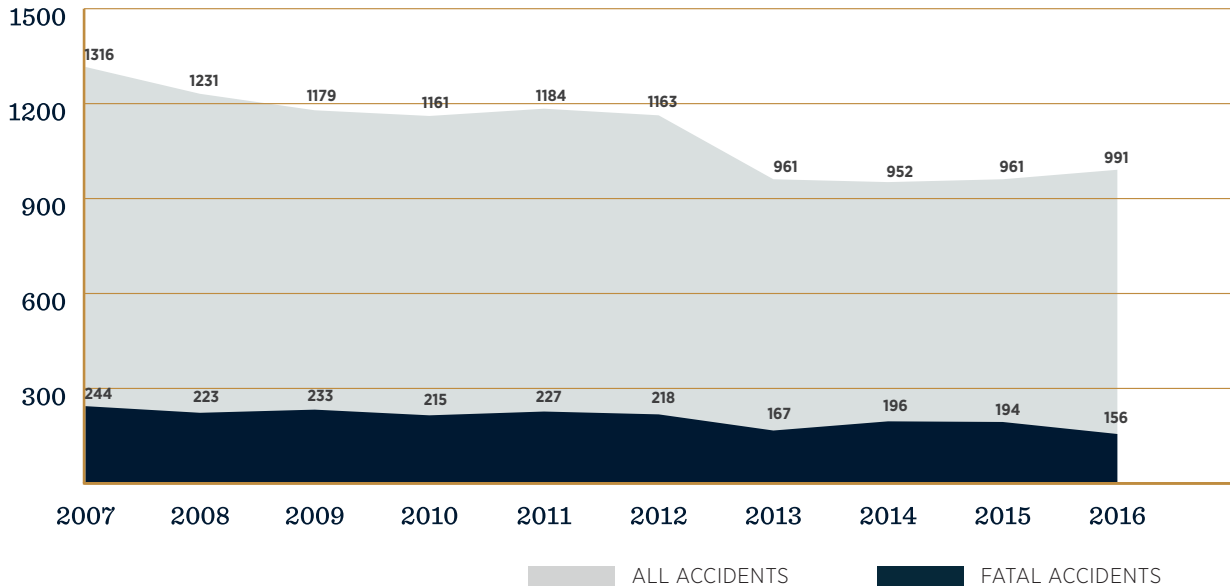
Stability also prevailed in commercial flight activity, which slipped 2% in airplanes but increased by a slightly smaller margin in helicopters. Low numbers of accidents in both categories magnify the effects of chance perturbations, making any trends more difficult to discern. In that light, the decrease from 77 commercial fixed-wing accidents in 2015 to 44 the following year is noteworthy even though the number that were fatal remained near the previous decade's average. The tally of commercial helicopter accidents, on the other hand, remained near the high end of their recent range of 30 to 41, but 2016 was one of just four years in which only four were fatal.

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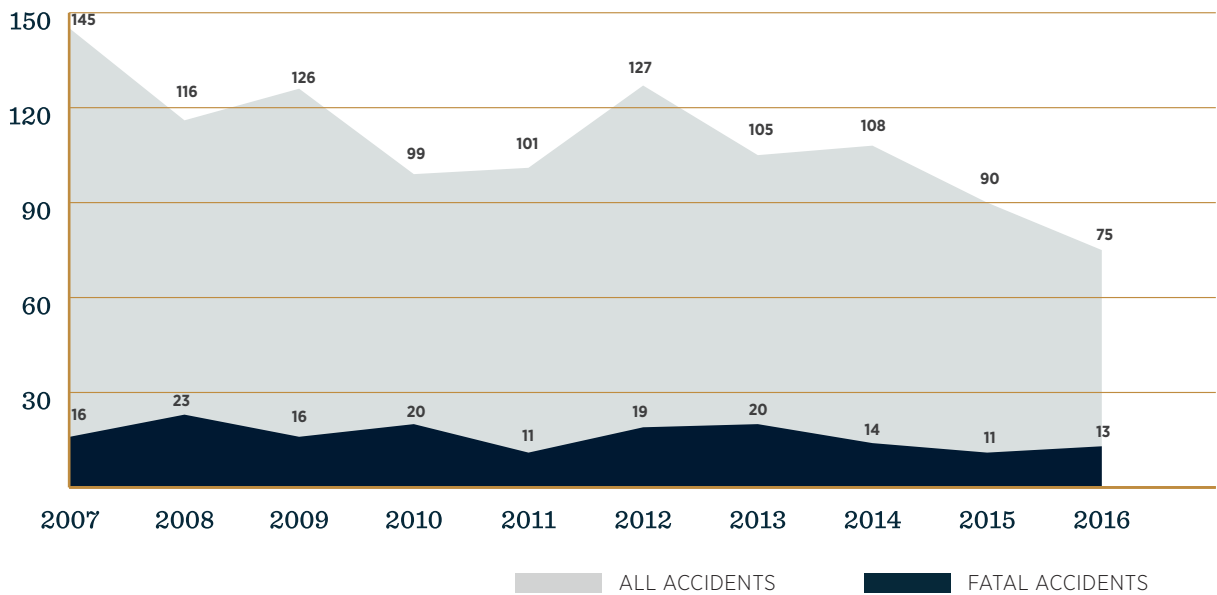
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General Aviation Accidents, 2007-2016

NON-COMMERCIAL FIXED-WING

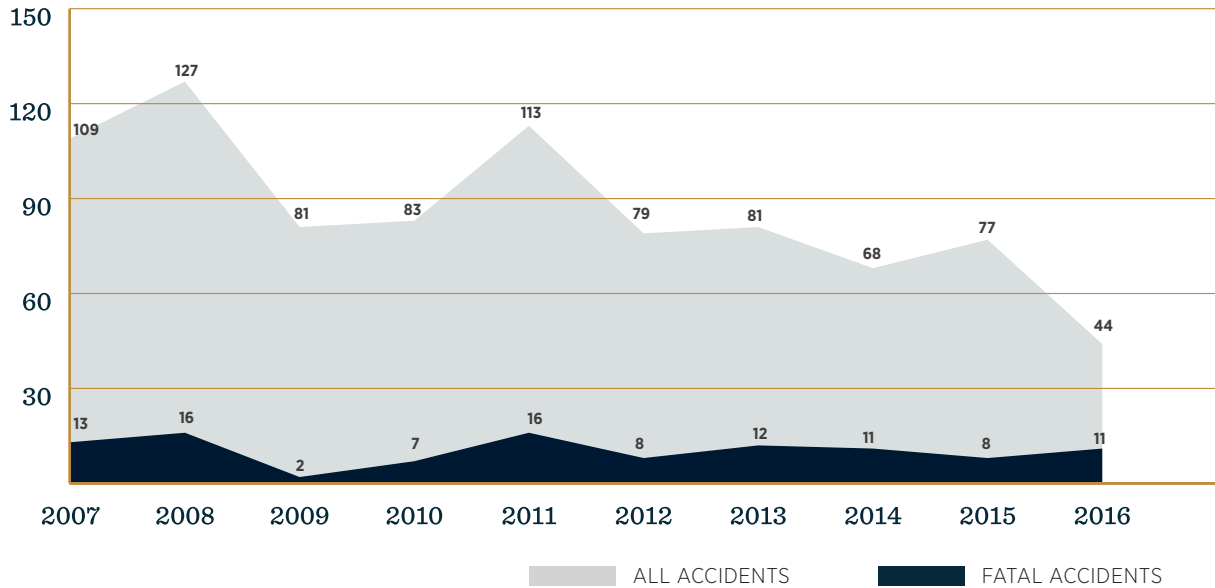


NON-COMMERCIAL HELICOPTER

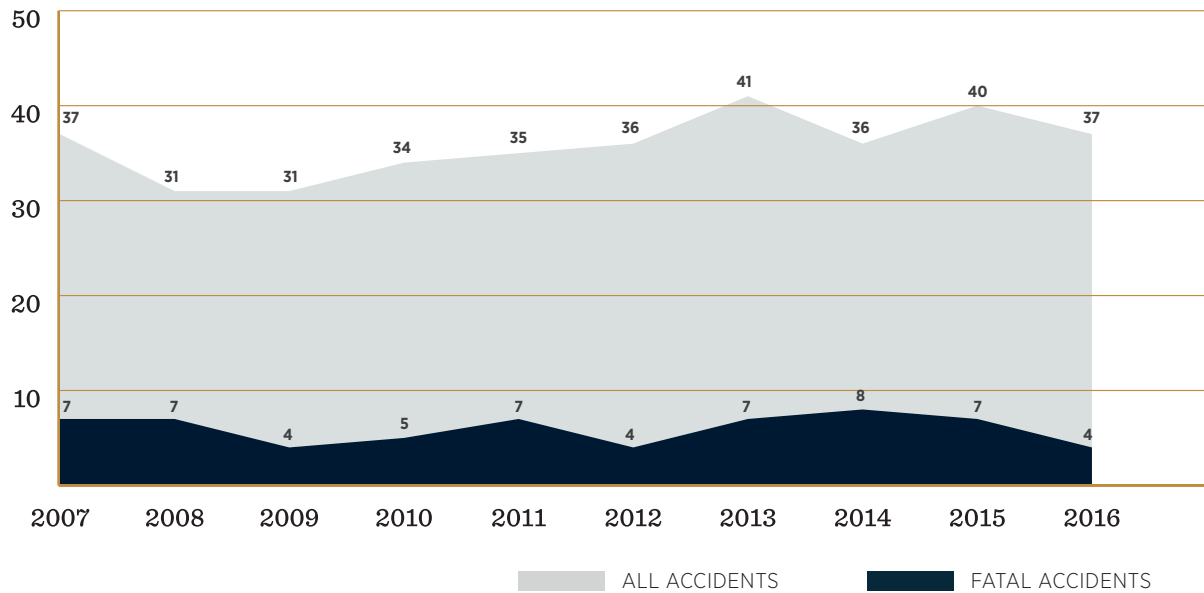


General Aviation Accidents, 2007-2016 (Continued)

COMMERCIAL FIXED-WING

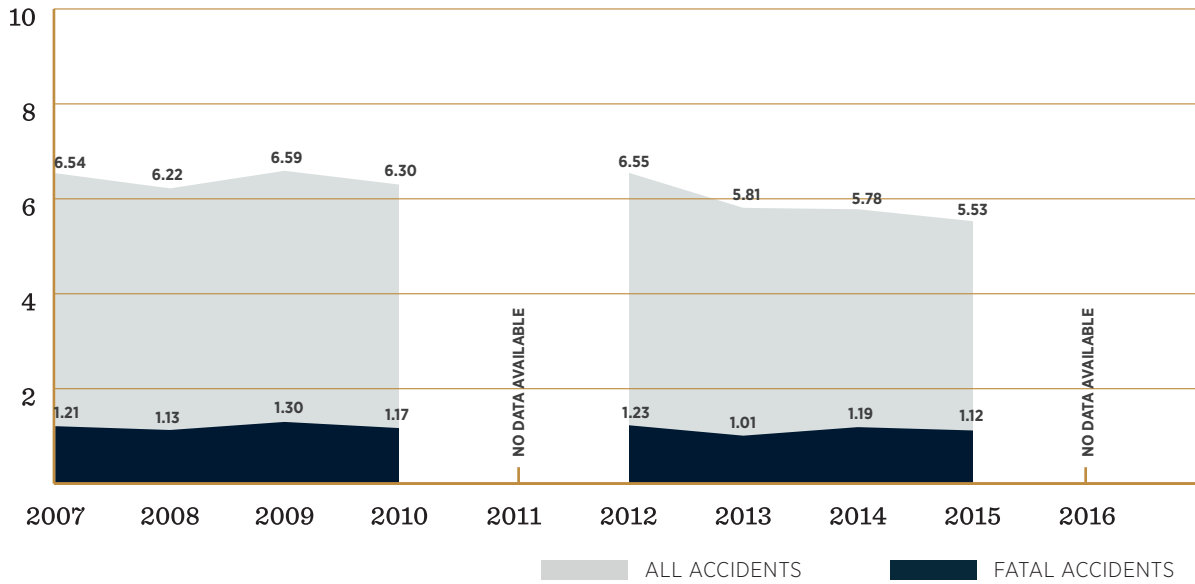


COMMERCIAL HELICOPTER

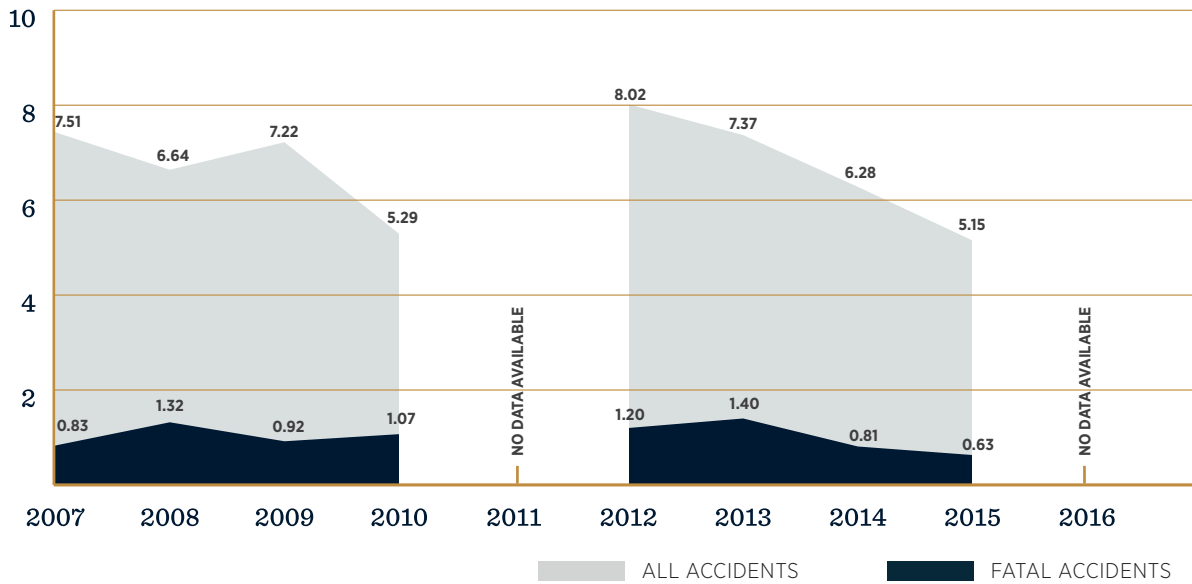


General Aviation Accident Rates, 2007-2015

NON-COMMERCIAL FIXED-WING

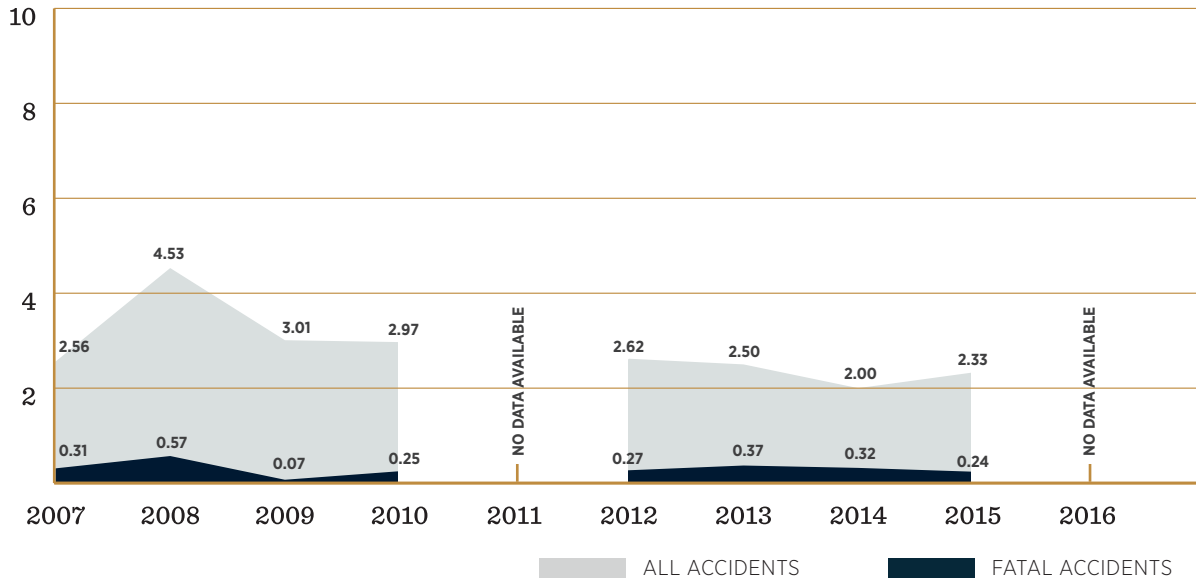


NON-COMMERCIAL HELICOPTER

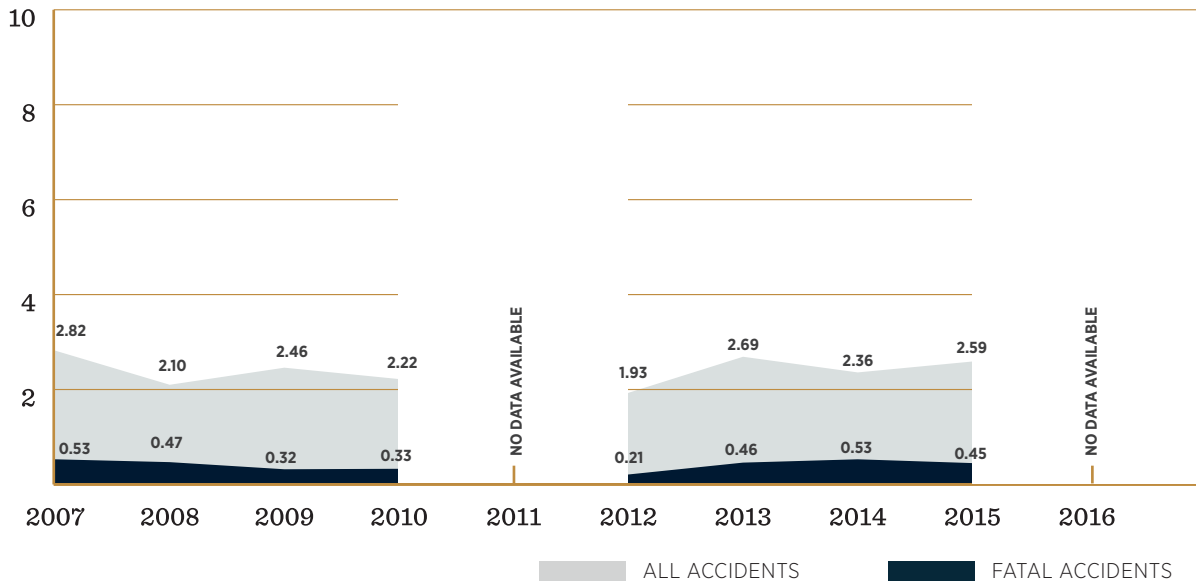


General Aviation Accident Rates, 2007-2015 (Continued)

COMMERCIAL FIXED-WING



COMMERCIAL HELICOPTER



Summary of General Aviation Accidents by Year

| 2015 | Non-Commercial | | Commercial | |
|---------------------------|----------------|------------|------------|------------|
| | FIXED-WING | HELICOPTER | FIXED-WING | HELICOPTER |
| Number of accidents | 961 | 90 | 77 | 40 |
| Number of aircraft* | 971 | 90 | 77 | 40 |
| Number of fatal accidents | 194 | 11 | 8 | 7 |
| Lethality (percent) | 20.2 | 12.2 | 10.4 | 17.5 |
| Fatalities | 327 | 17 | 16 | 12 |

| 2016 | Non-Commercial | | Commercial | |
|---------------------------|----------------|------------|------------|------------|
| | FIXED-WING | HELICOPTER | FIXED-WING | HELICOPTER |
| Number of accidents | 991 | 75 | 44 | 37 |
| Number of aircraft* | 1004 | 75 | 44 | 37 |
| Number of fatal accidents | 156 | 13 | 11 | 4 |
| Lethality (percent) | 15.7 | 17.3 | 25.0 | 10.8 |
| Fatalities | 299 | 23 | 26 | 7 |

*EACH AIRCRAFT INVOLVED IN A COLLISION IS COUNTED SEPARATELY.

2015 Accident Conditions: Non-Commercial Fixed-Wing

AIRCRAFT CLASS

| CONFIGURATION | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|--------------------------------|-----------|-------|-----------------|-------|------------|-------|
| Single-engine fixed-gear (SEF) | 719 | 74.0% | 117 | 60.3% | 172 | 52.6% |
| SEF tailwheel | 294 | | 36 | | 53 | |
| Single-engine retractable gear | 195 | 20.1% | 61 | 31.4% | 117 | 35.8% |
| Single-engine turbine | 25 | | 10 | | 18 | |
| Multiengine | 57 | 5.9% | 16 | 8.2% | 38 | 11.6% |
| Multiengine turbine | 16 | | 3 | | 7 | |

TYPE OF OPERATION

| PURPOSE OF FLIGHT | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|--------------------|-----------|-------|-----------------|-------|------------|-------|
| Personal | 763 | 78.6% | 164 | 84.5% | 285 | 87.2% |
| Instructional | 111 | 11.4% | 11 | 5.7% | 15 | 4.6% |
| Public use | 3 | 0.3% | 1 | 0.5% | 2 | 0.6% |
| Positioning | 12 | 1.2% | 1 | 0.5% | 1 | 0.3% |
| Aerial observation | 7 | 0.7% | 1 | 0.5% | 1 | 0.3% |
| Business | 28 | 2.9% | 7 | 3.6% | 12 | 3.7% |
| Other work use | 19 | 2.0% | 3 | 1.5% | 3 | 0.9% |
| Other or unknown | 28 | 2.9% | 6 | 3.1% | 8 | 2.4% |

NOTE: PERCENTAGES ARE PERCENT OF ALL ACCIDENTS, ALL FATAL ACCIDENTS, OR INDIVIDUAL FATALITIES, RESPECTIVELY.

Non-Commercial Fixed-Wing, 2015 (Continued)

PILOT QUALIFICATIONS

| CERTIFICATE LEVEL | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|-----------------------|-----------|-------|-----------------|-------|------------|-------|
| ATP | 120 | 12.4% | 28 | 14.4% | 46 | 14.1% |
| Commercial | 262 | 27.0% | 57 | 29.4% | 96 | 29.4% |
| Private | 477 | 49.1% | 89 | 45.9% | 158 | 48.3% |
| Sport | 27 | 2.8% | 1 | 0.5% | 2 | 0.6% |
| Recreational | 3 | 0.3% | 1 | 0.5% | 1 | 0.3% |
| Student | 64 | 6.6% | 10 | 5.2% | 12 | 3.7% |
| None | 10 | 1.0% | 7 | 3.6% | 11 | 3.4% |
| Other or unknown | 8 | 0.8% | 1 | 0.5% | 1 | 0.3% |
| Second pilot on board | 114 | 11.7% | 27 | 13.9% | 51 | 15.6% |
| CFI on board* | 194 | 20.0% | 39 | 20.1% | 63 | 19.3% |
| IFR pilot on board* | 503 | 51.8% | 113 | 58.2% | 193 | 59.0% |

* INCLUDES SINGLE-PILOT FLIGHTS

LIGHT AND WEATHER CONDITIONS

| CONDITIONS | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|------------------|-----------|-------|-----------------|-------|------------|-------|
| Day VMC | 827 | 86.1% | 140 | 72.2% | 222 | 67.9% |
| Night VMC* | 82 | 8.5% | 19 | 9.8% | 33 | 10.1% |
| Day IMC | 33 | 3.4% | 23 | 11.9% | 42 | 12.8% |
| Night IMC* | 15 | 1.6% | 10 | 5.2% | 25 | 7.6% |
| Not yet reported | 4 | 0.4% | 2 | 1.0% | 5 | 1.5% |

* INCLUDES DUSK

2016 Accident Conditions: Non-Commercial Fixed-Wing

AIRCRAFT CLASS

| CONFIGURATION | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|--------------------------------|-----------|-------|-----------------|-------|------------|-------|
| Single-engine fixed-gear (SEF) | 745 | 74.2% | 99 | 61.5% | 176 | 58.9% |
| SEF tailwheel | 309 | | 36 | | 59 | |
| Single-engine retractable gear | 185 | 18.4% | 42 | 26.1% | 76 | 25.4% |
| Single-engine turbine | 19 | | 4 | | 7 | |
| Multiengine | 74 | 7.4% | 20 | 12.4% | 47 | 15.7% |
| Multiengine turbine | 20 | | 4 | | 12 | |

TYPE OF OPERATION

| PURPOSE OF FLIGHT | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|--------------------|-----------|-------|-----------------|-------|------------|-------|
| Personal | 754 | 75.1% | 124 | 77.0% | 235 | 78.6% |
| Instructional | 153 | 15.2% | 14 | 8.7% | 20 | 6.7% |
| Public use | 7 | 0.7% | 3 | 1.9% | 5 | 1.7% |
| Positioning | 9 | 0.9% | 1 | 0.6% | 1 | 0.3% |
| Aerial observation | 9 | 0.9% | 1 | 0.6% | 3 | 1.0% |
| Business | 25 | 2.5% | 7 | 4.3% | 16 | 5.4% |
| Other work use | 19 | 1.9% | 4 | 2.5% | 11 | 3.7% |
| Other or unknown | 28 | 2.8% | 7 | 4.3% | 8 | 2.7% |

Non-Commercial Fixed-Wing, 2016 (Continued)

PILOT QUALIFICATIONS

| CERTIFICATE LEVEL | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|-----------------------|-----------|-------|-----------------|-------|------------|-------|
| ATP | 187 | 18.6% | 33 | 20.5% | 65 | 21.7% |
| Commercial | 245 | 24.4% | 44 | 27.3% | 80 | 26.8% |
| Private | 449 | 44.7% | 76 | 47.2% | 144 | 48.2% |
| Sport | 19 | 1.9% | 2 | 1.2% | 2 | 0.7% |
| Student | 78 | 7.8% | 2 | 1.2% | 3 | 1.0% |
| None | 4 | 0.4% | 0 | | | |
| Other or unknown | 22 | 2.2% | 4 | 2.5% | 5 | 1.7% |
| Second pilot on board | 138 | 13.7% | 27 | 16.8% | 58 | 19.4% |
| CFI on board* | 225 | 22.4% | 32 | 19.9% | 58 | 19.4% |
| IFR pilot on board* | 512 | 51.0% | 88 | 54.7% | 174 | 58.2% |

* INCLUDES SINGLE-PILOT FLIGHTS

LIGHT AND WEATHER CONDITIONS

| CONDITIONS | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|------------------|-----------|-------|-----------------|-------|------------|-------|
| Day VMC | 881 | 88.9% | 122 | 78.2% | 219 | 76.6% |
| Night VMC* | 81 | 8.2% | 22 | 14.1% | 41 | 14.3% |
| Day IMC | 20 | 2.0% | 5 | 3.2% | 9 | 3.1% |
| Night IMC* | 6 | 0.6% | 6 | 3.8% | 14 | 4.9% |
| Not yet reported | 3 | 0.3% | 1 | 0.6% | 3 | 1.0% |

* INCLUDES DUSK

2015 Accident Conditions: Non-Commercial Helicopter

AIRCRAFT CLASS

| CONFIGURATION | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|-----------------------|-----------|-------|-----------------|-------|------------|-------|
| Single-engine piston | 62 | 68.9% | 6 | 54.5% | 11 | 64.7% |
| Single-engine turbine | 25 | 27.8% | 4 | 36.4% | 5 | 29.4% |
| Multiengine turbine | 3 | 3.3% | 1 | 9.1% | 1 | 5.9% |

TYPE OF OPERATION

| PURPOSE OF FLIGHT | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|--------------------|-----------|-------|-----------------|-------|------------|-------|
| Personal | 37 | 41.1% | 4 | 36.4% | 8 | 47.1% |
| Instructional | 22 | 24.4% | 3 | 27.3% | 5 | 29.4% |
| Public use | 4 | 4.4% | 1 | 9.1% | 1 | 5.9% |
| Positioning | 6 | 6.7% | 2 | 18.2% | 2 | 11.8% |
| Aerial observation | 6 | 6.7% | 1 | 9.1% | 1 | 5.9% |
| Business | 4 | 4.4% | 0 | | | |
| Other work use | 7 | 7.8% | 0 | | | |
| Other or unknown | 4 | 4.4% | 0 | | | |

Non-Commercial Helicopter, 2015 (Continued)

PILOT QUALIFICATIONS

| CERTIFICATE LEVEL | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|-----------------------|-----------|-------|-----------------|-------|------------|-------|
| ATP | 11 | 12.2% | 0 | | | |
| Commercial | 55 | 61.1% | 6 | 54.5% | 8 | 47.1% |
| Private | 19 | 21.1% | 4 | 36.4% | 8 | 47.1% |
| Sport | 1 | 1.1% | 0 | | | |
| Student | 4 | 4.4% | 1 | 9.1% | 1 | 5.9% |
| Second pilot on board | 20 | 22.2% | 2 | 18.2% | 4 | 23.5% |
| CFI on board* | 33 | 36.7% | 1 | 9.1% | 2 | 11.8% |
| IFR pilot on board* | 56 | 62.2% | 7 | 63.6% | 9 | 52.9% |

* INCLUDES SINGLE-PILOT FLIGHTS

LIGHT AND WEATHER CONDITIONS

| CONDITIONS | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|------------|-----------|-------|-----------------|-------|------------|-------|
| Day VMC | 80 | 88.9% | 7 | 63.6% | 12 | 70.6% |
| Night VMC* | 7 | 7.8% | 3 | 27.3% | 4 | 23.5% |
| Day IMC | 2 | 2.2% | 1 | 9.1% | 1 | 5.9% |
| Night IMC* | 1 | 1.1% | 0 | | | |

* INCLUDES DUSK

2016 Accident Conditions: Non-Commercial Helicopter

AIRCRAFT CLASS

| CONFIGURATION | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|-----------------------|-----------|-------|-----------------|-------|------------|-------|
| Single-engine piston | 42 | 56.0% | 4 | 30.8% | 4 | 17.4% |
| Single-engine turbine | 28 | 37.4% | 6 | 46.2% | 13 | 56.5% |
| Multiengine turbine | 5 | 6.7% | 3 | 23.1% | 6 | 26.1% |

TYPE OF OPERATION

| PURPOSE OF FLIGHT | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|--------------------|-----------|-------|-----------------|-------|------------|-------|
| Personal | 24 | 32.0% | 4 | 30.8% | 6 | 26.1% |
| Instructional | 17 | 22.7% | 1 | 7.7% | 1 | 4.3% |
| Public use | 9 | 12.0% | 1 | 7.7% | 1 | 4.3% |
| Positioning | 4 | 5.3% | 1 | 7.7% | 2 | 8.7% |
| Aerial observation | 5 | 6.7% | 3 | 23.1% | 7 | 30.4% |
| Business | 6 | 8.0% | 1 | 7.7% | 1 | 4.3% |
| Other work use | 2 | 2.7% | 0 | | | |
| Other or unknown | 8 | 10.7% | 2 | 15.4% | 5 | 21.7% |

Non-Commercial Helicopter, 2016 (Continued)

PILOT QUALIFICATIONS

| CERTIFICATE LEVEL | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|-----------------------|-----------|-------|-----------------|-------|------------|-------|
| ATP | 12 | 16.0% | 3 | 23.1% | 7 | 30.4% |
| Commercial | 42 | 56.0% | 8 | 61.5% | 13 | 56.5% |
| Private | 12 | 16.0% | 1 | 7.7% | 1 | 4.3% |
| Student | 2 | 2.7% | 0 | | | |
| None | 3 | 4.0% | 0 | | | |
| Other or unknown | 4 | 5.3% | 1 | 7.7% | 2 | 8.7% |
| Second pilot on board | 16 | 21.3% | 4 | 30.8% | 8 | 34.8% |
| CFI on board* | 34 | 45.3% | 7 | 53.8% | 15 | 65.2% |
| IFR pilot on board* | 44 | 58.7% | 10 | 76.9% | 18 | 78.3% |

* INCLUDES SINGLE-PILOT FLIGHTS

LIGHT AND WEATHER CONDITIONS

| CONDITIONS | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|------------------|-----------|-------|-----------------|-------|------------|-------|
| Day VMC | 66 | 88.0% | 10 | 76.9% | 19 | 82.6% |
| Night VMC* | 6 | 8.0% | 2 | 15.4% | 3 | 13.0% |
| Day IMC | 1 | 1.3% | 1 | 7.7% | 1 | 4.3% |
| Not yet reported | 2 | 2.7% | 0 | | | |

* INCLUDES DUSK

2015 Accident Conditions: Commercial Fixed-Wing

TYPE OF OPERATION

| PURPOSE OF FLIGHT | ACCIDENTS | FATAL ACCIDENTS | FATALITIES |
|-------------------------------|-----------|-----------------|------------|
| Aerial application (Part 137) | 51 66.2% | 5 62.5% | 5 31.3% |
| Charter or cargo (Part 135) | 26 33.8% | 3 37.5% | 11 68.8% |

AERIAL APPLICATION (PART 137)

| AIRCRAFT CLASS | ACCIDENTS | FATAL ACCIDENTS | FATALITIES |
|--------------------------------|-----------|-----------------|------------|
| Single-engine fixed-gear (SEF) | 51 100.0% | 5 100.0% | 5 100.0% |
| SEF tailwheel | 47 | 4 | 4 |
| Single-engine turbine | 19 | 3 | 3 |

CONDITIONS

| | | | |
|------------|----------|----------|----------|
| Day VMC | 49 96.1% | 5 100.0% | 5 100.0% |
| Night VMC* | 2 3.9% | 0 | |

* INCLUDES DUSK

PILOT QUALIFICATIONS

| | | | |
|---------------------|----------|----------|----------|
| ATP | 6 11.8% | 0 | |
| Commercial | 45 88.2% | 5 100.0% | 5 100.0% |
| CFI on board* | 7 13.7% | 0 | |
| IFR pilot on board* | 22 43.1% | 3 60.0% | 3 60.0% |

* INCLUDES SINGLE-PILOT FLIGHTS

Commercial Fixed-Wing, 2015 (Continued)

CHARTER AND CARGO (PART 135)

| AIRCRAFT CLASS | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|--------------------------------|-----------|-------|-----------------|-------|------------|-------|
| Single-engine fixed-gear (SEF) | 15 | 57.7% | 2 | 66.7% | 10 | 90.9% |
| SEF tailwheel | 7 | | 1 | | 9 | |
| Single-engine retractable | 2 | 7.7% | 1 | 33.3% | 1 | 9.1% |
| Single-engine turbine | 6 | | 1 | | 9 | |
| Multiengine | 9 | 34.6% | 0 | | | |
| Multiengine turbine | 3 | | 0 | | | |

CONDITIONS

| | | | | | | |
|------------|----|-------|---|--------|----|--------|
| Day VMC | 17 | 65.4% | 3 | 100.0% | 11 | 100.0% |
| Night VMC* | 5 | 19.2% | 0 | | | |
| Day IMC | 2 | 7.7% | 0 | | | |
| Night IMC* | 2 | 7.7% | 0 | | | |

* INCLUDES DUSK

PILOT QUALIFICATIONS

| | | | | | | |
|-----------------------|----|-------|---|--------|----|--------|
| ATP | 12 | 46.2% | 0 | | | |
| Commercial | 13 | 50.0% | 3 | 100.0% | 11 | 100.0% |
| Other or unknown | 1 | 3.8% | 0 | | | |
| Second pilot on board | 3 | 11.5% | 0 | | | |
| CFI on board* | 11 | 42.3% | 1 | 33.3% | 1 | 9.1% |
| IFR pilot on board* | 25 | 96.2% | 3 | 100.0% | 11 | 100.0% |

* INCLUDES SINGLE-PILOT FLIGHTS

2016 Accident Conditions: Commercial Fixed-Wing

TYPE OF OPERATION

| PURPOSE OF FLIGHT | ACCIDENTS | FATAL ACCIDENTS | FATALITIES |
|-------------------------------|-----------|-----------------|------------|
| Aerial application (Part 137) | 20 45.5% | 4 36.4% | 4 15.4% |
| Charter or cargo (Part 135) | 24 54.5% | 7 63.6% | 22 84.6% |

AERIAL APPLICATION (PART 137)

| AIRCRAFT CLASS | ACCIDENTS | FATAL ACCIDENTS | FATALITIES |
|--------------------------------|-----------|-----------------|------------|
| Single-engine fixed-gear (SEF) | 20 100.0% | 4 100.0% | 4 100.0% |
| SEF tailwheel | 20 | 4 | 4 |
| Single-engine turbine | 7 | 2 | 2 |

CONDITIONS

| | | | |
|------------|----------|----------|----------|
| Day VMC | 18 90.0% | 4 100.0% | 4 100.0% |
| Night VMC* | 1 5.0% | 0 | |
| Day IMC | 1 5.0% | 0 | |

* INCLUDES DUSK

PILOT QUALIFICATIONS

| | | | |
|---------------------|----------|---------|---------|
| Commercial | 19 95.0% | 3 75.0% | 3 75.0% |
| Other or unknown | 1 5.0% | 1 25.0% | 1 25.0% |
| CFI on board* | 2 10.0% | 1 25.0% | 1 25.0% |
| IFR pilot on board* | 7 35.0% | 2 50.0% | 2 50.0% |

* INCLUDES SINGLE-PILOT FLIGHTS

Commercial Fixed-Wing, 2016 (Continued)

CHARTER AND CARGO (PART 135)

| AIRCRAFT CLASS | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|--------------------------------|-----------|-------|-----------------|-------|------------|-------|
| Single-engine fixed-gear (SEF) | 15 | 62.5% | 4 | 57.1% | 12 | 54.5% |
| SEF tailwheel | 5 | | 0 | | | |
| Single-engine retractable | 1 | 4.2% | 0 | | | |
| Single-engine turbine | 6 | | 3 | | 9 | |
| Multiengine | 8 | 33.3% | 3 | 42.9% | 10 | 45.5% |
| Multiengine turbine | 6 | | 2 | | 8 | |

CONDITIONS

| | | | | | | |
|------------|----|-------|---|-------|----|-------|
| Day VMC | 16 | 66.7% | 3 | 42.9% | 11 | 50.0% |
| Night VMC* | 3 | 12.5% | 2 | 28.6% | 5 | 22.7% |
| Day IMC | 3 | 12.5% | 1 | 14.3% | 2 | 9.1% |
| Night IMC* | 2 | 8.3% | 1 | 14.3% | 4 | 18.2% |

* INCLUDES DUSK

PILOT QUALIFICATIONS

| | | | | | | |
|-----------------------|----|-------|---|--------|----|--------|
| ATP | 15 | 62.5% | 4 | 57.1% | 15 | 68.2% |
| Commercial | 8 | 33.3% | 3 | 42.9% | 7 | 31.8% |
| Other or unknown | 1 | 4.2% | 0 | | | |
| Second pilot on board | 2 | 8.3% | 1 | 14.3% | 3 | 13.6% |
| CFI on board* | 8 | 33.3% | 3 | 42.9% | 8 | 36.4% |
| IFR pilot on board* | 22 | 91.7% | 7 | 100.0% | 22 | 100.0% |

* INCLUDES SINGLE-PILOT FLIGHTS

2015 Accident Conditions: Commercial Helicopter

TYPE OF OPERATION

| PURPOSE OF FLIGHT | ACCIDENTS | FATAL ACCIDENTS | FATALITIES |
|-------------------------------|-----------|-----------------|------------|
| Aerial application (Part 137) | 19 47.5% | 3 42.9% | 4 33.3% |
| Charter or cargo (Part 135) | 14 35.0% | 4 57.1% | 8 66.7% |
| External load (Part 133) | 7 17.5% | 0 | |

AERIAL APPLICATION (PART 137)

| AIRCRAFT CLASS | ACCIDENTS | FATAL ACCIDENTS | FATALITIES |
|-----------------------|-----------|-----------------|------------|
| Single-engine piston | 10 52.6% | 2 66.7% | 2 50.0% |
| Single-engine turbine | 9 47.4% | 1 33.3% | 2 50.0% |

CONDITIONS

| | | | |
|------------|----------|---------|---------|
| Day VMC | 17 89.5% | 2 66.7% | 3 75.0% |
| Night VMC* | 1 5.3% | 0 | |
| Day IMC | 1 5.3% | 1 33.3% | 1 25.0% |

* INCLUDES DUSK

PILOT QUALIFICATIONS

| | | | |
|---------------------|----------|----------|----------|
| ATP | 2 10.5% | 0 | |
| Commercial | 17 89.5% | 3 100.0% | 4 100.0% |
| CFI on board* | 4 21.1% | 0 | |
| IFR pilot on board* | 11 57.9% | 2 66.7% | 3 75.0% |

* INCLUDES SINGLE-PILOT FLIGHTS

Commercial Helicopter, 2015 (Continued)

CHARTER AND CARGO (PART 135)

| AIRCRAFT CLASS | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|-----------------------|-----------|-------|-----------------|--------|------------|--------|
| Single-engine piston | 1 | 7.1% | 0 | | | |
| Single-engine turbine | 11 | 78.6% | 4 | 100.0% | 8 | 100.0% |
| Multiengine turbine | 2 | 14.3% | 0 | | | |

CONDITIONS

| | | | | | | |
|------------|----|-------|---|-------|---|-------|
| Day VMC | 11 | 78.6% | 3 | 75.0% | 7 | 87.5% |
| Night VMC* | 3 | 21.4% | 1 | 25.0% | 1 | 12.5% |

* INCLUDES DUSK

PILOT QUALIFICATIONS

| | | | | | | |
|---------------------|----|-------|---|--------|---|--------|
| ATP | 3 | 21.4% | 1 | 25.0% | 1 | 12.5% |
| Commercial | 11 | 78.6% | 3 | 75.0% | 7 | 87.5% |
| CFI on board* | 11 | 78.6% | 2 | 50.0% | 6 | 75.0% |
| IFR pilot on board* | 13 | 92.9% | 4 | 100.0% | 8 | 100.0% |

* INCLUDES SINGLE-PILOT FLIGHTS

Commercial Helicopter, 2015 (Continued)

EXTERNAL LOAD (PART 133)

| AIRCRAFT CLASS | ACCIDENTS | FATAL ACCIDENTS | FATALITIES |
|-----------------------|-----------|-----------------|------------|
| Single-engine piston | 6 85.7% | 0 | |
| Single-engine turbine | 1 14.3% | 0 | |
| CONDITIONS | | | |
| Day VMC | 7 100.0% | 0 | |
| PILOT QUALIFICATIONS | | | |
| ATP | 1 14.3% | 0 | |
| Commercial | 6 85.7% | 0 | |
| Second pilot on board | 1 14.3% | 0 | |
| IFR pilot on board* | 3 42.9% | 0 | |

* INCLUDES SINGLE-PILOT FLIGHTS

2016 Accident Conditions: Commercial Helicopter

TYPE OF OPERATION

| PURPOSE OF FLIGHT | ACCIDENTS | FATAL ACCIDENTS | FATALITIES |
|-------------------------------|-----------|-----------------|------------|
| Aerial application (Part 137) | 21 56.8% | 1 25.0% | 1 14.3% |
| Charter or cargo (Part 135) | 13 35.1% | 2 50.0% | 5 71.4% |
| External load (Part 133) | 3 8.1% | 1 25.0% | 1 14.3% |

AERIAL APPLICATION (PART 137)

| AIRCRAFT CLASS | ACCIDENTS | FATAL ACCIDENTS | FATALITIES |
|-----------------------|-----------|-----------------|------------|
| Single-engine piston | 9 42.9% | 0 | |
| Single-engine turbine | 12 57.1% | 1 100.0% | 1 100.0% |

CONDITIONS

| | | | |
|------------|----------|----------|----------|
| Day VMC | 18 85.7% | 1 100.0% | 1 100.0% |
| Night VMC* | 3 14.3% | 0 | |

* INCLUDES DUSK

PILOT QUALIFICATIONS

| | | | |
|---------------------|----------|----------|----------|
| ATP | 2 9.5% | 0 | |
| Commercial | 19 90.5% | 1 100.0% | 1 100.0% |
| CFI on board* | 8 38.1% | 0 | |
| IFR pilot on board* | 10 47.6% | 0 | |

* INCLUDES SINGLE-PILOT FLIGHTS

Commercial Helicopter, 2016 (Continued)

CHARTER AND CARGO (PART 135)

| AIRCRAFT CLASS | ACCIDENTS | | FATAL ACCIDENTS | | FATALITIES | |
|-----------------------|-----------|-------|-----------------|--------|------------|--------|
| Single-engine piston | 1 | 7.7% | 0 | | | |
| Single-engine turbine | 10 | 76.9% | 2 | 100.0% | 5 | 100.0% |
| Multiengine turbine | 2 | 15.4% | 0 | | | |

CONDITIONS

| | | | | | | |
|------------|----|-------|---|-------|---|-------|
| Day VMC | 10 | 76.9% | 1 | 50.0% | 1 | 20.0% |
| Night VMC* | 1 | 7.7% | 0 | | | |
| Night IMC* | 2 | 15.4% | 1 | 50.0% | 4 | 80.0% |

* INCLUDES DUSK

PILOT QUALIFICATIONS

| | | | | | | |
|-----------------------|----|-------|---|-------|---|-------|
| ATP | 2 | 15.4% | 1 | 50.0% | 4 | 80.0% |
| Commercial | 10 | 76.9% | 1 | 50.0% | 1 | 20.0% |
| Other or unknown | 1 | 7.7% | 0 | | | |
| Second pilot on board | 1 | 7.7% | 0 | | | |
| CFI on board* | 3 | 23.1% | 1 | 50.0% | 4 | 80.0% |
| IFR pilot on board* | 11 | 84.6% | 1 | 50.0% | 4 | 80.0% |

* INCLUDES SINGLE-PILOT FLIGHTS

Commercial Helicopter, 2016 (Continued)

EXTERNAL LOAD (PART 133)

| AIRCRAFT CLASS | ACCIDENTS | FATAL ACCIDENTS | FATALITIES |
|-----------------------|-----------|-----------------|------------|
| Single-engine turbine | 3 100.0% | 1 100% | 1 100% |
| CONDITIONS | | | |
| Day VMC | 3 100.0% | 1 100% | 1 100% |
| PILOT QUALIFICATIONS | | | |
| ATP | 1 33.3% | 0 | |
| Commercial | 2 66.7% | 1 100.0% | 1 100.0% |
| CFI pilot on board* | 2 66.7% | 1 100.0% | 1 100.0% |
| IFR pilot on board* | 1 33.3% | 0 | |

* INCLUDES SINGLE-PILOT FLIGHTS