



NTSB National Transportation Safety Board

Safety Continuum in Aircraft Standards



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NTSB Board Member

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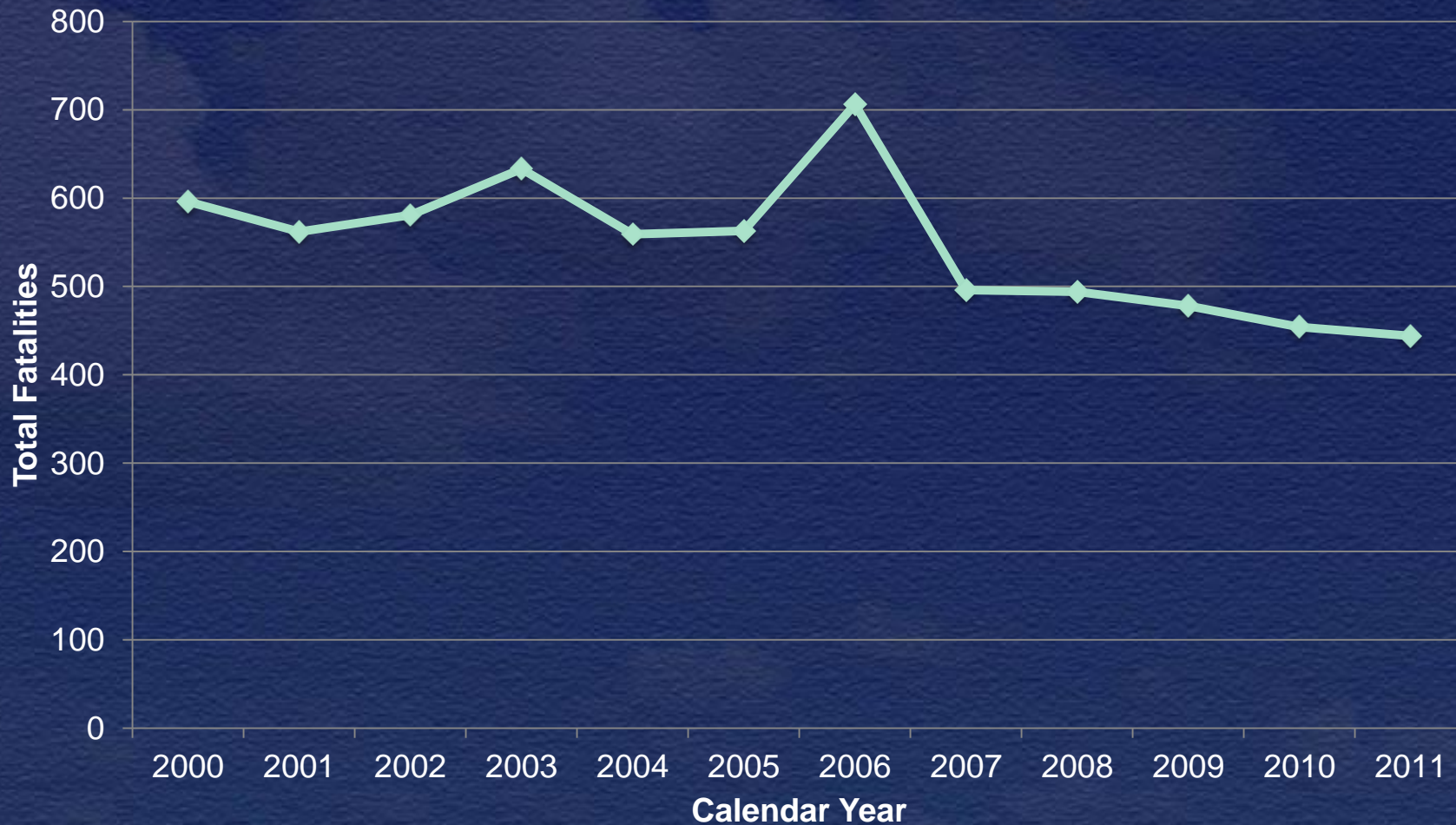
All GA Accidents

■ Total ■ Fatal

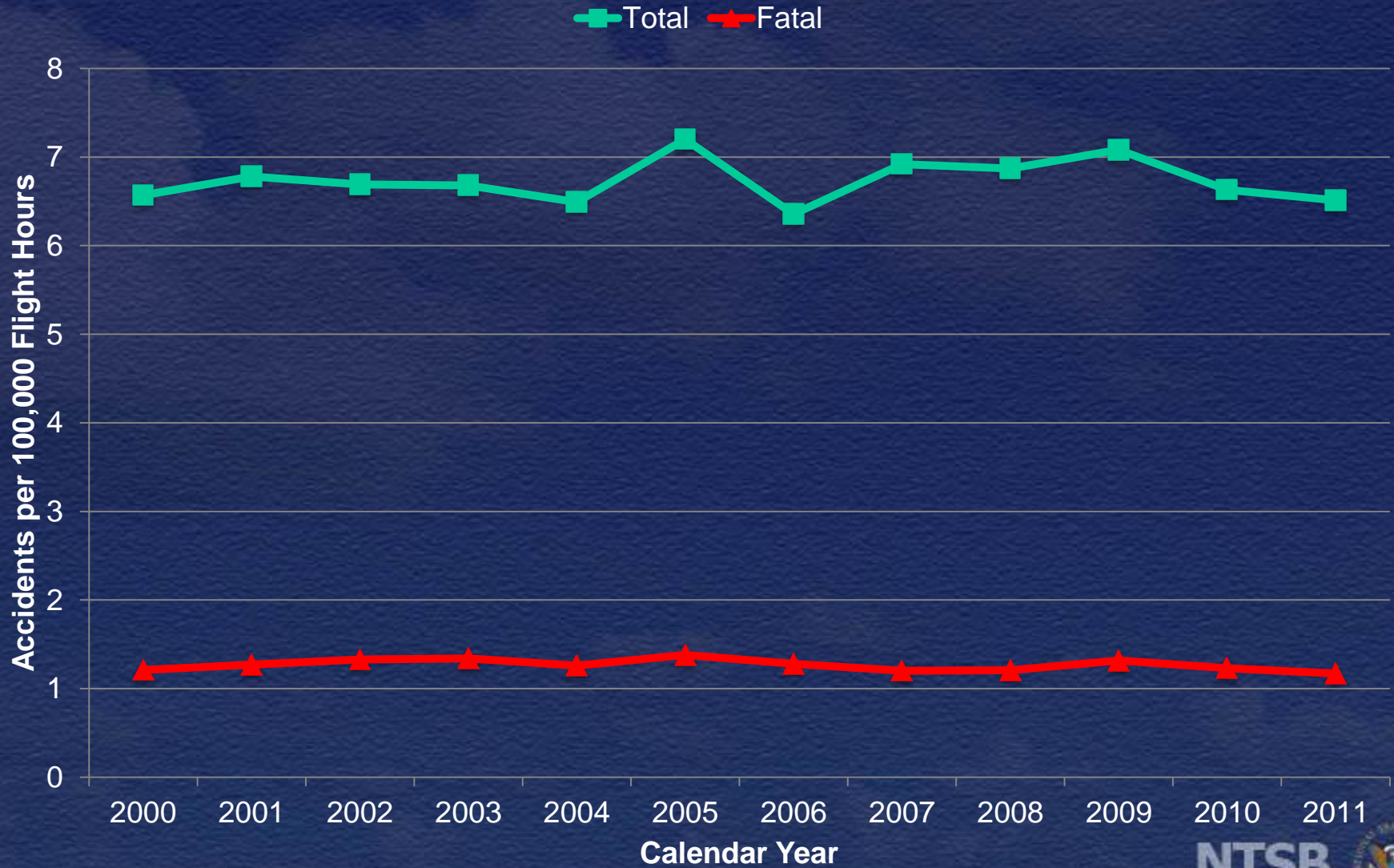


GA Accident-involved Fatalities

GA Accident-Involved Fatalities



GA Accident Rates



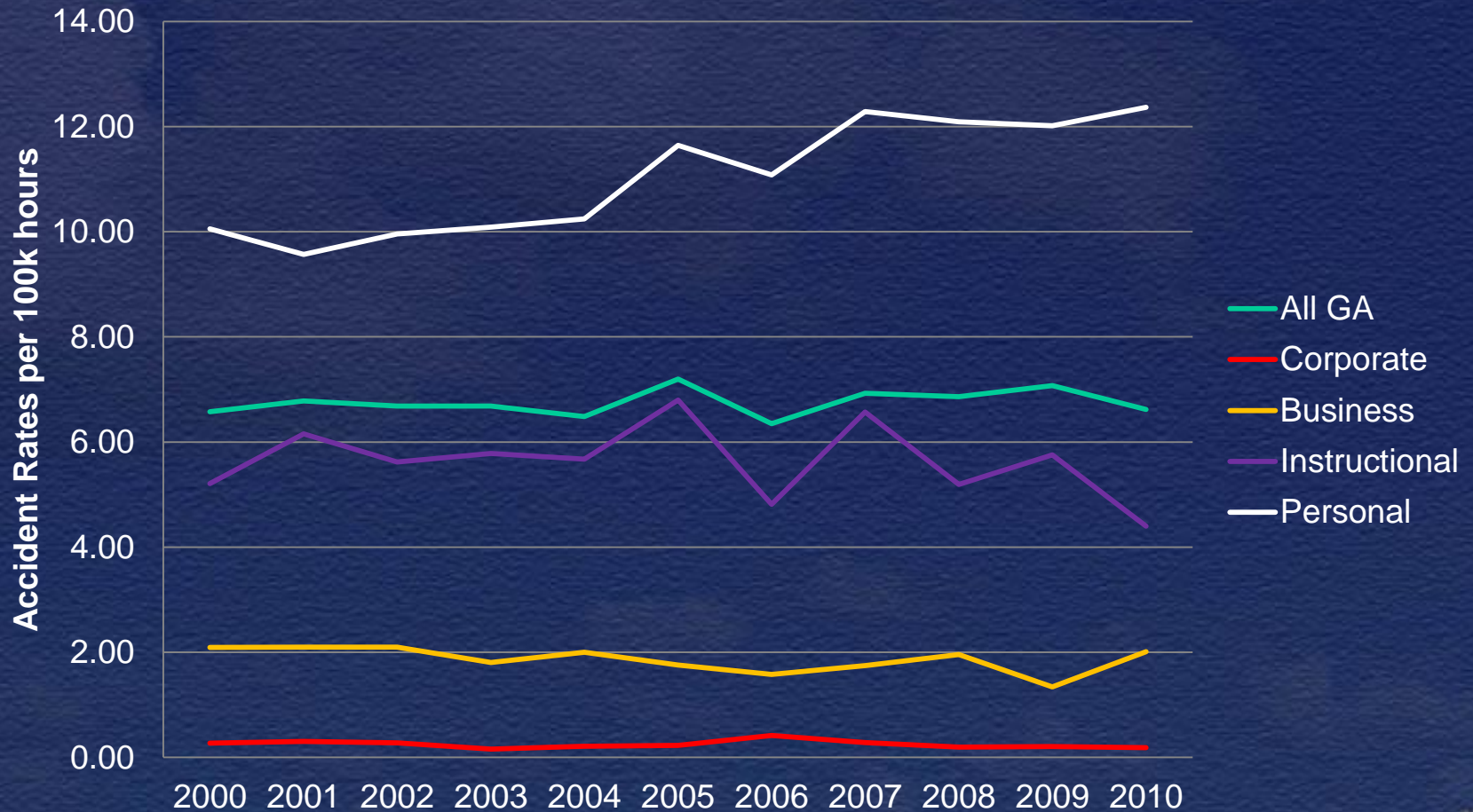
Defining Fatal Accident Events

- Loss of Control in Flight
- Loss of Control on Ground
- Abnormal Runway Contact
- System/Component Failure – Powerplant
- Controlled Flight into Terrain
- Unintended Flight into IMC



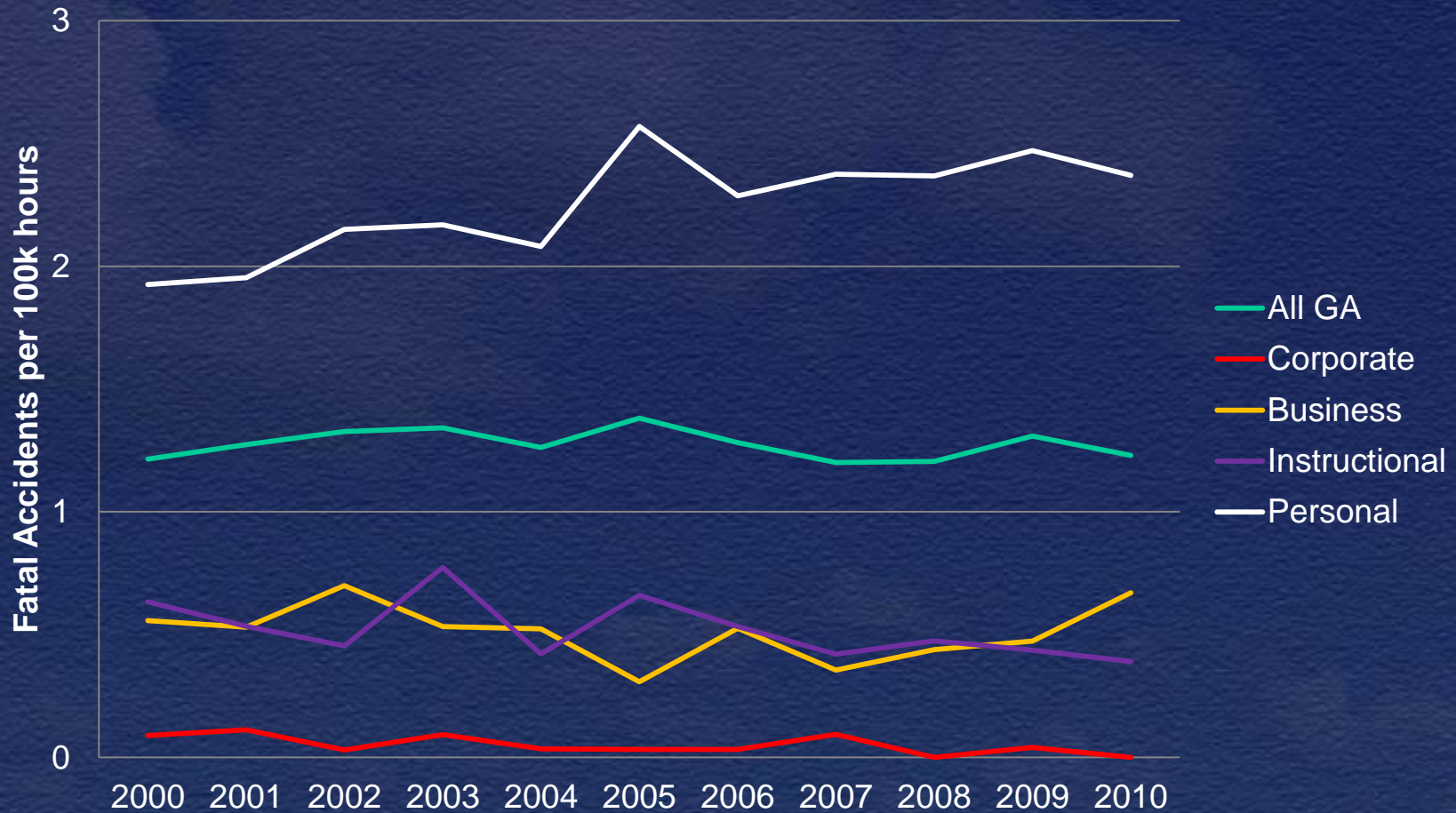
Accident Rates per 100k Flight Hours

Accident Rates per 100k Flight Hours
2000-2010



Fatal Accident Rates per 100k Flight Hours

Fatal Accident Rates per 100k Flight Hours
2000-2010



Business Flying, 2007-2009

All accidents – Loss of control (in-flight or on the ground) accounted for the largest portion, followed by system/component failures.

Fatal accidents - Loss of control in-flight, followed by controlled flight into terrain, CFIT.

Number of Fatal Accidents

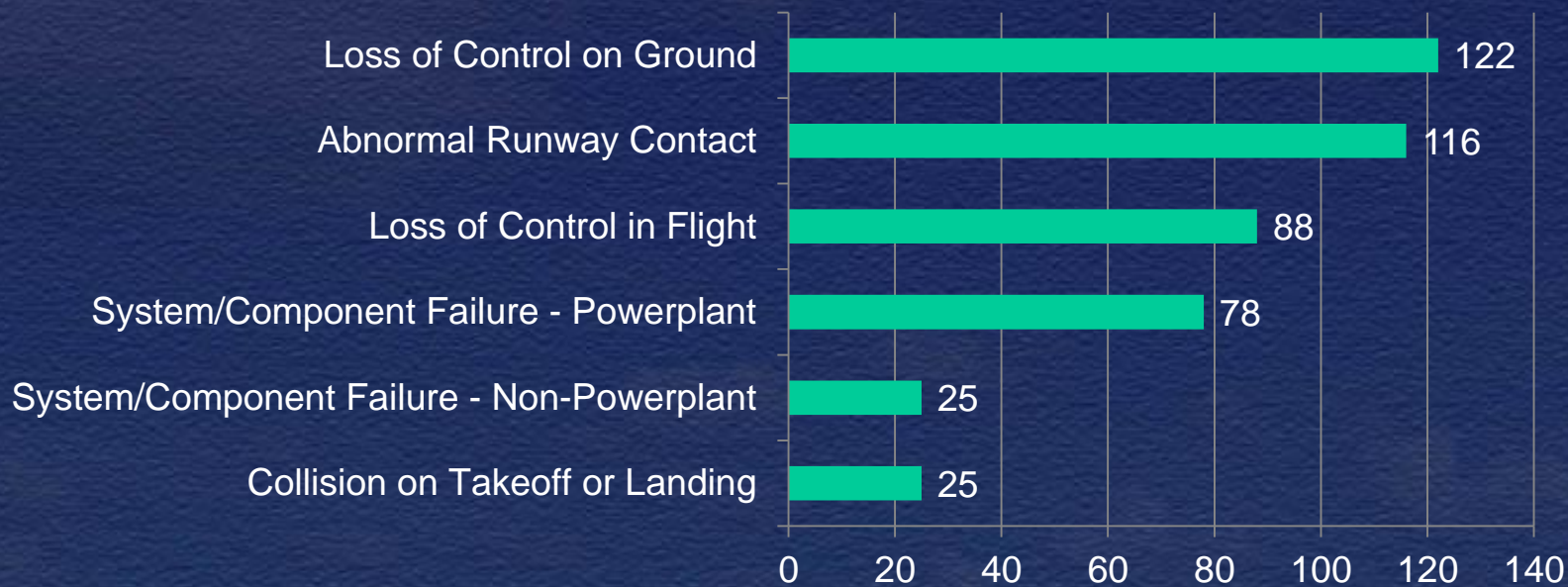


Instructional Flying, 2007-2009

All Accidents - Loss of control on the ground or in-flight and abnormal runway contact accounted for the great majority of defining accident events.

Fatal Accidents – Loss of Control on Ground, followed by Abnormal Runway Contact

Number of Fatal Accidents

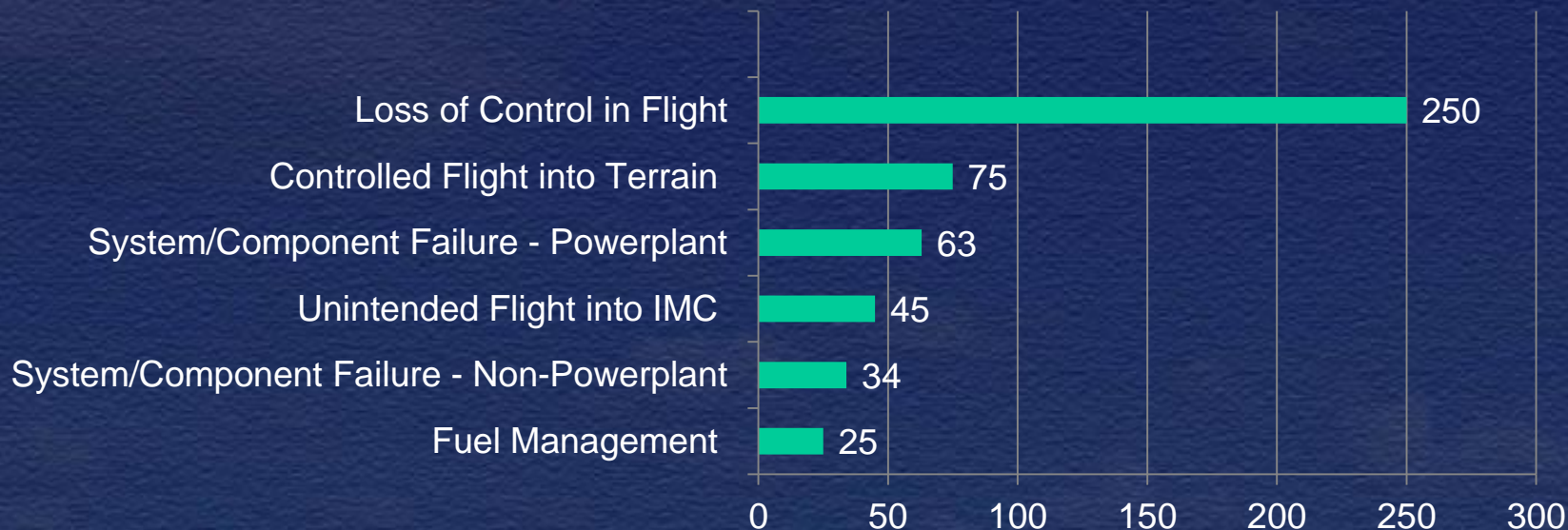


Personal Flying, 2007-2009

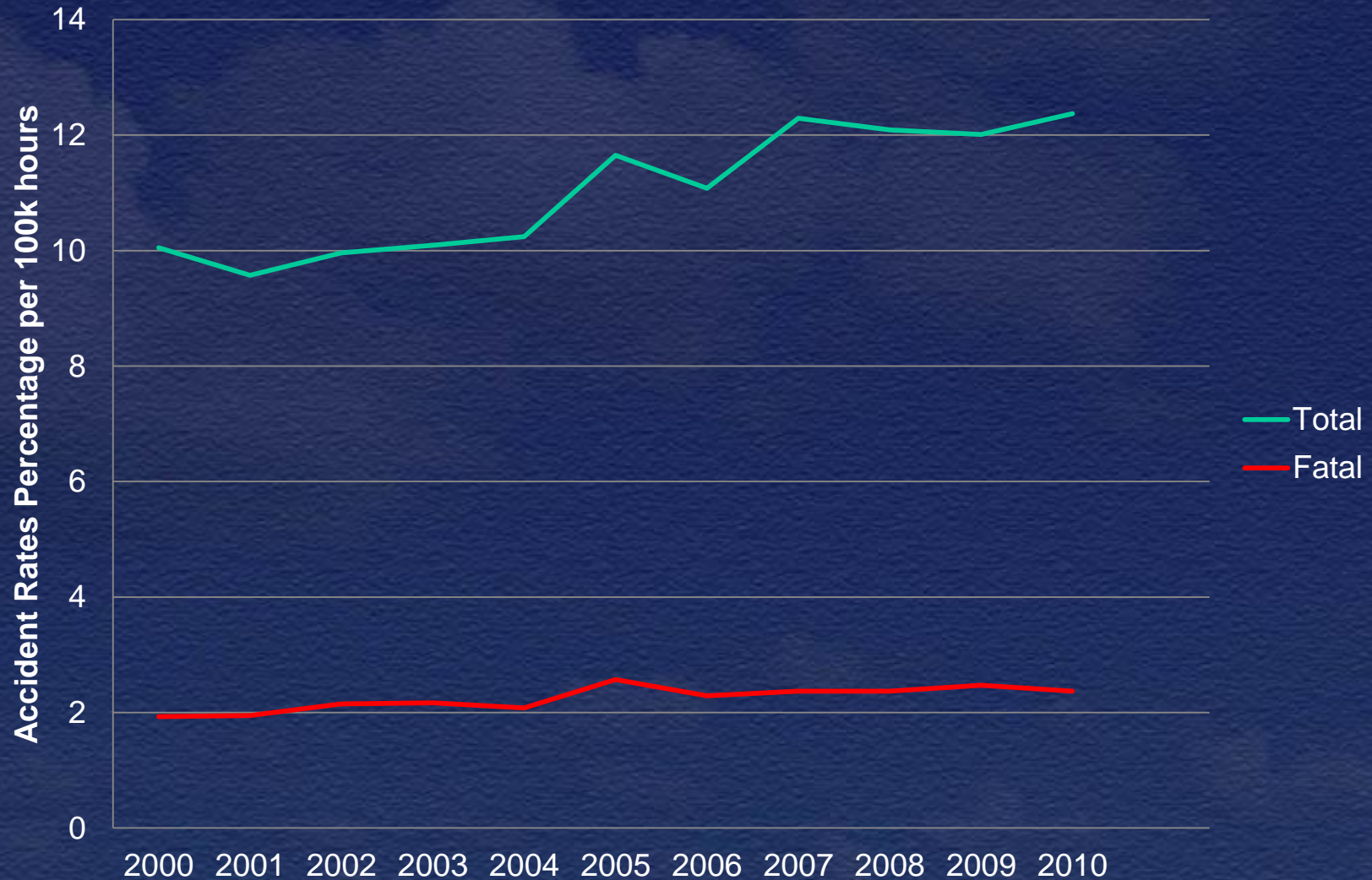
Total accidents - loss of control in flight and on the ground and power plant failure were the most common defining events.

Fatal Accidents - Loss of control in flight, followed by CFIT.

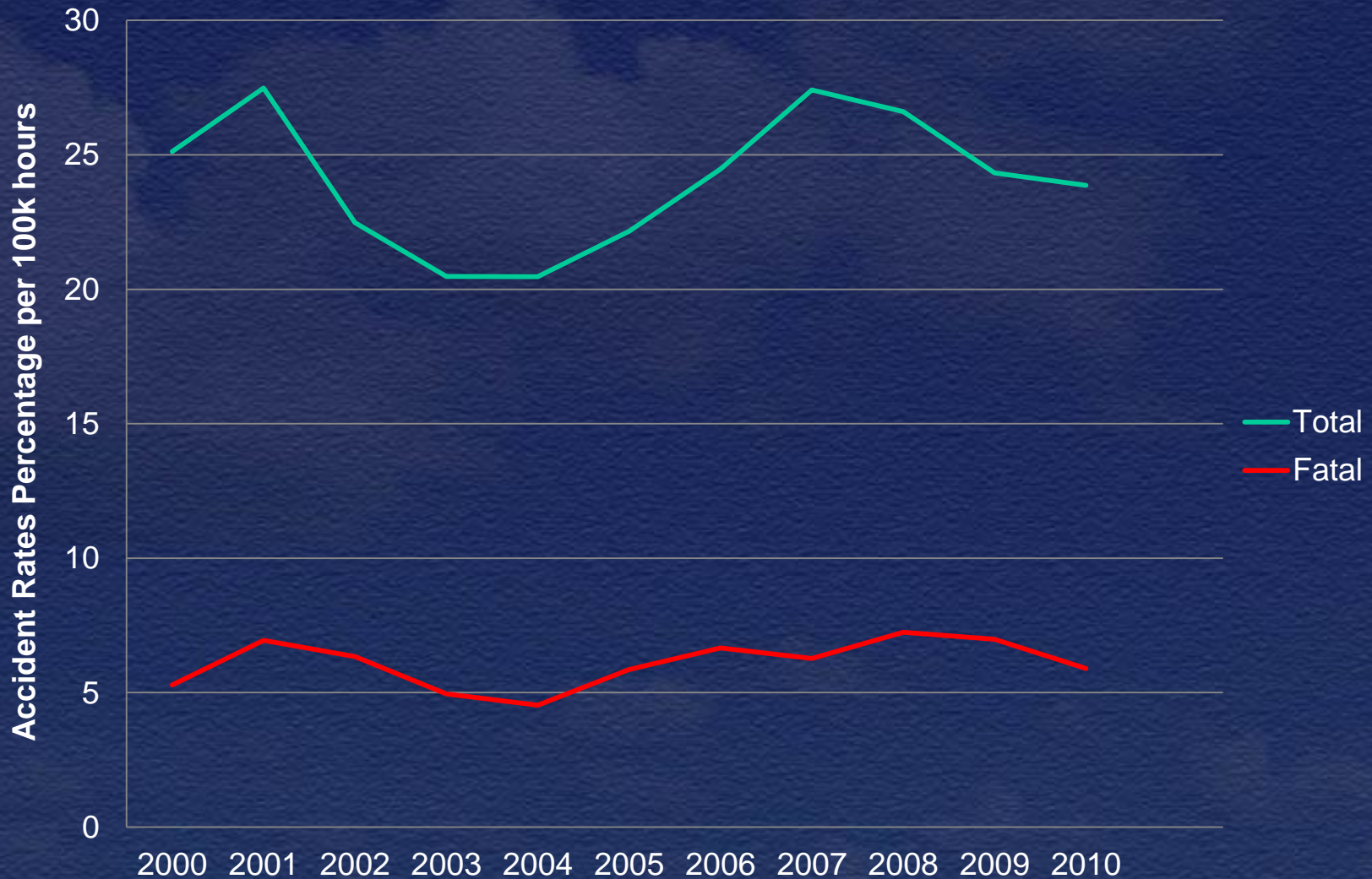
Number of Fatal Accidents



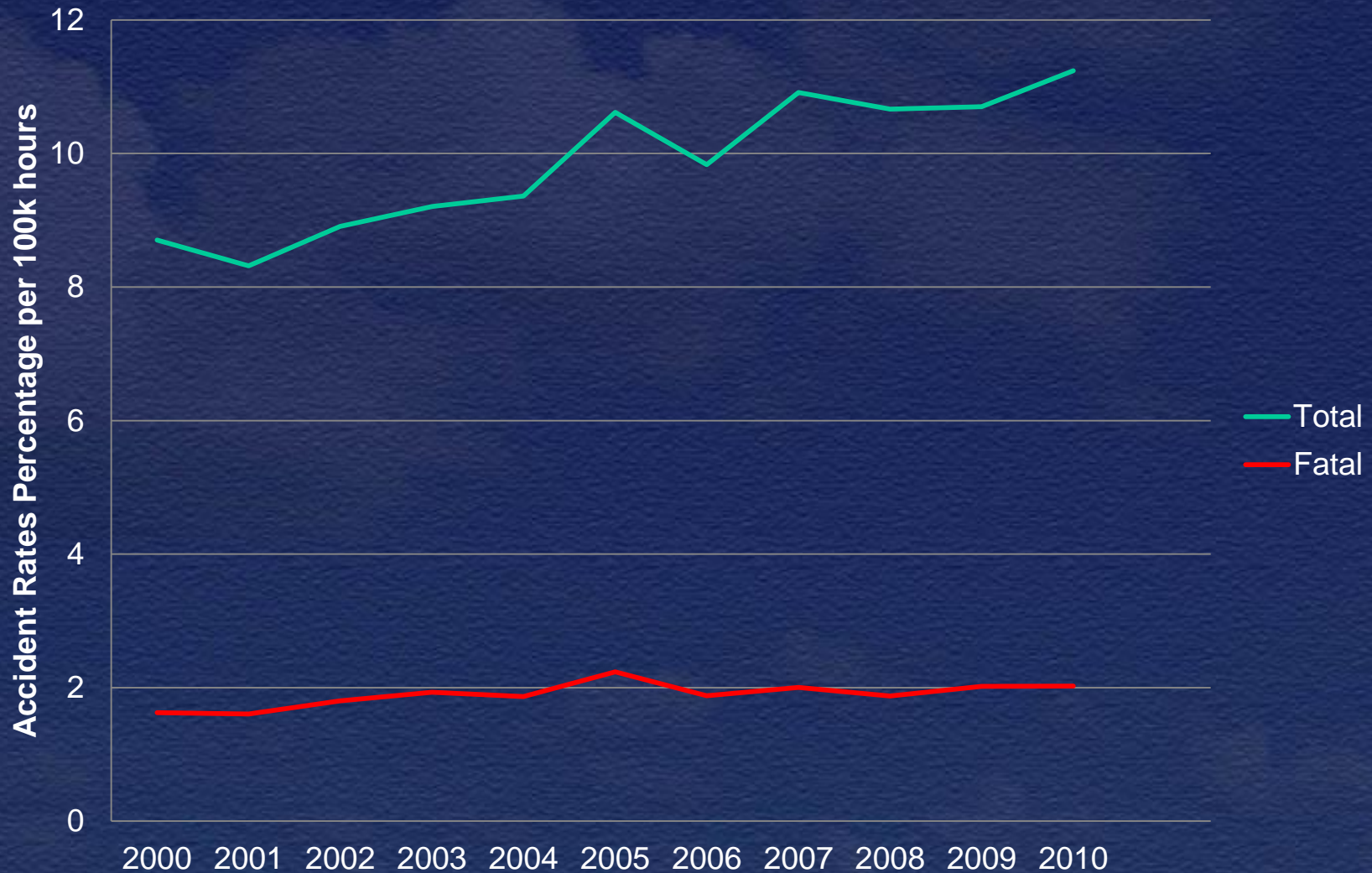
Personal Flying Accident Rates



E-AB Personal Flying Accident Rates



Non-E-AB Personal Flying Accident Rates





NTSB

E-AB and Non-E-AB Personal Flight Hours

