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# Business Aviation Safety Brief

Summary of Global Accident Statistics

2000-2004



[www.ibac.org](http://www.ibac.org)

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## 1.0 Introduction

Business Aviation has established a record as one of the world's safest forms of transportation. Professionally flown aircraft of all sizes are operated on unscheduled routes to all corners of the globe, yet the safety record continues to be excellent in spite of the very challenging operating environment.

The exemplary safety record of business aviation can be attributed to professionalism and attention to safe operating practices. The business aviation community promotes safety through industry standards and good training, as well as through monitoring and analysing safety information to facilitate continuous improvement. The business aviation representative associations assist operators by providing safety data and programs in their respective countries. The Council representing the national and regional associations at the global level, the International Business Aviation Council (IBAC), has in turn developed a program to collect and analyse worldwide information. To that end, IBAC has contracted with Robert Breiling and Associates to develop global data on business aircraft accidents.

Summary information presented in this Brief is taken from the analysis conducted by Robert Breiling and Associates in 2005. Breiling's detailed Report contains information on accidents from all regions of the world, including data for each aircraft type.

This Business Aviation Safety Brief covers a five year period from 2000 to 2004. IBAC will update the Brief annually and the IBAC Planning and Operations Committee (POC) will review the information continuously to determine useful trend data. In addition, the IBAC Governing Board has determined that the Safety Brief will be scrutinized from time to time by independent organizations and feedback will be considered by IBAC's POC.

This summary data includes all accidents involving aircraft when used in conducting business operations. It does not include accidents of business aircraft when used in airshows and other non-business related flying.

This issue contains, for the first time, listings of Business Jet and Turboprop accidents that occurred in the preceding calendar year (i.e. 2004). Appendices A & B refer.

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## 2.0 Business Aviation Community

### 2.1 Number of Turbine Aircraft

The Breiling Report contains data covering a five year period for the global population and the distribution of aircraft by region. A summary of the aircraft population in 2004, the last year covered by the report, is as follows:

2004 Global Business Aircraft Population	
Business Jets	13,517
Turbo Props	10,654
All Turbine Business A/C	24,171

**Table 2.1a**

#### Analysis

Business aircraft in North America represent 71.5% of the global fleet. South and Central America have approximately 10% and Europe 10.5% of the world's fleet. Other regions account for the remaining 8% of the fleet.

### 2.2 Number of Flight Hours

The 2004 summarized flight hour totals are as follows:

2004 Global BusAv Flight Hours	
Business Jets	4,804,353
Turbo Props	4,606,772
All Turbine Business A/C	9,411,125

**Table 2.2a**

#### Analysis

Flying hours in North America represents 70% of the total, Europe 10%, Central/South America 11%, and the rest of the world 9%.

## 2.3 Number of Departures

The number of business aviation departures in the 2004 year is as follows:

2004 Global BusAv Departures	
Business Jets	3,482,082
Turbo Props	3,107,120
All Turbine Business A/C	6,589,202

**Table 2.3a**

*(Note: These are derived figures based on flight hours and sector durations typical for each category of jet and turboprop aircraft.)*

## 2.4 Organization of the Community

Business Aircraft operations are classified into three (3) separate categories:

### 1. Business Aviation Commercial

Aircraft flown for business purposes by an operator having a commercial operating certificate (generally on-demand charters).

### 2. Corporate

Non-commercial operations with professional crews employed to fly the aircraft.

### 3. Owner Operated

Aircraft flown for business purposes by the owner of the business.

*(Note : Consult IBAC for formal definitions of the three categories. Two additional classifications are included in the Breiling Report, namely Government (public operations) and Manufacturer aircraft. These are not, by their use, considered to be "business aircraft", but are included in the data for completeness.)*

## 3.0 Business Aircraft Global Accident Data (5 year period 2000 – 2004)

### 3.1 Accidents by Operator Type

A summary of the total accidents over five (5) years by type of operator is as follows:

Accidents by Operator Type - Jet Aircraft				
Business Jet Aircraft	Total Accidents (5 yrs)	Fatal Accidents (5 yrs)	Average Total Accidents per year	Average Fatal Accidents per year
Commercial	80	30	16	6
Corporate	20	3	4	0.6
Owner Operated	10	3	2	0.6
Government	6	3	1.2	0.6
Fractional	8	0	1.6	0

**Table 3.1a**

(Note: No analysis provided for **Manufacturer** operations conducted with **Jet Aircraft**)

Accidents by Operator Type - Turbo Prop Aircraft				
Turbo Prop Aircraft	Total Accidents	Fatal Accidents	Average Total Accidents per year	Average Fatal Accidents per year
Commercial	205	75	41	15
Corporate	23	7	4.6	1.4
Owner Operated	108	43	21.6	8.6
Government	13	6	2.6	1.2
Manufacturer	1	0	0.2	0

**Table 3.1b**

(Note: No analysis provided for **Fractional** operations conducted with **Turbo Prop Aircraft**.)

### Analysis

The majority of business aircraft accidents occur in the commercial category, where operations are governed by commercial regulations (such as FAA Part 135 and JAR OPS 1). The next most frequent number of accidents occurs with aircraft flown by business persons. Accidents of corporate aircraft remain rare.



### 3.2 Accident Summary by Phase of Flight

Five (5) year totals by phase of flight are as follows:

Accident Summary by Phase of Flight									
	Taxi	T/O	Climb	Cruise	Desc't	Man'v	App	Land	Total
Business Jets	5 4.2%	18 15.3%	8 6.7%	6 4.2%	4 3.4%	1 0.8%	17 14.4%	60 50.8%	119 100%
Turbo Props	13 3.7%	47 13.5%	41 11.8%	36 10.3%	13 3.7%	15 4.3%	85 24.4%	98 28.2%	348 100%

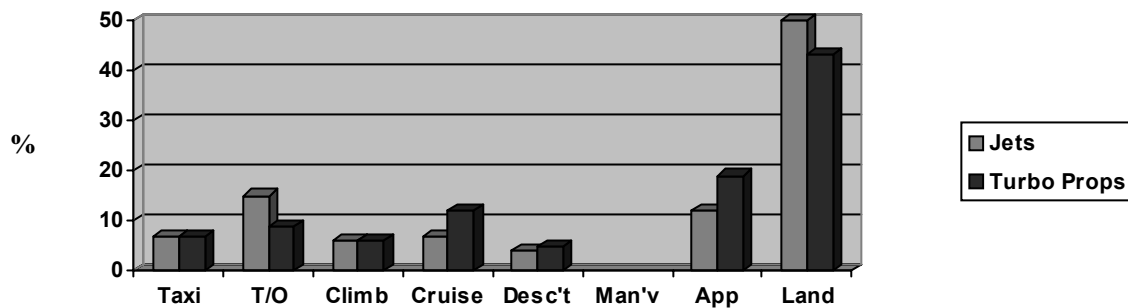
Table 3.2a

#### Analysis

The trend over a period of 35 years demonstrates a substantive decrease in the percentage of taxi accidents, and a notable decrease in accidents in the landing phase, although landing accidents remain as the most prevalent.

The trend indicates an increase in the number of accidents occurring in the approach phase. The percentage of accidents in the climb phase has also increased substantively for turbo prop aircraft. The distribution of accidents in the other phases has remained relatively unchanged.

*(Note: Supplementary data collected by Robert Breiling over a 35 year period was used to develop this trend.)*



## 4.0 Global Accident Rate Data

### 4.1 Accident Rate by Aircraft Type

The accident rate per 100,000 flight hours for each year over a five year period, as well as for the total, is as follows:

Accident Rate per 100,000 hours by Aircraft Type												
	2000		2001		2002		2003		2004		5 Year Total	
	Acc Rate	Fatal Rate	Acc Rate	Fatal Rate	Acc Rate	Fatal Rate	Acc Rate	Fatal Rate	Acc Rate	Fatal Rate	Acc Rate	Fatal Rate
Business Jets	0.42	0.17	0.60	0.21	0.50	0.11	0.51	0.21	0.73	0.19	<b>0.56</b>	<b>0.18</b>
Turbo props	1.79	0.62	1.90	0.76	1.69	0.61	2.24	0.75	1.35	0.54	<b>1.87</b>	<b>0.59</b>
All Bus A/C	1.07	0.39	1.22	0.47	1.06	0.34	1.30	0.46	1.28	0.36	<b>1.17</b>	<b>0.38</b>

Table 4.1a

### 4.2 Accident Rate by Operator Type

Global data for the numbers of aircraft in each of the business aviation operational categories (commercial, corporate and owner-operated) proved difficult to obtain as few States collect this information. Similarly, flight hours by type of operation are not available. Due to the lack of good exposure data, it was not possible to calculate, without some error, the rate of each category of operation. Additionally, the operational status of a single airframe may legally vary from flight to flight (i.e., an aircraft may be commercial on one flight and private on a flight made later on the same day or vice versa).

Nevertheless, by applying US data relevant to the division between categories of operator, and by making the assumption that the division is relatively similar for the rest of the world, an estimate of the rate by operator type can be made. Given that the North American data represents approximately 72% of the global total, it is unlikely that the distortion generated by the assumption will be very large.

The percentage of flight hours for each of the three categories in the USA is as follows:

Commercial (Air Taxi)	22.6%	
Corporate	38.3%	
Owner-operated	39.1%	
Total	100.0%	(Averaged over 4 years)

Assuming a similar division globally, the accident rates per 100,000 flight hours are as follows (based on data over 5 years):

<b>Global Accident Rates by Operator Type (Extrapolated)</b> (per 100,000 flight hours)					
Operator Type	Hours of Operation (5 yrs)	Total Accidents	Fatal Accidents	Total Accident Rate	Fatal Accident Rate
Commercial (Air Taxi)	9,613,007	285	105	2.96	1.09
Corporate	16,291,068	43	10	0.26	0.06
Owner-operated	16,631,351	118	46	0.71	0.28
*All Business Aircraft	40,535,427	503	169	1.18	0.40

**Table 4.2a**

Note: \*This line includes the three lines above it, plus **Government, Manufacturers and Fractional** aircraft operators. Also included are accidents involving operators for which insufficient information was available to assign the operator type.

## Analysis

The accident rates calculated in Table 4.2 include both turbo-prop and jet aircraft. The rate data indicates an excellent level of safety in corporate operations, whereas the accident rates in the commercial sector warrants increased attention by the business aviation community.

## 4.3 Accident Rate by Departures

There is a growing trend for organizations reporting safety data to do so using accident rates per number of departures given that safety exposure is greatest during departure and arrival. Accidents of aircraft en-route are rare except for flights in low level flight in marginal visual conditions. Accident rates per departure, or flight segment or cycle, therefore provide more realistic safety correlations.

The accident rate per 100,000 departures is as follows:

<b>Business Jet Accident and Rate by Departures</b> (per 100,000 departures)					
Accident Rate	Departures	Accidents (5 Years)		Accident Rate	
		Total	Fatal	Total	Fatal
Large Jet Aircraft	3,381,905	12	4	0.25	0.07
Medium Jet Aircraft	4,985,896	29	13	0.58	0.26
Light Business Jets	7,521,057	75	18	1.00	0.24
*All Business Jets	15,888,858	116	35	0.73	0.22

**Table 4.3a**

<b>Business Turbo Prop Accidents and Rates by Departures</b> (per 100,000 departures)					
	Departures	Accidents (5 Years)		Accident Rate	
		Total	Fatal	Total	Fatal
Large Turbo Prop	872,052	62	22	7.11	2.52
Medium Turbo Prop	12,075,168	290	95	2.40	0.78
Light Turbo Prop	772,974	27	12	3.49	1.55
All Turbo Prop	13,720,194	379	128	2.76	0.93

Table 4.3b

<b>All Business Turbine Accidents and Rates by Departures</b> (per 100,000 departures)					
	Departures	Accidents (5 Years)		Accident Rate	
		Total	Fatal	Total	Fatal
All Business Aircraft	29,609,052	495	163	1.67	0.55

Table 4.3c

If an assumption is made that the distribution of departures for operator types of commercial (22.6%), corporate (38.3%) and owner-operated (39.1%) is relatively the same as the distribution between flight hours, the accident rates by type of operation can be calculated as follows:

<b>Business Aircraft Accident Rates by Operator Type</b> (Extrapolated) (per 100,000 departures)					
Operator Type	Departures (5 yrs)	Total Accidents	Fatal Accidents	Total Accident Rate	Fatal Accident Rate
Commercial (Air Taxi)	6,691,165	285	105	4.26	1.57
Corporate	11,340,266	43	10	0.38	0.09
Owner-operated	11,577,139	118	46	1.02	0.40
*All Business Aircraft	29,609,052	503	169	1.69	0.57

Table 4.3d

If it is further assumed that the distribution between operator types is proportional for jets and turboprops, the accident rate for jet aircraft by operational category can be extrapolated as follows:

<b>Jet A/C Accident Rate by Operator Type</b> (Extrapolated) (per 100,000 departures)					
Operator Type	Departures (5 yrs)	Total Accidents	Fatal Accidents	Total Accident Rate	Fatal Accident Rate
Commercial (Air Taxi)	3,590,882	83	34	2.31	0.95
Corporate	6,085,433	21	4	0.34	0.07
Owner-operated	6,212,543	12	3	0.19	0.05
*All Jet Aircraft	15,888,858	116	35	0.73	0.22

**Table 4.3e**

## Analysis

A number of assumptions have been made related to the distribution of exposure data, and as a result the data should be used with some caution. Nevertheless, no other rate data is known to exist for worldwide business aviation. The results of the extrapolation should be sufficiently accurate to provide a reasonable comparison with accident information from other aviation sectors.

The accident rate data demonstrates that corporate aviation has an excellent safety record over the years measured. The corporate jet fatal accident rate of 0.07 accidents per 100,000 departures compares favourably with the 10-year (1994-2004) scheduled airline rate of 0.088 for hull loss and/or fatal accidents per 100,000 departures of jet aircraft over 60,000 lbs and 0.255 for non-scheduled and all other operations of jet aircraft over 60,000 lbs (*Source: Boeing – Statistical Summary of Commercial Jet Airplane Accidents, Worldwide Operations 1959-2004*).

The data in this Brief demonstrates that there is room for improvement in the commercial business aviation sector.

## Appendix A

### Business Jet Accidents 2004

2004 Business Jet Accidents						
Date	Model	Description	Region	Phase	Operator	Fatalities
01-21	DA-20C	Ran off rwy. side ldg. Rt. wing hit snow bank, rt. gear collapsed	NAM	Landing	Comm	No
01-30	L-35A	Hit concrete wall during night taxi	NAM	Taxi	Comm	No
02-20	L-25B	Hyd. failure landing, ran off runway end and went through fence	NAM	Landing	Comm	No
02-20	Premier I	Pilot landed fast, downwind on 4,100 ft. dry runway overshoot	EUR	Landing	Comm	No
02-24	CE-500	Aircraft flew into high ground in marginal weather, dusk	EUR	Desc	Comm	Yes
03-10	CE-560	Crashed short of runway following training flight in VMC, dusk	NAM	Approach	Military	Yes
03-14	Premier I	Overshot rwy. landing in rain, wet rwy., hydroplaned, night, IMC	SAM	Landing	Comm	No
03-19	L-35A	Aircraft landed hard and veered off runway side	NAM	Landing	Comm	No
03-23	CE-525	Aircraft failed to rotate at Vr and overshoot runway during abort	EUR	Takeoff	Comm	No
04-07	Premier I	Overshot runway during landing	EUR	Landing	Pvt/Bus	No
04-18	L-55	Late takeoff abort, aircraft landed hard	CAR	Landing	Pvt/Bus	No
05-27	Premier I	Overshot runway landing in gusts, crosswind and wind shift	NAM	Landing	Pvt/Bus	No
07-02	IAI 1124	Aircraft veered off runway during TO and hit a hangar, VMC	NAM	Takeoff	Comm	Yes
07-13	L-35A	Hit airport perimeter fence during approach to land, VMC	NAM	Landing	Comm	No
07-19	L-55	Runway overshoot, wet runway, attempted go around	NAM	Landing	Comm	No
08-25	CE-550	Aircraft landed short after encountering down draft in VMC	NAM	Landing	Corp	No
09-04	L-25B	Rt. tire blew then left one on TO, successful abort	NAM	Takeoff	Comm	No
09-09	CT-39A	Collided with trees on final, 2nd approach in IMC, fog to airport	NAM	Approach	Comm	Yes
09-11	HS-125-1000	Fire/smoke discovered in APU bay while holding short for TO	NAM	Taxi	Frax	No
10-24	L-35A	Impacted terrain night VFR departure to get clearance enroute	NAM	Climb	Comm	Yes
11-22	G-III	Crash approach on positioning flt. IMC, fog, G. Bush pick up, HOU N 85UT	NAM	Approach	Comm	Yes
11-28	CL-601-2A	Crash after Vr during takeoff in blowing snow, IMC, Montrose, CO N	NAM	Takeoff	Comm	Yes
11-29	G-IV	Nose gear collapsed during landing, aircraft slid off runway	NAM	Landing	Frax	No
11-29	EMB-135	During taxi aircraft's wing hit tail cone of parked EMB-135	NAM	Taxi	Frax	No
11-30	HFB-320	Crash night IMC departure, aircraft AOG for 8 mos. prior flight	NAM	Climb	Pvt/Bus	Yes
12-01	G-IV	Ran off runway side landing in 25 kt. gusts at TEB, NJ	EUR	Landing	Comm	No
12-01	CE-560XL	Nose wheel failed to extend, nose area damaged during landing	EUR	Landing	Comm	No
12-05	DA-20	Skidded off runway end during landing, Pine Bluff, AR	NAM	Landing	Corp	No
12-06	G-IV	Aircraft struck construction during landing roll at Bucharest	NAM	Landing	Corp	No
12-18	BE-400A	Aircraft hit by runway tug during start up with intent to fly	NAM	Parked	Frax	No

## Appendix B

## Turbo Prop Accidents 2004

2004 BUSINESS TURBOPROP ACCIDENTS						
Date	Model	Description	Region	Phase	Operator	Fatalities
01 01	BE-100B	Wing tip hit snowbank during TO, aircraft skidded off rwy, side	NAM	Takeoff	Comm	No
01 02	PA-31T	Crashed while executing a VOR approach in France	NAM	Approach	Bus.	Yes
01 03	AC-690A	Crashed during circling VOR app steep turn possible stall	NAM	Approach	Comm	Yes
01 08	BE-90E	Cabin door opened and came off during takeoff	NAM	Takeoff	Comm	No
01 17	CE-208B	Crashed during departure in freezing rain, night, IMC	NAM	Climb	Comm	Yes
01 19	PA-46-500TP	Power lost on takeoff, gear up landing executed off airport	NAM	Takeoff	Private	No
01 20	BE-100A	Gear would not retract and collapsed during landing	NAM	Landing	Comm	No
01 28	BE-90A	On landing, when reverse was selected, acct. veered off runway	NAM	Landing	Comm	No
01 31	BE-90C	Crashed during short flight in FL, no other information	NAM	Climb	Private	Yes
01 31	SA-226TC	Nose gear collapsed during takeoff roll following maintenance	EUR	Takeoff	Bus.	No
02 03	BE-90B	Fire in cockpit during engine start, APU shorted	AFR	Parked	Bus.	No
02 08	CE-208B	Practice flame out approach, engine did not respond, ditched	OCE	Approach	Comm	No
02 10	CE-208B	Wind blew aircraft over during takeoff in gusting conditions	NAM	Takeoff	Comm	No
02 16	AC-690	Tire failed on takeoff, aircraft veered off runway onto field	NAM	Takeoff	Bus.	No
02 17	BE-90B	Crashed into back yard in rural area	NAM	Descent	Comm	Yes
02 25	SA-227DC	Landed on closed runway damaging prop, wing and right engine	NAM	Landing	Comm	No
02 26	BE-200	Impacted mountains, improper approach procedures in IMC	EUR	Maneuver	Public	Yes
02 28	SA-226T	Veered off runway side during landing, nose wheel collapsed	NAM	Landing	Private	No
03 04	BE-200	Right main landing gear collapsed during landing	NAM	Landing	Bus.	No
03 07	CE-208B	Power lost during flight, damaged during forced landing	NAM	Cruise	Comm	No
03 11	MU-2B-40	Crash app. to uncontrolled airport, possible engine loss, nite, VMC	NAM	Approach	Private	Yes
03 13	BE-90A	Left main landing gear collapsed during landing	NAM	Landing	Comm	No
03 17	CE-208B	Power lost during climb, off airport landing	AFR	Climb	Comm	No
03 20	CE-208B	Power lost after takeoff, aircraft ditched into sea	NAM	Climb	Comm	No
03 21	PA-31T	Hit Snow drift during landing, props, belly pod, gear damaged	NAM	Landing	Comm	No
03 25	MU-2B-36	Aircraft crashed during descent, dark night, VMC	NAM	Descent	Comm	Yes
03 31	SA-226T	Aircraft veered off runway during takeoff	NAM	Takeoff	Bus.	No
04 01	BE-200	Left gear failed to extend, landed with left gear retracted	NAM	Landing	Comm	No
04 07	PA-46TPC	Crashed attempting VFR let down in marginal weather	EUR	Descent	Private	Yes
04 14	BE-300	Landed in field short of airport, possible fuel exhaustion	NAM	Descent	Private	No
04 16	BE-200B	Aircraft crashed during lift off while conducting a test flight	EUR	Takeoff	Comm	No
04 19	BE-100A	Aircraft overran the runway following NDB/DME approach	NAM	Landing	Comm	No
04 24	CE-206TP	Pilot seat slid, aircraft landed short and hard	NAM	Landing	Bus.	No
04 27	CE-208B	Power loss cruise, successful road landing, hit by truck	NAM	Cruise	Comm	No
05 02	AC-690C	Control lost following encounter with severe IMC and weather	NAM	Cruise	Public	Yes
05 04	CE-208B	Impacted mountain in IMC, attempting VFR flight	SAM	Maneuver	Public	Yes
05 05	SA 227 AC	Crashed short of runway landing in VMC, day conditions	SAM	Approach	Bus.	Yes
05 14	MU 2B 60	Impacted trees and terrain during approach in VMC	NAM	Approach	Comm	Yes

## Appendix B

## Turbo Prop Accidents 2004 continued

2004 BUSINESS TURBOPROP ACCIDENTS						
Date	Model	Description	Region	Phase	Operator	Fatalities
05 16	CE-208B	Aircraft blown over by wind gusts during taxi for takeoff	NAM	Taxi	Comm	No
05 31	BE-200	Undershot approach to private strip, hit trees	AFR	Approach	Comm	No
06 10	PC-12	Nose and left main gear collapsed due to a hard landing, training	EUR	Landing	Military	No
06 13	BE-200	Crashed, VFR positioning flight in marginal wx, hilly terrain	NAM	Maneuver	Comm	Yes
06 14	BE 18TP	Crashed during ILS approach in IMC	NAM	Approach	Comm	Yes
06 15	MU 2B 40	Nose gear collapsed following a hard landing, day, VMC	NAM	Landing	Bus.	No
06 28	BE- 200	Crashed during takeoff from wet airstrip	AFR	Takeoff	Comm	Yes
06 30	BE-200	Landing gear collapsed during takeoff roll	NAM	Climb	Comm	No
07 12	BE-100	High approach, landed hard, right main gear collapsed	NAM	Landing	Comm	No
07 16	AC-690A	Gear failed to extend, landed with all wheels retracted	SAM	Landing	Bus.	No
07 21	SA-226T	Left engine lost power on TO, aircraft veered off runway side	NAM	Takeoff	Corp.	No
07 28	PA-31T	Crashed executing a GPS app. in low cloud, rain, rugged terrain	OCE	Approach	Comm	Yes
08 04	CE-208	Cargo door opened during flight	NAM	Climb	Comm	No
08 16	CE-208B	Power loss initial climb, hit trees during off airport landing	NAM	Climb	Comm	No
08 17	BE-90A	Crashed landing on runway during post maintenance flight	NAM	Landing	Bus.	No
08 17	BE-99	Impacted mountainous terrain during night VMC, VFR flight	NAM	Cruise	Comm	Yes
08 18	PC-12	Aircraft struck elk during landing	NAM	Landing	Comm	No
08 18	CE-208B	Aircraft flew into mountain in marginal wx, low cloud cover	AFR	Maneuver	Comm	Yes
09 09	DC-3TP	Aircraft's left main sunk in soft ground, aircraft nosed up on TO	AFR	Takeoff	Comm	No
09 10	SA-227AC	Crash attempting to return following loss of 2nd engine after TO	AFR	Landing	Comm	No
09 23	CE-208	Aircraft collided with terrain during approach in IMC	NAM	Approach	Comm	No
10 19	CE-208	Power lost in flight, aircraft damaged during off airport landing	AFR	Cruise	Comm	No
10 22	CE 406	Collided with mountainous terrain in IMC	EUR	Cruise	Comm	Yes
10 24	BE-200	Aircraft crashed during a localizer approach in IMC	NAM	Approach	Corp.	Yes
10 25	CE-208B	Power lost during cruise flight, off airport landing	AFR	Cruise	Comm	No
10 26	BE 200	Acft damaged while conducting an ILS in below minimum wx.	NAM	Approach	Comm	No
11 09	SA-226TC	Collided with approach lights during a below minimums ILS	NAM	Approach	Comm	No
11 30	MU-2B-60	During departure roll. Aircraft struck tug towing airliner	NAM	Takeoff	Comm	No
12 06	CE-208	Crashed during RNAV approach to Freeman Airport, ID	NAM	Approach	Comm	Yes
12 09	BE-200	Both engines failed during app., acft landed 3 mi. short of runway	NAM	Approach	Bus.	No
12 10	BE-200	Aircraft crashed during takeoff from private strip	NAM	Takeoff	Comm	No
12 10	MU-2-60	Crashed attempting to return and land after engine loss	NAM	Climb	Comm	Yes
12 14	PC 12	Power lost during climbout, aircraft landed on highway	NAM	Climb	Corp.	No
12 14	AC-685	Acft. Lost control attempting to return and land in Mexico in VMC	NAM	Maneuver	Private	Yes
12 18	BE-90B	Aircraft struck an antenna during initial climb after takeoff	NAM	Climb	Bus.	No
12 24	BE-90A	Control lost during engine out training flight	EUR	Climb	Comm	Yes