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Business Aviation Safety Brief

Summary of Global Accident Statistics

2000-2004



www.ibac.org

Issue No. 4
September 12, 2005

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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% |

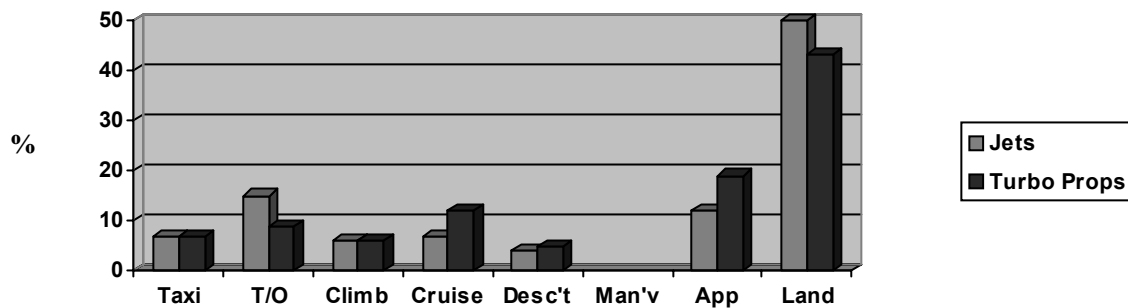
Table 3.2a

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 | 0.56 | 0.18 |
| Turbo props | 1.79 | 0.62 | 1.90 | 0.76 | 1.69 | 0.61 | 2.24 | 0.75 | 1.35 | 0.54 | 1.87 | 0.59 |
| All Bus A/C | 1.07 | 0.39 | 1.22 | 0.47 | 1.06 | 0.34 | 1.30 | 0.46 | 1.28 | 0.36 | 1.17 | 0.38 |

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):

| Global Accident Rates by Operator Type (Extrapolated) (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:

| Business Jet Accident and Rate by Departures (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

| Business Turbo Prop Accidents and Rates by Departures (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

| All Business Turbine Accidents and Rates by Departures (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:

| Business Aircraft Accident Rates by Operator Type (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:

| Jet A/C Accident Rate by Operator Type (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 |