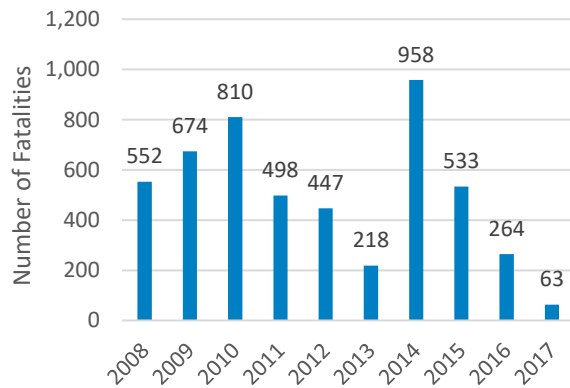
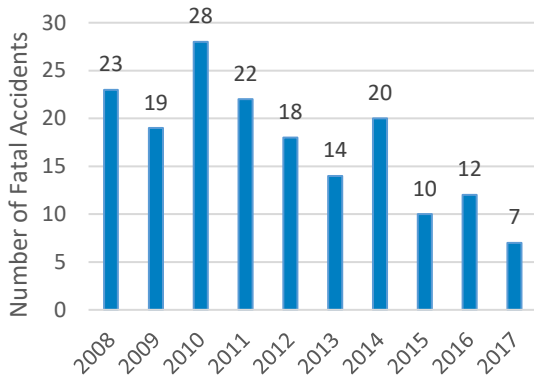


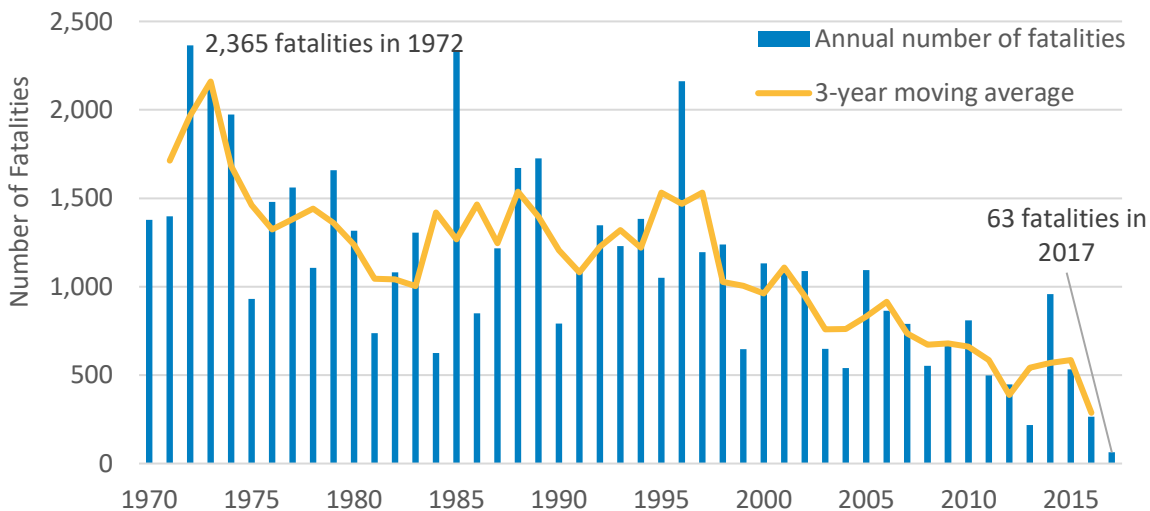
EASA Preliminary Safety Overview of 2017

Worldwide Commercial Air Transport with Large Aeroplanes

Preliminary figures indicate that 2017 shows the lowest number of fatal accidents in modern aviation history for worldwide commercial air transport with large aeroplanes.



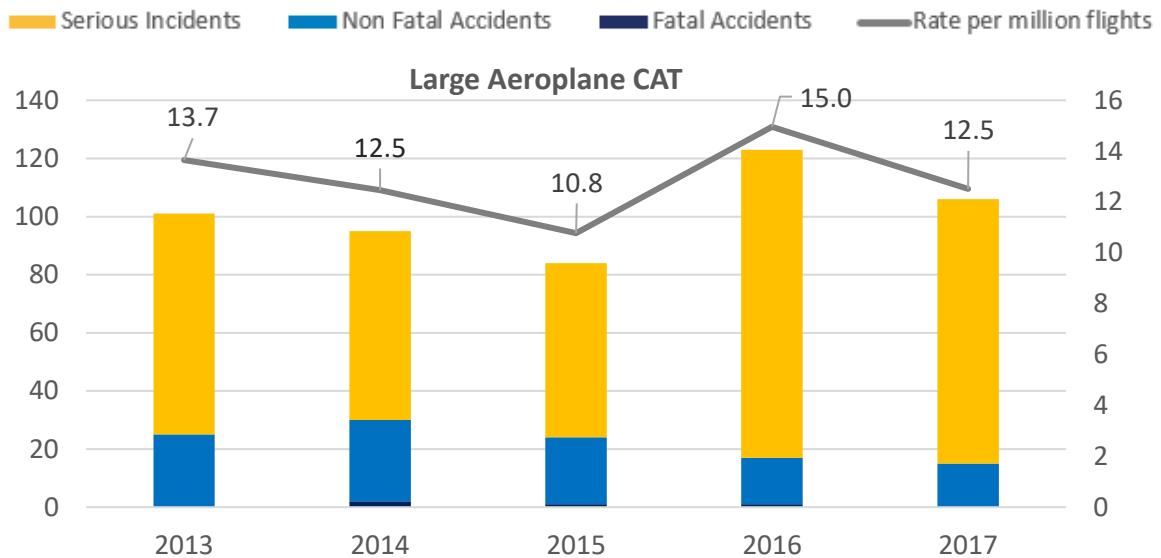
- Worldwide figures for commercial air transport large aeroplanes (>5,700 kg) show that in 2017 there were 7 fatal accidents and 63 fatalities. This is the lowest figure in both fatal accidents and fatalities since EASA’s records began in 1970.
- None of these fatal accidents involved passenger jets.
- There were no fatal accidents involving aircraft operated by airlines in an EASA Member State.



EASA Member States

Large Commercial Aeroplane Operations

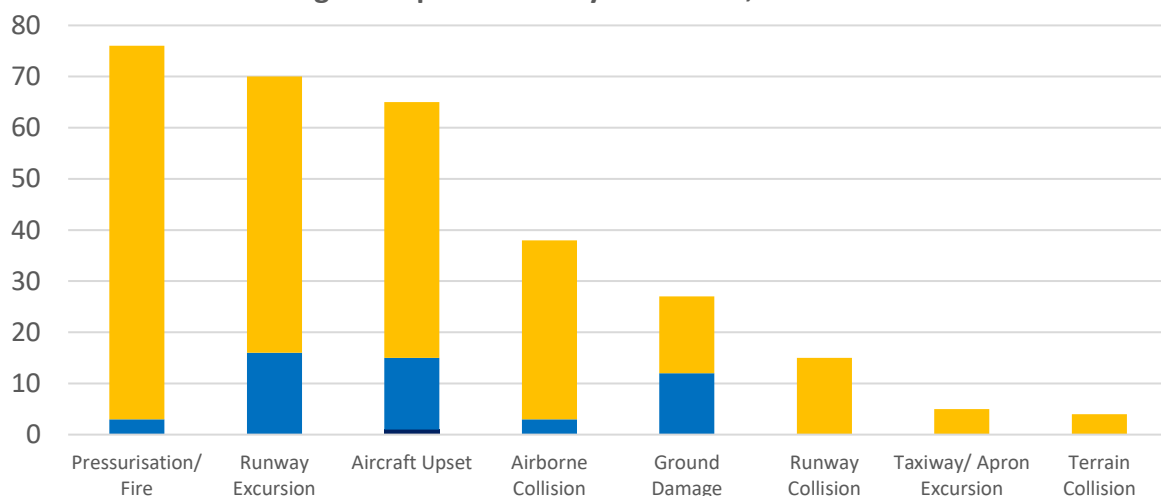
In 2017 there were no fatal accidents or fatalities in EASA large commercial aeroplane operations. This is defined as EASA member state operated aircraft with a maximum take-off mass (MTOM) above 5,700 kg, carrying passengers or cargo.



Key Risk Areas:

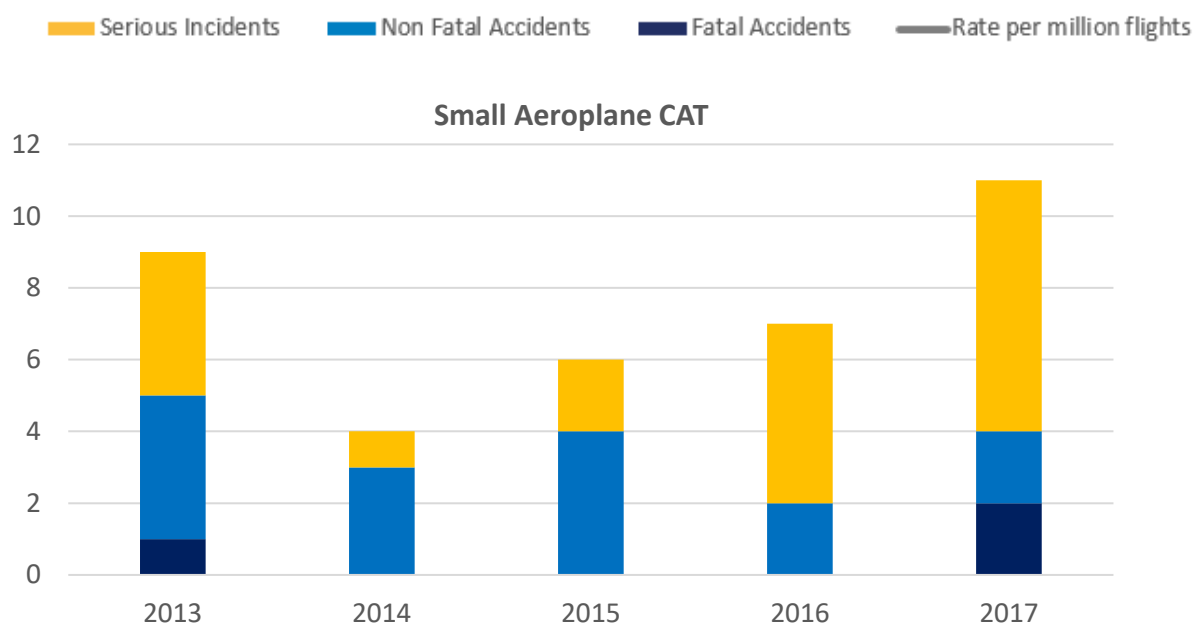
- Between 2015 and 2017, accidents and serious incidents involving large aeroplane commercial air transport most commonly involved technical faults relating to pressurisation and fire detection, incidents with a risk of runway excursion and those related to aircraft upset.
- These Key Risk Areas are clearly identified within the European Plan for Aviation Safety (EPAS) and have a number of corresponding safety actions.

Large Aeroplane CAT Key Risk Areas, 2015-2017



Small Commercial Aeroplane Operations

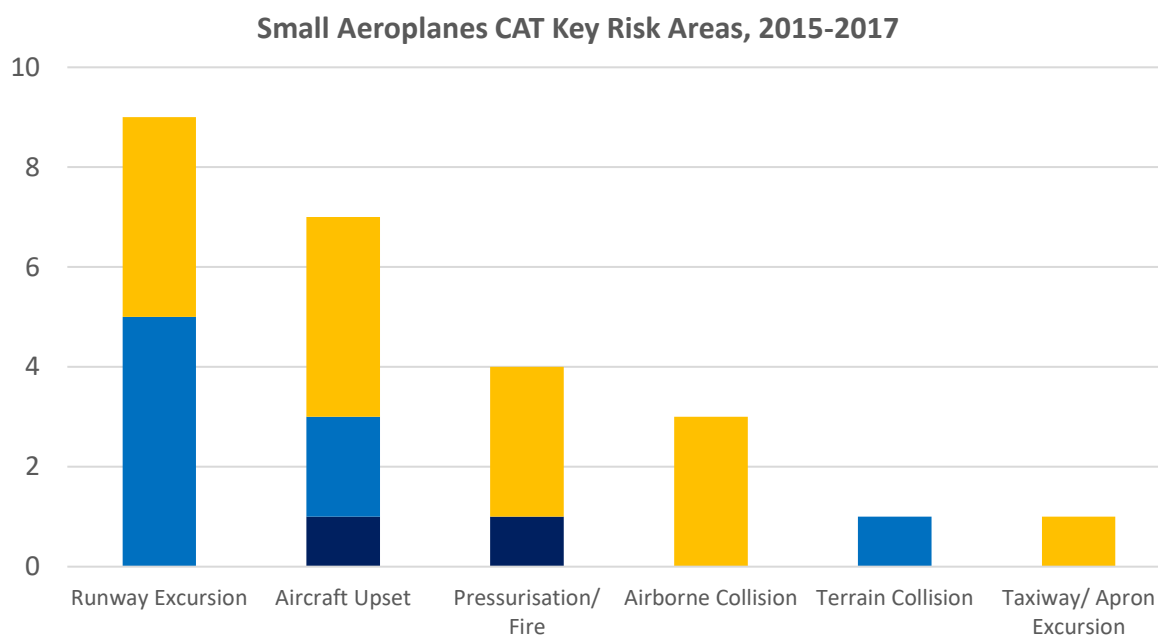
In 2017 there were 2 fatal accidents with 5 fatalities in EASA small commercial aeroplane operations. This is defined as EASA member state operated aircraft of any type with a maximum take-off mass (MTOM) below 5,700 kg, carrying passengers or cargo.



- These 2 fatal accidents included a Cessna 510 Citation Mustang accident with 3 fatalities and an ultralight accident that led to 2 fatalities.

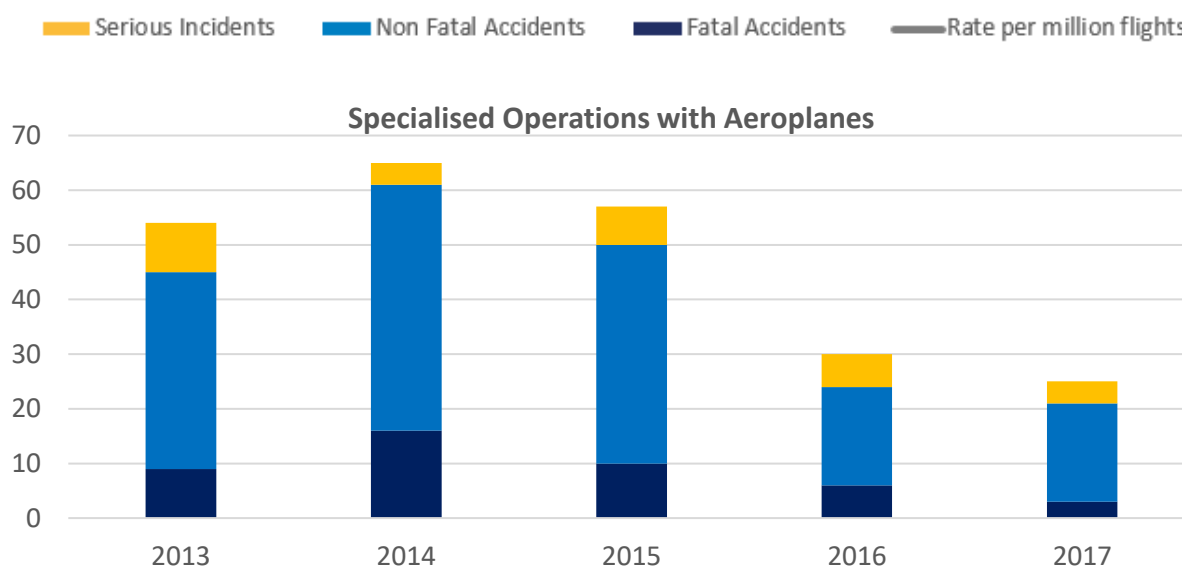
Key Risk Areas:

- The majority of accidents and serious incidents in this category involved occurrences with a risk of runway excursions and aircraft upset. These are identified in the EPAS with associated actions.



Specialised Operations with Aeroplanes

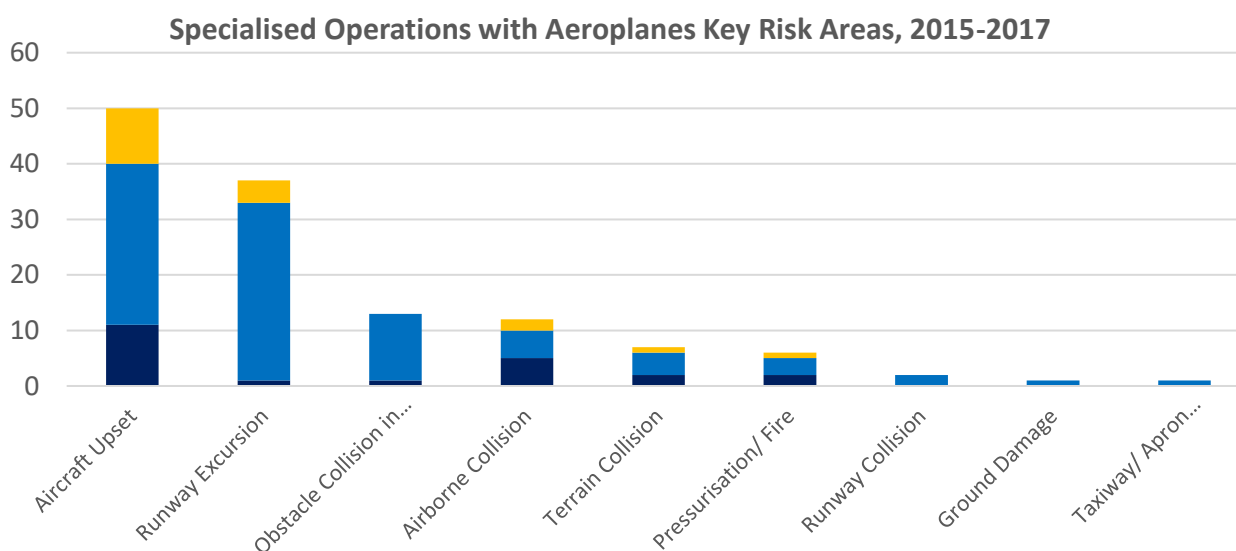
In 2017 there were 3 fatal accidents involving specialised operations with aeroplanes. These are commercial operations involving activities such as aerial advertising, crop spraying, air shows, photography and parachute drops.



- The fatal accidents in Specialised Operations with aeroplanes included one fatality in an Ultralight accident performing aerial advertising, one fatality in an agricultural flight and 2 fatalities in a parachuting operations flight.

Key Risk Areas:

- The majority of accidents and serious incidents from 2015-2017 for this category of EASA member state operation involved occurrences with a risk of aircraft upset or runway excursion.
- Examples included an engine failure that resulted in a runway overrun during the resultant forced landing, unintentional spoiler deployment that resulted in an emergency landing, and an aircraft losing propeller blades during flight.



Commercial Rotorcraft Operations

There were no fatal accidents in offshore helicopter operations¹ in the EASA MS during 2017.

In total for 2017, commercial rotorcraft operations experienced 6 fatal accidents with 16 fatalities and reported an additional 88 non-fatal accidents and serious incidents.

Type of Commercial Helicopter Operation	Fatal accidents	Fatalities	Non-fatal accidents	Serious incidents
Offshore CAT	0	0	0	2
Other CAT	1	6	2	3
SPO	2	2	8	1
Total	3	8	10	6

- Commercial operations involving rotorcraft² are monitored via three categories: offshore helicopter commercial air transport, other commercial air transport rotorcraft and specialised operations involving rotorcraft.
- In accordance with EASA's regulations on operations, medical flights are considered to be passenger flights and are therefore included in the "other commercial air transport" category. The specialised operations category includes gyrocopters in addition to helicopters.

In addition to the number of accidents and serious incidents per year, the key risk areas are also shown. Note that the category "runway excursion" for rotorcraft also includes helipads, helidecks and other designated landing sites.

- Other commercial air transport rotorcraft were involved in six fatal accidents between 2013 and 2017. The most common risk area for these operations is aircraft upset, with 11 accidents and serious incidents between 2015 and 2017, including one fatal accident. However the most deadly category for these operations is terrain collision, with four fatal accidents involving terrain collision and one involving an obstacle collision in flight.
- Specialised operations involving rotorcraft include activities such as aerials surveys and powerline inspections, photography, construction and external load carrying. There were eight fatal accidents in this category between 2013 and 2017. The most common key risk area between 2015 and 2017 was aircraft upset.

¹ The offshore helicopter commercial air transport category covers passenger and cargo operations to and from oil and gas or wind farm sites that are offshore. This category does not include offshore search and rescue flights, which are considered state flights.

² Rotorcraft covers both Helicopters and Gyroplanes. For Offshore there are only Helicopter and no Gyroplane operations.

■ Serious Incidents
 ■ Non Fatal Accidents
 ■ Fatal Accidents

