

# Accident Categories

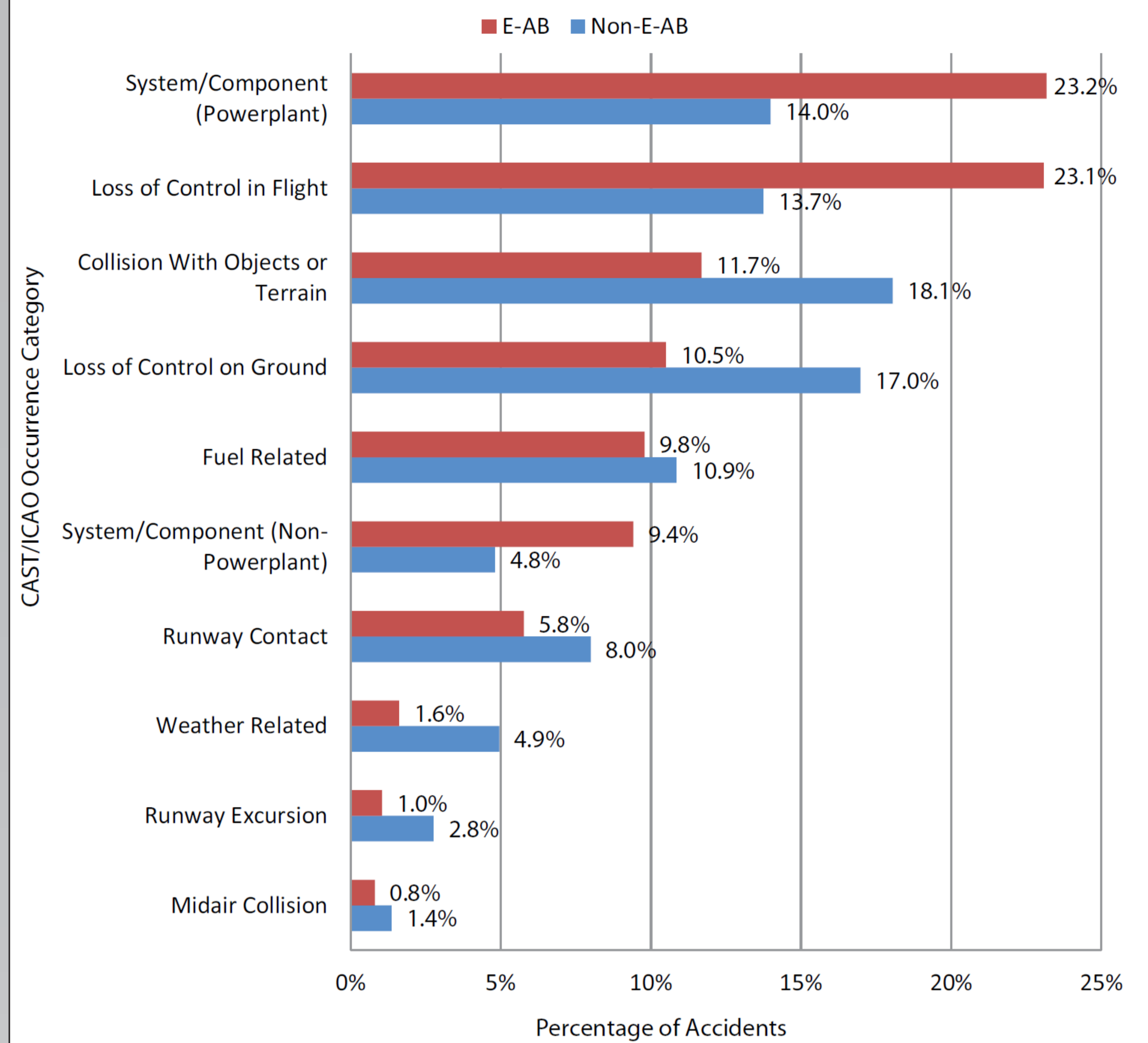
Without knowing the ways in which E-AB and non-E-AB aircraft find their way into the accident records, meaningful analysis would be difficult. Thankfully, the NTSB's study compared the two and included the three charts reproduced here. This article's main text explores these charts in greater detail, but three things tend to jump out.

First, pilots flying non-E-AB aircraft are more likely to become involved in weather-related accidents and/or collide with terrain. That's in keeping with the VFR-only operations in which most E-AB aircraft are used.

The second thing that jumps for us is the higher rate of systems-related accident causes, including powerplant problems, E-AB aircraft have experienced when compared to non-E-AB types. Reasons for this would seem to be obvious but additional data certainly would be useful.

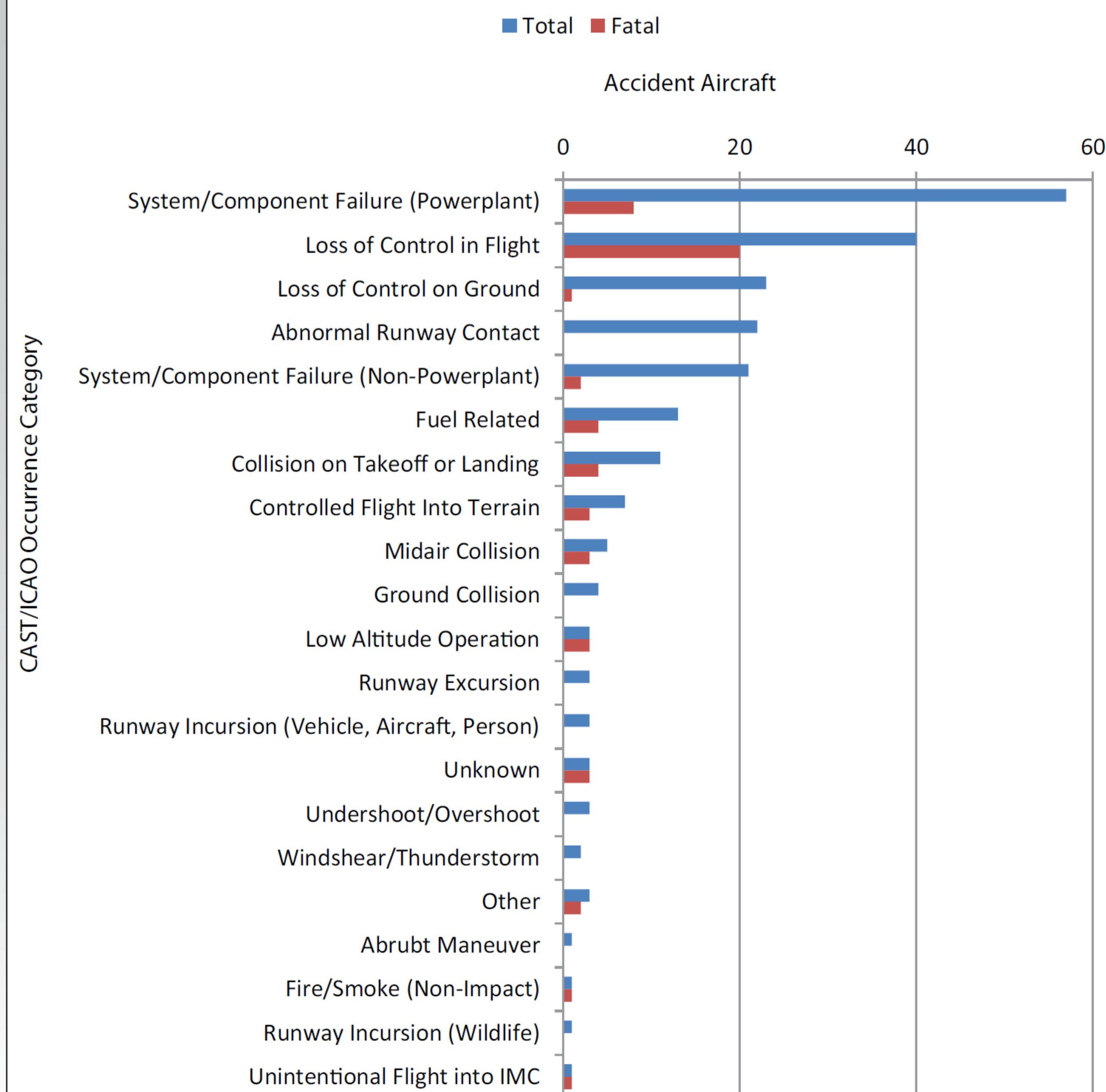
A final observation: Accidents resulting from fuel-related reasons are fairly even. Draw your own conclusions.

### Top 10 Accident Occurrence Categories for E-AB and Non-E-AB Aircraft, 2001 – 2010



### CAST/ICAO Occurrence Categories for E-AB Accident Aircraft, 2011

(Includes one Midair collision between two E-AB aircraft, and two Runway Incursion accidents between two E-AB aircraft)



### Top 10 Fatal Accident Occurrence Categories for E-AB and Non-E-AB Aircraft, 2001 – 2010

